First	Date	Method of Contact	Corridor	55th	63rd	Iris	Folsom	Reaction	Primary	Secondary	Full comment
Ashley	9/16/2015	email	Folsom Street				1	negative	congestion	Safety	Mapleton but the light at Pine had just turned green and no cyclists or more cars were coming down the hill from the north. However, a bicylist was riding north on the sidewalk on the west side of the sidewalk. As I cannot see traffic to the north without pulling forward to block the crosswalk, I pulled out into the bike lane to let him pass behind me. Given that the line of traffic was starting to move southward, I was expecting to be able to pull behind the last southbound vehicle on Folsom within a few seconds. But then traffic on Folsom suddenly came to dead halt due to congestion farther south. Within the next 15 to 30 seconds later another turning car came up behind me on Mapleton, and then more cars came down Folsom from the north--followed by two bicyclists. I was stuck in bicyle lane and I felt terrible about it, but the traffic was so snarled that there was nothing I do about it. The lead bicyclist slowed down to wait for me to clear but the trailing bicyclist sped by him, passed the line of stopped vehicles on the right and then swerved around the front of my car. He shook his fist and looked at me, shouting something at me about blocking the bike lane. While I did misjudge how bad the traffic jam would become at that moment, I really appreciated the other bicyclist's look of sympathy. Regardless of whether you are driving or a car or riding a bicycle, you have to be willing to allow vehicles caught in an intersection an opportunity to clear it. Traffic jams suck for everyone. But this problem with intersections also reveals what a bad idea it was for the city to create artifical traffic congestion by reducing the number of through lanes on Folsom. I have made that same right turn thousands of times under the former design of Folsom without ever experiencing that sort of difficulty. It isn't that the rightsized design is just not working, it is that Folsom is now wrong-sized and less safe for all of us. Please count me as strongly opposed to the rightsizing of Folsom and any other of Boulder streets. [illegible]
David	9/16/2015		Folsom Street				1	negative			The wider bike lanes on Folsom are a big mistake. Although my wife did see a deer using it once and for that case the wider lane was needed.
R Murray	9/16/2015	email	Folsom Street				1	negative	safety	bollards	Mapleton but the light at Pine had just turned green and no cyclists or more cars were coming down the hill from the north. However, a bicylist was riding north on the sidewalk on the west side of the sidewalk. As I cannot see traffic to the north without pulling forward to block the crosswalk, I pulled out into the bike lane to let him pass behind me. Given that the line of traffic was starting to move southward, I was expecting to be able to pull behind the last southbound vehicle on Folsom within a few seconds. But then traffic on Folsom suddenly came to dead halt due to congestion farther south. Within the next 15 to 30 seconds later another turning car came up behind me on Mapleton, and then more cars came down Folsom from the north--followed by two bicyclists. I was stuck in bicyle lane and I felt terrible about it, but the traffic was so snarled that there was nothing I do about it. The lead bicyclist slowed down to wait for me to clear but the trailing bicyclist sped by him, passed the line of stopped vehicles on the right and then swerved around the front of my car. He shook his fist and looked at me, shouting something at me about blocking the bike lane. While I did misjudge how bad the traffic jam would become at that moment, I really appreciated the other bicyclist's look of sympathy. Regardless of whether you are driving or a car or riding a bicycle, you have to be willing to allow vehicles caught in an intersection an opportunity to clear it. Traffic jams suck for everyone. But this problem with intersections also reveals what a bad idea it was for the city to create artifical traffic congestion by reducing the number of through lanes on Folsom. I have made that same right turn thousands of times under the former design of Folsom without ever experiencing that sort of difficulty. It isn't that the rightsized design is just not working, it is that Folsom is now wrong-sized and less safe for all of us. Please count me as strongly opposed to the rightsizing of Folsom and any other of Boulder streets. [illegible]
Richard	9/16/2015	email	Folsom Street				1	negative	congestion	signal timing	our traffic engineers (?) to make rapid adjustments; however, yesterday I noticed while traveling South on Folsom that the left turn signal facilitating turns onto Pearl (heading East) only gave 4 vehicles the opportunity to negotiate the turn before that signal stopped. As a result, the North bound traffic on Folsom (backed up as usual) started immediately, so no further left turns onto Pearl were possible during that Folsom signal cycle. What happens, for those of us who experience the joy of sitting in traffic, is often the additional cars waiting to turn onto Pearl St. back up enough to block the only lane heading South on Folsom. It doesn't take a rocket scientist to see a further improvement of the Folsom sow's ear, extend the length of that left turn signal. Another bandaid on the bleeding "right sizing" patient. Once again, in frustration
Art	9/15/2015	email	Folsom Street				1	negative	gridlock	safety	I am a dedicated bicycle commuter who rides Folsom from Valmont to the University each day. Yesterday morning I had an experience that illustrates one of the problems with the redesigned roadway. I needed to make a left at Pine to get over to 26th to run an errand, but although the light at Pine was green the southbound cars were backed up from the flashing crosswalk at Spruce for about two and half blocks to alley between Bluff and Mapleton. I couldn't safely merge left into to get into the lefthand turn lane. I ended up being part of the traffic problem--I crossed at the flashing crosswalk at Spruce and backtracked to Pine. While I appreciate that you have tried to make Folsom safer with the right-sizing project, I think you have failed to address the Folsom corridor as a whole. Not only does traffic back up from the blinking crosswalks, but the righthand turn lanes are still too short to allow bikes and cars to safely mix and the resulting auto congestion has made riding safely much more difficuly than it used to be. I feel like I am back in San Francisco, where cars would unpredictably speed up and slow down and turn in respose to auto congestion. In my view, Folsom was safer for bicyclists as it was. If restoring it to its old state is impractical, I urge you to dig deep into the city's wallet and spend the money to physically redesign the road create a multi-use bike path that parallels Folsom on the west side. It would be a win-win for all of us.
Charlie	9/15/2015	email	Folsom Street				1	positive	safety	access	Good morning. I just wanted to let you know how much I appreciate the Folsom protected bike lane. I live off of 30th street and have never felt safe biking in that bike lane. I've seen drunk drivers swerve all over it at night and the Buff Bus is so big it often creates an air suction when it goes by me. When I learned about the Folsom protected bike lane, I started running my errands down Folsom instead, then crossing over at Goose Creek or the Boulder Creek path. I'm a woman in my 20s working at CU and trying not to drive as much due to my concern regarding climate change. I really hope the council realize that having the bike paths physically protected instead of just painted on the street is what makes the difference in perception of safety for someone like me. I know that this is a community effort, and I wanted to tell you that I try to be one of the respectful cyclists. If I see a driver that isn't noticing me, I sit up on my bike and wave so they see I'm crossing in front of them. I never run red lights and always judge an intersection the best I can before I enter it, even when I have the right of way with the lights. I hope the protected bike lane on Folsom doesn't go away. I heard talk that some of the local businesses are saying they've lost money because cars don't know how to turn into their parking lots anymore. I would definitely support bigger signs so people in cars can patronize these businesses, but removing the protective barrier of the bike lane would mean I would no longer feel safe biking there. I don't want businesses to suffer- let's brainstorm solutions together so it's a combined community effort and not a divided community at each other's throats. I do not currently volunteer or do any community activism for the bike lanes, but if there is a need that you see, please feel free to email me back here and I'll definitely look into it. Best wishes and good luck with the bike lanes,

Cindy	9/15/2015	email	Folsom Street				1	negative	congestion	data collection	I use Iris, Folsom, Broadway, 28th and 30th, and try to stay off the neighborhood streets. My sense it that all of these are major arteries and as such should not be narrowed. Instead, please put the bike lanes on streets that are not major arteries to better separate cars and bikes. It will make the experience better for everyone concerned. As of now, the Folsom project is creating back up not only on that street, but shifting people to to 28th, or cutting through the neighborhoods. I don't feel the appropriate metrics have been collected to understand the impact (as in, the right baseline to measure the impact on surrounding neighborhoods, etc). I am especially concerned about doing something on Iris, since it is the major east/west street, coming off the Diagonal, in North Boulder. It just doesn't make sense. thanks,
Courtney	9/15/2015	email	Folsom Street				1	positive	safety		transport method equally each week. We feel significantly safer as bikers going on Folsom (which currently is part of the fastest route to downtown from where we live on Kalmia and 28th). We also feel safer as drivers that we won't accidentally clip someone--everything really was just way too narrow before. Please keep doing this on more and more streets in Boulder! The way I see it, boulder is growing so fast that the traffic is never going to be really easy and unpopulated, so making it at least safe, and also easy for biking, which encourages people to use that method of transport, is the best option. My only suggestion would be to consider improving both the efficiency and price of using public transit, as it seems that most cities in the world with successful biking transport cultures are ones that offer cheap, adequately fast, and reliable public transit to substitute for tasks that cannot be done on bike or for residents who cannot physically ride bikes. Thanks again! :)
Emily	9/15/2015	email	Folsom Street				1	positive	safety		Today my 14 year old son got hit by a car on Broadway, riding his bike down to see friend's on Pearl Street. This is exactly what I had been worried about, and warned him about a million times. He was heading south, and the car didn't realize he was there (no bike lane even where he was - he was on the sidewalk) - turned left and hit him as he crossed Evergreen. Just 3 days after sending the letter that I support your bike lanes. If you need a mom on your side, please contact me. Boulder is NOT bike friendly - whoever thinks it is is crazy. The bike paths are lovely for a family outing, but as far as commuting, we need more flags, more designated lanes. I am attaching the photo of his front bike tire. Totally squashed. So glad he was not seriously injured. Please don't listen to all the whiners. Imagine if he had died... you'd feel awful. One reason he took Broadway was because he thought that the bike lane on Folsom was being dismantled (it isn't, I hope). This isn't a popularity contest. Sometimes, as elected officials, you need to do what is right over what the yappers are complaining about. Happy to help in any way I can. Sincerely,
Paige	9/15/2015	email	Folsom Street				1	positive	safety	access	I know you've been getting plenty of feedback so I'll keep it short. Thanks for being welling to do something so courageous. I know this hasn't been easy. I've used bikes as my primary mode of transportation throughout my adult life, priding myself on my daring ability to face Boston traffic as a 20-something commuter. Now, I'm the mother of a 10-month old. And I'm constantly seeking out the safest routes to bike him through our days. Not being able to bike with our son was challenging for the first few months of his life as I felt myself become car-dependent once again. As he's reaching the age at which we can bike with him, I'm thrilled to have access to what feels like a really safe route to bike my child. I would NEVER have biked my son on Folsom previously (which means I would have biked a lot less because of our home's location in the Goss-Grove neighborhood). Part of the reason I chose to call Boulder my home is because of its stance on not only being a bike friendly community, but also continuing to build infrastructure that makes biking a safe primary mode of transportation. My days of feeling like a daredevil in Boston and fearing "getting doored" by a parked car are over and I am thankful to live in a community that supports alternative transportation in such a major way. Paige Doughty, mother of 10-month-old Wolf.
Connie	9/14/2015	email	Folsom Street				1	negative	safety		Dear Council I had hoped that by now Folsom might feel a bit safer for me when I ride it, but it doesn't. The changes made by transportation staff are not helping with the right-turn problem where cars cut off scyclists due to their having to turn more sharply. Just this morning I was cut off at Folsom and South. Please remove the rightsizing. It continues to be a failure. Folsom was better and safer how it used to be. Thank you
Sarah	9/14/2015	email	Folsom Street				1	positive	safety		Hi there, I am a Boulder homeowner (80301) and am grateful and happy for the folsom right-sized lanes. I now feel much safer biking to and from the office every day and especially at night. I almost got clipped numerous times previously and now I feel totally protected. Thank you!
Eric	9/13/2015	email	Folsom Street				1	negative	congestion	travel time	During most daytime hours, the stretch of Folsom St that I often drive from Mapleton to Canyon is now a total mess. Due to red lights and flashing crossings, traffic backs up bumper to bumper, making it impossible to even enter Folsom from side streets, and requiring multiple cycles to creep through an intersection. And all this would have been completely predictable, if the City had bothered to study it first. What annoys me most about this is that the street worked perfectly well before! It already had a bike lane, just as many Boulder streets do. I never exactly saw it overcrowded with bikes, and I see remarkably little use of the enlarged bike lane now, as I sit immobile in traffic. We really need a City Council with the common sense not to keep moving forward with controversial projects that half of its constituency (if not more) oppose. There is no clear mandate for doing this. Accurate polling has never been done, and the current claim of 56% support in spontaneous feedback is not only weak, but surely skewed by activists and their organizations. (There is no Motorist Rights Club or Sensible People's League... though in a town where nut cases are quoted in the newspaper saying things like "driving a car should be socially unacceptable", perhaps there needs to be!) So here is one more vote against. You can probably expect more at election time.
Fiona	9/13/2015	email	Folsom Street				1	positive	safety		I wanted to provide some feedback on the protected bike lanes on Folsum. I love them. I feel much, much safer biking now, especially at night time. All my best,

Ken	9/13/2015	email	Folsom Street				1	positive	safety	vehicle speeds	I drove my car and rode my bike on Folsom street since the Rightsizing project was implemented and found both modes of transportation improved. Driving on Folsom is calmer now and my trips are not delayed at all. Bicycling on Folsom is much safer and enjoyable. In my opinion, the Rightsizing project on Folsom is a success and should be continued as planned. I also encourage you to implement the Rightsizing project on Iris Avenue as soon as possible so bicycling in my neighborhood will be safer and more enjoyable too. Thank you.
Dana	9/12/2015	email	Folsom Street				1	negative	public process	congestion	but the spreadsheet I received in my email along with a link to the article in the Camera was quite convincing. It shows how staff analyzed only a small subset of the entire body of public comment to reach the 57% in favor and 40% opposed numbers. If all the comments had been analyzed by staff, the public comment would be about 54% against and only 42% in support. I realize public comment is not the same as a public vote on rightsizing. But I am very concerned that we can no longer trust what staff has been saying about rightsizing. I know my own experience of driving Folsom to pick up my kids at their after school care after working at my job in the Village shopping center has been awful. Traffic is just much worse than it was before. Perhaps this is what all of you on city council intended to get people out of their cars. But as a working mom who has to pay $15 extra every 10 minutes I am late to pick my kids up, I am really unhappy about this. It seems like you are trying to drive working people with kids out of Boulder. It is already hard enough to make my rent! I don't think I am alone in this. Everyone I know in town is complaining about it. thanks for listening,
Kathy	9/12/2015	email	Folsom Street				1	negative	traffic flow	travel time	This "re-sizing" project is terrible because traffic doesn't flow properly, causing delays. Also, motorists have no place to go should an emergency vehicle with lights and sirens going approaches from the rear. Please end this project city-wide and revert to the "old" Folsom.
Cecily	9/11/2015	email	Folsom Street				1	negative	communication	Environment	To the Members of Boulder City Council: I have lived in Boulder since 1960. I vote here, too. You can be sure that I am reading about this project and noting how each of you stand. You can be very sure that this is and will be an election issue. For those of us over 65, let me be very clear. This project was wrong in implementation and wrong in its (lack of) assessment of community impact. I will vote against ever single one of you who has supported this ridiculous experiment. The project is wrong for so many reasons, but just to be clear, I will name a few: •business has suffered (I know, because I now plan very carefully how often I go to that part of Folsom), and, believe me, if I can buy elsewhere, I don't go to McGuckins, Sprouts, etc. I would rather drive farther away, using more gas & polluting more, than deal with the traffic jam •added pollution of cars idling to get through the congested intersections •no study of what this does to traffic on 28th St •no study on how many of us are NOT ABLE to use our bikes, for many reasons, including our purchases at business along this corridor Do the right thing and end this horrible experiment on us animals, and let us go back to our lives. Sincerely, Cecily
Charles	9/11/2015	email	Folsom Street			1	1	negative	Safety	auto congestion	To the Council, As a regular user of Folsom I wanted to wait and give things a chance before voicing my opinion. The early days were rough with often times multiple lights to get through an intersection even during off peak hours. Obviously, as the council has noted, all the bollards, sharp transitions to make right hand turns, striping and narrow lanes make the drive nerve wracking. It was maddening to see the car to bike ratio anywhere from 50 to 100 cars per bike. Slowly this changed. Unconsciously I started taking other routes and/or using businesses in other areas. I forced myself to go back in this past week however it still feels like a demented fun house. There were fewer cars but the ratio of cars to bikes was still phenomenal even with the students back. I suspect that people are consciously or unconsciously starting to avoid Folsom. The street just feels unsafe and has become a stressful hassle. My wife and I use our cars to handle multiple tasks at once to avoid the huge time cost of biking all over the city. The bus is even worse from that standpoint. For recreational pursuits we walk when we can and when it's appropriate. However we always try to find the most efficient path whether we bike, car or walk to complete our goals. Folsom is no longer that path. If we are not the only people who feel this way (and it appears we aren't) this has to have a deleterious effect on the businesses in that corridor. University has gone better. The current configuration is lousy but in the previous configuration the bikes were well behaved, traffic flowed and the large boulevard felt like a boulevard. If University has to be right sized the previous configuration is the better option. The current University configuration has bikes in the street and in the bike lane, makes it hard for cross street traffic to enter University, the same for pedestrians, makes it hard to manage snow and all the screwy parking jobs has people driving over the center line when possible to feel like they're in a normal lane. Even with all of this experimentation the car to bike ratio outside of certain times is still 50 to 1. I am now firmly against the changes to Folsom and by extension any changes to Iris. I can live with University in the previous configuration but the current configuration is not safe and does not work well - not to mention visually ugly. In conclusion, the one thing you as the council do not want to do is harden peoples hearts. Currently bikes ride on the street or not on the street, with traffic or against traffic, on the sidewalk or not on the sidewalk, obey traffic lights and stop signs or not. Bikes aren't licensed, bikers are not licensed, there are no safety

Donna	9/11/2015	email	Folsom Street				1	negative	public process	safety	My Top Ten Reasons Why "Right-sizing" on Folsom is Wrong. I'm sure you've heard many of these same issues before but my BIGGEST complaint is #1: 1. Who is officially taking feedback on this project? I've written City Council (no response that they received my email). I see many editorials in the paper, but are any of those comments being considered by anyone? I tried the Inspire Boulder website but you have to set up an account…really? I'm writing you because I see your name/email as someone who is taking comments. I don't even know who you are, what your job title is, or what your involvement in this project is, but I'm wanting my voice to be heard so hence my email to you. I think the communication and clarity of this whole project is VERY poor! 2. I don't believe the feedback information you're getting is balanced or accurate. I have been making it a point to talk to everyone I interact with on a daily basis and I haven't talked to ONE person who is positive about the Folsom project. I realize that isn't a scientific polling process, but I wonder if anyone on this project is taking into account how strong a social group can influence the outcome of your input/survey? (i.e.: bicycle clubs, etc.) Are you really getting balanced and accurate feedback data? I can't believe the businesses on Folsom are for it either? 3. I DO use the wonderful bike trail system in Boulder County often. (But I won't use it in poor weather or to go shopping.) Personally I don't see the need for the new configuration of bike lanes. They were already there! This project is only to benefit a FEW rather than the majority. 4. THE SAFETY IS NOT IMPROVED! The congestion around McGuckins and Sprouts, both of which I used to frequent, is bad enough that I now go out of my way to avoid those merchants. I've also encountered MORE bicyclers going the wrong way in the lanes, and riding on the sidewalks than ever before! I thought the new, wider paths were supposed to be better for bicyclers? I feel it is more unsafe for me as a driver than ever before. That's also another reason I will avoid using it…I don't want to hit a biker! I also won't bicycle down it as I feel it's too visually confusing. 5. How will the bike lanes be plowed? AND REALLY, how many people will bike in the winter anyway? 6. Folsom is one of a few major north-south arteries in Boulder. It used to be my "go-to" street because 28th, 30th, and Broadway are so congested. Now there is one more congested street, oh goodie. 7. I'm not going to ride my bike to get 3 bags of groceries or to buy a sink at McGuckins. People still need cars to get around and run errands in Boulder. 8. A couple weeks ago there was a firetruck behind me (a few cars back) and there was nowhere for cars to pullover. Is this being addressed? How does that help SAFETY? 9. An editorial in the Boulder Camera a couple weeks ago from TAB said it all. "We are going to find a way to make this work." Yep, it's obvious that's the case and I can't tell you how frustrating that makes those of us who are upset with this project feel. The way this is being handled seems very much like the outcome is predetermined. 10. It really is quite ugly now. Perhaps the whole point was to get drivers off of Folsom? Good job!
Lee	9/11/2015	email	Folsom Street				1	negative	Safety	auto congestion	Don't know how ordinary citizens who walk , bike and drive the city streets can compete with the input you are getting from cycling organized groups but I hope you will listen. As a driver if a vehicle and senior citizen who can rarely ride a nike anymore hence cars and buses (none on Folsom?? Why not) here's some I Of the issues. Impossible to enter Folsom from Walnut. Took 8 1/2 minutes to get onto Folsom. As a Climate Change conscious city (I thought) how about all the carbon pollutants going into the atmosphere while cars are backed up in traffic? How about the same "rules " for bicyclists as for drivers? Why must the driver come to a dead halt on a green light to turn right onto Arapahoe while the cyclist saunters through full speed. Of course if I hadn't at the last minute looked DOWN at the pavement instead of ahead at other traffic I wouldn't have seen the pavement sign and hit the cyclist who has NO sign. Just do as they like !! Why isn't the cyclist lane merged into middle so the car AND the cyclist can both turn right safely. The same is true for other areas going north on Folsom. Can you tell us what to expect from a snowstorm and plowing? I live off Iris. DON'T think about that one as our neighborhood will be out in force ready to be hauled off if necessary to protect our children against traffic safety problems if the city follows suit with Iris. What about more bus routes ? Oh yes. The decision was made to counter the vote by the people who said yes to a train transit but instead the council over road that and now we have to pay for extended lanes to travel 36. Really disappointed in poor leadership. Jan
Lori	9/11/2015	email	Folsom Street				1	negative	traffic flow	bollards	I would like to provide some input on the right sizing project on Folsom if it is not too late. I would like to see the changes reversed particularly in the area between arapahoe and pearl - the project is very disruptive to traffic flow in the area. I would like to see the green barriers removed. Thanks for your consideration of public input.
Michael	9/11/2015	email	Folsom Street				1	negative	congestion	travel time	I just wanted to express that I oppose the rightsizing of Folsom. I got caught in a ten minute traffic jam from when I tried to turn right from McGuckins onto Folsom northbound at rush hour this afternoon until I turned west at Pine. Traffic barely moved between Canyon and Pine. Maybe it is all the tourists in town for the CU game. Or maybe it is just that staff has been lying to us all along about the 2 minute delays on Folsom, just like how they said that 57% of the public supports it. Please just remove the rightsizing already.
Mike	9/11/2015	email	Folsom Street				1	negative	congestion	lack of bicyclist	While it's been called the Rightsizing of Folsom, I've found it to be anything close. I believe Wrongsizing should be the moto. Since reducing the vehicle traffic lanes, I've had an increasingly difficult time using Folsom to visit business or use it as an alternative to the ever crowded 28th street. Even on weekends, I've had multiple incidences of not being able to get out of the parking lot at McGuckin's because of the backed up traffic load on Folsom. In the meantime, I see very little bike traffic. The only time I see bike traffic is during the commuter hours, and I know this will cease once colder weather or winter comes. I'm an avid biker. I don't understand why the existing bike corridors are not expanded or emphasized more effectively to divert traffic to these lower traffic street. Living in North Boulder, if I want to go to downtown, I just use 13th street and there are other like corridors on the more eastern half of the city.
Rick	9/11/2015	email	Folsom Street				1	negative	Safety	auto congestion	The new road design is causing sudden traffic jams. I cannot make a turn out of the businesses I patronize in the Folsom corridor. Please remove all the damn bollards and put it back the way it used to be
Rick	9/11/2015	Inquire Boulder	Folsom Street				1	negative	gridlock	bollards	The new road design is causing sudden traffic jams. I cannot make a turn out of the businesses I patronize in the Folsom corridor. Please remove all the damn bollards and put it back the way it used to be!
Stuart	9/11/2015	email	Folsom Street				1	negative	diverted traffic	travel time	6 weeks later, the data shows vehicle travel time is much slower despite 3000 less vehicles on Folsom. Are those vehicles now traveling on 28th street, which is already overloaded with vehicles? 19th street? Where is this data? If the goal is to decrease traffic flow on Folsom, increase auto emissions, and increase bike use, this experiment has been successful. This change significantly worsens north - south travel through town. Extending this experiment to Iris would be even worse. It would be helpful if the transportation department would focus on improving traffic flow and improving safety on neighborhood streets. Broadway near campus is much improved following the changes several years ago. Traffic circles and speed bumps have been positive changes. Keep the main corridors easy to drive so drivers choose to stay on these roads and avoid neighborhood streets. I recommend stopping this experiment. The negatives greatly outweigh the positives.

Alex	9/10/2015	email	Folsom Street	1	1	1	1	positive	Safety	Environment	My apologies for the delayed response; I was out of town for the weekend and wanted to make sure I had a thoughtful reply. I personally believe that authorizing the Folsom right-sizing project is one of the most important moves Council has made in the last decade. While Boulder has a nationally-recognized network of greenways, the system is essentially built out and Boulder still has progress to make on achieving our transportation goals. It seems clear to me that the only way to achieve the goals set forth in our most recent TMP is through the re-purposing of existing street space. While acquiring new right-of-way to create space for bicyclists and pedestrians is a possibility, I do not believe that there is much appetite for widened rights-of-way in the core of our city, and nor do I feel that this is a good course of action. The re-purposing of existing street space for pedestrians, bicyclists, and transit- as has been done in countless cities across the country in the past decade- offers the fastest and most cost-effective way to increase the safety and convenience of these roadway users By S 30th St., I am going to assume this refers to the segment in between Arapahoe and Baseline. I live quite near this street, and have biked on it almost every day for the past six or seven years. It is a street very intensely used by pedestrians, bicyclists and transit riders travelling between the apartment complexes SE of campus and east campus, by faculty and staff in Smiley Ct, and students and young professionals in the neighborhood east of 30th travelling to the many retail and grocery stores on 28th/30th Streets, and many other It is also a street that feels intimidating, unpleasant and scary for most of these users. With two travel lanes in each direction, outside of the peak hours motorists regularly travel at 35, 40, 45 and 50 mph on this street. With the lights at Colorado and Aurora resting on green for 30th, it is a bypass for 28th St that invites speeding and dangerous weaving. The bike lanes are narrow, and south of Colorado are not in particularly good shape. I see almost as many bicyclists riding on the sidewalk as I do riding in the bike lane- and I believe this is because they are scared to death of riding in the bike lane. And I can't say I blame them- riding in a 4' bike lane when a bus or truck or fast moving SUV passes 1-2 feet away is neither pleasant nor going to encourage any "interested but concerned" cyclists. For pedestrians, the experience is not much better; the sidewalks are narrow and often well-used by bicyclists too scared of the street. Traffic is almost always travelling fast and the lighting is not great. In winter, plowing in the bike lanes is spotty and shoveling on the sidewalks looks like it leaves a lot to be desired. To be perfectly honest, unless you are referring to the striped bike lanes (which as a young male I do use and appreciate instead of having nothing) I have no idea what safety improvements 30th St has had. In the six of seven years I have lived near 30th, I can't say I have noticed any change. I want Folsom to succeed and encourage new cyclists and improve safety because I see Folsom as the first example of what I would like to see on 30th, Iris, and 63rd. In my opinion, 30th is the second most important corridor- after Folsom- for right-sizing due to the number of bicyclists and pedestrians on the corridor, the lack of alternatives, and the lack of subjective and objective safety. As a resident and voter, this is the single most important issue for me. If Boulder decides to curtail Folsom or not move forward with additional projects like this, to me it means we can pretty much give up on our TMP, our climate goals, our stature as a national leader, and the sense that Boulder can be bold and undertake ambitious projects to do great things. Thank you for voting to authorize Folsom, I sincerely hope that you will continue to support this project and more like it. Respectfully,
Beth	9/10/2015	email	Folsom Street				1	negative	safety	aggressiveness	Is anyone planning to observe the bikers on Folsom to make sure that they are actually following the traffic laws? Are there any consequences for them if they don't follow traffic laws like exist for car drivers? Today, I was in my usual commute heading west bound on Arapahoe about to turn right onto Folsom at about 3pm. I had my kids in the car as I had just picked them up from school. When I attempted to turn left a biker nearly crashed into the passenger side of my car because he was traveling SOUTHBOUND on the sidewalk! I yelled out my window that he should be in the bike lane (on the other side of the road) and he proceeded to give my son the finger as I drove by. My 7yr old son asked me why this person gave him the finger. I told him that it was meant for me and was rather a poor attempt at communication. In reality, the biker was clearly in the wrong and should of been using the "new improved" bike lanes and not the sidewalk. Is anyone ticketing these aberrant bikers? Just curious.
Brook	9/10/2015	email	Folsom Street				1	mixed	safety	congestion	reduced to speed limit levels, road noise is much reduced, driver stress appears much reduced north of Pine, and people are no longer gunning it when they turn from Mapleton onto Folsom. However, as a biker who is rarely sympathetic to cars, there being only one lane at the stoplights from Pearl to Canyon is creating traffic backups to Spruce during the day, and past Mapleton at peak morning and evening hours. I have seen car trips increase on Pine and Spruce to avoid the traffic backups in the Pearl to Canyon area. I would suggest it is worth considering returning to four lanes of car traffic south of Spruce so that cars can move quickly through these key intersections, which it seems is where the backlash against Rightsizing has arisen. Thank you very much for your consideration.
Doug	9/10/2015	email	Folsom Street				1	negative	congestion	safety	Folsom Street continues to be more crowded, and dangerous. It also generates perceptibly more exhaust fumes. It remains a stupid and unnecessary project and a manipulative effort for the planners to impose solutions to non-existent problems. Fortunately I've found quite a few people are coming together to take political action soon.
Harry	9/10/2015	email	Folsom Street				1	negative	congestion		I am strongly opposed to the right sizing project. This is not about biking but simply a method to choke traffic. If the City wants to encourage biking, then maintain the current Bike Routes on secondary roads. I ride the Kalmia route, which parallels Iris. Sections are so riddled with potholes that it's dangerous even on a mountain bike. Biking and driving on Folsom is now far worse then before The transitions at intersections are terrible for both. Iris and Folsom are 2 of only a few major arteries in this part of town. Eliminating them for cars is ridiculous. This is a poorly planed project that should be reversed.
Jack	9/10/2015	email	Folsom Street				1	mixed			I am impressed that you are making adjustments and listening to the public. That speaks well for this process. You deserve a compliment. However, I have removed Folsom from my paths of getting around Boulder. I've adjusted my driving habits to never include Folsom for traveling. Unfortunately I cannot bicycle due to a medical problem. Any businesses on Folsom are ignored by me.
Jim	9/10/2015	email	Folsom Street				1	negative	Auto congestion		City Council: Please reverse the changes made to Folsom. Traffic conditions are much more chaotic since CU is back in session. James
Jo	9/10/2015	email	Folsom Street				1	negative	congestion	economics	I am a 79 year old senior living in Winding Trail Village. I depend greatly on Folsom, Iris, and the 28/30 couplet to get anywhere. While I still ride a bike occasionally, it is ridiculous for some politically correct group to suggest it's a good idea for me, other seniors, moms with kids, handicapped folks, and others to ride their bikes to do errands to reduce car traffic. After having tried Folsom several times, I now avoid it completely and add to the congestion on 28th and 30th, even to go to McGuckins or some other place on Folsom. I will not vote for any candidate who supports expanding rightsizing and am very sorry to see that the only two members who opposed it are not running again.
Kathy	9/10/2015	email	Folsom Street			1	1	negative	Auto congestion		City Council Members, I am emailing to let you know that I am in full opposition to right-sizing Folsom or any streets in Boulder. Accommodate the bicycles, growth and environment without taking away streets from automobiles. Right-sizing is WRONG. If you are interested in the numerous reasons I have for this position, please let me know and I am happy to give them all to you. Thank you, Kathy

Kathy	9/10/2015	email	Folsom Street				1	negative			I am emailing to let you know that I am in full opposition to right-sizing Folsom or any streets in Boulder. Accommodate the bicycles, growth and environment without taking away streets from automobiles. Right-sizing is WRONG. If you are interested in the numerous reasons I have for this position, please let me know and I am happy to give them all to you. Thank you,
Libby	9/10/2015	email	Folsom Street				1	negative	data reporting	congestion	I am profoundly concerned about the failure of the Transportation deparment staff to report accurately on the public comment regarding rightsizing. I read in the Camera that in reality 54% of all the public comments opposed rightsizing and only 42% support it, while staff reported to you that 40% opposed it and 57% were in favor of it. Omitting data is a way to lie with statistics. Staff just can't properly report the percentages of public comment by reporitng on only the part of it that they happen to agree with. Imagine if a reporter wrote about the 2012 Colorado elections and included statistics about Romney defeating Obama 59% to 38% in El Paso County, but omitted telling you that Obama had 51% and Romney only 45% statewide. No one can make an accurate assessment about public support for Obama in Colorado without hearing the entire story; the same goes for how Boulder feels about rightsizing. I strongly urge you to reprimand the staff who tried to mislead you about the actual nature of the public comment. Given how poorly they have handled the public comments, how can I as a citizen believe any of the data coming out of the Transportation Department? And for the record I am opposed to the rightsizing because of the traffic jams it has caused. As a motorist I am frustrated, and I do not feel any safer when I ride my bike on Folsom--the old bicycle lanes were fine. Please put Folsom back to how it used to be.
Libby	9/10/2015	email	Folsom Street				1	negative	data reporting		(1) Transportation staff did not present the percentages of ALL public comments concerning rightsizing. Had they, it would have been 54% negative and 42% were positive as the Camera article revealed. (2) Transportation staff chose to present to council only the percentages of that part of the rightsizing on public comment that was most strongly positive. Their math for this subset only may have been accurate, but staff clearly did not tell the entire story about the public comment. (3) Omitting relevant data from an analysis is a way to lie using statistics. That is what makes staff's report inaccurate and misleading. Doing so calls into question whether the public should trust any data coming out of GoBoulder or the Transportation department. (And maybe it explains why my seven to ten minute delays driving Folsom are supposedly only one and half minutes long…) (4) I would have had much less concern about what staff had said if they had just given all relevant percentages about the public comment, as the Camera article did. Nor would I have been so concerned if there had been no significant difference between the percentages of all comments vs. the portion they did present. But there is a significant difference, and staff did not present it. Macon, please stop repeating the untruth that "staff accurately presented the public comment to us, precisely stating the parameters of email comments that were received." In fact staff presented statistics on only part of the public commentary most supportive of the right-sizing, and the Daily Camera caught them red-handed. And finally: Folsom was fine the way it was. I already bike to work as often as I can. I feel no safer on a bike on Folsom now, and perhaps less so due to the new traffic jams. Please put Folsom back how it used to be. And yes, this issue will matter to how I vote in a month.
Lynne	9/10/2015	email	Folsom Street				1	negative	congestion	Environment	The current situation on Folsom makes no sense at all, for so many reasons. To elaborate on just a few: 1. Typically, I use Folsom to get back and forth to work. Now, whenever possible, I detour to use various "neighborhood" streets … and it looks like others are doing the same. Driving more traffic onto neighborhood streets can only be considered a negative outcome of this experimental program. (Cycling to work is not an option for me!) 2. Each time I drive on Folsom, I am in the midst of a long line of cars, but see either no … or at the most one or two … bicyclists. It simply doesn't make sense to cause problems for the many to serve the needs of the few, especially when those few were already being served by bike lanes. (An aside: about a third of the time, the bicyclists that I do see are riding on the sidewalk, not in the new bike lines … and some of those are going in the opposite direction from the automobile traffic.) 3. The idling cars (recently, it took me three traffic-light cycles to get through the intersection at Folsom and Pearl) are contributing to pollution. In attempting to cause a problem that doesn't really exist, you are exacerbating a problem that most certainly does exist. There is more to be said on this subject, but others have already said it more eloquently that I can … and I am out of time. Bottom line: in the upcoming City Council election, I will make sure that I vote only for candidates who are against this ill-advised effort.
Marcus	9/10/2015	email	Folsom Street				1	positive	safety	family friendly	I wanted to thank everyone for sticking with the Folsom right sizing project. Yesterday a friend invited us to go eat at wahoo's on Pearl and 28th. Without the Folsom lanes, there would have been no way for my family to safely/easily bike there and we did not have our car with us. As it was, we just rode down Folsom and had a great dinner with some friends that we wouldn't have had otherwise. Removing the extra barriers was nice too, it let a faster rider pass me and my boys safely in one of the gaps and it still felt just a safe as before from the cars. Nice work! Mp Ps. My boys asked when the city is going to do the same thing to the pearl street bike lanes. ;)
Mike	9/10/2015	email	Folsom Street				1	negative	Auto congestion	safety	While it's been called the Rightsizing of Folsom, I've found it to be anything close. I believe Wrongsizing should be the moto. Since reducing the vehicle traffic lanes, I've had an increasingly difficult time using Folsom to visit business or use it as an alternative to the ever crowded 28th street. Even on weekends, I've had multiple incidences of not being able to get out of the parking lot at McGuckin's because of the backed up traffic load on Folsom. In the meantime, I see very little bike traffic. The only time I see bike traffic is during the commuter hours, and I know this will cease once colder weather or winter comes. I'm an avid biker. I don't understand why the existing bike corridors are not expanded or emphasized more effectively to divert traffic to these lower traffic street. Living in North Boulder, if I want to go to downtown, I just use 13th street and there are other like corridors on the more eastern half of the city. Mike
Molly	9/10/2015	email	Folsom Street, Iris Avenue			1	1	negative	congestion		I am most unhappy with the traffic gridlock now on Folsom. Take it away. I have a bike, and enjoy riding it, but this is foolish. Do NOT do this to Iris!!!!

Regina	9/10/2015	email	Folsom Street				1	negative	pavement markings		The link that was sent to me said I already filled in a survey and it wouldn't let me add new info or send another note. I drove (I am injured from a bicycle accident) Folsom yesterday after the new "improvements" The newly painted arrows in the center lane go to NOWHERE!! why were they not painted at driveways. They are now MORE CONFUSING!!!
Ryan	9/10/2015	email	Folsom Street				1	positive	congestion		I really like the new bike lanes on Folsom Street. Although I primarily drive Folsom and have noticed some increased traffic congestion at peak times I have also biked Folsom Street several times and the new bike lanes are awesome! I think it seems to be working well. Keep on trying to perfect it. Thanks
Thomas	9/10/2015	email	Folsom Street				1	negative	public process	congestion	Meltzer broke last weekend (i.e. all the comments received actually ran 54% negative to 42% positive). I was appalled to see both that staff presented only part of the public comments and that staff probably knew that a form email made that subgroup of 930 comments seem so convincingly positive (57% positive to 40% negative). What's worse: a Camera reader commented--and I have verified--that the city has mysteriously added public comments to the pdf without changing the pdf's filename or otherwise acknowledging that it is different. The pdf published on August 26th contained just over 1600 comments, while the new pdf and Excel versions that were published on September 2nd contains 1921 comments! While all of the comments in the original pdf appear to be unique and genuine, most of those additional 300 comments appear to be from the astroturf group's form emails--and they are almost invariably positive. Unsurprisingly, the percentage of all 1600 comments in the original pdf that are negative is considerably higher than the percentages of all comments that contained in the revised comments (about 60% negative instead of 54% negative). And because almost all of those additional comments are dated after August 20th, they actually swing the Folsom since installation subgroup that staff reported on from about 49% negative/46% positive to about 57% positive/40% negative. Why weren't those additional comments included in the orginal pdf? Why did the city update the summary of feedback on the Living Lab website without acknowledging that they had added 300 comments not in the previous version? And how does the public know those additional comments were actually received? (Though it is perhaps far-fetched it has occurred to me that the Living Lab staff, desperate to fend off the Camera's prepublication inquiries about their having misreported the percentages, could have pretended to find a bunch of identical form letters in order to make the percentages presented to council seem correct...) Now I'm normally not this cynical, but I've lost confidence in the Transportation dept. staff's ability to be objective and impartial about the rightsizing project. And given the Weaver and Applebaum responses in the Camera article, I am beginning to doubt whether council is impartial and genuinely wants to hear the truth about what the public thinks. Didn't we liberals used to criticize Bush for being surrounded by Yes Men and being unable to brook any opposition? Personally, I commute to CU from near Maxwell near Broadway so I don't ride or drive Folsom every day. But I have been on Folsom enough times now that I can say that I am worried about the sudden traffic jams between Pine and Canyon. I am now completely opposed to the rightsizing. Please remove it entirely, starting with the section between Pine and Canyon. Band-aids won't fix it, and it has much less public support than you have been led to believe.
Ulla	9/10/2015	email	Folsom Street				1	negative	public process		I see this experiment as sadly failed having caused long lasting damage in the community. It is not the idea of right-sizing it is how it was executed. City council and administration has lost political capital diminishing its chances of any even reasonable experiment and created divisiveness in the community that will take time to fix. I feel that whenever you take on a project the goal needs to be that you need to be in the ball park with the possibility of minor tweaks to adjust for issues. This project did not get into the ball park. I support safer bike routes, but why did you choose Folsom a heavy travelled North/South route. There are not many in Boulder (Broadway, Folsom, 28th Street and 30th) Broadway and 28th Street have been congested for a long time and 30th reached the threshold this year. Taking away Folsom without a replacement will inflict pain. Why did you not choose 20th as the bike route? I have avoided Folsom as much as a I could and drive 20th now which I found has a bike lane. Or you could have chosen Folsom for South/North direction and created a wider bike lane for that direction and selected 20th to get a wider bike lane for North/South or reserve whichever is the better solution based on traffic counts. It would have been more expensive to implement, but would have had the benefit of not destroying political capital. Yes you can commute to work if you are able bodied, but you cannot deliver goods to restaurants or retail stores nor go to see the doctor on a bicycle. It may be worthwhile to see whether to find a better solution for shuttling kids to and from there after school activities. Better bus routes so students can take the bus would be helpful. Thank you for listening
Anonymous	9/9/2015	email					1	negative	Auto congestion	Safety	Hello, The city council had a chance to save lines...and now...how many will die or be injured because you gave into those who are poisoned by car entitlement? You enabled those from 8 to 80 to ride . Now....it has become the guantlet again. There is a massive arterial just blocks to the east. And yet....not even a street that was adjacent to the University...could be accessible to bikes. I strongly oppose this. Time to rename Boulder to Houston
Bobby	9/9/2015	email					1	neutral	Safety	auto congestion	Ladies and Gentlemen, I live near Folsom & Spruce, and I both drive and bike that intersection. Recently I performed a simple experiment. I noticed that when pushing the east-west crosswalk button from either side of Folsom, the crosswalk lights and voice commands go into effect instantaneously. Before pushing the crosswalk button I waited until the light at Pearl was green for Folsom. Even after the north-south Pearl light turns green, the Spruce crosswalk executes immediately, obviously not timed to the traffic light. The REAL PROBLEM with the traffic jams along there appears to be simply that the crosswalk is not timed with the green light at Pearl. As either a cyclist or a pedestrian, why should I be given instantaneous access, while many cars wait? Drivers are fully accustomed to waiting their turn at intersections--why are pedestrians and cyclists given instant priority? We can wait a few seconds until the next red light at Pearl. Am I missing something? Right-sizing I believe is a good idea, and I support it. I urge the Transportation Dept to make this one adjustment to properly time the crosswalk with the traffic lights, and I think the system will work much better. Respectfully submitted,

Brian	9/9/2015	email					1	negative	Auto congestion		I would like to again reiterate my opposition to the right-sizing project on Folsom. I have to drive every day to work outside of Boulder and it has been problematic at best for me. I'd love to bike to work, but unfortunately my office is not located in Boulder. I appreciate the need for safe bike lanes. However, the Folsom section of this plan has been terrible for me personally. Brian
Bruce	9/9/2015	email					1	negative	business access	Safety	I have had the displeasure of traveling along southbound Folsom over the past week and have found some parts livable and some sections to be totally dangerous. The traffic wanting to turn left into the Diamond Shamrock from the southbound lane completely stop traffic on that street. While waiting for a clearing and bicycle to clear northbound, the southbound lane backs up quickly causing further problems. Prohibiting the left turn from southbound Folsom into the gas station would remedy the situation. I'm sure the Diamond Shamrock folks will be pissed along with the other merchants along Folsom. Bruce
Carla	9/9/2015	email					1	negative	Safety	communication	Hey! We're not just a bunch of lab rats! I strongly resent being "experimented" upon. Especially when the "experiment" is as poorly designed as this one is! The "right sizing" of Folsom is just wrong from top to bottom. Mr. Karakehian is correct…it's divided our community and it's only going to get better when Folsom is put back the way it was. There was nothing wrong with the way that Folsom street operated. I used it almost every day as the best way to get around town. Now it's just a mess. And don't even think about messing up Iris in a likewise disorganized fashion. IMO, the City staff is insufficiently collaborative in its functioning. It's supposed to take its direction from City Council; it's not supposed to make decisions and let us -- Council and citizens -- know after it's actualized. It's too bad that our community had to go through this bad patch; let's hope that we can avoid this kind of screw-up in future. Council members -- PAY ATTENTION!! Sincerely, Carla
Daniel	9/9/2015	email	Folsom Street				1	positive	safety	family friendly	I am writing to express my strong support for the Folsom 'right-sizing' project. I am both a driver and a bike rider on Folsom on a very regular basis, and I feel that the new arrangement is very welcome indeed. Beforehand I was terrified when riding on Folsom, where as a cyclist I felt very exposed to traffic in the very narrow bike lanes as cars whizzed by, often weaving between lanes and going faster than the speed limit. I usually avoided Folsom because I worried about getting hit by cars. Now I feel much more comfortable, to the point where I take my 3-year-old son in the bike trailer behind me on the Folsom bike lanes. I never would have dreamed of doing that before the "right-sizing". I have been dismayed at some of the coverage in the Daily Camera, suggesting that this is a project without beneficiaries foisted upon Boulder by the city council. I am absolutely thrilled that my bicycle commute has become safer, faster, and more efficient. As a driver on Folsom as well, I have not found the driving to be unduly burdened by the loss of a lane -- things may be slightly slower at some times, but in general I haven't noticed much of a difference. I am a bit alarmed at the notion of removing lots of the green and white sticks between the cars and the bike lane. They do perform an important function in making the bike lane visible to drivers and giving a protected feel to the bike lane. Also, the notion of eliminating the "right-sizing" south of Pine street would kill a major important section of safe bike lane, and would bring speeding, lane-changing cars very close to cyclists again for several blocks. This is not a compromise, but effectively kills the purpose of the project for cyclists because it would not feel safe to connect all the way down to campus and the Boulder Creek path. You can't make an omelette without breaking eggs, and you certainly can't ever do anything in Boulder without some people objecting to it. My feeling is that there is a very small handful of businesses making an outsize stink, and a few vocal drivers who don't like it because now this stretch of Folsom is no longer a go-as-fast-as-you-can-and-weave-through-traffic free-for-all. I want you to know that I am a real live Boulder resident who lives near the right-sized stretch (20th and Edgewood), and I use the road very often both in a car and on my bicycle, and I think the new "right-sized" version is great.
David	9/9/2015	email					1	negative	Safety		Almost hit some cyclist as I was trying to turn right on to Canyon today . They weren't wearing helmets and evidently feel that the cyclist lane is express through lane. Nice job! Can't wait to vote in November. Please drive by my house to see the big vote no for sitting council members. You guys are as arrogant as a municipal court judge. David
Emily	9/9/2015	email	Folsom Street				1	positive	Safety	more cyclists	I have been meaning to write this email for quite awhile, and unfortunately did not get to it. I LOVE the right sizing on Folsom, and was very excited for it to come to Iris and other streets. I live in North Boulder and am surprised at how unfriendly Boulder is for bicycle commuting. All the complainers say how we have miles of bike paths, and yes we do - but they are meandering paths that I enjoy biking on weekends for leisure. For actual commuting to and fro work - and for my son who goes to Boulder High - our streets are terrible! I live on Sumac Avenue, so for my son to bike to Boulder High he would either need to take Broadway, which I consider a biking death trap, or 19th - which is very narrow and the bike lane is poorly defined. I was very much looking forward to him taking Iris to Folsom and then backtracking to Boulder High. Now, we are unsure what to do, so I have been driving him. Iris scares me to death on a bike. I do have one constructive suggestion, which is that you spend money improving the current bike lanes to look more like the Folsom bike lane. Not in width (I actually think they don't need to be AS wide, since every one is complaining so much) - but the green paint and the bollards are awesome. PLEASE put that green paint and some bollards on every bike lane in Boulder!!! I think biking in Boulder is death defying, and what a shame - for such a supposedly "eco" city that you take your life in your hands if you want to commute to work via bike. Thanks for all you do, and know that you have many more supporters who are too lazy to sit down and write an email in support of the bike lanes.
Kasey	9/9/2015	email	Folsom Street				1	negative	safety	economics	I wanted to give my feedback and input on the right-sizing bike program we've been dealing with this summer. I would have just filled out the survey for Living Lab but they require you to make an account through them to simply fill out the form. What a survey! Luckily I don't have to drive too often on the roads that have gotten the bike road treatment. The bike lanes haven't been widened, they are now an entire lane. How does this make sense when you consider the size of a car versus a bike. The green paint, posts, and reflectors are very jarring to see on the road, distracting as a driver. Were people getting hit so often here that we need this much room for a bike lane? Or maybe we need these lanes in areas were bikers are being struck; is Folsom one of those areas? I ride my bike no more or no less with the advent of these lanes. I just get frustrated as a driver when I'm stuck in traffic that is due to the road being reduced to one lane and I see two cyclists the whole trip. People drive here, why deny it! I would like to see the lanes go back to what they were. Thanks for reading.

Mark	9/9/2015	email	Folsom Street				1	negative	public process	data collection	I am writing to you to complain, in the strongest terms possible, about the significant detrimental impact this project has had on my – and nearly twenty thousand of my fellow Boulderites per day - travel in and around the Folsom Street "Right-Sizing" experiment. For your information I have resided in Boulder County since 1997, currently live on 23rd Street between Pearl and Spruce and use the Folsom Street corridor at least twice a day. I am in my late 50's, am a Boulder tax payer and have tended, on the whole, to leave local politics to those who have an interest in such things. Up until you foisted this complete and total debacle on the population of Boulder my working assumption had been that local politics (and politicians) aims to provide diligent due care and assistance to the well being and livelihoods of the community as a whole. After all, the position of council members is totally dependent on them retaining the goodwill of a large proportion of the community. I am therefore both disgusted and incensed at the demonstrable lack of consultation, preparation and implementation of what could (perhaps) have been a worthwhile attempt to improve the well-being of a small sub-section of the Boulder community (including our visiting / transient student population). Instead you have willfully and shamefully divided our community, unambiguously alienated the very large section of the population you should have been trying to win over to your cause and demonstrated to the wider Colorado populace that the Boulder City Council are at best laughably incompetent, politically naïve, nincompoops and at worst lacking in both integrity and even one iota of basic common sense. On August 25th I sat through the Council's study session and was frankly appalled at what I heard. Notably a) the fact that no "before" data regarding emergency service access to Folsom Street had been obtained, b) the "before" cycle use data was taken for a limited period of one day (Tuesday) in the week before the Fourth July Holiday (on the Friday) when neither CU nor BVSD (nor very likely many businesses) were in session / at work and the recorded temperature hit 93 F and we had 0.03" of rain (link provided on request), c) the very scanty "before" cycle use data was then "converted" to a daily use volume, but the methodology used is more than slightly opaque, d) the "corridor travel time" modeling did not include, or account for the possibility, that your poor fellow citizens, deeply inconvenienced by this forcibly imposed "right-sizing" experiment, might vote with their vehicle and simply attempt to find alternative routes around this mess, e) no contingency plans or analysis had been derived to account for what could be – and by some members of council was – easily predicted to have a very significant impact on a large proportion of commuters / businesses along the Folsom Street corridor, f) it was acknowledged (by Council Chair) that obtaining any meaningful accident rate data should take at least three (3) years (!) and last, but certainly not least, g) even if your expensive and ill thought through "experiment" were to be successful, it would have a trivial impact on the greenhouse gas emissions of the City of Boulder. Sadly, I now see, from review of the latest (badly flawed) statistics, that, even with the best will in the world, this "experiment" you deliberately and purposefully inflicted on your fellow citizens has clearly, unambiguously and demonstrably failed. (For avoidance of any doubt I have to state that, for many reasons I would be happy to share, but are not germane here, I now treat the published data / statistics with more than slight suspicion.)
Regina	9/9/2015	email					1	negative	Safety		I witnessed a car accident on Folsom yesterday, Tuesday the 8th of September. I don't know if it was reported to you. The street is so confusing. One of the cars had out of state plates. The cars didn't know where to go and went from the left lane across to the right and confused the two bicyclist (that where NOT wearing helmets) and all us car drivers behind them. I am driving a car around town more these days because I was in a bike accident 6 weks ago and don't have full use of my hands. I am a NO vote on the Folsom trial. Regina
Arlene	9/8/2015	email	Folsom Street			1	1	negative	Auto congestion	Safety	Please return Folsom to what it was, and pls do not try this horrible experiment on Iris. ARLENE
Cela	9/8/2015	email	Folsom Street				1	negative	Safety	auto congestion	mistake. You need to give us that lane back and just tweak the features of the bike lane. First, your before data are pathetic. The idea that one day of data is pretty much representative of the year as a whole is the dumbest assumption ever. Is one day with and without students here the same? Don't take us for fools. Is a winter day that is dry or snowy and cold the same as a summer day that is dry or rainy and warm? Such arrogance balancing on the platform of ignorance is a poor representation of reality. If safety is the purpose, add some data on how many bikers wear helmets. Very few, less than half, that's a fact you are missing. Safety shmafety. Here are some tweaks that you could try…AFTER YOU GIVE US THAT LOST LANE BACK. Put the big green blobs at each right turn lane for bikes so bikes and cars know they have to share the lane, and narrow the bike lane line and paint it red or yellow at all these right turn lanes, so the bikers know they are in a danger zone too. Put the plastic bollards closer together at the far side of an intersection, then VERY far apart after that. Since bikers will want to pass each other they need to go outside the line and bollards occasionally. In case you missed it, the left turn for bikers is still as risky as it has ever been. 1.Give us the car lane back. 2.Enforce the laws bikers break constantly. 3.Note that so many bikers do not wear helmets that your desire for safety should start there and should certainly not ignore that fact. Cela

David	9/8/2015	email	Folsom Street				1	negative	Safety	auto congestion	HI all, Once again good intentions have gone awry. I do not like the current configuration of Folsom. Perhaps additional tweaks will help. Losing the car lane is a major mistake. You need to give us that lane back and just tweak the features of the bike lane. First, your before data are pathetic. The idea that one day of data is pretty much representative of the year as a whole is the dumbest assumption ever. Is one day with and without students here the same? Don't take us for fools. Is a winter day that is dry or snowy and cold the same as a summer day that is dry or rainy and warm? Such arrogance balancing on the platform of ignorance is a poor representation of reality. If safety is the purpose, add some data on how many bikers wear helmets. Very few, less than half, that's a fact you are missing. Safety shmafety. Here are some tweaks that you could try…AFTER YOU GIVE US THAT LOST LANE BACK. Put the big green blobs at each right turn lane for bikes so bikes and cars know they have to share the lane, and narrow the bike lane line and paint it red or yellow at all these right turn lanes, so the bikers know they are in a danger zone too. Put the plastic bollards closer together at the far side of an intersection, then VERY far apart after that. Since bikers will want to pass each other they need to go outside the line and bollards occasionally. In case you missed it, the left turn for bikers is still as risky as it has ever been. 1.Give us the car lane back. 2.Enforce the laws bikers break constantly Ps I am going to vote everyone of you idiots out. Plus I will vote for everything you are against.
Ellen	9/8/2015	email	Folsom Street				1	negative	Safety	auto congestion	I am a long time Boulder resident, been living here since 1985, right out of college. Would you like the short or long version? I will give you the short version and if you want a further dialogue, email me! I live in South Boulder, work at Naropa, do PT off of Valmont and Foothills and also have a job in Lafayette. I have both driven and ridden a bike on Folsom and it is TERRIBLE! I do not feel safer on a bike, I used to always ride on Folsom, sure it was a bit spotty from Arapahoe to Pearl, but I never felt the high danger I feel now. On Friday, I rode my bike from Arapahoe to the Underpass which connects to the great EAST-WEST bike path just before Valmont. On that ride, which occurred heading North at 1:40pm, I saw 1 bicycle…both directions…I was almost hit by three cars, because they had to 1. Make such a quick turn and 2. They could not see me when they pulled out due to all of the visual issues (the white tall barriers, the busy paint on the street)(I know, because I asked the drivers, two almost pulled out into me and one had to make the quick turn onto Spruce) I HATE RIDING ON FOLSOM NOW! it is not safer and in fact has put me in such peril, I will have to figure out another way to head North. On my way back, a bit after 3:00pm) I saw again, one bike. The cars were a steady stream and were starting to back up from Arapahoe. Driving is a NIGHTMARE…I have to get from Canyon to Arapahoe usually at 4:45pm. It is so backed up, I have to leave early (this is every TH, as I head to Lafayette) and now am missing work hours I cannot make up. It has added 15 minutes to my drive, which is 15 minutes I am not getting paid for and will never be able to make up. THIS IS SERIOUS, it is the difference, for me, between having enough money to buy groceries at the end of the month and not. That simple. I think you need to hear from "regular folks" I use both modes of transportation, because I have to. I cannot take a bus, because catch this…if the traffic is backed up SO ARE THE BUSES! No one and I mean NO ONE I know has decided to hop on a bike to now ride to work because of Folsom.
Jessie	9/8/2015	email				1	1	negative	Auto congestion	Safety	I am not a fan of Folsom being "rightsized" I have counted more people riding on the sidewalk still rather than the bike lane so that is super annoying. Please do not also "RightSize" Iris! One small section of Iris was closed for repairing the pothole last week and it bottled up Iris for several blocks for two morning rush hours. Just a small sample of what the street would be like if the entire road was one lane. We drive west every day on Iris to Columbine Elementary school and there is no left turn arrow at 19th street. As it is now we sometimes have to wait one or two lights to turn left there (going east) I cannot imagine how hard it will be to get to the school if it is only one lane there. Folsom was one of the few streets that was nice to drive on before right sizing. It already had a bike lane, couldn't you just have put a few more dividers between the bike lane and the cars to make it safer? Now it is a huge field of visually distracting dividers. I would say too much dividers, It actually makes driving harder trying to find your turn to an off street and going around the curve near Valmont there is just too much in the field of vision. This could be a big problem for some drivers and especially older drivers. That section of Boulder will just be too much with Iris AND Folsom "Right Sized". It seems then Valmont would then become a main through fare which it cannot handle. Please don't Rightsize Iris. It is not the Right size for that street. Thanks for listening. Jessie
Julia	9/8/2015	email	Folsom Street				1	positive	Safety	Environment	I like the new bike lanes. My husband and I work full-time in Boulder and Broomfield, and our son goes to high school here in Boulder. We're all making more of an effort to get out of our two cars and take advantage of this bike-friendly town. Taking the bus, biking more and driving less has improved our quality of life. We've gotten to the point with our commuting that at we're experimenting with the possibility of having only one vehicle. A huge financial benefit, plus we're reducing our environmental footprint and staying fit. Here's to more bike lanes so that commuting by bike is safer for families like ours. By the way, we're not members of any biking advocacy organization; just a local family exploring the alternatives, because we've got better things to do than waste our time in ever-increasing Boulder traffic jams. thanks, Julia

Leif	9/8/2015	email	All Corridors	1	1	1	1	negative	Safety	auto congestion	I am a 16-year resident of northeast Boulder and I have never written to the Council before, but I am very concerned about the "right-sizing" project on Folsom, and the fact that it is still being considered for Iris and 63rd as well. 1) This project should have waited for a vote in an election year. This is easily among the most disturbing Council initiatives I have been confronted with in my 16 years in Boulder. Every election cycle we see many "no-brainer" ballot initiatives like tax increases to help the homeless, or some trivial change to city statutes. Yet a proposal to reduce automobile lanes, which is something that has a real negative impact on many citizens, has never been presented on a ballot, and I certainly would have voted against it. It is outrageous to try to sneak this past the public by not putting it up for a general election vote. 2) Is there some model or data set that shows that one traffic lane can do the job of two? If so, this has not been publicized nearly enough, and it seems extremely unlikely. When you have only one lane, cars turning right will bring traffic to a complete stop when bikers or pedestrians are present. The whole project should have stopped with that realization. 3) "Right-sizing" proponents describe the initiative as a "way to increase bike use" and then go on to discuss the experiment in terms of its impact on CO2 emissions or traffic shifting to other streets. I am truly puzzled by this thinking. The whole conversation should have stopped at "reducing traffic lanes for cars". There is a rather bizarre, implicit assumption in the conversation that we should all just stop driving. If it is your prerogative, why not just outlaw cars in the city? Otherwise, don't you have a duty to maintain traffic flow while you are trying to promote bike use? 4) Aren't there a dozen other ways to promote bike use that don't foul up traffic? Why not make the sidewalks narrower? Leave lanes intact, but erect bollords, or even a concrete wall between bikes and cars? Purchase land within city blocks to construct bike routes that don't use the roads? It took me all of 14 seconds
Lura	9/8/2015	email	Folsom Street				1	negative	communication		I'm incredulous. I live in Lafayette but find myself driving into Boulder quite often lately. I'm involved in a Boulder Startup that is applying for funding from MergeLane, and, in doing so, I have many meetings every week in Boulder. I have not heard from a single person who is in favor of the "right-sizing." and, in fact, many people tell me that they go out of their way to stay off of Folsom now. That is what I do now, as well. As an aerospace engineer, I find it incredible that there is absolutely no data on the traffic on the side streets other than Folsom for before and after the "right-sizing." It is only logical that, if people feel as though Folsom is no longer a good option to move from Pearl to Arapahoe, for instance, that they would take a different route. I myself have been trying other side streets, but have not yet found one that works well during the rush hour times. One person I know said that he simply goes east long enough to drive through the 29th street mall, which he says is immensely preferable to driving on Folsom. Has anybody measured the increased traffic on that route? As I was driving home the other day in the sheeting rain, I noticed not one bicycle on Folsom. I figured that was a good way to go that day. I predict total and complete gridlock in Boulder on the first day of a major snowstorm. Your goals of forcing people into riding their bikes in Boulder are silly when you think about people who must commute to Boulder from outlying areas. I would no more ride a bike to Boulder for an hour meeting than I would ski there. The way to make Boulder greener is not to take us backwards in time, but to innovate. You should be looking to the entrepreneurs and the Venture Capitalists, such as the Foundry Group, in the Boulder community to pick up clues as to how to reduce traffic in Boulder. Forcing people onto a bicycle in poor weather is simply not a solution. Things such as car sharing with Go-Cars or Cars2Go, much like bicycle sharing, are simply better ideas. I'm sorry to that the city of Boulder chooses to move us backwards in time rather than forwards. Your lack of insight is embarrassing. Thank you for listening! Lura
Matt	9/8/2015	email	Folsom Street				1	negative	Safety	communication	Once again good intentions have gone awry. I do not like the current configuration of Folsom. Perhaps additional tweaks will help. Losing the car lane is a major mistake. You need to give us that lane back and just tweak the features of the bike lane. First, your before data are pathetic. The idea that one day of data is pretty much representative of the year as a whole is the dumbest assumption ever. Is one day with and without students here the same? Don't take us for fools. Is a winter day that is dry or snowy and cold the same as a summer day that is dry or rainy and warm? Such arrogance balancing on the platform of ignorance is a poor representation of reality. If safety is the purpose, add some data on how many bikers wear helmets. Very few, less than half, that's a fact you are missing. Safety shmafety. Here are some tweaks that you could try…AFTER YOU GIVE US THAT LOST LANE BACK. Put the big green blobs at each right turn lane for bikes so bikes and cars know they have to share the lane, and narrow the bike lane line and paint it red or yellow at all these right turn lanes, so the bikers know they are in a danger zone too. Put the plastic bollards closer together at the far side of an intersection, then VERY far apart after that. Since bikers will want to pass each other they need to go outside the line and bollards occasionally. In case you missed it, the left turn for bikers is still as risky as it has ever been. 1.Give us the car lane back. 2.Enforce the laws bikers break constantly. 3.Note that so many bikers do not wear helmets that your desire for safety should start there and should certainly not ignore that fact. You want to do something to make things safer? Put a speed bump or two on Quince Ave. Btwn Broadway and 19th. Then install some sidewalks. People often drive 40-50 on that stretch which is posted as 25 with people walking down the street because there are no sidewalks. ZThanks,
Micah	9/8/2015	email	Folsom Street				1	negative	evidence	communication	I have completely lost trust in our city staff. Last weekend I was surprised to read some excellent investigative reporting in the Camera which revealed that GoBoulder staff selectively reported on the public comment concerning right-sizing. While in fact 54% of all comments opposed right-sizing, staff only presented a subset of the public comment wherein 57% of the public comments supported right-sizing. Staff made no mention of the overall statistics that told the opposite story. That's a textbook case of how to lie using statistics. City staff should never be advocating for their own agendas when reporting on the public comment to city council. As a result of staff's dishonesty, I am now strongly opposed to the right-sizing of Folsom or of any other Boulder street--even though I am a bicyclist myself Micah

Natalie	9/8/2015	email	Folsom Street				1	positive	Safety		Please continue to support right sizing. In anticipation of the changes to Iris (my most used commuting street) I have been trying to use my bike more and my car less -- however, due to interactions with distracted and negligent drivers, I don't feel comfortable keeping it up with the project put on hold.
Patrick	9/8/2015	email	Folsom Street				1	negative	Auto congestion	Safety	Once again good intentions have gone awry. I do not like the current configuration of Folsom. Perhaps additional tweeks will help. Losing the car lane is a major mistake. You need to give us that lane back and just tweek the features of the bike lane. First, your before data are pathetic. The idea that one day of data is pretty much representative of the year as a whole is the dumbest assumption ever. Is one day with and without students here the same? Don't take us for fools. Is a winter day that is dry or snowy and cold the same as a summer day that is dry or rainy and warm? Such arrogance balancing of the platform of ignorance is a poor representation of reality. If safety is the purpose, add some data on how many bikers wear helmets. Very few, less than half, that's a fact you are missing. Safety shmafety. Here are some tweeks that you could try…AFTER YOU GIVE US THAT LOST LANE BACK. Put the big green blobs at each right turn lane for bikes so bikes and cars know they have to share the lane, and narrow the bike lane line and paint it red or yellow at all these right turn lanes, so the bikers know they are in a danger zone too. Put the plastic bollards closer together at the far side of an intersection, then VERY far apart after that. Since bikers will want to pass each other they need to go outside the line and bollards occasionally. In case you missed it, the left turn for bikers is still as risky as it has ever been. 1. Give us the lane back.
Patrick	9/8/2015	email	Folsom Street				1	negative	Safety		This comment was on the Camera Open Forum by CyclingAdvocacy and has the answer to the FAILED Folsom design. The reason this project is a failure is because the City designers failed to design good infrastructure to begin with. Case in point is the crisscross of the N bike lane with the E right turn car lane at Pearl. This makes it harder for the motorist to see the cyclist in their mirror. Good cycling infrastructure keeps the bike lane on the OUTSIDE. Does anyone at the City know about the NACTO Urban Bikeway Design Guide? Or the Colorado Guide for the Development of Local and Regional Bicycle and Pedestrian Plans? This link will show everyone how it is done in truly progressive countries and cities. http://coloradocyclingadvocacy.org/how-to-build-g… It's not that hard to design safe infrastructure for cyclists and motorists. They could start with things like the deadly drop off at Broadway and Skunk Creek… a simple guardrail would make this a safe junction. http://coloradocyclingadvocacy.org/skunk_creek/ Patrick
Phil	9/8/2015	email	Folsom Street				1	positive	Safety	Environment	With the first round you are on the right track regardless of what the complainers say. http://cp.mcafee.com/d/5fHCMUq3zqb32b2b3PP1KVJWX3yr2pJWX3yrWpJeXb3b1EVjhhdFTKMUyO-rJlK5F7wExlI23USGvmeElUzkOr8Irfg-dGDRzG5u8RcCSfZDvvvW_8LKc3HTWZOWtT3hPPbbbbPX_bnhIyyHtNfBgY-F6IK1FJ4SCrLP3bzwVxddZcTsS02tSAXlYfBivbUPtBxBZr9A_bSBenQbP9XcLhrU85VA_bGRFcLm1sx8HVs_ovgKvl_ynz-H5VA_bGRFcL7P6Ng9br6sfyt6B3qNehUamlAHF7-ndEFIzzoiz-Pd44vR0QgeRyq8dffd45njh0mGSq8aMd45GJMJ8YQg62vMd45GMF93UOwhd47
Phil	9/8/2015	email	Folsom Street				1	negative	communication	auto congestion	Boulder City Council, This entire "right-sizing" experiment has been a disaster. Misinformation, mismanagement, mistake after mistake. I would give the Folsom mess about one more month (to collect some data on the impact of snow and cold weather), then revert to the previous configuration. Under no circumstances should this be extended to Iris or other streets. Thank you. …pt
Rosemary	9/8/2015	email	Folsom Street			1	1	negative	Auto congestion		The 9/5/15 Camera editorial perfectly summed up my feeling about living in Boulder now as opposed to the past. "Tired of being told that [I'm] being listened to, but feeling that [I'm not] and the city's feedback processes are charades masking a done deal reality." Our thoroughfares are already unsuitable for the existing traffic. Right sizing is an unsustainable notion challenging the majority of the population who don't have the ability or the luxury of the vast minority of residents who ride bikes. Gridlock and idling is causing more emissions than before. Tempers are flaring. If you haven't figured out that expanding this concept to Iris will be even more dysfunctional, please reconsider now. Rosemary
Stuart	9/8/2015	email	Folsom Street				1	negative	Auto congestion	communication	Since the city council was presented with data showing the majority support the Folsom street project, I write on behalf of the silent majority. We oppose the project. Traffic is much worse during peak hours. Folsom is a line of cars between Canyon and Pearl. Other streets have also been impacted including Pearl street, 28th street, and Walnut. Listen to your constituents. This is an experiment that is not successful. Cycling through the area is more dangerous than previously. Driving is much worse during peak hours. Restore the bike lane to previously and "right size" Folsom street again to 2 traffic lanes southbound and northbound at least between Pine and Canyon. Sincerely, Stuart

Sue	9/8/2015	email	Folsom Street				1	negative	Auto congestion		Perhaps Fern O'Brien's comments in the Daily Camera today finally motivated me to send an email to City Council on the Folsom bike issue. I use Folsom and I believe you should return it to its pre-right-sizing format (four lanes for cars and an approximate 4' bike land on the sides). We have lots of wonderful bike paths and bikeways in Boulder. This selective community is not being ignored or downtrodden by the City or its residents. There has to be some rational give and take here. I drove the entire length of Folsom on Aug 13th during afternoon rush hour. I counted a total of two bikes. I have now driven Folsom again numerous times - and always the same problems - traffic backed up, dangerous turning situations, not a lot of bikes, but always some emboldened bike riders doing stupid things. And it looks really, really ugly. And who is to reimburse the businesses for their lost revenue? The bike riders? The City of Boulder? In discussing this with my friends, I have found no one who supports this experiment, and no one can even imagine doing this to Iris. We all intend to vote accordingly in November. You may think that this was a process problem (it was) - but process or not, this is a bad idea.
Tyler	9/8/2015	email	Folsom Street				1	negative	Safety	communication	Hi all, Once again good intentions have gone awry. I do not like the current configuration of Folsom. Perhaps additional tweaks will help. Losing the car lane is a major mistake. You need to give us that lane back and just tweak the features of the bike lane. First, your before data are pathetic. The idea that one day of data is pretty much representative of the year as a whole is the dumbest assumption ever. Is one day with and without students here the same? Don't take us for fools. Is a winter day that is dry or snowy and cold the same as a summer day that is dry or rainy and warm? Such arrogance balancing on the platform of ignorance is a poor representation of reality. If safety is the purpose, add some data on how many bikers wear helmets. Very few, less than half, that's a fact you are missing. Safety shmafety. Here are some tweaks that you could try…AFTER YOU GIVE US THAT LOST LANE BACK. Put the big green blobs at each right turn lane for bikes so bikes and cars know they have to share the lane, and narrow the bike lane line and paint it red or yellow at all these right turn lanes, so the bikers know they are in a danger zone too. Put the plastic bollards closer together at the far side of an intersection, then VERY far apart after that. Since bikers will want to pass each other they need to go outside the line and bollards occasionally. In case you missed it, the left turn for bikers is still as risky as it has ever been. 1.Give us the car lane back. 2.Enforce the laws bikers break constantly. 3.Note that so many bikers do not wear helmets that your desire for safety should start there and should certainly not ignore that fact.
Brad	9/7/2015	email	Folsom Street				1	neutral	Safety	auto congestion	I bike Boulder 24/7 year round. I have been commuting to my place of employment for the past 25 years. Many times using Folsom street. This right sizing experiment should end ASAP! Its' just plain silly. Brad
Bruce	9/7/2015	email	Folsom Street				1	negative	Safety		Council members: I urge you to return the wider bike lanes on Folsom Street to their original size. I have been a cyclist in Boulder since 1974 and never felt unsafe riding on Folsom. Widening the bike lanes and cutting the car lanes to one in each direction has angered motorists and did not make me feel any safer when I rode on the street. End this traffic mess now and return Folsom Street to the way it was before "right-sizing" occurred. Bruce
carolyn	9/7/2015	email	Folsom Street				1	neutral	Safety	auto congestion	I live on the Panorama-Balsam hill so Folsom is my primary transit road to Sprouts and McGuckins which are my primary shopping destinations. I've lived here since 1977 when 28th was the thoroughfare and Folsom was truly a side street. By way of a nod to nostalgia, Right Sizing has restored something of that feeling, before Folsom was discovered as an alternative to 28th. 1) The southbound left turn lane at Pearl backs up blocking the through lane. Get rid of the northbound left turn lane to Spruce and extend the southbound left turn lane to Pearl. 2) Bike failure to observe road rules. The bike contingency pushed hard for the privileges brought by Right Sizing. With privilege comes responsibility so eyes on bike riders, previous disregard for road rules should no longer be tolerated. Time to start handing out tickets. As Lisa previously pointed out, City Council needs to work on their PR. While I in don't envy your position (knowing what tough crowd Boulder is), one does get the feeling attending these meetings that a decision has already been made. It did not go unnoticed by me how quickly the city set to work on making the change, only a week after the meeting. Naming the project "Right Sizing" stuck in my craw like a chicken bone in the throat. Implied in the name is any opposition is wrong. Come on, this is Boulder. We don't take to subliminal market message tricks. Our trails are being taken over by bikes, and now our streets. One does get the idea the bike agenda is running city council. I would like to know if behind this is an effort to reduce traffic, to placate the bike population, OR to showcase Boulder? If the intention is to reduce Boulder traffic, or at least reduce congestion, I have a few suggestions:

Fred	9/7/2015	email	Folsom Street				1	negative	communication	Safety	Dear City Council, I oppose the right-sizing changes made to Folsom and urge you to reverse the decision.I speak with some personal experience. I live one block from Folsom and Spruce, ride my bike near or on Folsom nearly every day, and drive on Folsom 2-3 times per week. My view is that the costs greatly outweigh the benefits. The benefits are that it is a little easier to ride my bike on Folsom. However, the benefits are small, as the danger from cars making turns across the bike lanes remains and perhaps has gotten worse. I generally avoid the bike lanes on Folsom. The costs are that mini traffic jams and gridlock occur regularly at Folsom and Spruce. Turning south on Folsom from Spruce has become difficult as cars are backed up in the one lane all the way up to Pine. A simple turn has become stressful, slow, and difficult as cars must force their way into the long line of traffic. Last, I see 10-20 cars for every bike. Multiplying benefits by 1 and costs by 10-20 clearly shows that costs outweigh the benefits. Please return Folsom to four lanes of automobile traffic. Sincerely, Fred Pampel
Juliet	9/7/2015	email	Folsom Street				1	negative	Safety		In my opinion the Living lab pilot project with repurposing lanes on Folsom Streets does NOT enhance travel safety. It does not help the people who have to drive their cars to get to work, shop, school drop-off, etc. In an ideal world we could ride our bikes but how many of us actually can? How can people bicycle to work with their work clothes and computer? Women also have to think about their hair. How can you bicycle if you have to grocery shop for a family; where would you put the groceries? How can you bicycle if you have to take the children to school? How can you bicycle if you have a bad back, knees, hips? How can you bicycle if you have to run several errands? I have lived and worked in Boulder for 17 years and this project is NOT a good fit for Boulder. Regards, Juliet
Kathleen	9/7/2015	email	Folsom Street				1	negative	communication	evidence	I am a lifetime resident of Boulder and a frequent user of Folsom street. I agree with most of the opponents of this crazy scheme but I don't want to reiterate what are obvious problems with the "right sizing" of this and other arbitrary streets in Boulder. My main concern is the stubborn refusal of the transportation advisory board and many members of the city council to admit that they may be in error. Instead, there seems to be a hope that residents will forget about this idea as time passes. This is a flawed and arrogant way of thinking. I want you to know that it is okay to make a mistake. I give you permission to say, "We blew it! Let's correct our errors and go back to the drawing board." That said, it's important to quickly undo what's been done to Folsom, University and Baseline and come up with a well-thought, well-researched plan that will put bikes on designated paths, not streets. Or, better yet…use this money to shore up the infrastructure that was completely trashed by the 2013 Flood. This attitude of "we know better than the residents" is unacceptable. And while I'm at it, these streets look horrific with all the green and white lines and bollards. It's confusing at best and hideous at worst. Thank you. Kathleen
Michael	9/7/2015	email	Folsom Street				1	neutral	Safety	auto congestion	While appreciate the notion of making cycling safer and more attractive, the implementation of bike lanes crossing vehicle lanes (or vice versa) is very problematic. I urge Council to ask transportation planners & engineers to study the junction model described in a video on the site below. In particular, it mentions why Dutch transportation engineers stopped, I repeat stopped using the design that was chosen for Folsom and other bike/car interaction zones in Boulder: http://cp.mcafee.com/d/1jWVlq6hAq4zqb32bz5XKndTdLnosjojdLnosjvjdFTpopod7aqa9JeZS74mnPtGJMJ8Y54aJDEv6RjWNR2L4qCjp2HpW7NJk-ItgHN6FATot-Eu-_R-hKyUPtDHTbFFLesyYqemkS7emKzpS5mZT-I3PWApmU6CQjq9K_9EIEEI3DS4jtPo0eRjWNR2JyRzVg8WwpHrr5K0UjGobPGn8dOfgbAqRgbybsbjBm5cdGNFenAfy2ySAWRVsSOqenNNInGviGFEw69Yq80H8Pa14Qg1ni1Jd4T0k4rgHfKQRR Improving bicycle safety is important, but a more realistic way to discourage driving is having a bus route on that corridor that actually provides service people would use: 1) runs frequent enough, say every 10 min. (Not necessarily with the enormous buses RTD uses today.) 2) the stops need to provide real-time arrival information & a ticket kiosk. 3) bicycle accommodation beyond the two rack spaces on the current buses. I envision the back of the bus without any seats, where cyclists can stand with their bikes. This points out a bad RTD practice: it doesn't use the honor system (w/enforcement officers to levy stiff fines) which leaves the driver out of the fare-processing procedure. This would free up all doors on a bus to serve as exit & entry. 4) You cannot control how cheap fuel for private cars is, but you can price the preferred alternative attractively: a monthly bus pass for Boulder residents should be less than $30 (all month, for less than a tank of gasoline). Sincerely,
Rick	9/7/2015	email	Folsom Street				1	positive	Safety		I live at the CU Family Housing at Newton Court, along the path of the new Folsom Street bike lanes. I like the new bike lanes!Having lived with them for close to one month, I have noted that drivers and cyclists now have better defined areas, and that those areas help us account for each other. One of the most dangerous and annoying experiences for either cyclist or car driver (I have been both) is navigating the proper lanes, especially at intersections. The painting and barriers definitely show those lanes. There are a lot of CU students that cycle, walk, and drive through Folsom Street, even to the north, and these lanes coach them into predictable spaces where they can more safely travel. It may be new and disruptive for some people, but looking at the effectiveness of the defined spaces, I can say that it deserves to be given its full year of testing before any decisions should be made. Thank you, -Rick

Carol	9/4/2015	email	Folsom Street				1	negative	Auto congestion	Safety	My vote is against the street "right-sizing" project currently underway, for the same reasons you've heard already from so many drivers and bike riders. My daughter-in-law rides her bike from 14th & Washington to work out at 55th & Arapahoe, without having to ride on busy streets. My son has a tag-a-long on his bike, and takes their 4-year-old daughter to gymnastics and climbing classes via bike paths. A friend from Montana spent 6 months on an internship at CU's East Campus and rode her bike daily from northwest Boulder. Her comment was that Boulder has no idea how bike-friendly it really is with the wonderful bike path system, and the "right-sizing" was unnecessary. Shortly after Folsom got its makeover, I was driving north and preparing to make a left turn onto Pine while the light for Folsom was green. The north-south traffic was backed up in both directions, although drivers had left space for turns at Pine. All of a sudden, a southbound driver appeared in the right turn lane (which is too short), and because he couldn't see me, we would have collided if I hadn't been proceeding carefully. Hmmm—I never had a problem at this intersection before in the 50 years I've lived in Boulder. I understand the concern about getting drivers out of their cars. But let's be realistic. How many people are going to do their grocery shopping on a bicycle? Or carry 6 heavy bags of groceries on the bus? If there's even bus service in their neighborhood. I'm 76, and you can bet I won't be riding a bike anywhere. I take the bus when it's convenient—but mostly, it isn't. Do something to improve the bus service, please! And DO NOT "right-size" Iris! It will be a disaster. Nobody walks along Iris. Very few bikes travel along Iris. It's a major cross-town artery. And stop doing all these experiments on the north side of town. If you really must see how it works to "right-size" a major city street, try Table Mesa Drive west of Broadway. Carol
Dennis	9/4/2015	email	Folsom Street				1	negative	communication	auto congestion	Dear All, I THANK YOU for all of your apologizes regarding your unprecedented decision to do the Folsom Project. Again, THANK YOU. But, in the same meeting you all mentioned how surprised you were how this issue "polarized" our community. In my earlier note to you, I mentioned that you were impacting many, many people with your poorly thought out decision…as well as simply added to the already congested Boulder traffic. I was extremely surprised that with your apologies, many members said that you could learn from your mistakes and use that knowledge for the next part of your traffic project on 63rd. I really can't believe that you didn't learn enough from this HUGE MISTAKE and simply stop spending our tax dollars for a project that only the Boulder City Council want. In addition, Mr. Cowles took the opportunity to comment on your responsibility to encourage people to bike and walk more…that really doesn't sound like personal freedom-it sounds like Government forcing us to do something it wants us to do. You mentioned studying the traffic issues after your POOR DECISION…you are completely correct-Folsom is fine with only 5 minute delays. But, if you simply look at all of the other streets in Boulder, you have created new major issues in new neighborhoods. I was just in L.A this past week and saw this same plan in effect there- Santa Monica is a "NIGHTMARE" to drive in!!! …if you look at their "green lanes" and the traffic on surrounding streets, you'll see that is where the traffic moved to-new neighborhoods. By the way, as an avid bicyclist myself- I have never seen a bicycle traffic jam. Please start spending our tax dollars on things that help our community and increase the ease to enjoy our community and businesses. Dennis
Jane	9/4/2015	email	Folsom Street				1	negative	Safety		I am registering my dislike of the right-sizing program on Folsom. I live on Spruce St. about one block west of Folsom. I walk, ride my bike, and drive. I consider the intersection of Folsom and Spruce to be very difficult to navigate when driving. To turn south on Folsom from this intersection it is a waiting game to see if there might be a small gap to enter onto the road. On one occasion someone let me into traffic but usually I have to wait until someone has activated the crossing button to enter the lane. At times I am worried that I am actually sticking out into the bike lane while I wait for the backed up cars on Folsom and Pearl to move forward. Other times I have gone around the block to avoid Folsom altogether but it is also difficult to turn left onto Pearl to go east, unless I drive several blocks out of the way to 20th St. The dangers for bikes are enormous. When returning to my home by car traveling north on Pearl I get in the small left-turn lane turning onto Spruce. When southbound traffic is backed up past this turn the waiting cars sometimes leave a gap allowing cars in the turn lane to proceed west. Unfortunately this leaves the bike lane traveling south very vunerable because the bike lane is difficult to see with cars lined up blocking the view. I ride my bike on Folsom only long enough to reach an off-street bike path and try to avoid stretches of Folsom that have lots of driveways. It is a fairly stressful ride. There are too many distractions on Folsom that make the street unsafe for both cars and bikes. From plastic stakes sticking up to various colored markings on the street to impatient and frustrated drivers, this appears to be a recipe for disaster. Please register my opinion as someone opposed to what you have done to Folsom.
Larry	9/4/2015	email	Folsom Street				1	negative	Safety		midafternoon today with minimal traffic I experience how truly awful the lanes are. Northbound Folsom traffic was backed-up half way from Pine to Valmont because cars turning right on Valmont were unable to get into the tiny right turn box at Folsom. For many years before the current experiment, the bike lane and northbound Folsom right turn geometry at Valmont worked perfectly well for both bikes and cars. Please consider the new right turn experiment a failed experiment and return to substantially the previous configuration. This is only one example of many odd design choices in the Folsom experiment. Others might include the exceedingly wide southbound Folsom bike path entrance at Valmont that seems to direct cars into the bike path, and the barriers between the bike and car lanes that manage to be both ugly and lacking functional clues about lane direction. Overall, a fresh start and a lot more thought is needed before continuing the Folsom experiment any length of time. Thank you, Laurence

Les	9/4/2015	email	Folsom Street				1	negative	communication		Please add one more entry to the "opposed" side of the ledger. Y'all are supposed to serve the people - right? We'll the people have spoken, overwhelmingly rejecting this farce. What are waiting for? Oh - I know: you being replaced.
Pru	9/4/2015	email	Folsom Street				1	negative	Auto congestion	communication	By now you are aware that the Folsom "right-sizing" project has mobilized a large segment of the Boulder community which feels that City Council is arrogant and condescending. I hope you will not only remove the bollards and new striping of Folsom, but also re-evaluate your approach and attitudes towards what the role of a City Council should be. You could start by disengaging yourselves from various interest groups and start serving a broad range of Boulder citizens. I sure hope you never touch Iris Avenue, as that would create a much worse mess than the one you have created on Folsom. In the past you have expressed regret that you keep hearing from the same people who are willing to go to City Council meetings, and you have wished to hear from those who don't usually participate. Well, you are hearing from us now. I hope you are listening. Pru
Adrienne	9/3/2015	email	Folsom Street				1	negative	auto congestion		Dear City Council, Strong "no" on Folsom resizing. I no longer shop at McGuckins . Adrienne
Anonymous	9/3/2015	Inquire Boulder	Folsom Street			1	1	negative	congestion		shrinking Folsom from 4 lanes down to 2 is beyond insane - now it typically takes 2 traffic light cycles to get through an intersection with a traffic light, and this is at 2 pm in the afternoon, not even during rush hour - before the changes were made Folsom had adequate and safe designated bike lanes in the shoulder - i've wondered for a decade now if it wasn't City policy to intentionally make driving in town more difficult, and now there's no longer any doubt - you folks have lost all your marbles - people are not gonna start biking to work because you've made driving more annoying and time consuming - most people use their car because they need to, because they have kids to pick up, or because they have lots of groceries to haul home - this list of reasons is endless - those who wanna bike already do - please change Folsom back to the way it used to be - this is just nuts and counterproductive i've read that you're contemplating making these same changes to Iris - omigod - Iris is THE major east-west artery on the north side of town - get a clue, people ! separately re road surface conditions, it's bad enough that you've long deferred maintenance on city streets in the neighborhoods, where roads are routinely bumpy and poorly maintained but major transportation routes, like north Broadway (from Quince to US36, both northbound and southbound) and 28th St (in both directions between Pearl and Iris) are in need of fresh overly as they are lumpy, bumpy roads full of dips and unfilled cracks - is this too part of the "plan" to make driving an intentionally unpleasant experience - we pay taxes and we pay your salaries - do your job and fix the roads
Barb	9/3/2015	email	Folsom Street				1	negative	Safety		Boulder City Council, et al seem to need people to email their views on the Folsom debacle in a scorched earth volume in order to get the idea that Folsom right-sizing isn't working, your statistics are erroneous/lacking and money has been wasted on yet another activist-based undeveloped plan/implementation. RIGHT SIZING DOESN'T WORK, IS NOT SAFE AND SHOULD BE RESIZED IMMEDIATELY. It's very disturbing that City Council and Staff implement and spend our tax dollars on activist-related infrastructure when there are so many greater uses/needs for those tax dollars. The impetuous implementation of your "right sizing" scheme on Folsom needs to end as does the continued to misstatement of actual facts and data points - of which none apparently exist. I am a Financial Analyst by profession and there appears to be a clear, apparent pattern of data manipulation (with the small or projected sets that you have/create) to support whatever direction or cause you choose to support. The purpose of analysis is to provide clear, factual data without emotion, prejudice or personal values. I find the timing of this implementation very interesting in that you started this scheme during the lowest possible traffic flow period - low student population, BV Schools are not in session (no buses) and many families are on vacation. You people need a serious course in government - the one by the people and for the people (people means all of us not a select few who share your vision) - and make decisions that benefit the greater good (who should remain nameless and faceless in these decisions). The Folsom experiment is an irresponsible use of tax dollars in addition to clearly biased stewardship toward your constituency's trust. Additionally, the social experiment you call the "living lab" needs to end. I do not wish to participate in your uncontrolled social experiments.
Bobbie	9/3/2015	email	Folsom Street			1	1	negative	auto congestion		I would like to reiterate my opposition to the rightsizing project. I avoid driving on Folsom and instead use side roads to get to where I want to go in the area where rightsizing is in effect. This means I patronize the businesses in that area less often. I did use the bike lane once and found that the real hazards - the intersections - were no less dangerous than before, possibly more. I strongly urge you not to rightsize Iris. There are over 23,000 cars a day using that road which is well beyond the recommended number for a rightsizing project. Further, there are no "escape routes" for cars like 19th, 28th and 30th for Folsom. It would be a disaster for those of us living on the side streets adjacent to Iris. Bicyclists have many much safer nearby options than riding on Iris. Thank you,Bobbie

Carol	9/3/2015	Email	Folsom Street				1	negative	Safety		This is another example of impulsive decision making on the part of Boulder City Council. If bikers. Have such importance in Boulder they need to pay for a tag and follow all rules of the road. I vote no for the Fulsom project!
Chad	9/3/2015	email	Folsom Street				1	negative	Safety	communication	I am writing to express my strong opposition to the Folsom "right sizing" experiment. I have driven on Folsom three or four times a week over a period of 20 years, but now avoid driving on Folsom whenever possible (which is why any statistical analysis of traffic patterns must take into account the increased traffic on 28th and 30th). The labyrinth of bike lane buffers and pylons are extraordinarily confusing and dangerous. It shouldn't take weeks, let alone months, to determine "right sizing" Folsom is an abject failure. Chad
Finnius	9/3/2015	telephone call	Folsom Street				1	negative			Folsom Street project is a complete debacle. Hoping the city can remediate with a better plan.
Jamie	9/3/2015	email	Folsom Street				1	negative	communication		You had no right to proceed with a project with so many negative impacts to Boulder citizens WITHOUT asking us to vote for it first. Wrong-sizing is the correct term. Everyone of you involved should have to financially return the money used for equipment, paint, manpower, etc for this debacle to each of us citizens (including lost sales to area businesses). Frivolous ideas should remain ideas and I demand a refund, because you didn't spend your money on this project, you spent ours. We will vote you out ---LOUDLY! -jamie
Kate	9/3/2015	phone call	Folsom Street				1	negative	congestion	emissions	Folsom is aweful. Terrible. Have been riding bike in Boulder for 20 years. I would hate riding Folsom. When the road is turned into one lane instead of two, what this the biggest annyoance when you are riding your bike? The long stream of cars takes twice as long to go by. You have this distrubtion of traffic going by. Yes, they are separated from you. But, you still smell them, hear them and they are still in your way. Two lanes of traffic the light changes, the cars go by and you have peace. This is the dumbist thing. I can't imagine anybody liking it who either drives or rides their bike. this was a shortsighted thing to do. If it was modeled after other countries, you can just change a piece of infrastructure and expect the culture to change. They teach bicycling in schools in Holland. They live in a flat county. Its infll. Women typically work half time. They don't have the same attititude about moving around, putting their kids differently designed carrying options than we have. Google it. See what's its like. Folsom was fine. The last thing that I can changes on Folsom that was a big positive was when the city stopped putting gravel down and I stopped getting it blown into my eyes are particular places. So, I don't want to see my money wasted. I don't want to see steel wasted. I don't want to get on this stupid green covered road realize that the only way to get off of it is to go to 28th Street and take a left turn and then arrive at my destination. This all increases emissions.
Klaus	9/3/2015	email	Folsom Street				1	negative	auto congestion	taxes	I am against it. I avoid driving south between Pearl and Arapahoe all together. I use either 19th or 28 th. time to let bicycles participate on road taxes. Klaus
Nancy	9/3/2015	email	Folsom Street				1	negative	communication	auto congestion	I'm quite disappointed to see that you decided to continue your "right-sizing" experiment, with minor tweaks, despite all the problems that have arisen. I still think that Lisa Morzel's idea of scaling back, and actually studying, the southern part of the project that is causing so much concern in the community was a good one. The cavalier way in which this whole project was put together — no viable baseline data (which should be, and usually is, the starting point of any large scale project), minimal public discussion, and full-speed ahead within 6 weeks of the public even becoming aware of the project, raises some very serious concerns. It strongly appears that the City Council as a whole had their own agenda (or the bicycle lobby's?) that you were determined to try out on the citizens no matter what. Have you been following any of the letters to the editor, columns and opinions in the Daily Camera at all? Yes, many of the letters are personal anecdotes of experiences with gridlock on Folsom at rush hour times of the day, but there is a total disconnect between the amount of time these drivers are experiencing along the route — 15 minutes, and more— versus the data you continue to use, saying up to 1-1/2 minutes of delay. Either your data is being gathered incorrectly, or not consistently, but it's not believable in comparison to all these drivers' personal experiences. I've listened to people who have shared their traffic nightmares, and those who won't drive on the street anymore. The input you've received might show more bicyclists happy with the change than disgruntled drivers (perhaps a well-organized effort by bicycle groups?), but I don't believe for a minute that the majority of Boulderites are pleased with this change. Mr. Shoemaker's comparison to a construction project didn't make much sense to me because those projects have an end date, and this project doesn't. Then you have the additional problems of businesses losing income because of this change, increase in air pollution, and people transferring off of Folsom onto other through streets like 28th Street, going through the neighborhoods, in order to avoid the traffic jams. I will not drive on Folsom anymore during rush hour, even though it's been my north-south link for 37 years, so I am now part of the problem of adding extra traffic to 28th Street. Did anyone bother to do any baseline data on both 28th and Broadway before the "right-sizing" began, so there can be a useful, true comparison between before and after traffic patterns? You need to take a step back before proceeding and do all the analyses that should have been done before you started this project. The part north of Pearl is working fine, so leave that intact for now, but please put the stretch between Arapahoe and Pearl back to its original condition and do your homework like you should have done in the first place. Get your baseline data on traffic flow patterns at different times of the day over a few weeks; talk to the businesses and figure out how to least impact them; figure out how to implement the project without traffic jams that cause extra pollution and lots of stress to drivers in the area. Figure out what's going to happen in the winter with snow plows and how to get the snow off the road with all the poles in the way. I go down Folsom regularly (but not at rush hour) and I rarely see more than a handful, or less, of bicycles at a time. As someone who has biked on Folsom
Neil	9/3/2015	email	Folsom Street				1	negative	auto congestion	safety	shrinking Folsom from 4 lanes down to 2 is beyond insane - now it typically takes 2 traffic light cycles to get through an intersection with a traffic light, and this is at 2 pm in the afternoon, not even during rush hour - before the changes were made Folsom had adequate and safe designated bike lanes in the shoulder - i've wondered for a decade now if it wasn't City policy to intentionally make driving in town more difficult, and now there's no longer any doubt - you folks have lost all your marbles - people are not gonna start biking to work because you've made driving more annoying and time consuming - most people use their car because they need to, because they have kids to pick up, or because they have lots of groceries to haul home - this list of reasons is endless - those who wanna bike already do - please change Folsom back to the way it used to be - this is just nuts and counterproductive i've read that you're contemplating making these same changes to Iris - omigod - Iris is THE major east-west artery on the north side of town - get a clue, people ! separately re road surface conditions, it's bad enough that you've long deferred maintenance on city streets in the neighborhoods, where roads are routinely bumpy and poorly maintained but major transportation routes, like north Broadway (from Quince to US36, both northbound and southbound) and 28th St (in both directions between Pearl and Iris) are in need of fresh overly as they are lumpy, bumpy roads full of dips and unfilled cracks - is this too part of the "plan" to make driving an intentionally unpleasant experience - we pay taxes and we pay your salaries - do your job and fix the roads
Pompi	9/3/2015	phone call	Folsom Street				1	negative	congestion	safety	Resident of Boulder since 1976 and own a home in Wonderland Hill. I'm no longer driving along Folsom Street since the rightsizing project. I witnessed two cars one on Pearl turing onto Folsom that turned accidently in the bike lane and caused an accident. Another that was turning across the road between Arapahoe and Canyon and got stuck in the bike lane. I think it is a huge mistake and am oppposed to it.
Randy	9/3/2015	Email	Folsom Street				1	negative	auto congestion	safety	The living lab is not working. Please return Folsom to the way it was before this experiment. There are so many reasons that I sure you've heard them all. To many traffic lights, blinking crosswalks that stop traffic, difficult to turn left, smog. Just try to go south on Folsom from Walnut. It's very difficult. I rarely go to McGuckin's because of the traffic. Randy
Sally	9/3/2015	email	Folsom Street				1	negative	communication		I thought you all might want to read this and the comments after it. http://www.dailycamera.com/letters/ci_28742940/sally-schneider-actually-majority-oppose-folsom-street-changes

Sharon	9/3/2015	email	Folsom Street				1	negative	communication		I am very concerned about the lack of clear goals, ill thought out methodology and poor management of the "right sizing" process. In addition, By using the marketing term, "Living Lab", and promising that this is an "experiment" the city is establishing an expectation that it is able to stop the experiment and restore the bike lanes to their previous states. Unfortunately, it appears that the budget for "right-sizing" neglected to include any money to change things from Phase I or II back to their original form. Why? Words and outcomes matter. Good intentions are important, but not enough to make for effective change. It appears to me that some half-baked marketing concern has taken over the running of Boulder. Slogans and "outreach" meetings that do nothing but make an appearance of listening to residents is the kind of thing that businesses do to influence consumers. Good governance and satisfied citizens depend on actual results, not foolish phrases. It boggles the mind that people thought that by labeling something an experiment it wouldn't be expected to be analyzed by the thousands of Boulder residents with advanced scientific and technical degrees, and would be found to not be an experiment at all. I have always been a supporter of Boulder's many, many miles of bike paths and lanes. I have a bike and ride it. I think a much better use of tax money to increase bike ridership is to create better maps and apps to help new riders find all the many ways to cross town, north, south, east and west on existing infrastructure. There are also odd gaps that could be linked up and extended to make more continuous safe bike paths. Please take the time to create a financial path to restore Folsom and University to their original forms. Do not resize Iris or 63 until there can be a clear reason as to what the reasons are for attempting to change them, with actual measurements taken over a years time for comparison. If there aren't significant
Barbara	9/2/2015	email	Folsom Street				1	positive	Safety	Environment	I am really surprised by the strength of opposition and particularly the vitriol expressed regarding the installation of safer biking routes. Surely there has been enough publicity of the already severe impacts of climate change, and enough highly educated people in this town to understand this is real, for us to conclude that more serious action needs to be taken. Some of this action will cause inconvenience and force us to change our habits. Obviously the changes to Folsom were expected to have impacts on drivers. These include drivers taking alternate routes, and when Folsom is still the best choice, suffering (if that is even an appropriate word in this context) a slight delay. Folsom is my favorite N/S route, whether biking or driving, and I find myself doing more of the former these days. Boulder prides itself on being forward thinking, but we are way behind the times in this regard. If you want to educate yourself on the steps taken in other places, some much more extensive than our little experiment, try looking into what is happening in other countries Munich's Got Its Eye on a Huge Highway System for Cyclists or in a city such as Ann Arbor which is very similar to Boulder in character (a university town) and size. I've lived in Ann Arbor and spent many months biking in Europe, and I can assure you that I felt much safer than here in Boulder. People have adapted, are overwhelmingly supportive, and are looking for the next action to take, not trying to roll back the clock. Barbara
Bonnie	9/2/2015	email	Folsom Street				1	negative	auto congestion	safety	Well, sitting at a red light this evening at Folsom/Pearl (of course right sizing area) around 5pm. Counted no less that three bikes running red lights as well as several bikes using the side walk as a bike lane also running red lights. Many vehicles blowing there horns only to be flipped off by cyclist. Toooooo..... much entitlement!! What is going on here?? Where are the police and or law enforcement to monitor ?? Also, a side note, traffic was backed up from Arapahoe to Walnut on Folsom! With No Where To Go!!! Boulder Citizen Since 1973.... What's going on in our town!! Bonnie
Chris	9/2/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Chris
Rebecca	9/2/2015	telephone call	Folsom Street				1	negative	public process	data collection	Is Living Lab funded through the Boulder Climate Action Plan tax on the ballot. How is the city reporting supportive/unsupportive comments on the right sizing project. Are tweets a false measure - mass tweets from the same source being multiplied. Have concerns with the public process and data collection. What will you do with the Boulder Bolder. It is an important fabric of the clty of boulder community. I do not trust any of the statistics presented by city staff on the evaluation of the Folsom pilot project. There is no possible way that the average speed of 39 before or 37 after is true. Speeds are much lower than that. Permanent bicycle counter installed along the corridor indicate that volume of bikes varies by 300 between the two count stattions. This is unrealistic. Quality of driving in Boulder has changed. Congestion is worse. Vehicles are queued. THe lack of sight distance up ahead along Folsom due to the project negatively affects safety of bicyclists and pedestrians. Pedestrian crossing at Pearl has been compriomised by grid lock back up - with cars queued through the intersection and forcing pedestrians to weave through the cars to cross the street even when walk signal is active. My interests as a driver are in opposition with bicyclists and pedestrians now. due to the lack of adequate public process I oppose the project and think it should be removed. I've observed that adjacent streets, perpendicular to Folsom, have more vehciles due to traffic diverting from Folsom. I live on Folsom Street.

Samantha	9/2/2015	email	Folsom Street				1	negative	business access	communication	The Folsom Street, seven block, experiment is a waste of taxpayers money. As a recreational bike rider, I have used the Folsom bike paths for years to run errands, and have always felt like I had plenty of room for my bike. I also use the bike path, and not the side walk. Aren't side walks for pedestrians, not folks on bikes? By taking Folsom Street from 4 lanes to 2, you have had a negative impact on: * Traffic * Local business's (example, Smooth Motors) *The esthetics of Folsom, it is really an eye sore now *Bike riders (I no longer feel safe on Folsom, as car drivers are not happy and might take it out on folks on bikes) *Pedestrian traffic on the sidewalks, it seems more bikes are on the sidewalks then before you changed Folsom. *Snow removal, how do you plan to remove the snow? *Motorist turning on to Folsom from side streets and businesses Concerning Iris. If you do the same thing on Iris, you will be encouraging people on bikes to ride their bikes to Broadway and then where do you expect them to go? If they go north, there are bike lanes, but if they go south, THERE ARE NO BIKE LANES ON BROADWAY, and no where to add bike lanes. So where does that leave folks on bikes to go, on the sidewalks, or through the neighborhoods? The second thing about Iris, is that it is a main route used by people who commute into Boulder. With just two lanes, this will make a huge traffic problem for the people living off of Iris, and for the commuters. We don't need to spend our money fixing a bike system, that already works. We love Boulder, and have lived here for many years. We, however feel that it is becoming a bit of a Nanny State (our city council is becoming: authoritarian, interfering and overprotective), when did the citizens have an opportunity to vote on "right sizing"? Who decided this was a good idea, only the biking community? Feeling totally manipulated,
David	9/1/2015	email	folsom street				1	negative	Safety	aesthetics	This morning, I rode my bike along the downsized Folsom corridor to assess how things are working now that both cyclists and drivers have had a few weeks to adjust. This was the first time I've ridden the corridor during the morning rush since the changes. These were my impressions and observations 1.Most cyclists were riding on the sidewalks. The City's published data does not make clear whether such users are counted in the bicycle counts. If they are, they should not be, because they clearly aren't being attracted by the revised road layout. (Note to Transportation staff: subtract one from your bicycle counts for September 1st. I was only there to observe, not travel.) 2.I felt no safer as a result of all the complex pavement markings and delineator poles. The net gain in bicycle lane width was about 18 inches—an unnecessary 18 inches, since pre-existing bicycle lanes were adequate. 3.The intersections where designed bicycle and automobile paths cross, in order to guide right-turning cars next to the curb, are terribly hazardous. (Such locations can be found at Canyon, Pearl, and Valmont.) Within a typical length of 50 feet (according to City drawings), the cyclist must move left by an entire car-lane width, directly into the path of oncoming cars unless they also swerve to the left to follow their lane markings. Meanwhile, within that same 50 feet, a right-turning car must move a lane to the right. (In other words, bikes and cars must actually swap lanes.) At the first such intersection I traversed, another bicyclist passed me on the right, in the automobile right-turn lane. This was interesting enough that I stopped and observed for a while. Every bicycle that passed was hugging the curb through the intersection. These experienced bicycle commuters (judging by their work attire) feel so threatened riding in the confusing bicycle lanes they would rather take their chances with right-turning cars. My conclusion is that the adjustment promised by Transportation staff, Councilmembers, TAB, and other advocates of this scheme isn't happening. Nor will it, I suspect, as the designers are asking two travel modes to share the same space at the same time. That violates a fundamental principle of good transportation design and our Transportation Master Plan—mode separation.
Jennie	9/1/2015	email	Folsom Street				1	negative	Auto congestion	communication	I am writing because I read the most recent Daily Camera article on the right-sizing of Folsom, which reported that 57% of the letters the city council received were in support of this project and only 40% opposed to it. If that's what you are all basing your continued support of this experiment on, then I want to be counted among those who do not support this poorly conceived pet project. If letters to the Camera are any indication, I suspect that you are receiving multiple letters from the same households supporting the project (I have counted four pieces in the Camera from two individuals in one household in North Boulder). I also suspect that the biking community is pushing their supporters to become voracious letter-writers. I like riding my bike around town when it is convenient and have never felt unsafe on the roads - I tend to stay off of streets that are very heavy with car traffic because it's much more pleasant using the less traveled streets and bike paths. As a biker, I know my safety relies largely on my own attention more than making sure that others are looking out for me. And I also like to use my car when I want to. I think I am a pretty typical citizen. Generally, I think most people want OTHER people to bike more, so that the streets and parking spaces are clear for them. It seems like city council is trying to push people out of their cars just by making driving and parking more frustrating. Did you ever consider that frustrated drivers are more dangerous drivers? Road rage is a real thing and city council's implementations on driving and parking have done a good job to infuriate drivers. Not everyone can bike everywhere and not everyone lives within a short biking distance to everywhere they want to go. We don't live in a European city that was laid out during an age when people got around on foot or by horse - we are spread out widely and the places we meet and go are spread out widely. We work in Golden and Broomfield and Denver and Longmont. We drive to trailheads and vistas for hikes and views. We have blazing hot days and cold snaps and snow and

Nina	9/1/2015	email	Folsom Street				1	negative	Safety	communication	since i got such thoughtful responses to my original e mail i thought i would send a few more thoughts - anecdote: driving folsom early afternoon a couple of weeks ago - Tuesday, one bike rider between iris and arapahoe, young male, no helmet. Wednesday 1 ish, two young male riders only between iris and arapahoe, riding OPPOSITE DIRECTIONS in the east bike lane; the one going S in the N bound lane was wearing a baseball hat. for this we are enduring this mess?? But more seriously, i wonder if others have thought about the unintended (or perhaps intended?) consequences of this program for older folks. i live almost at folsom and iris; have been driving folsom several times a week for 40+ years. It was by far the best way to get most places i need to go. now the need for quick lane changes, the confusing markers and intersections (particularly at night) have diverted many of my trips. not to a bike but to other streets. certainly some older folks will be driving less and therefore going out less. yes there are some good alternatives to driving, sometimes and some places, but some of us are being pushed off the roads earlier than was necessary. it's not just about trips taking a few minutes longer, as some letter writers to the Camera seem to suggest. I asked a neighbor, quite a bit younger than me, if she had noticed more dead animals on folsom recently. she replied, i don't know, i just drive other streets now.
Sarah	9/1/2015	email	Folsom street				1	negative	Safety	communication	This morning, I rode my bike along the downsized Folsom corridor to assess how things are working now that both cyclists and drivers have had a few weeks to adjust. This was the first time I've ridden the corridor during the morning rush since the changes. These were my impressions and observations: 1.Most cyclists were riding on the sidewalks. The City's published data does not make clear whether such users are counted in the bicycle counts. If they are, they should not be, because they clearly aren't being attracted by the revised road layout. (Note to Transportation staff: subtract one from your bicycle counts for September 1st. I was only there to observe, not travel.) 2.I felt no safer as a result of all the complex pavement markings and delineator poles. The net gain in bicycle lane width was about 18 inches—an unnecessary 18 inches, since pre-existing bicycle lanes were adequate. 3.The intersections where designed bicycle and automobile paths cross, in order to guide right-turning cars next to the curb, are terribly hazardous. (Such locations can be found at Canyon, Pearl, and Valmont.) Within a typical length of 50 feet (according to City drawings), the cyclist must move left by an entire car-lane width, directly into the path of oncoming cars unless they also swerve to the left to follow their lane markings. Meanwhile, within that same 50 feet, a right-turning car must move a lane to the right. (In other words, bikes and cars must actually swap lanes.) At the first such intersection I traversed, another bicyclist passed me on the right, in the automobile right-turn lane. This was interesting enough that I stopped and observed for a while. Every bicycle that passed was hugging the curb through the intersection. These experienced bicycle commuters (judging by their work attire) feel so threatened riding in the confusing bicycle lanes they would rather take their chances with right-turning cars. My conclusion is that the adjustment promised by Transportation staff, Councilmembers, TAB, and other advocates of this scheme isn't happening. Nor will it, I suspect, as the designers are asking two travel modes to share the same space at the same time. That violates a fundamental principle of good transportation design and our Transportation Master Plan—mode separation. David
Andy	8/29/2015	email	Folsom Street				1	negative	Safety	communication	Dear Council, As a 42 year resident of Boulder and an avid cyclist, I would like to register my disapproval of the changes recently made to Folsom St. I would be extremely surprised if the data show that the wider bike lanes increase the number of cyclists that use Folsom by an appreciable amount and the wasted time and gas and carbon that results from traffic backups more than offsets any benefits that may be realized. The living lab is a basis for experimenting. Sometimes experiments don't prove the hypothesis. This is one of those cases. I hope you will decide to reverse your decision and revert Folsom to the way it was. The bike lanes that were there were perfectly adequate, even for a senior citizen like myself – 66 years old. The new arrangement is visually confusing to both drivers and cyclists. The changes are a solution looking for a problem. Thank you for your consideration of my opinion
Barbara	8/29/2015	email	Folsom Street				1	Negative	Safety	auto congestion	Apparently the e-mail message I sent opposing lane changes on Folsom and two other streets was not counted because it arrived in your inboxes prior to the actual implementation of the project. Now, after direct experience driving on Folsom, I am writing to request that you change the lanes back to their original configuration. The project has failed. The lane changes are confusing to drivers, bike riders, and pedestrians. They put these groups of residents and visitors in direct conflict with each other, and they damage the viability of nearby businesses. All in all, these are negative repercussions for the city. Please count my comments in the negative category. Barbara

Brian	8/29/2015	email	Folsom Street				1	neutral			Thank you for your support for the continuation of the Folsom Street Living Lab project. I wanted to follow-up on our recent conversations regarding research conducted by the Boulder County Transportation Department to develop a methodology to inexpensively and efficiently count bicycle traffic. Our research has been presented at several national conferences and was recently selected for an Achievement Award by the National Association of Counties. In February 2014 it was published in the peer-reviewed Institute of Transportation Engineers' Journal. Long story short, Boulder County has shown that it is possible to use pneumatic tubes to count both bicycles and automobiles at the same time, with the same equipment. The County conducts short-term counts-- from 24 hours, up to week-long counts before, during and after transportation projects, and to track long-term trends on hundreds of roadways throughout the county. While I believe the data currently being collected by staff on Folsom Street are more than adequate, I wanted to recommend the County's methodology for collecting more 'before' data on future projects, rightsizing 63rd Street, for example. I know the community is not yet ready to have a conversation about future Living Lab projects, but I'm hopeful that 63rd St. won't be such a controversial project, especially after Folsom has proven to be a success.
C	8/29/2015	email	Folsom Street				1	negative	Auto congestion		I have lived in Boulder since 1995 and only have seen traffic increase during that time. Our once small city now is becoming more urban with all the new dwelling units created. Traffic is becoming more of a nightmare on 28th street and since Folsom has been reduced to one lane in either direction it has been unbearable. Below are concerns and observations that support ending this program and putting Folsom back to 4 lanes. •waiting in for the stop lights to change in a single line now can take up to 3 lights to get through the intersection • drivers seeming are acting more erratic in their attempt to get off Folsom when it become congested •it is more difficult to turn onto Folsom when turning into a line of traffic that is backed up for a block bumper to bumper •i find myself going through neighborhood now to avoid Folsom •the amount of carbon we are saving by having bikers use a larger area of the street may not offset the fact that cars are stuck, emitting their pollution, while waiting in line for a stoplight (2 or 3 changes of the light before they get through). •the thought of how much energy and dollars the city is going to expend plowing the snow off the street. I have talked to workers in transportation and they feel that keeping the snow off the divided area is a joking matter. Expending more energy and taxpayers money (more carbon too) •the business are complaining about walk-in traffic diminishing •wait until theres an accident on the street... My thoughts are that bikers had enough space before. If you want to make a bike lane, maybe merge it w/ the sidewalk and parkway area.
Caroline	8/29/2015	email	Folsom Street				1	Negative	safety		To Whom It May Concern: One of the biggest mistakes I've ever made was signing the petition for "right-sizing", or making dedicated bike lanes on several major streets in Boulder. I signed it because I thought making more bike lanes was generally a good idea. I did NOT have a clear understanding of how that would actually be implemented. Had I realized that an entire lane of auto traffic would be taken away, I would never have signed it, and I wish there were a way to rescind my signature. I was shocked when I saw the new bike lanes in place, and experienced the ridiculous delays and traffic stack-ups that resulted. This was one of the stupidest, most poorly thought-out and designed ideas I've ever seen. What was wrong with the city planners or council that they could not predict the disastrous effects of reducing travel on major Boulder thoroughfares to one lane each direction? Are they delusional enough to think that doing so is going to force more people to ride bikes instead of drive? There are a myriad of reasons that people don't ride bikes to and from work, or use them for primary transportation. These include but are not limited to physical limitations (including but not primarily disabilities), time limitations, age, needing to consolidate errands such as grocery shopping with commuting, having babies or young children or elderly parents to bring along, concerns about risks of biking everywhere in a city, weather (both heat and cold, rain and snow), and the list goes on and on. The plan for these "right-sized" (actually WRONG-SIZED) bike lanes was clearly devised for a tiny subset of Boulderites, those who have the physical circumstances and freedom and desire to commute by bike. It ignores the wishes and needs of the vast majority of the residents of Boulder and Boulder County, and all others who need to drive in the city. It is shortsighted and ignores the reality of Boulder for most people.

David	8/29/2015	email	Folsom Street				1	neutral	Safety	auto congestion	Just a note to add my voice to those who think the right sizing of Folsom is not a good idea. I note from the preliminary data that vehicle volume on Folsom is down by about 3000 trips per day, which means that 3000 trips have been diverted to other streets. I live near Wonderland lake and either go down Broadway and across, or down 19th and across to the east side of town. I am not travelling less, just less conveniently. The data show an increase in bike trips of 400. It seems unreasonable to inconvenience up to 3000 people for the benefit of up to 400. Based on the data provided, the old bike lanes were actually quite safe - 7 pedestrian and 34 bike collisions in three years. The average vehicle time increased by 43 seconds travelling north and 2 minutes 16 seconds travelling south. At 8000 trips each way, that is 95.6 hours increase in total travel time going north and 302.2 hours going south, each day. That seems like a lot of time. It would be nice to think that everyone was driving an electric car, but much more likely to be an SUV, so a considerable amount of additional pollution as well. Given the relatively light bike traffic on the street, perhaps it would be possible to have a wide bike lane on one side of the road, have two way bike traffic on that, and separate that lane from vehicle traffic? If cars can drive towards each other, maybe bikes can too. I enjoy biking for recreation, and Boulder is an outstanding place to do that. But for serious activities, biking takes too long and is much less convenient than driving. I guess that's why so many people use cars.
Ed	8/29/2015	email	Folsom Street				1	positive	Safety		I have only noticed a slowdown in auto traffic at the pedestrian crosswalk at Walnut(?). I think this is because the pedestrian crossing isn't timed with street lights so it backs up in a longer line with 1 lane vs 2. Otherwise I can't tell the difference in commute time. I've been curious about how the snow plows will deal with the ballards. My feeling is that the city should just state that the experiment will last X number of months, clearly communicate its goals and let people know what a successful experiment looks like. Beyond that, it becomes political. As a business on Folsom, I have not felt any impact what so ever from this. Ed
Fred	8/29/2015	email	Folsom Street				1	positive	Safety	Environment	I'm writing you today to ask that you please allow the "Living Lab" right-sizing treatments on Folsom, Iris, and 63rd Streets to proceed as planned. There has been a great deal of vocal debate over the redesign of Folsom, with a few very loud voices attempting to steer the conversation to reverse course and abandon this project. I find this to be very sad, leaving me feeling very disappointed with a few fellow Boulderites. The loudest voice in the bunch appears to be that of the used car lot! Ya just can't make this stuff up! :-) What future would we like to create in Boulder? What's our vision? Do we share a communal vision in support of safe facilities for cyclists and pedestrians, or will we choose the side of the used car lot? Please, let's not be swayed a few loud voices. Let's continue with the "Living Lab", and follow through with this trial of safer facilities for people, rather than expediting cars through our town. Thank you, - Fred
Gaby	8/29/2015	email	Folsom Street				1	negative	Auto congestion	aesthetics	Like the song (the gambler) goes : " You got to know when to hold em and you got to know when to fold em " . Well in this case the council members that voted on right sizing is wrong and should definitely FOLD em ! A quick solution is to move the green stakes to the original bike lane line or better yet take them out completely and install the little ground reflector thingy's that warn you that your out of your lane when your right car tires touch (like the highways right shoulder lanes have) . It's a win win situation for cars ,bikes and people's safety ... Regards Gaby

Heather	8/29/2015	email	Folsom Street	1	1	1	1	positive	Safety		Dear Council Members, I have lived in the Park East neighborhood near Baseline and 30th for almost 10 years and have voted for many of you currently serving our community. Yesterday I had the sorrow of seeing the 3rd bicyclist hit by a car at the same short stretch of 30th street since I moved into the neighborhood. Fortunately, it looks like the person will survive. My husband and I both bike to work and I dread one day seeing his blood on the pavement. When the CU students come back for the school year my heart fears that they, too, will end up under the wheels of a car. I realize there has been a lot of flak for the new bike lanes on some of our streets. None of those complaints from drivers could ever feel worse than the sight of someone going across your windshield. I can imagine how a parent would feel to hear their freshmen had been hit going from their dorms to school. I dread that I might be in a car that hits them as they learn to navigate the new streets and biking rules in our city. My greatest wish for the city this year (and I have seen many wonderful things happen in the 15 total years I've lived and voted here) is to see a wider, more well-signed bike lane between Baseline and Arapahoe along 30th Street to help protect the students going from the Williams Village dorms to campus. I am so happy to help support this effort and hope you will let me know what I can do to make this a reality for our community and those of us who both bike and drive along it's streets. Thanks so much, Heather
Jason	8/29/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Jason
Jeremy	8/29/2015	email	Folsom Street				1	positive	safety	Environment	Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Jeremy
Jesse	8/29/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Jesse
Kara	8/29/2015	email	Folsom Street				1	positive	Safety	Environment	It is possible no one in Boulder rides their bike or drives more on Folsom than I do. I live at intersection of folsom and forest and I work at CU. Enough said? I literally can NOT stand to read one more criticism of the right sizing. I drive my son to BHS (I am enabling him yes;-) at 745 every morning. THERE IS NO TRAFFIC PROBLEM. I frequently ride or drive folsom in the 9 am , noon and 5 pm hours. THERE IS NO TRAFFIC BACKUP! People are just getting hysterical over nothing. I would venture to guess that 1/2 the whiners our there don't even live in Boulder! PLEASE KEEP OUR BIKE LANE – It now takes me 9 minutes to ride my bike to CU, 11 to drive …and 45 minutes to park! -- Best Regards,

Kerry	8/29/2015	email	Folsom Street				1	Negative	Auto congestion	communication	As a bicyclist, teacher and parent of two young boys I am strongly opposed to the Folsom streeet rightsizing. This is the first time I have ever written to council. We live not far from Folsom and Iris and I have had the opportunity to bicycle it regularly, both in commuting to my job (I teach) and on weekends to the Farmer's market. After one harrowing experience where a driver turned right in front of me onto Spruce, I won't take my boys on Folsom again. Taking Glenwood or another side street to 19th was our preferred route, and still remains our preferred route. In my own bicycle commuting south on Folsom in the morning and northbound in the evening, I do not feel any safer. Not only do I have to remain vigilant for vehicles turning across my path more suddenly, but I am finding that backed up cars turning onto Folsom (particularly at Mapleton, Pine, Pearl, and Walnut) are blocking the bicycle lane. They're stuck partway through the turn, and can't merge due to Folsom traffic being stopped dead. Fosom was better for cyclists the way it was. I recommend that the rightsizing be torn out and Folsom be restored to the way it was. And please never do this to another street.
Larry	8/29/2015	email	Folsom Street				1	negative	Auto congestion	Safety	I sense a win-lose undercurrent in the discussion, not win-win. But it's wrong to frame this as an adversarial situation — cyclists against drivers. Almost all the streets in Boulder were built to handle cars. Now we need to provide for an increasing number of cyclists AND an increasing number of cars. But City government is cheering about the arrival of more jobs, incentivizing infill, and making parking more difficult. We aren't approaching gridlock, as some have suggested. We have gridlock now. I have experienced stop-and-go traffic on U.S. 36, on 28th Street, on Broadway, and now on Folsom. I suspect new residents aren't all going to move here riding their bicycles, though many will have bicycles AND cars. How does that help reduce carbon emissions? There is no solution in making it more difficult to drive. All that does is create stressed drivers, and those are not going to be safe drivers. I drove out Valmont the other day with two full lanes of eastbound traffic. No one would give way to let me change lanes. Everyone's stressed out, thinking they aren't going to get to their destination on time. Do you think they're looking around to see if a cyclist is approaching in their blind spot. Fat chance! I'm not going to hop on my bicycle to go from my North Boulder home to the library, to McGuckin Hardware, and then to my pharmacy on a single trip. Nor am I going to hop on my bicycle to go to Westminster for a paint not available in Boulder, Longmont, Louisville, or Lafayette. Nor am I going to hop on my bicycle to go to the post office, then to get a haircut, and then to lunch, then to a meeting in the Devil's Thumb area. And I'm not going to hop on my bicycle when there is either snow or ice on the street, or even the prospect of rain or snow falling. The solutions lie in 1) creating more bicycle lanes apart from our through streets and 2) improving our mass transit. I have an EcoPass (thanks for that), but the bus often won't take me to the places I need to go (see previous paragraph) without trips being impossibly long. On top of that, RTD buses stop running too early. I'd like to take bus transportation from my neighborhood in North Boulder to the Boulder Transit Center, then to DIA, but many of the flights to the east coast leave at 6, 7, or 8 in the morning and the 204 southbound doesn't start operating until 6:16 am. The AB schedule from DIA to Boulder does not support arrivals on the latest flights. I'd like to go to the Pearl St. Mall area for a Friday evening, but the last 204 leaves the Transit Center at 8:48 pm. Similar problem for a concert or lecture at CU. Please drop "right-sizing" and shift your focus to improving public transportation in Boulder, so we can make getting around easier for bicycles and cars.
Laura	8/29/2015	email	Folsom Street				1	positive	Safety	Environment	As a bicyclist and a driver, I love the right-sizing on Folsom. The designated turn lanes for cars make me feel safer in my car, and the protected bike lanes make me feel safer on my bike. I think they are also useful for bringing motorist attention to the bicycles. I have witnessed many near-accidents on Folsom and hope that these changes will make a difference. Please give this project the time it needs for people to adjust to the changes in their patterns before responding to all the negative feedback. I am pleased to be a part of a city that values many different modes of transportation and is willing to try new ways to make the roads safer for everyone and not just catering to cars. Sincerely, Laura
Liz	8/29/2015	email	Folsom Street				1	positive	safety	Environment	To whom it may concern, My name is Liz Gangware and I have been living in Boulder for 3 years now. I just wanted to say, I love the Folsom Bike Lanes! They make me feel very protected. I am always worried about distracted drivers and I feel much more comfortable when I am on Folsom. It is my favorite street to use when I commute and I use it whenever I can and it's all due to those bike lanes! It also makes it much easier to pass and be passed. I love the bikes lanes! Thank you, Liz

Loni	8/29/2015	email	Folsom Street				1	positive	Safety		Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Loni
Manzanita	8/29/2015	email	Folsom Street				1	positive	Safety	Environment	Hello! I am a LONG time Boulder resident who loves to use her bike to get around town. In years past I have avoided using my bike as regular transportation. Riding the street seemed scary and dangerous. The bike lane, not much better. The sidewalk, too busy with pedestrians. When I heard about right-sizing and providing a safe true (separate) lane for bikers to travel I thought .... "It is about F*#$&!@ time!!" My family went out and bought new bikes in preparation of being able to commute more safely in Boulder via bicycle. Please, please, please!!!! Please give this a chance, please make more bike friendly roads in the city of Boulder. Please please please continue to provide family safe options for bicycle riders. Thank you,
Mark	8/29/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Mark
Mark	8/29/2015	email	Folsom Street				1	Negative	Safety	communication	We live on Mapleton, one block off of Folsom, giving us a direct, daily experience with the bike lane experiment. We've given it a try, held an open mind, differentiated between rush-hour versus off-hour, pre-CU versus post-CU return, weekend versus work days. We've had meaningful discussions with our neighbors, trying to find both sides to the arguments. To the extent we could find the other side given near unanimity of views in our neighborhood. It is time to throw in the towel. It does not work and for many reasons, including: 1. I doubt the test sampling is capturing the effect of drivers, like me, now avoiding Folsom even though it is my direct North / South thoroughfare. 2. The single lane traffic is causing traffic to move slow, resulting in a long line of cars. The result is that cars attempting to enter Folsom are having to be more bold in forcing their way in – how many times have I seen cars and trucks nose their way into the bike lanes as a result? There is no safety for anyone in that. 3. I don't see any more bike riders than before; I do see bike riders riding abreast now and the new lane is keeping them safer. Because before they would still insist on riding abreast and forcing cars to move over to the left lane. The new lane is not the optimal safety strategy here – single file riding is. 4. Some of you ran on platforms about solving issues related to the high number of inbound workers coming to Boulder. Slowing traffic on a key North / South thoroughfare is not a solution.
Marsha	8/29/2015	email	Folsom Street				1	positive	Safety		They are awesome! Please keep adding them across the city. Marsha Barancik Boulder

Molly	8/29/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Molly
Patty	8/29/2015	email	Folsom Street				1	negative	Auto congestion		Downtown Boulder. What you are doing to Boulder just does not make sense to me. As a Downtown Business owner, I feel, and have heard from many of my customers, that Boulder is just getting to difficult to drive into and you are driving business away from the local businesses who rely on customers coming downtown. I am one of the demographics that you are targeting for replacing my car with a bike but I can tell you that I have no intention of giving up my car as I need it for work. I will simply use side streets such as Kalmia and others as I work my way through town. I'm not sure how long I can survive as a Downtown Business with you fighting us in every way. Please listen to the populace and get off your high horses and represent the people. We want our Boulder back. Sincerely, Patty
Peggy	8/29/2015	email	Folsom Street				1	Negative	Safety	auto congestion	I attended the city council study session on this issue and it was very interesting. You apologize for the way it was handled but are still going forward. I think the higher percentage of supportive comments quoted is due to the fact that bicycling groups are encouraging people in mass to send support. Editorials in the Daily Camera have a much higher number of people opposing the change than supporting it. Those of us who drive the corridor daily and are friends of Folsom do not have an organized group. We are just residents who saw our street turned into a congested kaleidoscope. I think it is more dangerous than ever. The driving lanes are narrower and the posts impair the views of some of the cyclists. It feels like driving through a narrow tunnel. If you added a little ice or snow, it would be even worse. Get rid of all the posts! Then at least we can watch better for pedestrians and bicyclists than be watching out for posts. It would also make it possible to enter the businesses more easily. I continue to think the whole thing is a mistake. I hate to see our money being spent on ruining perfectly good streets that already have bike lanes. There are so many other needs in Boulder that are far greater.
Peter	8/29/2015	email	Folsom Street				1	positive	Safety	Environment	I am writing in support of the rightsized bike lanes on Folsom St. I have lived in Boulder for 3 years, working the entire time on the CU campus, and I travel on bicycle down Folsom often. For a year, my own apartment was near Valmont and 30th, so I would bike the route every day that weather allowed. Now it is more like 3 times per week. I use it to go to my gym (on Valmont), Sprouts, McGuckins, my running group (on Pearl), and friends apartments. The rightsized lanes make me feel much safer than I did before, especially during afternoon high use times. Cars are more aware of me, and other cyclists are better able to spread out, decreasing the likelihood of bike-bike collisions. Before the pilot project, I would often avoid Folsom, opting to ride on 30th St if I had to travel north-south. Now, I have the luxury of a road that is inviting to cyclists. My happiness with the bike lanes is not only limited to times when I am on a bike. When I drive on Folsom, I also feel safer, because there is more space between me and the cyclists, some of whom do not wear helmets. With so many people in close proximity to each other, used to often feel that it was only a matter of time until a collision involving a bicycle would happen. I fear hitting a cyclist with my vehicle more than anything. I am both a driver and a cyclist. With the rightsized lanes, I feel safer to make biking my primary means of getting around. When driving is necessary, I am only too
Rob	8/29/2015	email	Folsom Street				1	positive	Safety		Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Rob

Sandra	8/29/2015	email	Folsom Street				1	Negative	Safety		Dear Council Members, Folsom was my favorite road to navigate Boulder, now it's confusing with the excessive signs and markers. The traffic gets backed up and it's now a road to be avoided. Please consider changing it back to the way it was before the all the green and white poles and the bike lanes were added. Thank you, Sandra
Scott	8/29/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely,
Scott	8/29/2015	email	Folsom Street				1	positive	Safety		Hello, I don't have a car and get everywhere by bicycle. The only reason for removing the lanes would be that it costs drivers a few minutes of their day. Is a few minutes (at most) of a drivers day not worth the cost of bikers lives? Seriously, the lanes really helped. It is a lot safer now! I know, I bike everywhere I go, all year round. The reason I moved to Boulder a year ago was because this is a bike friendly community. Removing the lanes would be a huge step in the wrong direction. The problem is not the bicycles, the problem is having to one person using a car or SUV. Focus on moving more people to public transportation. Please do not remove the bike lanes. Sincerely, Scott
Steven	8/29/2015	email	Folsom Street			1	1	negative	Auto congestion		be used. Drive time on every north/south road needs to be looked at. If Iris is downsized it will be a disaster because there are NO other easy ways east/west. I live on Iris and will have to live with the mess. I was NOT born and raised in Boulder to become a "Living Lab RAT". I am 59 years old. Thank you for reading this. Steve
Teresa	8/29/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Living so close to Folsom, it's nice to see that the protected bike lane has increased the number of families biking that corridor, including myself as a new mother. For a long time I have felt that Folsom has been unsafe for cyclists and pedestrians. I have also noticed an increase of pedestrians from the west side of Folsom to the east side, out on nightly strolls. This spreading of community is part of what makes neighborhoods delightful to be in. To see that disappear because drivers are unwilling to adjust is sad. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Teresa
Tom	8/29/2015	email	Folsom Street				1	Negative	Safety	auto congestion	Council Members, Having driven Folsom since the "right sizing" experiment implementation, I find it confusing and not conducive the either cars or bikes. I am opposed to the configuration and I request it be returned to the previous configuration with two lanes of traffic in each direction and bike lanes on either side of the street. Regards, Tom

Tracey	8/29/2015	email	Folsom Street				1	Negative	business access	communication	Hi, I have been wanting to write for a while regarding the right sizing on Folsom. I live in North Boulder and I work on Alpine and Broadway. Every day for the last couple of years I gave gone to the Little Yoga Studio in the shopping center on Folsom next to McGuckins. I have always scheduled in to my lunch hour where I have just enough time to work, then get to the Little Yoga Studio and be back at work for my next appointment. I have very limited time to get there and back in the allotted time I have. This right sizing has put me back between 2-5 minutes every day, depending on the day. I have started trying side streets, taking 19th down to walnut, but this also takes longer and it is very hard to turn on to Folsom off of Walnut. There are usually 3 or 4 cars waiting to turn and between the cars slowly moving up Folsom and the bikes it takes some time to make that turn. I have also tried Broadway to Arapahoe, but that also is very congested. One time, 2 weeks ago, I got to the studio a couple of minutes late, there were 2 others standing out there that also just missed the class by 2 minutes due to the extra traffic on Folsom. As I said I have been going to the Little Yoga Studio for the last couple of years, but in the last month, I have gone to a couple of other studios just to avoid Folsom. I don't have the couple of extra minutes needed to get there in time and back to work. This is really sad to me, as I love the Little Yoga Studio, I really want to support the owners there as well, but as I said I don't have the extra time. I've had to wait at the Folsom and Pearl light and the Folsom and Canyon light for a couple of rounds before getting to go through. As a suggestion, why not put back the two car lanes and for the bike lane go back to the original size and add the green balusters you have out there now to add a barrier between the cars and the bikes? I am not against making it safer for bikers, but I am against making it harder for businesses to maintain there businesses and for their customers to make it there to support them. Thanks Tracey Sobel Tracey
Alex	8/28/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	I am writing to you to express my emphatic support for the Folsom right-sizing project. Buffered and protected bike lanes have proven to increase safety in cities across the country and I am very happy that Boulder has followed suit. I know that you have received many angry letters opposing the project, but I would like to request that at the very least you leave the protected bike lanes for at least one year so staff, TAB and Council have adequate time to judge their full effects. While Folsom is not a part of my daily bike commute, and while I used it before the right-sizing project, the times I have biked on Folsom since the project installation I have seen families, children and many bicyclists I don't think would have felt safe or comfortable riding on Folsom without the wider protected bike lanes. I have ridden the corridor a few times around 5:30-6pm during the week, and I have observed all cars making it through intersections in one signal cycle. I understand back-ups can emerge during the peak of rush hour, but I would ask you to consider what is more important, a minute or two of motorists's time (who may or may not live in Boulder) or the safety of people wanting to travel Folsom by bike (who are much more likely to be residents)?
Clinton	8/28/2015	email	Folsom Street				1	positive	Safety		Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. As a Boulderite who was hit by a car while cycling in the right way, I know the Folsom project will increas cycling in the area. Sincerely, Clinton
Debbie	8/28/2015	email	Folsom Street				1	positive	Safety	Environment	I wrote a few weeks ago to say that I do not like the changes on Folsom Street, mainly because of loss of flow in what previously was a key traffic artery. I still don't like the experiment, and hope that you return Folsom to it's previous state. The reason I am writing now is to request an explanation of how we are meant to interpret the two different colors of posts -- some are white with green stripes, and some are green with white stripes. I find the visual experience to be distracting, to say the least; but, are there specific traffic cues associated with these different colors? Much
Amanda	8/27/2015	email	Folsom Street				1	positive	Safety	environment	Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Amanda
Amber	8/27/2015	email	Folsom Street				1	negative	Auto congestion	communication	Dear Boulder City Council, I am completely opposed to the new bike lanes. Yesterday on Folsom traffic was backed up from canyon to iris. Meanwhile the amount of cyclist using Folsom didn't change. Once finally at the stop light one cyclist was there waiting for a green light. This is a complete waste of time, resources, and tax payers money. Sincerely, Amber

Bob	8/27/2015	Inquire Boulder	Folsom Street				1	negative	congestion	traffic diversion	The Living Lab is a bad idea for several reasons, and should be immediately discontinued. Boulder is a living, working city with people who have places to get to, and treating us like a lab is disruptive and insulting. As a laboratory experiment, it's missing key important factors, most notably data. You and we all know that the data from before Folsom was changed is sketchy at best, in certain cases non-existent. This makes it a purposeless experiment. It's obvious to most people who use Folsom regularly that there were no traffic jams before the change and now there are; that getting from side streets on to Folsom has become nearly impossible at certain times of the day; that bicyclists were very safe on the bike paths before and now are at risk at intersections; that traffic on alternate streets has become heavy; that businesses along Folsom are complaining that it is hurting their business, that emergency vehicles would have great difficulty negotiating Folsom during rush periods, and that approximately two-thirds of those commenting about it think it's a bad change. It serves no purpose and has multiple undesirable effects. It's nearly impossible to come up with anything good about it, and even more difficult to understand why the council has let it continue this long. Stop already!
Brenda	8/27/2015	email	Folsom Street				1	Negative	Auto Congestion	Business Access	Congratulations. The Folsom street "right" sizing has in fact changed my behavior. Instead of going to McGuckins, I now go to Home Depot in Longmont. Instead of going to Great Harvest on Arapaho I now go to the one in Longmont. Instead of going to many of the restaurants off of Folsom Street, I find myself going more and more frequently to Louisville for that town's great restaurants, lack of congestion and easy parking. Brenda
Brian	8/27/2015	email	Folsom Street				1	negative	Auto congestion	Safety	Please do something with those posts on folsom, there is no reason to change from 2 lanes to one with a giant bike lane the traffic is horrible! We don't have the tour de france cruising up and down folsom its completely ridiculos!! Do you people even listen to the people who live here? and can we do something about the thousands of bums that are moving here, it seems like you guys cater to these people!
Chris	8/27/2015	email	folsom street				1	negative	Auto congestion	Environment	To council members, I swore I was not going to write this letter but after watching the Orwellian Group-think study session last night, I feel I have to at least weigh in. This project was not well thought through and should be abandoned. You're not reducing auto traffic, you are just pushing it to other places. Think about what the delays would be if all the people now avoiding Folsom actually drove on the new Folsom. It would be gridlock. Now we have increased traffic on 28th, Broadway, heck even 30th. Everywhere. By making the light at Folsom and Pearl longer to accommodate the delays, you are effectively making the Pearl east west light shorter and causing more backups on Pearl. You're not helping with emissions, if anything the additional traffic delays all over town increase emissions. I don't understand why you can't see that. I can tell you that among everyone I know, the ratio of people against to the ratio of people for is far more than 2-1 against. In fact it's a running joke in our company when someone goes out for supplies or whatnot. "Be sure to take Folsom." Please don't do this on any more streets. This project is a disaster. It should be rolled back. Thank you for reading this. And thank you for your service. Chris
Collin	8/27/2015	email	Folsom Street				1	positive	Safety	environment	Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Collin
David	8/27/2015	email	Folsom Street				1	positive	Safety	Environment	I support the Right Sizing effort and encourage you to continue improving its implementation and expansion
Elizabeth	8/27/2015	email	Folsom Street				1	negative	Safety	Environment	Hello city council, I am finding it hard to believe that 57% of emails you received are for right sizing of Folsom. What this tells me is that I need to be writing you more emails and encouraging all my friends and neighbors to do the same. I have not spoken to one person in favor of this project. Probably because most of my friends are Mom's just like me. We do not have the luxury of biking around town because we have young kids that need to be in lots of different places at one time and lots of groceries to buy. I personally travel Folsom everyday of the week in my van to take my kids to and from school and to their various activities and to do the many errands that are required to run my household. My husband commutes on Folsom daily to go to work. Both of us have had to leave 10-15 minutes earlier each morning to ensure that we can get were we need to be on time. We solely travel Folsom during peak traffic hours and hope this is when you are doing most of your "measurements." I personally have been stuck in the middle of the Pine intersections 3 times due to traffic backed up from the light of Pearl or from the pedestrian cross walks that are in the middle of each stretch. I have also been stuck through 3 cycles of the lights at Pearl and Canyon since this project unveiled. You cannot have it all. If you are going to keep these lanes, then you need to lose the pedestrian cross walks. Or you can keep the crosswalks and lose the protected bike lanes, but you cannot have it all and still expect traffic to move with any sort of efficiency. Personally I think Lisa Morzel's proposal to discontinue the project from Pine south is an excellent idea. Clearly this is where the majority of traffic snags are located. Please consider it and do the citizens that your represent in Boulder a favor. It is super frustrating to have to live with your poorly conceived "experiments". Thanks for listening. -Beth
Jennifer	8/27/2015	email	Folsom Street				1	Negative	Safety	auto congestion	The new Folsom is RIDICULOUS!!! I have no idea what the thought process behind that was. It's horrible and congested and creates a plethora of problems. The whole town is in an uproar because of it!! If anyone cares at all the street needs to return to how it was.
Jon	8/27/2015	email	Folsom Street				1	negative	Safety	communication	To; The City of Boulder City Council, City Manager and any City Planners or volunteer member of any planning group. Subject: Stupidity at a very high level. Installing or even thinking about installing bike lanes to replace vehicle lanes in Boulder on any street. I'm a 62 year old native of Boulder. You have all completely lost touch with reality to even consider this project. Not a chance this will work at anytime, anywhere, in any season in this town. You have caused a serious loss to local business, put people in danger, inconvenienced and wasted an ungodly amount of our money to "study" and implement a dumb idea. All staff that put this up to council as a good idea should me immediately fired. The City council owes the tax payers an apology. And if any more time is wasted by staff (other than for the removal of the insane structure), Council should go! I'm a progressive democrat and have not missed a local election since 1972. You are starting to make Donald Trump look smart (if thats possible). I'm OVER the whole entitled cycler mentality. When they pay transportation taxes, register & license their vehicles and pay insurance, lets revisit the question. Public safety is your number one responsibility, make them have lights, stop at stop signs & traffic lights, follow the rules of the road and get them off the sidewalks!

Joyce	8/27/2015	email	Folsom Street				1	negative	Auto congestion	Environment	Dear City Council, I live on Folsom St and the "right-sizing" has been a nightmare for many reasons: The back up of traffic on the street causes much more CO2 emissions that I have to breathe. The rods sticking up make it more difficult to turn off the road and more difficult to get on the road. I hear honking all the time from motorists who are protesting the "right-sizing". It has made it more difficult for people to get to local businesses on that road. I and others that I know avoid using Folsom because of the traffic and rods so travel out of our way using more gas and emitting more carbon emissions. I think this is why your people are saying that delays are less; it is probably because people are using other streets. So, it hasn't reduced traffic; it has just moved it to other streets. Plowing will be much more difficult and I fear that Folsom will be unusable because of the way it is set up now. Please make Folsom the way it was before this experiment. It is not working and causing more emissions and unnecessary inconvenience to many Bolderites. Also, I think you should ban VRBOs from condo buildings. I certainly don't want strangers walking around my building so that some investor can make more money. These strangers are not likely to respect my building like someone who lives there. Best, Joyce
Julie	8/27/2015	email	Folsom Street				1	positive	Safety	better for cyclists	Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Julie
Mark	8/27/2015	email	Folsom Street				1	positive	Safety	environment	Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, mark
Nate	8/27/2015	email	Folsom Street				1	positive	Safety	better for cyclists	Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. I'm proud to be a part of a city that is willing to try something new. We need more people to use bikes in town and leave their cars at home, protected bike lanes is a great start. Sincerely, Nate
Patric	8/27/2015	email	Folsom Street				1	positive	Safety	environment	Dear Boulder City Council, Please don't be discouraged by the push back you're receiving from those against the right sizing Folsom project. We've taken a bold step as a city to improve transportation for the future. Between 2011 and 2014, the number of protected bike lanes in the United States tripled from 78 to 191. These numbers show that more and more people are embracing alternate modes of transportation. Boulder should step up as a leader and be a part of that change. We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Patrick

Paul	8/27/2015	email	Folsom street				1	negative	Safety	Environment	believes citizen comments are in favor of the project. This surprised me given that most folks in my neighborhood and in my office are opposed on a spectrum ranging from mild to very angry. Thus, I want to send some comments to boost the tally of the minority of us who are opposed. There are many problems in concept, honesty, planning, execution but you've heard them all. Let's focus on how this project is pitting cyclists against drivers in a way that will have long-term reverberations for Boulder. My dentist is on Folsom just north of Canyon. When I was putting on bike helmet to leave a woman in lobby asked "well are you happy now?" I was confused but then realized she saw my helmet and assumed I was behind the mess on Folsom. I explained the difference between regular cyclists (many of whom are opposed) and the paid "cycling advocates" who helped ramrod the project. The receptionist muttered "everybody" is upset and I ducked out the door. After your study session I clicked on a link to PeopleforBikes. Staff said they consulted these folks to get a thumbs up on city methodology. But PfB also has a button to push to auto-generate emails to city council to counter the "shrill" campaign of motorists only concerned about their "minor inconvenience." So when council member Jones rolled her eyes about the "feeling" behind some of the emails is it any surprise? How can a regular citizen break through the "insider consensus" that makes these decisions before it ever hits the newspaper? City staff formulate a plan in conjunction with like-minded paid "cycling advocates" who mobilize comments to like-minded TAB members. For the 99% percent of us who don't follow the TAB agenda, the first time we learn about it is a Camera article about final vote at council. Or when driving to the dentist confused by a forest of green sticks. When the issue is on verge of council approval citizens come forward with valid concerns that later come true. But it is too late. After the sticks are deployed when "selfish" drivers complain, Community Cycles can activate a 8000 person mailing list.
Peter	8/27/2015	email	Folsom Street				1	negative	communication	Environment	Just wanted to thank you all for helping me decide on who to vote for in the fall's city election. For you all to support a project that clearly does not reduce CO2 emissions and increases congestion even though people are avoiding Folsom street, while only possibly increasing bike trips (Are more people actually biking or has the bike traffic just shifted to Folsom from adjacent streets?) is a slap in the face to the residents of Boulder. In fact, you all have clearly gone against the will of the majority of people in Boulder, which is now a routine occurrence. I will not support the reelection of Morzel, Plass or Jones. Dr. Peter
Richard	8/27/2015	email	Folsom Street				1	negative	Auto congestion	communication	Council Members: As I continue to drive on Folsom from my North Boulder residence, my own observations are as follows: 1) I am appalled at the shameful and uneducated approach to the decision making process based on a pitifully poor data sample. These were very clearly outlined in the Daily Camera Editorial of David Krieger on 8/19 and the Guest Commentary of Mara Abbott on 8/10. I have experienced this terrible decision making on poor data sampling multiple times during my 38 years of Emergency Room practice. In addition, the comparing of this project to warm weather cities where one can cycle quite comfortably year-round is classically ignoring the "apples to apples" principle. The phrase "garbage in, garbage out" most certainly applies to the Folsom (?)"right sizing". 2) Once again, data is thrown around with little validity when it comes to the 57% supporting and 40% against the project based on community comments. The figures may be accurate, but does it represent those who travel on Folsom. I would imagine that almost every negative comment was submitted by someone who had the joy of experiencing the new Folsom, but how may of those who are for the realignment actually do so? From my travel on Folsom, I find that the bike lane is a lonely place. 3) The idea that this is meant to be safer for cyclists is a nice concept, except that I continue to repeatedly see the biking community (except for those that do serious road biking) shunning basic safety principles such as wearing bicycle helmets, appropriate footwear, riding without ear buds, and lights so they can be

Rosie	8/27/2015	email	Folsom Street				1	negative	Auto Congestion	Safety	I am a Boulder resident and feel that the so-called right-sizing of Folsom was a mistake. I hope you reverse the changes. In addition to the loss of a car lane on this important artery, leading to delays and more exhaust, the current configuration seems more dangerous to me because bikes on the bike path are _less_ visible to drivers using their rear-view mirrors than they were when there were two car lanes and a narrower bike lane. It would be great if you could restore the two lanes and put those posts on the line marking the original bike path, protecting bike-riders. I assume you are aware that local bike clubs have asked their members to flood your mail boxes (and the local papers) with votes in favor of the change. Please take that into account as you weigh the public's response to this experiment. Thank you,
Ryan	8/27/2015	email	Folsom Street				1	positive	Safety	environment	Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Ryan
Stephanie	8/27/2015	email	Folsom Street				1	Negative	Safety	auto congestion	I have worked on Folsom Street since 1977. The new bicycle project has made Folsom Street more dangerous for everyone. More traffic backed up and traffic that actually crosses over the bike lane to turn right onto Canyon. What were you thinking? This is a huge problem!
Sue	8/27/2015	email	Folsom Street				1	positive	Safety	environment	On behalf of the thousands of people who would like safe places to ride a bicycle in Boulder and Community Cycles over 2200 members, I'd like to thank council members Cowles, Plass, Shoemaker, Weaver, Jones, Appelbaum and Young for your support to continue the entire 0.6 miles of the Folsom Living Labs pilot project, with tweaks. You showed true leadership and commitment to Boulder's Climate Action and Transportation Master Plan goals. Community Cycles is using a small foundation grant we received to contract with a social media company that works with nonprofits and political campaigns to do a year-long campaign to build positive support for Folsom and solicit constructive feedback from pedestrians, bicyclists, drivers and businesses. We look forward to working with the city and local businesses to continue to make Folsom safer for bicyclists and motorists, and to help more people feel safer bicycling to school, work and for every day use. Thanks so much for your support of safety, your strong leadership and your commitment to Boulder's values, even when the change is hard. Thanks again. --
Adam	8/26/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Adam
Amy	8/26/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Amy

Anita	8/26/2015	email	Folsom Street				1	positive	safety	Environment	I have written repeatedly giving feedback about how this ill conceived project has inconvenienced us. I do not believe my voice is heard or feedback counted. I am opposed to this project. Regards, Anita
Audrey	8/26/2015	email	Folsom Street				1	negative	Auto congestion	communication	and Letters to the Editor; I have also read the comments to these on the Daily Camera website. I watched brief portions of your study session last night and just finished reading the article in the Daily Camera about that session. I am appalled at "57 percent of roughly 950 comments submitted to the council supportive of the project and 40 percent opposed". This "data" leads me to believe all of the studies, data collection, surveys, and analysis done by anyone connected with the City of Boulder, be they council members, staff, or consultants hired by the City are grossly inaccurate and slanted to justify to the citizens of Boulder that this is a wonderful thing for all of us. Have any of you been reading the Daily Camera? I would venture to say that people writing editorials, guest opinions and letters to the editor and making comments on the website reflect a much more accurate representation of how the majority of the citizens and visitors to Boulder see your "Right Sizing" project - it is definitely NOT positive. You have not taken in to account the negative impact this has had on businesses, people living in the area that need to use Folsom to access their homes, added traffic congestion on other streets because people are now trying to avoid the mess on Folsom, visual pollution with all of your wonderful green and white "sticks", snow removal, emergency access, and the list goes on. I wonder what an independent, impartial audit of your entire "Right Sizing" project would
Audrey	8/26/2015	Inquire Boulder	Folsom Street				1		data	public process	I want to see the actual report, including the data and sources that were used to come up with "57 percent of roughly 950 comments submitted to the council supportive of the project and 40 percent opposed" - quoted from the Daily Camera article today in reference the study session last night. I absolutely OPPOSE your "Right Sizing" project and I truly believe that all studies, data collection, surveys and analysis that have been done are grossly inaccurate and tainted to push this insanity on the people of Boulder. I am looking in to doing an independent, impartial audit of everything done by council members, staff, and consultants to justify this project to the citizens of Boulder.
Brian	8/26/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Brian

Carlo	8/26/2015	email	Folsom Street				1	negative	Auto congestion	communication	Hi, First, the response of the cycling community is organized and the driving public just wants to get on with getting around Boulder, to go to work, get kids to school, and shop for daily needs. The response from cyclists is not the feeling of the public, not everyone has the time to respond with emails. There wa never a line of cyclists bunching up on Folsom or Iris. Why don't we wait until there is a problem rather than creating one. Second, who came up with this "Living Lab" concept. I personally do not want Boulder to be a guinea pig. We have not voted on implementing this concept. The Council has the responsibility to oversee the City and the majority of the people. It is not your purpose to advance an agenda of trying to be cool and be able to say we have a "right sizing" lane, see what we've done. Something like this should be put up for a vote. If you do this to Iris it will kill North Boulder. I live in Newlands and use Iris every day. I will be forced to impact other neighborhoods to get east. Traffic needs 4 lane streets sometimes, especially in a geographically restricted location (mountains to the west) and a relatively small city..Bicyclists are not lined up trying to get down Folsom or Iris. This is a bogus act, an irresponsible act, and I will have this act reflected in my vote.
David	8/26/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Could maybe add the car lanes back and just put the bollards on the outside of the bike lane... Also maybe we could bigger bike lanes on less major streets...let's not "confront" drivers but still create great biking... Sincerely, David
Drew	8/26/2015	email	Folsom Street				1	negative	Auto congestion	communication	I just left Murphy's for dinner, and everyone was talking about how horrible this is. It is wasting everyone's time, time people don't have. Everyone is livid, so tell whomever to stop creating problems that were clear to exist from the onset of this project. Nobody has time for these pointless, time waste 'meetings'/'email's/ 'feedback' over delusional policies that are clearly being orchestrated from an agenda perspective. Policies that citizens have been clear from the beginning that they do not want. The city is sick of it.
Francoise	8/26/2015	email	Folsom Street				1	positive	Safety	Environment	First I want to thank you for supporting the creation of a better bike facility on Folsom. It is a great improvement for cyclists, as that street gets busier with cars. That is the point of what you were doing, making a safe environment for cyclists to go north and south on a east corridor. Actually it is one of the better north south corridors altogether as 13th st discontinues up north. I have been really dismayed by the outcry I have seen in the press and disappointed for calls to abandon the project before the complete data is in. I have now ridden my bike along Folsom at different times of the day, including rush hour, and driven my car at varying times of the day, also at rush hour in both directions. The only true "sticky point" for cars is going south from Pine, or more like Pearl, to Canyon during rush hour. If one tweak were made, I propose going back to two lanes just in the southbound direction for cars, but making those lanes slightly more narrow than normal and retaining the bollards along the bike path painted line in that direction. That will give the visual impetus for cars to slow their speeds, which is a very real benefit of rightsizing for both pedestrian and cyclist. I think more beginner cyclists will still feel more protected and the greatly improved pedestrian environment will remain. Furthermore that will take care of the section in front of Smooth Motors, which seems to be the business with the most complaints. That said, my husband just returned from running with our husky puppy along southbound Folsom at 5:15 pm and reports cars were only waiting one light cycle max, at the height of rush hour! That he feels safe running while training a puppy along the "new" Folsom says a lot for how much this environment has been improved for peds and runners too.

Heather	8/26/2015	email	Folsom Street				1	positive	safety	Environment	Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Heather
k	8/26/2015	email	Folsom Street				1	negative	Safety		My husband was hit on his bike by a car last week on 30th. A truck with a trailer turned right in front of the bike lane. Thought they would make it or thought he would stop. We don't know because the truck took off. Dragged him under and the trailer ran over his leg. Not a single person stopped to help him. Right sizing or not, we're done riding bikes in this town. I have one significant other. I'm not going to let my husband risk his life on our crazy streets anymore. As I was driving by Williams Village this week I looked at those towers with the huge parking lots around them-all full. Those students all live within walking distance of their daily destinations and still require a car. And yet, all I hear about is Planning approving yet another building with limited (55?!) parking spaces. You can't keep packing people in here and live in the dream world that they aren't going to have cars. Most of them will. If you continue to pack more people in here, there will be more cars and more accidents. The "right sizing" lanes aren't preventing the most dangerous situation of all for bikes-cars crossing turn lanes. Not only was my husband hit in this manner, but my dad was as well on Broadway about ten years back. And that woman on the divided highway who had her jaw ripped off was in a similar type of accident. (I think in that situation the car pulled out into the turning lane and not in front of her.) This accident happens all the time and it's not made better by "right sizing" lanes
Kate	8/26/2015	email	Folsom Street				1	positive	Safety	Environment	I wouldn't even see a cyclist against all those stripes and barriers.I am just avoiding it. Bikes and cars still have to cross each other with the many cross streets and turns. The only times I've been on it, I have seen one bicycle each time, the whole length of Folsom. It used to be my preferred route, lately, I go to King Soopers on Arapahoe and otherwise avoid shopping, especially with 28th and 30th bottled up with all the new residents. It is such a joke that Transportation is trying to follow Austin's lead, which is 9x larger, with many more choices of streets in each direction .Even then, Austin reduced car lanes from 4 to 3 instead of from 2 to 1 . By my math that is a one quarter reduction in Austin instead of a one half reduction in Boulder. Oh, and it snows here, not in Austin (every 10 years). Folsom is often reduced to one lane each way after it is plowed. Many inches can accumulate in each of 6 months at least. Would the bike lane remain? Would it get plowed? I wonder if the transportation staff even know about this, or if they live in Boulder. The Living Lab is a cute name, but does it replace "doing your homework"? A Weekly editor questioned and found that baseline numbers were not recorded on parallel north and south running streets, only access cross streets. How many times do they think people would get on and off Folsom, before deciding in advance on another route? Again, this suggests the thinking of nonresidents, not experienced transportation staff who actually drive around Boulder. Although I don't read the Camera daily, I saw that Council member Lisa Morel said that Council needed to apologize to residents. Part of the outcome of all this is a lack of buy-in by residents and nearby communities to anything the city of Boulder does. It is one thing to be innovative and forward-thinking. It is quite another to disrupt and annoy, and destroy businesses by careless tunnel-vision planning. This
Laura	8/26/2015	email	Folsom Street				1	positive	Safety	Environment	I am living car-free in Boulder so I rely on bike lanes, bike paths, and roads with well-marked shoulders to get where I need to go. I try to avoid busy streets, like Broadway south of Iris, but sometimes there are no alternatives. So I appreciate having designated safe zones for bicyclists, especially on busy streets like Folsom. I feel it is important to give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. With less and less revenue coming from the gas tax, car drivers can't contend that they "own" the roads-we are all paying for them. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Even though Folsom primarily passes through residential areas, many car drivers exceed the posted speed limits and I think not being able to speed as easily is what has led to longer travel times. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Laura

Lisa	8/26/2015	email	Folsom Street				1	positive	safety	Environment	Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Lisa
Lisa	8/26/2015	email	Folsom Street				1	positive	Safety	Environment	A friend of mine posted this on Facebook today, and she gave me permission to share it. Thanks Boulder! "There is potential for chaotic mornings with 2 teens, 1 tween, and 2 full time working moms, but it is pleasantly calm at our home. This morning, I came out of the shower and checked to make sure the kids were eating as much as they possibly can. They were all eating quietly and someone tells me "there is a bear in the backyard." More eating. The bear had moved on so I didn't get to see it. Anyway - no big deal in Boulder. Then one by one, everyone heads off to their destination on their bikes. I realized that one bonus of everyone riding to work and school is that there is no tension while waiting for others. We are extremely fortunate to live in a community where we can safely ride our bicycles to school and work." – Patty
michael	8/26/2015	email	folsom Street				1	negative	Safety	Environment	Dear Bldr City Council: As a bicyclist, I ride Folsom nearly daily from Valmont & Folsom to the Bldr Creek for the past years. I never had issue w/ the bike lanes before and now find the lane provides MINIMAL benefit - I can now pass slow bike riders easy. I don't feel any safer. As a motorist, I use to use Folsom to avoid heavy 28th St traffic, but now I use 30th St and rarely use Folsom. Folsom is too complex & not efficient to drive now. Alternate ideas for Folsom:
Michelle	8/26/2015	email	Folsom Street				1	positive	safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Michelle

Mickey	8/26/2015	email	Folsom Street				1	negative	Auto congestion	Environment	the stories are misleading. there are long lines of cars at various times waiting for lights to change. the spruce street flashing lights is confusing with bikers crossing at spruce without feeling the need to push the button for flashing lights. they do not see if the light has changed and they shoot across. keep bikes off sidewalks, keep them from riding through stop signs (even watch them go against traffic on folsom crossing iris), etc, etc. and i also wonder where the snow plows will put snow they plowed that used to go between the lanes but now would cover the turn lane. also how will you clear snnow from the bike lanes.
Robert	8/26/2015	email	Folsom Street				1	negative	Auto congestion	communication	Last night for me, after arriving at around 7:00 was quite informative. I expect many in the audience would have liked to include their opinions and comments, but a lot of information transpired and I was glad I was there to listen and see regarding the back-round on how street/transportation issues are processed Obviously the City, that means you Council Members were surprised by the Public reactions to the "Folsom Right Sizing" projects. During Kathleen Brackley's presentation, she said that more than 50% of the comments, "Living Labs" is receiving were positive about the while concept and implementation. Well, perhaps statistics should be developed away from this obscure email location, by reviewing the often long writings and like/dislike tabulations in response to the many articles and editorials printed in the Daily Camera. There, at this public domain the lively reactions by far favor bringing this mess to its proper conclusion. Meaning, option 4 presented last night, terminating the project and restoring the 4 lanes and bike lanes as they were previously. After all that has been decided, and often without adequate public participation in an East Central Downtown Boulder which is already becoming too congested, where from my point of view the Car Traffic is increasing with all of the attendant problems, stop and go driving, parking, exhaust, and, and increasing likelihood of bicycle accidents due to this concentration; this in seeming contrast to what City Staff presented with 'Statistics'. The public and myself reacted. I have emailed you with the following: The inmates are running the Asylum. Boulder should take the removed materials from the still long list of construction projects and build a hill between the council Chambers and Main Library upon which a Ferris Wheel should be placed, increasing the novelty and stature of the City, etc. To look at the larger picture, Boulder has submitted its proposal to the PUC regarding the Xcel Buyout, and this not long after State and National attention regarding the now famous 'Chicken Coop', while now this Folsom experimental "Living Labs" is in the press and public's eye providing another distraction away from this tremendous effort and expense, momentum, and apparent credibility of the decision makers in Boulder. Since the PUC like all governmental entities is responsive to politics and the themes of the day, their perceptions might be that there is no downside to not endorsing or even considering Boulder's proposals. Time to regroup? Near the end there were many attempts to distance one-selves by apology to the public regarding this storm, including Morzel's letter defining herself and a regular bike rider, concerns about the Folsom Project, and perhaps upcoming election.
Steve	8/26/2015	email	Folsom Street				1	negative	communication	auto congestion	Attn Lisa Morzel – Lisa I want to thank you for your letter and its sincere apologetic tone in the letter. I wish other members of the council would step forward with similar comments. I also really hope that one of the "lessons Learned" is to avoid these mistakes from hapenign again in the future. But reading it, parts leave me astounded: Several paragraphs, made me think: What were the planners thinking? How could they not have thought of some things that are so obvious? And why did they ignore the MANY letters from citizens which DID ask these questions??

Suzanne	8/26/2015	email	Folsom Street				1	negative	Auto congestion	Safety	Dear City Council, I have commuted into Boulder on Folsom for 10 years. The change you made by adding the bike lanes left me in shock and disbelief. Changing one of the main arteries into the city into one lane each way was, in my opinion, a mistake. I'm sure it will work nicely for cyclists that live in Boulder, but for those of us that live outside the city (because we can't afford Boulder anymore) are facing even more traffic problems now. I drive during high commute volume leaving Louisville at 8:30a and my office downtown at 5:00p. Pulling out on to Folsom at the end of the day is dangerous and worrisome. It's hard to get on to the street. Coming in during the morning seems like a free for all merging from two lanes to one. I wish we (the commuters) would have known in enough time to express our opinions. It just plain old isn't working. Could this bike lane be moved to a residential street vs. Folsom? Something needs to change. Sincerely,
William	8/26/2015	email	Folsom Street				1	positive	Safety	Environment	Dear members of council, I am writing to encourage you to continue the Folsom St rightsizing experiment. It needs more time to have meaningful data on how well it is working - and certainly this should include a substantial amount of time with CU and BVSD in session. I also would urge you to take anecdotal statements with a grain of salt, including those from business owners. For example, one would really need month by month sales data over a longer period of time and info on trends in used car sales to reach any meaningful conclusion on how rightsizing affects the used car lot on Folsom. We have all heard many claims made by businesses on how city policies have affected them - some accurate, some not. We all need to take a deep breath, realize that nothing terrible is happening - at worst some drivers are spending a slightly longer time than projected when driving southbound during the peak period, while the road is far more inviting to cyclists. Nothing terrible will happen by taking the time to give this a fair evaluation. I do support minor tweaks to improve traffic flow, such as modifying signal timing. Over the longer term, if this made permanent, there may be opportunities to do intersection modifications such as a double left turn at Pearl and replacing the flashing crossing at Walnut with a timed light - things that could make this work better but do not fit well with a pilot project. I am opposed to Councilwoman Morzel's suggestion to remove the protected bike lanes south of Pine Street and would urge you to reject such a dramatic scaling back of the pilot. -Will
Zachary	8/26/2015	email	Folsom Street				1	positive	Safety	Environment	I ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. I commuted by bike for over a year while living in Gunbarrel, and Folsom was consistently the most dangerous and uncomfortable part of that commute. Widening the bike lane and separating it from traffic has done wonders to alleviate that. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Plus, the whining from entitled drivers who think the sky is falling because they have to wait a few extra seconds at rush hour is hilarious... just saying. Sincerely,
Al	8/25/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Lets see if this increases the use of the lanes. Al Gapinski Sincerely, al

Alex	8/25/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, As a Boulder resident, I am writing to ask that you continue to expand bike transportation options. I feel that our current transportation system has been designed for the convenience of private car operators, and safe routes for bicycle transportation have suffered in particular. I ride my bike to work very frequently, and I hope to continue to do so after my workplace relocates from 55th Street street to 63rd Street in Gunbarrel later this year. Thus, I am particularly supportive of the proposed bike expansion along 63rd Street street. The current route from Boulder to Gunbarrel has a paved shoulder, which stops at Nautilus Drive. At this point 63rd Street transitions to two lanes for exclusive automobile traffic. This proposed route effects me in particular and my daily bike commute. However, as a voter, resident, and utility cyclist, I generally support all expansions of bike infrastructure. I particularly support changes that enable bikes to safely use existing streets by adding bike lanes, lowering speed limits, reducing vehicle crossings of bike lanes, and physically separating motor vehicles. I understand that many people are against the recent changes to Folsom Street, and I urge you to find ways to improve bike safety on this and other routes (and form connections between bike routes) even if it reduces the high speed, multi-lane automotive routes many people have come to expect. Thank you for your time. Sincerely, Alex
Amy	8/25/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	piece on Boulder features pictures of the gorgeous Flatirons and people enjoying outdoor pursuits—often while bicycling on public roads and trails. Boulder is looked up to by many communities for its transportation innovations. City leaders followed the community's transportation plan process and set out to achieve the its goals. One outcome of that process is to test several "living lab" projects such as the recent right-sizing of Folsom Street. Projects like the living labs are blooming across the US and Colorado, freeing space on public roads to install safety innovations like separated bike lanes. The goal is to offer people more transportation options, even if they don't drive. Multiple studies have shown separated bike lanes create a significant increase in road safety and result in more people of all ages choosing to travel by biking and walking. Folsom is a vital part of this project as Boulder is lacking safe options for north/south bicycle commuting. This route is heavily used by CU students riding and walking to and from the many apartment complexes along the Folsom corridor up to campus. Also, Folsom sees an average of 80 crashes each year in the area where the project is happening. That's at least one, sometimes two, crashes every single week. Something needed to be done. Roads are public spaces that serve everyone, from children to seniors. The city is charged with making them safe whether folks chose to walk, take the bus, ride a bike or drive a car. Right-sized roads are safer whether you're 8 or 80 years old, walking or driving. They're a win/win for the community. We applaud the city for testing this project and are glad to see strong public involvement in transportation work that is so often overlooked. People understandably pay more attention when something is new and especially when it looks different than the previous way of doing things. The value of this test is to give people time to try it out, see how it works and if it best serves the community.
Angela	8/25/2015	email	Folsom Street				1	positive			We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom
Ariana	8/25/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Ariana
Ariana	8/25/2015	email	Folsom Street				1	positive			We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom
Avani	8/25/2015	email	Folsom Street				1	positive	Safety		Dear City Council members, I want to express my gratitude for you stepping in and supporting safe biking in Boulder. I live on Folsom and never could bike with my 6 year old son since Folsom was too dangerous for biking especially with children. Since the right-sizing we are able to bike to and from school every day. What a great learning opportunity for our children to see that biking is a valid, equal commuting option! I also drive my car daily through Folsom and I have never experienced problems or back-ups. The big difference driving now is that drivers are staying with the speed limit of 30 where as before cars tended to speed. Thank you for standing up to what will be important changes for a better city in the future, Avani
Barb	8/25/2015	email	Folsom Street				1	negative	Auto congestion	Safety	Dear City Council, We strongly object to the "right-sizing" or "Living Laboratory" experiment on Folsom St. We pay road taxes and would like the roads reserved for cars. There are plenty of bike paths and bicycle appropriated lanes around town to facilitate transportation, thus Folsom or any other street is not needed. We have been residents since 1979. Barb

Benjamin	8/25/2015	email	Folsom Street				1	negative	Safety	auto congestion	I live at 2834 Broadway St (Balsam & Broadway) and therefore travel Folsom St a minimum of 2 times a day. It is my "go to" north / south route through Boulder. Prior to the construction of the Right Sizing lane changes, Folsom was a healthy corridor for pedestrians, cyclists and motor vehicles. Folsom was a great street! It worked for everyone. Traffic moved, pedestrians safely crossed at cross walks, bikes traveled within the bike lanes. Now it is dangerous, congested and frightening. Cars are idling longer, traffic is slower and motorists are frustrated. I am a recreational cyclist and I appreciate the many wonderful bike paths in and around Boulder. I have ridden the former bike path on Folsom many times and never felt unsafe. I feel bullied by the city to use a bike as my main form of transportation. This is neither safe nor practical for me. There are miles upon miles of bike paths in Boulder. It seems redundant and a misuse of money to build this monstrous bike lane on Folsom when there was already a perfectly fine bike path in place.
Bonnie	8/25/2015	email	Folsom Street				1	negative	Auto congestion	evidence	Dear Mark Rutzel, From the data presented, ADTs for vehicles on Folsom are down. This suggests that vehicular traffic is taking alternative routes creating congestion elsewhere. I find it concerning that only Folsom traffic is being measured and not ADTs on alternate routes. My experience has been to think twice about using Folsom or visiting the businesses there due to probable congestion. The SB route is especially problematic where the pedestrian crossing makes for a nightmare of congestion during commute hours. For the most part, I use a 49 cc scooter to get around town though I do drive occasionally. I live and work in Boulder. Thank you for the opportunity to comment. Bonnie
Brandon	8/25/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Brandon
Brendan	8/25/2015	email	Folsom Street				1	positive			We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom
Brett	8/25/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Brett
Brett	8/25/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Brett

Cherlyn	8/25/2015	email	Folsom Street				1	positive	Safety	Environment	We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders (and riders with children) and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Cherlyn
Dan	8/25/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. With courage, we can make Colorado healthier, cleaner, safer. Let's encourage bicycling, not oppose it by restrictions. Sincerely, Dan
Dealine	8/25/2015	email	Folsom Street				1	positive			We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom
Diana	8/25/2015	email	Folsom Street				1	negative	Auto congestion	Safety	The Folsom Bike lane project has been a disaster of poor planning. Central to good urban planning are clear, measurable goals, community by in and fully analyzed alternatives. This project has shown none of that but instead seems to be a nice idea made on whim and emotions and with utter arrogance to the needs of the WHOLE community. Where are the objective pre- and during measurements of bicycle and vehicle traffic on Folsom, its major cross streets including Canyon, Arapahoe, Pearl, Pine and Valmont and ALL north south alternative streets? What about pedestrian traffic? Numbers of accidents from cars veering into bike lanes? How will this affect overall city traffic? What alternatives were considered - such as moving the parking strip and widening sidewalks to accommodate bikes and pedestrians? In a city with relatively narrow streets how can an experiment on five short blocks be effectively applied across the city or is there a better system suited to Boulder - not just the trendy buzzword from some other city? I support bike riding. My first year and a half in Boulder was car free, and before I moved here I was car free for seven. But I don't commute by bike anymore. Why? I have a terrifying street crossing without a signal to leave my neighborhood. Alternately, I can ride on 19th where there is no bike lane at all. After this I face a confusing mishmash of streets where for half a mile there is a bike lane, then no bike lane. Things are completely inconsistent. Five blocks of special lanes on Folsom changes this not at all. If the City really wants to increase ridership, instead of wasting community goodwill on pet projects to attract awards, the city should be working on closing the gaps and making clearly marked bike lanes and routes throughout Boulder. The Boulder community deserves higher standards of professionalism from both its governmental decision makers and the City Council. For this experiment is to go forward the Council should require clear targets that will be objectively measured and shared with the community. Rather than take off hand visual measurements, the transportation committee should install traffic strips to measure traffic not just along Folsom, but Canyon, Pearl, Arapahoe, 28th, 19th and 30th. Then, we as a community could have real data to decide from, instead of emotions. Sincerely, Diana
Elana	8/25/2015	email	Folsom Street				1	positive	Safety	Environment	I know this may be late for tonight's study session on the Folsom right-sizing project, but I would love for you to have me input going into the meeting. As a Boulder resident and City employee who chooses to live without a car, I'd like to offer my input on the new protected bike lanes along parts of Folsom St. First of all, I'd like to give you a little bit of background about me, in case that helps create a more holistic picture of where I'm coming from. 99% of the time, my beloved bicycle is my source of transportation. I ride in all kinds of weather at all times of year. I utilize multi-use paths, bike lanes, bike routes, and surface streets as necessary to meet my transportation needs. I live right on Folsom and frequently use the corridor in both directions to get around. I really like the intent of the right-sizing project and there are two aspects of it that have provided the most noticeable difference to me. The re-routing of the bike lanes at Canyon and Pearl so that there is no longer a conflict between right turning vehicles and bicycles going straight through is AWESOME! Can't emphasize this enough. It feels much safer at intersections that previously felt tricky.

Eleanor	8/25/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Council, I believe some decisions about the continuation of the Folsom bike lanes are being made tonight. I sincerely hope that they remain in place, at very least for the full duration of the trial period. My family (2 kids) live in N Boulder and my husband and I both work at CU. We use the bike path every day to get to work, take the kids to Spruce pool, downtown, to day care. It has been wonderful. Thank you. I have been saddened by thevitriol from a small minority of those on the anti-bike side of the debate. I experienced it personally after writing to the Camera and was shocked by the personal nastiness of the backlash. I'm sure this is just a tiny taste of what you deal with every day, but these people (or should I call them trolls) do not represent the vast majority of decent people on both sides of this debate. Please do NOT let them have any influence on your decisions. My only request to improve the bike path, is that you look into right sizing the section from Valmont to Iris Avenue. There is a narrow bike lane sandwiched between moving and parked cars and the risk of getting 'doored' by a parked car is very real (I narrowly avoided this last week). Doing this would provide a COMPLETE safe, direct bike route from the far north of Boulder to Canyon, and would massively increase the value of the existing path, especially when riding with kids. Finally, my impression from regularly riding on Folsom is that bike numbers are gradually increasing as people see and enjoy the new lane. I have also yet to see any significant traffic back ups, even at rush hour.To remove it now would be a huge mistake. Thank you for your time and dedication to this project. Eleanor Needy.
Emily	8/25/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. -- Between 2011 and 2014, the number of protected bike lanes in the United States tripled from 78 to 191. -- After a protected bike lane is installed, bicycling in that corridor typically increases 75%. -- In a survey of Americans who bike, 96% said they feel safer in a protected bike lane. Please allow Boulder to practice the lifestyle it preaches. Make the roads safe for cyclists. And safer for pedestrians by adding visibility to the sidewalks by reducing car traffic. Sincerely, Emily
Eric	8/25/2015	Twitter	Folsom Street				1	positive			@markgelband I'd like to see the living lab on Folsom succeed, and then invest in making it a beautiful integrated street. @bouldercolorado
Evan	8/25/2015	email	Folsom Street				1	positive			We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom
Jason	8/25/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Jason
Jennifer	8/25/2015	email	Folsom Street				1	positive			We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom

Jerri	8/25/2015	email	Folsom Street				1	negative	Safety		Hello City Council members, I don't think this right-sizing initiative has gone so well. I usually ride my bike on Folsom several times a week, but have changed my route because I've had 2 near collisions since the work has been done on the lanes. One with a pedestrian in the lane and one with a bike going the wrong direction. I realize that both of those aren't desirable or expected uses of the path, but my biggest issue is that there is no room to manuever due to those crazy barriers. So drivers of vehicles are stuck in traffic and bike riders are stuck in the bike lane with no room to safely pass another bike, pedestrian, squirrel, debris, etc. Prior to the right-sizing, I could safely pass another bike in the lane. It seems like a no-win situation. I do love the painted bike lanes and think that was a great idea. Thanks for listening! Jerri
Jim	8/25/2015	email	Iris Avenue ave			1		negative	Auto congestion	Safety	oulder City Council: Please do not ruin Iris Avenue Ave as a major East-West artery. The implementation of the “right sizing” project on Folsom has exacerbated traffic congestion and delays to such an extent that about 3000 vehicles per day are finding alternate routes. In the case of Iris Avenue, there are no suitable alternate routes, except those which will directly impact residential neighborhoods. Also consider the potentially severe impacts on first responders as highlighted by the Boulder Police Dept. and Boulder Valley Fire Department in the Emergency Response section of the summary report. Thank you for your cooperation.
John	8/25/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Council Members: Thank you for taking the time to read my email. I want you to know that I passionately support the 'right-sizing' of Folsom Street, and any other street that needs it, including Iris Avenue Avenue. (I would also add Table Mesa Drive to the list, but that's another subject). Folsom will be much safer now that there are protected bike lanes and a center lane for turning vehicles. The pluses far outweigh any perceived negatives to our already spoiled driving population. I was at CU from 1975-1979 and remember doing a project in 1976 where we interviewed business owners along Pearl Street, to get their opinion on what the new walking mall would do for them. All of the owners I interviewed were in favor of the mall's construction, saying it would drive more business their way, except one. The owner of Crowder's Jewelry was so apoplectic that she wouldn't talk to me, at first. I persisted and eventually she let out such a stream of vitriol I had to stand back. Despite her fears about what the mall would do for the business, Crowder's stayed in business until 1986. The point I want to make here is that change is difficult for many people to handle, at first. Over time, they get used to the new situation and find a work-around. Obviously, the Pearl Street Mall is a huge success, and has become one of the focal points in downtown Boulder. My main transportation mode in Boulder is my bicycle, and has been since 1975. I have witnessed many changes to the infrastructure during that time, and believe that nearly all of them have been positive. At some point, it seemed that the cutting-edge bicycle infrastructure momentum slackened. Now I see it picking up again and that makes me happy. Boulder has incredible East-West multi-use path connectivity (due to a variety of factors including flood-mitigation funding), but has always been North-South challenged. Broadway/13th has a great north-south path, as does Foothills Parkway, but there is a big gap between them. 9th Street, Folsom, 28th and 30th have all seen some improvements, but nothing as dramatic as what just happened on Folsom. It is the perfect street for this type of improvement as it connects the far north of Boulder with the CU campus, accessing many popular businesses along the way. Now that the lanes have shifted, I expect a decrease in the amount of speeding and reckless driving along Folsom, and improved safety for all. I strongly encourage you to weather this backlash from the driving sector of Boulder. Let things settle out. It might take a few months, but the furor will die down. And thank you all for taking this risk. The payback will be worth it. -John
Jonathan	8/25/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It’s an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it’s easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we’re going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Jonathan

Joss	8/25/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Joss
Justin	8/25/2015	email	Folsom Street				1	positive			We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom
Krysten	8/25/2015	email	Folsom Street				1	positive	Safety		Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Krysten
Lani	8/25/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Lani
Laura	8/25/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Laura
Liz	8/25/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, I ride my bike almost every day, and the truth is that means every day I put my life at risk. The Folsom Street protected bike lanes are a necessary step that I wish more cities took to better protect everyone on the road (cars and cyclists together). Please give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Change is not ever easy, and that is why it is so important to stay the course on Folsom. Sincerely, Liz
Lonny	8/25/2015	email	Folsom Street				1	positive	Safety		Dear City Council, I remember at the close of our last meeting regarding Short Term Rentals in Boulder, Mr Matt Applebaum was somewhat dismissive of the overwhelming support of the community for STRs by thanking the crowded room for participating and then declaring that he wanted to now hear from the other side. I understood that the meeting was for ALL those concerned about short term rentals impacts and proposed legislation to curtail it. I would like to ask at this time whether or not the "other side" has spoken? They were of course invited to speak at the meeting and in fact many who spoke, stated that they were initially against STRs, but were convinced by those who spoke in favor of them. Was there an outpouring from the community since the meeting that you could share with us? I assume that you are keeping track and can share some statistics (even though you are probably a little overwhelmed at present with the kerfuffle surrounding Rightsizing). Can you take a moment and review the emails and letters and let me know how many voices have spoken out against STRs and in support of the proposed fix City Council is certain is needed? Perhaps sample some of the forceful arguments so that we can answer them or rebut them in order to increase understanding of what it is we do to get by. Maybe a tally for and against would be helpful. I have also filed a request with the City Clerk, but am not sure if I can get the information before the meeting this Thursday. I am just trying to make sure that there is a lot of opposition to our business plan to stay where we live in our community. We work several jobs and do not have a 401K or other savings for retirement and desperately need the extra income we get from Short Term Rentals to support our life here in Boulder. I do not want to uproot my family and move somewhere cheaper over a perception that is incorrect and a "fix" that is unneeded. Short Term Rental operators like myself, as well as Uber and Lyft operators, are just doing whatever we can to get by and support our families. Sure it is very inconvenient to have strangers sharing your house (or vehicle), but it is a trade off we have chosen to make to earn a living in an increasingly difficult economy for the middle class. The perception in the community is that City Council has a laser-like focus on helping those who do not live here and commute in, while making it harder for those who live here and want to stay. It dismays me that you would want to sever this much needed source of income from families trying to eke out a living in this expensive city.

Lucy	8/25/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	As a homeowner who lives less than a block from Folsom I ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Lucy
Margot	8/25/2015	email	Folsom Street				1	negative	Safety	auto congestion	slower than walking traffic consistently. I come from North Boulder to the McGuckins Village for a number of reasons and find myself now going back residential streets as far as I can before crossing into Folsom to go the last few blocks. I find that it takes me an additional 5mins to get where I am going which is not necessary. I am not against bike lanes but this particular one is not designed very well and I can't see why it has to be blocked off all day when only a few people use it. Why not make it a dual bike/car lane and only open it for bikes at times when it is busy with bikes? From your data collection I am sure that you will know this information by now. Most bikes I see are actually crossing Folsom going East or West not North or South. Students do not use it as they go down Baseline and Colorado to student accommodation so I am not entirely sure what the need is at this point or who this is targeted for. It is not a route commonly used for BHS students either and I would not want my children on it with all that traffic.
Mark	8/25/2015	email	Folsom Street				1	positive	safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Mark
Mary	8/25/2015	email	Folsom Street				1	positive	Safety		I am weighing in on the bike lane issue as a 69-year old woman who has lived in Boulder for over 40 years. I've lived through the years of biking through town for pleasure and transportation, but I still live here and have physical limitations that prevent that lifestyle now. There are tens of thousands of similar citizens in Boulder who can no longer get around the city in the manner that you are proposing and expecting. Please take us into consideration ~ we are also paying typically higher taxes to support the wonderful town we live in! Mary
Michelle	8/25/2015	email	Folsom Street				1	positive			We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom
Pat	8/25/2015	email	Folsom Street				1	positive	Safety	Environment	To The Boulder City Council, I am writing in regard to the proposal to regulate home sharing in Boulder. Thank you for taking the time to consider this matter. I wrote several months ago when I heard that this was being debated. I am writing again because I still don't know what Council is planning on doing and I am very concerned that this will have a direct effect on me. I live on MacArthur and Arapahoe and I rent out my guest room. I started doing this over two years ago with AirBnb and it has been great. I recently had another guest. He was an intern at Google and needed a place to stay. I just received my 5th Five Star Review from him. Here is what he had to say… "Patrick is a really neat person, and has a really neat place! Sharing the kitchen and the washing machines was no issue, and he's always friendly or in a good mood. The place itself is nice, and small, but still big enough for comfort."

Peter	8/25/2015	email	Folsom Street				1	positive	Safety	Environment	Dear City Council Members: First, thank you to the Council members that voted in favor of the right-sizing pilot project. Next, I want to take the opportunity to express my gratitude to the staff for their countless hours in making the project a reality, and for enduring the negativity that has surrounded this positivestep forward in Boulder. I am a partner in a downtown Boulder law firm, a business owner and employer, a father, husband, brother, son, commuter, and cyclist (and not always in that order). My commute is typically split about 50/50 between automobile and cycling. And in both instances, my route involves travel through the Folsom corridor, and in particular, the portion impacted by the right-sizing project. My auto-commute experience since the new protected lanes were installed has not changed in any negative fashion. I have not experienced long delays, or any noticeable delay for that matter, in the travel time between Iris Avenue (where I enter Folsom) and Pearl Street (where I leave Folsom to head into to the office). The positiveoutcome is that with a single travel lane in either direction, I have not experienced the near misses that seemed a recurring theme when drivers traveling in excess of the posted 30mph speed limit felt obligated to take my lane space before I had vacated it. On the cycling commute side, the story is even better. Before the lane reconfiguration, I tried to limit my direct travel on Folsom, and instead looked for options along the side streets where traffic encounters were less threatening. The typical excessive speeds on Folsom and lack of separation between auto lanes and bike
Peter	8/25/2015	email	Folsom Street				1	positive	safety	Environment	I am writing in support of the rightsized bike lanes on Folsom St. I have lived in Boulder for 3 years, working the entire time on the CU campus, and I travel on bicycle down Folsom often. For a year, my own apartment was near Valmont and 30th, so I would bike the route every day that weather allowed. Now it is more like 3 times per week. I use it to go to my gym (on Valmont), Sprouts, McGuckins, my running group (on Pearl), and friends apartments. The rightsized lanes make me feel much safer than I did before, especially during afternoon high use times. Cars are more aware of me, and other cyclists are better able to spread out, decreasing the likelihood of bike-bike collisions. Before the pilot project, I would often avoid Folsom, opting to ride on 30th St if I had to travel north-south. Now, I have the luxury of a road that is inviting to cyclists. My happiness with the bike lanes is not only limited to times when I am on a bike. When I drive on Folsom, I also feel safer, because there is more space between me and the cyclists, some of whom do not wear helmets. With so many people in close proximity to each other, used to often feel that it was only a matter of time until a collision involving a bicycle would happen. I fear hitting a cyclist with my vehicle more than anything. I am both a driver and a cyclist. With the rightsized lanes, I feel safer to make biking my primary means of getting around. When driving is necessary, I am only too happy to trade a few extra minutes of driving time for the peace of mind that comes with a safer road.
Richard	8/25/2015	email	Folsom Street				1	negative	Auto congestion	communication	I followed the discussions in May and June about the proposed "right-sizing" of Folsom and other streets and noted that the expanded bike lanes were promised to be 7' wide. I remember reading at least two different Daily Camera articles writing about 7' bike lanes. After the implementation of the "right-sizing" on Folsom, I thought that the bike lanes didn't look that wide, so one Sunday morning I rode my bike down to Folsom and measured the various parts of the street in several places. Well, bike lanes that were 4' wide were expanded to 5'. In one small place, 3' was expanded to 5'. Nowhere from Valmont to Arapahoe are there any bike lanes that are 7'. I checked the packets for the TAB and the city council for the relevant meetings in May and June and found city staff presentations that confirmed that 7' bike lanes were being proposed. (You can find the proposed widths in the TAB packet for 5/11 on page 20 and 21 and also in the city council packet for the special meeting on 6/15.) Here is what was promised: bike lane buffer travel lane N of Spruce 7' 3.5' 10' S of Spruce 7' 6-7.5' 10-11' Here is what actually exists now after the "right-sizing": bike land buffer travel lane N of Spruce 5' 4' 9' S of Spruce 5' 9' 9' So two take-home points are that no bike lanes anywhere along Folsom are 7' as staff proposed, and that the travel lane--auto travel, not bike travel--has shrunk 1'. (I am sure that staff can provide analyses that show that the narrower an auto lane, the more dangerous and the more accidents.)
Robert	8/25/2015	email	Folsom Street				1	positive			We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom

Robert	8/25/2015	email	Folsom Street				1	negative	Auto congestion	Safety	Hi, I would like to voice my disapproval of the new protected bike lanes on Folsom. I have bike commuted for a number of years in town and often used the bike lanes on Folsom and felt safe. Though the new lanes seem like a good idea in principal the end result seems unsuccessful unlike the protected lanes on Baseline where two lanes of traffic still remain to minimize disruption to traffic flow. Also when riding or driving north or south on Folsom each right hand turn interaction with cars varies where the bikes are routed, whether cars have a right hand turn lane option, or cannot turn right at all given the presence of bikes. This inconsistency and the number of private drives in and out along Folsom provide many new distractions for both drivers and riders. Overall I appreciate the level of commitment to bike lane and paths the City has provided; however, solutions for new bike path/lane access that make driving through town which is often congested more difficult, does not seem like the best solution. Paths along existing green belts seem to have been successful additions and a good option to continue. Sincerely,
robyn	8/25/2015	email	Folsom Street				1	negative	Auto congestion	communication	since the "right-sizing" began and am not a fan because the approach is so intentionally antagonist to drivers. The "right-sizing" has had some benefits - such as (a) making motorists more aware of cyclists and (b) keeping cars further away from bikes on the hill by the mobile home park - but those results could have been achieved without eliminating lanes, using so much paint and installing so many bollards. In contrast, there are many negative aspects to this project. For example: 1. I used to feel good about riding my bike on Folsom (and around Boulder in general), but after riding from downtown to WaterStreet late one afternoon and seeing the cars backed up in all directions between Pearl and Canyon, I felt embarrassed to have been an indirect cause of the motorists' frustration. The congestion seemed so unnecessary. The motion-activated flashing pedestrian/bike light at Walnut was problematic and ineffective. When my motion activated the light there was no way for the cars to react; they were already stopped in both directions and I had to weave my way between them to get across the street. After making my delivery and heading north on Folsom, I felt guilty as I sped by the stopped cars. My guilt was exacerbated when a truck making a right turn at Pearl stopped to let me go through the intersection, although he clearly had the right of way, plenty of time to complete the turn before I reached the intersection and I had waived him through; 2. The existence of the bollards makes it difficult to pass other cyclists in the bike lane. I used to be able to go into the traffic lane to pass (when no cars were present), but now have to wait for a sufficiently long gap between bollards to do so; 3. The presence of the bollards makes it difficult for riders exiting the mobile home park to enter the south-bound bike lane, as there are no breaks in the bollards on the west side of the street until Mapleton; 4. The icons painted on the street seem intended to encourage cyclists to block right turn lanes even when the cyclists are not turning, thereby further aggravating drivers and backing up traffic. Instead of placing the bicycle icon on the left side of the right turn lane, thereby encouraging the cyclist to leave the remainder of the lane free for turning traffic, the icons are placed in the middle to right side of the lane, effectively forcing the motorist to wait for the cyclist to go through the intersection before their turn can be completed; and 5. On the stretch of road I travel (between Valmont and Spruce), there is no consistency in the manner in which the turn lanes are marked or how the bollards are placed. Each intersection is marked differently, and the placement of bollards and striping differs at each intersection and driveway. I have no idea if this was intentional, but can only imagine how confusing the inconsistencies can be to motorists and how much worse it will be if the decision is made to "right-size" Iris Avenue, which has numerous driveways on the south side of the road.
Ryan	8/25/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Ryan

Sara	8/25/2015	email	Folsom Street				1	positive	Safety	Environment	I have lived in Boulder in the same house at 918 Juniper Ave. for 46 years. I used Iris Avenue and Folsom often. I would speak in person, but will be out of town for the Council meeting tomorrow night. First, I want to thank all of you for all the time and consideration you give to us citizens. The self-righteous, angry, entitled letter writers seem to forget how many hours you all spend giving us your best wisdom on the complex issues facing our city today, not to mention the world that is so endangered by global climate change. Please do not give up on right-sizing the streets. Let the staff tweek the lights and perhaps the pedestrian crossings and simplify the visuals. And give us more time to get used to it. Change takes time to adapt to for many people. It is possible that Folsom was not the best street to start with given how many lights and ped crossings there are, but now it is in place, let's give it more time. I think the businesses will end up being all right once we all get used to the change and learn how to negotiate crossing the buffer and bike lane to make a turns in to a business. There definitely are more bikes on
Sarah	8/25/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Sarah
Scott	8/25/2015	email	Folsom Street				1	positive			We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom
Sharon	8/25/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, As a mom of a young toddler, i have found using the Folsom bike lane to be a safer and easier way to bike with my kiddo. Cars are not suffering because of a reduced lane…I drive and bike on Folsom and have truly not minded the change. I hope to bike more often now that it is so well marked. I ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Sharon
Stephen	8/25/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Stephen
Steve	8/25/2015	email	Folsom Street				1	negative	Auto congestion		Just wanted to contribute to the discussion. I live on Folsom and the right sizing project is really hampering my ability to travel north and south from my house. Just last night I could not even cross Pearl St while traveling south on Folsom when the light changed at Pearl and Folsom due to the number of vehicles that were backed up from Canyon north on Folsom. I'm getting a bit beyond frustrated with the situation and recommend that this experiment be halted ASAP and Folsom returned to its original state. I've come to the conclusion that as long as Folsom is a two lane road I won't be going to the Village Shopping Center (i.e. McGuckins etc) as it is just too diffuclt and not worth the effort. For the record I do ride a bike in town, but this experiment is not a benefit in any way

Sue	8/25/2015	email	Folsom Street				1	positive	Safety	Environment	We urge you to support continuing the Living Lab Phase II pilot project on Folsom, for multiple reasons. · Most importantly, the project can be expected to improve safety for all users of the street. On average, at least three people lose their lives every year in traffic collisions on Boulder streets, and many more have their lives altered forever due to serious injury. Folsom should be a safe street for everyone. Prior to the Living Labs treatment, auto speeds on Folsom were considerably above the speed limit and the bike lane was substandard. Street right-sizing is a proven way, endorsed by the FHWA, to improve traffic safety. · The project is an important step towards the city's Transportation Master Plan and Climate Action goals. Addressing climate change will involve a transition from a car-centric transportation system to one that provides safe, efficient, and convenient options for walking, biking and using transit. This change may be hard for some residents and in-commuters. For others, it will provide welcome opportunities. But at stake is nothing less than the future of our city and of the planet as we know it. Boulder has been a leader in climate policy, and the Living Lab projects are a way for us to continue to be a leader. · Finally, bold leadership is a pillar of Boulder's reputation and economy. Creative people and dynamic companies want to be in Boulder because of the city's forward thinking in areas like transportation and climate policy. This is the basis of the "Boulder brand". In only two days, we have collected support from 41 Boulder businesses for the Folsom Street protected bike lanes (sent to you in a sign on letter from People for Bikes). A continuing commitment to innovative and people-centric street design is a necessary part of keeping the "Boulder brand" strong. Motor vehicle travel time increased after the project was installed, but since then it appears to be falling. Average traffic speeds now appear to be appropriate for the posted speed limit. The impacts on pedestrian and bicycle usage and traffic safety have only begun to be measured, and we know that changing people's travel patterns takes time. To cancel the project now, before we even know its longer-term, steady-state effects, would be unfortunate, and would leave us missing most of the data the project is intended to gather. It would also effectively end any hope of achieving the city's transportation mode share and carbon emission goals, which were developed over a long and arduous process with broad and representative community input. And although there has been ample public input both pro and con and through many platforms, it has been based largely on opinions and anecdotes, not statistically significant facts. A public forum that perpetuates the divide on this issue will not be particularly useful. When we have data collected over a long enough period of time, we can open up a broader public dialogue with the knowledge to make an informed and rational decision on whether this project is a good fit for Boulder. Please allow the project to continue for a full year, as planned, gaining us enough information to make informed decisions about whether to keep the changes,
Ted	8/25/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, Give the Folsom street pilot project all the time needed to prove its benefit to the community. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. In the past Boulder has received high praise for our commitment to cycling and other alternative means of transportation. Many cities around the US are making a commitment to cycling as an important piece of their transportation plans. Some have even passed Boulder in rankings as cycling friendly cities. But, we all recognize the benefits for quality of life extend far beyond rankings. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely,
Terri	8/25/2015	email	Folsom Street				1	negative			I live at 2834 Broadway St (Balsam & Broadway) and therefore travel Folsom St a minimum of 2 times a day. It is my "go to" north / south route through Boulder. Prior to the construction of the Right Sizing lane changes, Folsom was a healthy corridor for pedestrians, cyclists and motor vehicles. Folsom was a great street! It worked for everyone. Traffic moved, pedestrians safely crossed at cross walks, bikes traveled within the bike lanes. Now it is dangerous, congested and frightening. Cars are idling longer, traffic is slower and motorists are frustrated. I am a recreational cyclist and I appreciate the many wonderful bike paths in and around Boulder. I have ridden the former bike path on Folsom many times and never felt unsafe. I feel bullied by the city to use a bike as my main form of transportation. This is neither safe nor practical for me. There are miles upon miles of bike paths in Boulder. It seems redundant and a misuse of money to build this monstrous bike lane on Folsom when there was already a perfectly fine bike path in place. The many poles, reflectors and painted street markings now make Folsom an ugly, confusing and overwhelming street to navigate. Cars routinely bolt onto Folsom from intersecting streets due to the difficulty of merging onto the now heavily traveled road. This makes it very dangerous for any cyclists or pedestrians who may be traveling in the bike lanes near these merging zones. I've witnessed this numerous times within the past few weeks. Cars come to screeching stops now. I watched a rear-end near miss the other day when traffic was backed up and the pedestrian crosswalk lights began to flash. This never used to happen when Folsom was 2 lanes. Yesterday, I witnessed a cyclist riding in the street, not in the designated bike lanes, between Pine and Valmont. I know people who now avoid Folsom St. Was that the plan? To bully citizens onto other streets such as 19th/20th? How much use will the bike paths get during periods of inclement weather? How will you remove a motor vehicle that breaks down in the one remaining traffic lane?
Virginia	8/25/2015	email	Folsom Street				1	positive			We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom
William	8/25/2015	email	Folsom Street				1	positive	Safety	Environment	I am a longtime resident of N26th St. I am very disappointed in the new Folsom St plan. I am sure you are aware 26th is the same as Folsom so I am impacted by the street everyday. The average speed on 26th is 40mph or 15mph above the speed limit. If you were interested in safety for bikes you would help slow down the speeders and would not have defunded the neighborhood street program. The fact that I live on the street in question and was not informed or asked for an opionion makes me believe that you are out of touch with my neighborhood and the traffic problems we have. Shame on you all. William

Alli	8/24/2015	email	Folsom Street				1	positive	Safety	Environment	Dear City Council members, My family and I love the new bike lanes on Folsom and hope to continue using them! Please don't take them away before people have had a chance to try them out and adjust to them. My husband commutes to work by bike almost every day and feels so much safer on them. I also drive Folsom regularly and I haven't found there to be any additional delays or traffic issues since the installation of the lanes. We love Boulder because its progressive and not afraid to take on challenges in order to improve the city. These lanes will, in time, benefit EVERYONE (not to mention the planet!). Please let's not give up on this project due to a small group of short-sighted, self-serving people. Love, love, love the lanes and hope to see more of them. Thank you so much,
Amanda	8/24/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Amanda
Amanda	8/24/2015	email	Folsom Street				1	positive	Safety	Environment	We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Boulder's bike network is strong, but it currently lacks a safe north-south corridor. There are five key north-south corridors for cars (Broadway, Folsom, 28th, 30th, and Foothills) but none safe for cyclists. The wide sidewalk along 28th has many blind driveways, and the shoulder lane on 30th is fairly narrow with very fast traffic. If Boulder cannot convey their traffic down that many north-south corridors, they have a traffic problem, not a bike problem. I frequent businesses along Folsom and 28th and would prefer to ride my bike because traffic is really quite bad everywhere in Boulder, not just along Folsom. The protected bike lane makes my decision to drive or bike or even, quite frankly, visit those businesses much easier. I am far more likely to ride from my home in south Boulder to visit McGuckins, Sprouts, or even places one block over to the east like REI or Boulder Running Company than to drive with a new route like Folsom. The evidence on the benefits of bike and pedestrian friendly corridors is profound: http://cp.mcafee.com/d/2DRPoQd20OrhooKMO-UeodTdLnosjojdLnosjvjdFTpopod7aqa9JeZS74mnPtGJMJ8Y54aJDEv6RjWNR2L4qCjp2HpW7NJk-ItgHN6FATG231112_HYZt55YQsTWZOWqrOv8LLcTuopWyaqRQRrILYG7DR8OJMddECQjt-hvjd7b2a8VNYTsS02m-GN_KRygAl-D00sFfpOFelGprp-hH4JyQqP-Q_gbA95vbDX3OZ9XeI9OJgT2F2G1o543S_Ffp-x8zauDYKro7fndwl_H6y2pfPh0bRfFIkQg495vd41-M-xJdMTnkDUxVZenX1 These studies should not be ignored in light of a really very minor car travel time. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. It needs time for people to
Amy	8/24/2015	Email	Folsom Street				1	positive	Safety	Environment	I am writing to you in support of the Folsom Street Buffered Bike lanes project. I ask that you give the Folsom Street pilot project a year, so that the impacts on safety, driving and biking can be studied. Folsom Street is an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. As a new mom, I was excited by the project as it creates a safe north-south corridor that I will be able to take my daughter on when she is old enough to be in a Burley (as long as it in place for a year). Prior to the installation, there was not a good north-south connector between Valmont and downtown and Boulder Creek. The bike lanes were too narrow, and cars often went over the line around curves. The city has already invested funding in this pilot project. Complaints by some drivers should not cause the city to reverse a decision and not see this pilot project through. Folsom Street is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. There already seems to be a large increase of bicyclists of all abilities on Folsom Street. Please stay the course on Folsom Street. Sincerely, Amy

Andrea	8/24/2015	Email	Folsom Street				1	negative	Auto congestion	Accessibility	To whom it may concern, What happened to Folsom Street? This is the worst planning and street design i have ever seen. It is so crowded it will surely cause an accident and all the people i know are diverting to Edgweood and 28th which is already crowded. We need more space, not less north west outlets! and the bike lanes were fine before! i am a biker too and there was plenty of room. Please turn it back to what it was before. It is crazy driving on it now. Regards, Andrea
Andrea	8/24/2015	email	Folsom Street				1	positive			We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom
April	8/24/2015	email	Folsom Street				1	positive			We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom
Arlyn	8/24/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Hello City Council- I live in North Boulder and work in South. I have one child who attends our neighborhood elementary school, and another in day care at my work site. We commute back and forth at all times of day via Folsom, 28th, Broadway and sometimes 9th St. As a driver, I like the new traffic pattern on Folsom, especially the dedicated turning lane between Mapleton and Valmont. Cars used to travel very fast and frequently switched lanes abruptly to avoid left-turners. I have not noticed long delays since the first week when I did get held up at Pearl heading North. I'm sure travel times are a little longer, but that's not a big problem for me. The flashing crosswalks at Spruce and Walnut do add some confusion. The new lanes are a huge improvement for cycling. I stopped regular bike-commuting after my first child was born eight years ago, largely because I felt very unsafe pulling a child bike trailer on the narrow Folsom bike lanes and because of near-misses with right-turning traffic. The other North South option from my home is 13th + Broadway bike path, but pedestrians would frequently step onto the path without looking on the university section of the Broadway path. Other options are much longer. I have used the new lanes several times, and it feels much safer. I haven't heard any honking along the way despite biking during the peak commuting times. I especially like that there is room for bikes to pass within the bike lane. I also like the barriers. It would be nice to see the right-sizing extended from Canyon to Arapahoe.
Barry	8/24/2015	Email	Folsom Street				1	negative	Auto congestion	Accessibility	Dear City Council, I am 61 years old, have been a dedicated bicycle rider since high school, and have lived in South Boulder since 1996. In general, I am the bike rider in the family for errands around town (no more commuting since I retired last year) and my wife is the car driver in the family for business around town (independent bookkeeping). From my perspective, there was nothing wrong with the former bike lane on Folsom Street. I only occasionally need to ride it, but it was fine—certainly on par with other main thoroughfare bike lanes around town. Now I avoid it to avoid ire from drivers. My wife, on the other hand, drives it routinely for one client and has noted a significant increase in traffic and travel time. We are both annoyed. The "right-sizing" moniker is a white-washed, make-nice marketing term for a dumb idea. To create yet another new-and-different traffic scheme (like flashing point-of-use crosswalks) serves mainly to create havoc on all sides of the issue and simply builds animosity in travelers, whatever the form. Barry
Ben	8/24/2015	email	Folsom Street				1	positive			We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom
Benjamin	8/24/2015	Email	Folsom Street				1	positive	Safety	Environment	We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. After a protected bike lane is installed, bicycling in that corridor typically increases 75%. In a survey of Americans who bike, 96% said they feel safer in a protected bike lane. Folsom Street is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Between 2011 and 2014, the number of protected bike lanes in the United States tripled from 78 to 191. Please stay the course on Folsom Street. Sincerely, Benjamin

Bill	8/24/2015	email	Folsom Street				1	positive	Safety	Environment	Yesterday I rode my Jeep down Folsom and was thrilled to see five couples out with both kids tagging along on their bikes, and smaller children in carts behind them. Once I turned west on Arapahoe I noticed I was experiencing the same 3-lanes of traffic without the pleasure of seeing people out on their bikes. I may have missed something but if Arapahoe is good enough, I don't see why Folsom isn't even better. Unfortunately I have a flight to catch and can't be at the meeting, so want to reiterate I am FOR continuing this year long project. Let's look to the future and not only keep Folsom bike-friendly, but also move forward with other projects. Sincerely,
Bob	8/24/2015	Twitter	Folsom Street				1	negative	Auto congestion		@bouldercolorado 2 bikes today at 4 pm between pine and canyon. 3 lights to turn left on canyon southbound.
Bob	8/24/2015	email	Folsom Street				1	negative	Auto congestion	Safety	Hello, I bike the Folsom corridor several times a week. With the protected bike lanes, I have not had any of the "close calls" (really, near-death experiences) that I used to have on Folsom. Take note of the real data from other cities that have successfully done road diets (and like Boulder made pedestrian plazas) to great success. Keep the protected bike lanes on Folsom and continue with 63rd Street and Iris Avenue. Regards, Bob
Bobby	8/24/2015	email	Folsom Street				1	positive			We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom
Brett	8/24/2015	email	Folsom Street				1	positive			We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom
Brian	8/24/2015	Email	Folsom Street				1	positive	Safety	Environment	Good morning City Councilors, I wanted to thank you again for your leadership on the Folsom Street Living Laboratory project. I urge you to continue this trial to allow time to collect sufficient data, to make adjustments traffic operations, and for roadway users to adapt to this change. This project represents an important opportunity to transform our community by putting people first, supporting a human scale where it it safe for children to walk and bicycle to school. I've been following the unfortunate attacks on the project in the media and have heard from many people who vehemently oppose the project. I'm sure the same is true for the complaints that you've heard-- that no one likes 'traffic.' Quite simply nearly all complaints surround minor delays that occur during the afternoon peak period-- a mere 2.5 hours during an 168 hour week. There are always trade-offs to change, but I hope that we can agree on two things-- 1. 3-4 weeks of data is not sufficient to make a long-term decision, and the trial period must be allowed to continue, and 2. The safety of all roadway users is paramount to travel time on Folsom Street, especially in the context that there are four (4!) other major N/S routes available to motorists that are largely inaccessible to bicyclists. Thank you for your service and support for the Transportation Master Plan that you've adopted to lead this City forward! Brian
Chelsea	8/24/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, I am a recent transplant to Boulder from New York, and arrived just before the installation of the Folsom bike lane. It's been disheartening to hear the dramatic discourse from drivers and reported by the Daily Camera. Any changes in road usage will always receive some sour feedback - in the beginning - and I would expect Folsom will soon be viewed as a success just as closing Pearl St. to cars was decades ago. I am increasingly learning how important a corridor Folsom is, and thus it should absolutely support all modes: driving, walking and biking. The recent improvements make it a better place to walk and bike -- and I say this as someone who has driven Folsom more often than biking thus far, courtesy of necessary supply shopping and hauling gallons of paint for our house. I feel safer as a driver, as I now know where to expect to see bicyclists, and the new lane demands that fellow drivers pay attention to road conditions and their fellow users. I think this is a massively positiveside effect as some of the driving behavior in Boulder is downright scary. It is proven that the installation of bike lanes has a traffic-calming effect, and I have experienced that on Folsom. There is no shame in demanding that drivers take care and don't use two lanes as a proverbial speedway. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Coming from NYC, I believe very much that Boulder has a great opportunity, and the leadership in place, to set an example in supporting and integrating multi-mode transportation. Please stay the course on Folsom. Sincerely,

Cheryl	8/24/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. I wrote already in support of this project on all of the proposed roads. Boulder needs a better north-south route across town for bicyclists that isn't all the way west or east of town (Broadway path that ends at downtown or the foothills path). The changes on fulsome are a good start. Please stay the course on Folsom. I also think that it is better now to drive on Folsom, left turns are easier and safer, both on to and off of the road. Any minor delays experienced by drivers could probably be improved by changing the functioning of pedestrian crossings by installing a pedestrian signal at some of the crossings. Sincerely, Chery
Chris	8/24/2015	Email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, Thank you for undertaking the rightsizing project in Boulder. It has been hugely successful. I understand that many in Boulder are yet to appreciate that success, but your foresight in making this important change will benefit the city in the long term. I am a daily Folsom Street bicycle and car commuter - since the rightsizing change, cyclists have become more common along the route. I commute at rush hour roughly ever other day. My journey has gotten 1 minute slower on average. THIS IS NOTHING. I am very happy to wait an extra minute in order that cyclists feel safer riding their bikes to work. On the days I ride, I feel safer, and I am happy to see that more and more riders are joining me on my commute. As the weather gets worse towards winter, it's even more important that the protected lane remains in place - to avoid dealing with out of control cars, and to ensure that cyclists can commute in all weathers in a safe environment. We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom Street is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom Street. Sincerely, Chris
Chris	8/24/2015	Email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom Street is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom Street. Let's make boulder safe for bikes, and encourage people to bike! We can make a real difference here. Sincerely, Chris
Christine	8/24/2015	email	Folsom Street				1	negative	Safety	auto congestion	Hi Kathleen, Thanks for all your work on this. I live and work in Boulder and am an avid recreational bicyclist and often bicycle to work and errands. We, who live in Boulder are very lucky to have many bicycle paths in town and bike lanes on streets, which makes it very easy and safe to get around on bikes. However, what the City has done on Folsom is an abomination! I also do not approve of what was done on University Avenue between 9th and Broadway either. The City of Boulder's job is to take care of its citizens, all of them, not only special interest groups. What the City should concentrate on is figuring out how to make ALL traffic, be it pedestrian, bicycles, motorcycles or automobiles; FLOW safely. It seems that the Folsom debacle only had cyclists in mind, without consideration of pedestrians or autos. And as a cyclist, I do not feel safer now on Folsom, with traffic being confused and congested, and pedestrians unable to break through the gridlock. I would vote for returning Folsom to what it was, which was a safe bike lane on a busy street. Thank you, Christine
Colleen	8/24/2015	email	Folsom Street				1	positive			We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom
Community	8/24/2015	Twitter	Folsom Street				1	positive	Better for cyclists		#BikeFolsom Let's hear what you love about the street and what can be improved!

David	8/24/2015	email	Folsom Street				1	negative	Auto congestion	Safety	I oppose the new bike lane on Folsom. I can not believe that our city council would approve such massive growth in our city and then restrict the flow of traffic. Encouraging the use of bicycles is a good idea but how many thousands of people come into Boulder each day to work from surrounding towns and cities? Green is good, but idling vehicles in backed up traffic adds way more pollutants to the air than moving vehicles. Just who is doing the thinking here? I have lived/worked in Boulder since 1971 and I am truly sickened by what our council has been doing. Sincerely, David
David	8/24/2015	email	Folsom Street				1	positive			We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom
David	8/24/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, I am daily bike commuter and use Folsom to get to work. I can also use 30th to go North / South. I wish that the protected bike lane were on 30th instead of Folsom, I feel less safe on 30th than I ever did on Folsom. The main difference I've noticed on Folsom since the protected bike lane has been installed is that there seems to be more traffic on Folsom (more crowded) and it is significantly more difficult to turn onto Folsom now than it was before the protected bike lane was put into place. I love the idea of protected bike lanes, and hope to see more of them, but a concrete barrier would be better than the reflective sticks in my opinion. Thank you, Sincerely,
Derrick	8/24/2015	Email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom Street is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom Street. Sincerely, Derrick
Donna	8/24/2015	email	Folsom Street				1	negative	Auto congestion	Safety	I live in Niwot, but I work full-time in Boulder, Monday - Friday, and at least four out of five days, I take the bus from Niwot. I'm also an avid cyclist, but I am not a bike commuter. Niwot is 11 miles from where I work in Boulder, and commuting by bike is not practical for my time constraints, so as I said, I take the bus. What has struck me most about the "right-sizing" effort is the complete lack of consideration for people who work in, but cannot afford to live in the City of Boulder. We are too far away to commute by bike, and sometimes there are situations that don't allow us to take a bus, so we have to commute in by car. Unfortunately, that's still the reality, and workers who can't afford to live in Boulder have no vote on this matter. If you review page ES-8 of the City of Boulder Transportation Master Plan Update Renewed Vision for Transit Executive Summary: Final System Report, September 2013, you would be reminded that as of 2012, 59% of Boulder workers lived outside of the City of Boulder. At the time of that report, that percentage of workers living outside the city and commuting in was expected to increase. It should concern the City Council that that this information was not updated, or even mentioned, in the subsequent 2014 City of Boulder Transporation Master Plan document. Since the "right-sizing," I've had to take Folsom St. between Iris and Canyon during rush hour heading to and from work on the one day I drive in each week, and it was packed, bumper to bumper. As I recall, there were already bike lanes on this street prior to "right-sizing." Couldn't those existing bike lanes have had the green paint treatment to make them more visible? Reducing the lanes on Folsom can't be helping the tension between cyclists and motorists, not to mention safety to cyclists. I am a cyclist, and I know this is not a good solution. Thank you for considering comments.
Douglas	8/24/2015	Facebook	Folsom Street				1	neutral	Auto congestion		And only 4000 complains. Come on City of Boulder! I am not really for or against the right sizing, but you can't cherry pick the data.
Elizabeth	8/24/2015	email	Folsom Street				1	positive			We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom
Emily	8/24/2015	email	Folsom Street				1	positive			We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom

Emily	8/24/2015	email	Folsom Street				1	positive			We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom
Hannah	8/24/2015	email	Folsom Street				1	positive			We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom
Ingrid	8/24/2015	email	Folsom Street				1	positive			We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom
Jackson	8/24/2015	email	Folsom Street				1	positive	Safety	Environment	As a second generation Boulder native who has seen this place go from Pearl Street becoming a pedestrian mall to what it is today, I have to weigh in on the bike lanes on Folsom. I'm in favor. Here's the thing. I don't ride a bike. I commute on that road every day, coming and going. Is my polluting drive is less convenient because of it? Sure. I'm inconvenienced. I can't get along as quickly as I once could. But that's quite alright. If anything, people in my home town need to chill more, not get places faster. I'm glad the lanes were put in. The center turn lane is great. The backed up traffic at lights in the one through lane is.. well, yes, it's inconvenient and causes a bit more pollution. But damn. I'm glad this city is putting bike safety first, even though I don't even own a bike. Seriously good stuff. Haters gonna hate. My 2 cents.
James	8/24/2015	Email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom Street is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom Street. Sincerely, James
Jane	8/24/2015	email	Folsom Street				1	positive			We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom
Jason	8/24/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	I just wanted to weigh in on the Folsom debate (again) with a reminder that there are a lot of us out here who support this experiment (we just don't relish the idea of being attacked by a horde of angry letter writers/commenters in the camera). Imagine what would have happened if Boulder had abandoned the Pearl Street Mall after 3-4 weeks of a trial period. What would Boulder be like today? Our community needs to grow and change. And we need your leadership to steer the ship of our city through today's turbulent waters. Thank you for staying the course and giving this experiment a fair chance. As I've said all along, if it does not work after giving it a fair chance, we can repaint the roads and tear down the bollards. The key as I see it is this - the experiment is only worth halting if you no longer support the objectives the drove the project in the first place - increasing mode share, reducing carbon emissions, reducing SOV share, etc. If those are still goals you support, then let's allow this experiment to run its course. Sincerely, Jason

Jeff	8/24/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Jeff
Jim	8/24/2015	Email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom Street is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom Street. Sincerely, Jim
Jim	8/24/2015	email	Folsom Street				1	negative	Auto congestion	Safety	I frequently use Folsom as an alternative to the mess on 28th Street. The "wrong-sizing" experiment has made travel on Folsom much worse. You have improved travel for the tiny fraction who ride bikes at the cost of the majority who need to drive. Please undo this travesty. Jim
Jim	8/24/2015	email	Folsom Street				1	negative	Auto congestion	Safety	I frequently use Folsom as an alternative to the mess on 28th Street. The "wrong-sizing" experiment has made travel on Folsom much worse. You have improved travel for the tiny fraction who ride bikes at the cost of the majority who need to drive. Please undo this travesty
Joan	8/24/2015	email	Folsom Street				1	negative	Auto congestion	Safety	I understand the intent of the "right-sizing" initiative, but the result for me is that I will not use Folsom anymore, which includes not shopping at any of the stores. Too bad, I really liked Mcguckins. Now I will driver farther and pump more emissions into the atmosphere. Joan
Joe	8/24/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Joe
John	8/24/2015	email	Folsom Street				1	positive			We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom
Jon	8/24/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Jon

Judi	8/24/2015	email	Folsom Street				1	positive	Safety	Environment	Dear City Council of Boulder, I'm new to Boulder and frankly we do not have a car, so we bike everywhere, and especially to work. My path to work is on Folsom St from Walnut St to Valmont Rd. Then I head into the Goose Creek path to Elder's 2 mile. I absolutely love the right sizing of this and I feel so much safer. I understand that there's a lot of complaints, but I wanted to share the Biker's perspective. We really appreciate the bike lanes on Folsom St and wishing that the Iris Avenue Ave Project will continue. Thanks for making this project become a reality.
Karl	8/24/2015	email	Folsom Street				1	positive	Safety	Environment	When asked to prove that bike lanes are 'warranted', remember that it's hard to justify a bridge by the number of people swimming across a river. Thanks for enabling safer, saner transportation! Most sincerely,
Kate	8/24/2015	email	Folsom Street				1	positive			We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom
Keith	8/24/2015	email	Folsom Street				1	positive			We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom
Keith	8/24/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, The Folsom Street protected bike lanes have been a boon to my daily commute and I am writing in full support of them. I live and work on 30th street, but will often go four blocks over just to use the protected lanes on Folsom. Boulder is a bike-friendly place, but is severely lacking in safe north-south corridors in the heart of the city. 28th and 30th are both incredibly dangerous for cycling due to the number of intersections, high traffic speeds, and generally inattentive drivers. The "bike paths" on either side of the 29th Street Mall are a non-starter. One takes their life into their hands whenever attempting to ride those as drivers pull out full-speed across the path without looking for pedestrians or cyclists. Folsom, therefore, is the only safe solution and it is clear the new rightsized layout is an improvement. Before, cars would race two-abreast towards (or away from) downtown, often overlapping the bike lane as they take the sweeping corner by Bluff Street. Just one look at the old, worn away bike lane markings in this area proves my point. Drivers have a plethora of options for moving north-south in Boulder. Please leave the protected bike lanes so we cyclists can continue moving safely and efficiently, just as the drivers do. Sincerely,

Kristy	8/24/2015	email	Folsom Street				1	negative	Safety	auto congestion	The "Living Laboratory" experiment is hurting our community and should stop ASAP. The council's decisions to inflict money-wasting notions on the city it is supposed to represent is maddening. As elected representatives, the council should pay more attention to the needs of the community instead of assuming it knows best. I have watched the experiments on University from the beginning. The back-in area seems to work about half the time, some people don't understand the signage or don't bother to follow the signs. I don't know the metric being used to determine if it's a success - have there been less cars backing over bikers? Was this a problem to begin with? I suspect there have been an increase in fender benders of drivers attempting this manoever, but I'm sure the council knows better than most of us whether that factors in to it being viewed as better for bikers. How long is this experiment going to last? Publish the results of the resounding success here for us all to see. The strip of University from 9th to Broadway is a terrible mess. University was a great street to bike and drive - nice and wide and well-maintained. I did both on this street until the experiment began, now I hardly ever bike it. The bike lane is constantly filled with rocks and debris that the street sweeper is unable to reach now that the bike lane is closed off from the road. Bikers use both the road and the bike lane, which is a good indication of the state of the bike lane. If the city is going to maintain and sweep the bike lanes, where is the money going to come from? It is also difficult for drivers turning right to see bikes coming out of that lane at the ends. University is now super narrow 9th to Broadway and I am paranoid that someone will open a door into me biking or driving. I have often seen people driving the yellow line to avoid open doors, especially during move in/move out times for students. Additionally, when it snows, the plows have nowhere to put the snow and
Kurt	8/24/2015	email	folsom Street				1	positive	Safety	Environment	Dear Council, On behalf of the Community Cycles Advocacy Committee, I'd like to clarify one point in the email you received from the Committee (via Sue Prant) a short time ago. The email stated: "...The average commute time has increased on average by 30 seconds, which is more or less in line with the modeling that was provided to Council and TAB. In other words, the average commute time has been increased more or less by the amount of time that it has taken you to read this paragraph." It's important to note that the travel times measured are *not*, in fact, the time experienced by the average motorist. They are average times at peak hours; in other words, the average of the worst-case time. The increase in average travel time would be much less than this, since at most times of the day and night, traffic is free-flowing. Peak-hour travel time is a commonly-used metric, but like many metrics in the world of transportation, it is born from an auto-centric perspective and a relic of an age with values different from our own. Thanks for your thought given to this challenging yet exciting project.
Lauren	8/24/2015	email	Folsom Street				1	positive	Safety	Environment	I ride my motorcycle down Folsom every day, and I want to thank you for the changes you have made. I will happily trade 30 seconds each way for safer streets that encourage alternative transportation. Thank you for taking this small step towards a future Boulder that really is beautiful, sustainable, and safe for everyone
Lily	8/24/2015	email	Folsom Street				1	positive			We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom
Marian	8/24/2015	email	Folsom Street				1	negative	Auto congestion	Safety	To all city council members and transportation planners, I have held out commenting on the Folsom debacle in hopes that, with time, I'd be convinced that it would work out. However, after a couple of weeks (I live west of Broadway and I access Folsom from Pine St in order to shop, etc) I think it is a detriment to cyclists and drivers alike. My experiences have not been those mirrored in editorials by TAB members. I've experienced long delays at an idle and I always plan my trips to avoid commute hours. I have not heard any discussion of winter plans especially statistics of how seasonal the bike travel is and how these routes will be plowed. I'm asking that Folsom be returned to its original configuration. Sincerely, Marian

marie	8/24/2015	email	Folsom Street				1	negative	Auto congestion	Safety	Dear council, Despite being a dedicated cyclist who uses Folsom on her daily commute, I do not support the Folsom rightsizing and am asking you to put Folsom back the way it was. I believe the former bike lanes to be safer because cars would gradually merge with bike traffic in the bike lanes before turning right. Post rightsizing, cars have to turn right abruptly across my path due to the posts in the road. Because traffic is often at a near standstill during afternoon rush hour, that means I am travelling as fast (or faster than) the cars on Folsom. Also because I am now riding farther to the right due to the increased separation between the bike lane and the car lane, I believe cars have a harder time spotting bicyclists in their side mirror. On multiple occasions I have had to brake sharply to avoid turning cars, and this morning I was nearly hit as a result of this stupid idea. It isn't working, and it isn't making my ride safer, but instead LESS SAFE. I think this project was a huge mistake and council should admit it and reverse ASAP. I will not be voting for any council member who continues to support this debacle--my life is too precious.
Marie	8/24/2015	Inquire Boulder	Folsom Street				1	negative	Safety		Was riding SB on Folsom at Srpuce, car turning right in front of me had to turn sharply due to the new posts, had no idea it would, had to brake sharply to avoid collision. I prefetred the old Folsom bike lanes as cars used to have to merge into the bike lane to turn instead of turning directly across my path. I would like to say that this rightsizing is a failure and hasn't made me feel any safer on Folsom--and all too often LESS SAFE!
Marlijne	8/24/2015	Email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It’s an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It’s now a more comfortable place to bike for less confident riders and it’s easier to cross the street. Folsom Street is a bold and challenging project, but Boulder needs to be bold if we’re going to reach our mobility and climate change goals. Please stay the course on Folsom Street. Sincerely, Marlijne
Marybeth	8/24/2015	email	Folsom Street				1	negative	Auto congestion	communication	Thank you for all your hard work. the following re some observations I have made about cycling & I do ride a bike. Right Sizing: I find it unacceptable that you did not consult the voters about who wanted Right Sizing & where it might work best. I know Folsom is a dangerous street for bicyclists & now I just void driving my car on the street if I can. I do regret that the businesses along Folsom in location of Right sizing will suffer & may go out of Business. Why would you not give them ample warning to prepare for this? I live in near North boulder & use Iris Avenue as an artery to get JUST ABOUT EVERYWHERE BUT DOWNTOWN - ESPECIALLY FOOTHILLS HWY. PLEASE DO NOT DO RIGHT SIZING ON Iris Avenue!!!! Many streets I might use to get east have many speed bumps making it hard to travel on them. BICYCLISTS DRIVING 2 OR MORE ABREAST: I guess I missed the boat if there was a vote on Bicyclists being able to ride 2 abreast on mountain access roads where it is very dangerous to pass them. It makes for a hostile situation on both sides. I DRIVE UP TO THE MTNS LESS BECAUSE OF THIS. Why should cars have to yield to cyclists in town or on MTN roads? Isn’t this dangerous to all? CYCLISTS & PEDESTRIANS: MTN trails : Where there are bicyclists on mtns trails, pedestrians have to yield to them. It may say Bikes yield to Peds but in reality, I find that is ignored by most
Megan Belinda	8/24/2015	Facebook	Folsom Street				1	negative	Auto congestion		Let’s start the campaign, 'Paint Folsom Back"
Mia	8/24/2015	email	Folsom Street				1	positive			We ask that you give the Folsom Street pilot project a year. It’s an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It’s now a more comfortable place to bike for less confident riders and it’s easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we’re going to reach our mobility and climate change goals. Please stay the course on Folsom

Michael	8/24/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. With students back in town we will see even more of a positive change for our community since this is one of most popular access points for students riding to campus. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Michael
Michael	8/24/2015	Email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom Street is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom Street. Sincerely, Michael
Mobile J Pop	8/24/2015	Twitter	Folsom Street				1	positive	Better for cyclists		@bouldercolorado gotta start somewhere! Three weeks in and already a reduction. That's progress.
Mobile J Pop	8/24/2015	Twitter	Folsom Street				1				@bouldercolorado has there been a corresponding reduction in number of cars? Isn't that the goal?
Molly	8/24/2015	email	Folsom Street				1	positive			We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom
Nancy	8/24/2015	email	Folsom Street				1	positive	Safety	Environment	As a resident of the Mapleton Park community along Folsom St, I just want to express my ehntusiastic support of the recent changes to the bike/driving lanes. Prior to the renovations, I found that particular stretch of Folson to be exceptionally dangerous, not only for bicyclists, but also for motorists and pedestrians. In my experience the double lanes and the blind S curve seemed to inspire drivers to speed up and to drive wrecklessly in this stretch. Turning left onto our street from Folsom was nearly impossible, but even turning right, I was often honked at by aggressive drivers for making them slow down! Although we live less than a block from Folsom, we would never ride our bikes in that direction with our 6-year-old, the bike lane was too narrow and drivers OFTEN drove on the bike lane, and we would opt instead to wind through the neighborhood on side streets to travel west. As our daughter attends Whittier Elementary, on the other side of Folsom, this was particularly annoying. Many detractors (in the daily camera and social media) accuse the city of favoring bicyclists (often characterized as "non-native") over motorists, but in my opinion (as someone who grew up in and is a current resident of the city of Boulder), the changes made to Folsom not only encourage bicycles, which is obviously a good thing, but they also alleviate all of the dangerous issues above in the way motorist used Folsom.
Neal	8/24/2015	email	Folsom Street				1	positive			We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom

Nicole	8/24/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Please do not yield to the "squeaky wheel" drivers & business owners and end the Folsom Street pilot project. In general, people who are displeased yell louder than those who are pleased. Our culture is one of entitlement & very car-oriented. These are not necessarily good things! What these angry drivers seem to be missing is that the new bike lanes on Folsom in addition to the much-needed turn lane are a HUGE safety improvement for them. I drive, walk AND bike Folsom and have found so many benefits since the change - many driving-related: It is easier to make a left onto Canyon when you only have to cross one lane of oncoming traffic instead of two (while also trying to see around the car that is turning left the opposite way). Cars have never seemed to be comfortable driving on the curve of North Folsom by the trailer park without a turn lane separating them from southbound traffic. I can't tell you how many times the car in the left-most lane would veer towards the right lane, or slow to a crawl because they were nervous. And then there's the drivers that would gun it in the right lane to get ahead before the road went down to one lane at Valmont. I no longer worry about getting rear-ended when turning left from north-bound Folsom onto Pine. I can get into a turn lane & out of the flow of traffic.
Noah	8/24/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Noah
Norman	8/24/2015	email	Folsom Street				1	negative	Auto congestion	Safety	Gentlepeople We have lived in Boulder for over 50 years and cannot recall an issue that has elicited a more negative response toward city staff. Unsolicited on our part, the individuals' comments are calling for the firing of staff members. What is more disturbing is that staff does not seem to listen. We get responses of 'yes we made some mistakes', 'we need more communication', 'take down some bollards' or my favorite 'we will rename the project.' As an aside, I have renamed the project to FF (Folsom Fiasco). Kill the project. Send the whole project back to staff for a real study of the consequences and community impact. Force them to collect real data, not just sparse data to fit their project. If it has merit it will survive further study where the whole community has input. We would hope that council would reflect on why the leadership in this matter was lacking. If you need to request termination of city employees it should be done. This goes right to the top, the city manager. We have too much at stake to allow this to continue. This issue is distracting us (the city) from more pressing issues.
Parker	8/24/2015	Email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom Street is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom Street. Sincerely, Parker Batt
Paul	8/24/2015	email	Folsom Street				1	positive			We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom
Pearly	8/24/2015	email	Folsom Street				1	positive			We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom

Ray	8/24/2015	email	Folsom Street				1	positive	Safety	Environment	Good morning City Councilors, I wanted to thank you again for your leadership on the Folsom Street Living Laboratory project. I urge you to continue this trial to allow time to collect sufficient data, to make adjustments traffic operations, and for roadway users to adapt to this change. This project represents an important opportunity to transform our community by putting people first, supporting a human scale where it it safe for children to walk and bicycle to school. I've been following the unfortunate attacks on the project in the media and have heard from many people who vehemently oppose the project. I'm sure the same is true for the complaints that you've heard-- that no one likes 'traffic.' Quite simply nearly all complaints surround minor delays that occur during the afternoon peak period-- a mere 2.5 hours during an 168 hour week. There are always trade-offs to change, but I hope that we can agree on two things-- 1. 3-4 weeks of data is not sufficient to make a long-term decision, and the trial period must be allowed to continue, and 2. The safety of all roadway users is paramount to travel time on Folsom, especially in the context that there are four (4!) other major N/S routes available to motorists that are largely inaccessible to bicyclists. Thank you for your service and support for the Transportation Master Plan that you've adopted to lead this City forward! Brian
Renee	8/24/2015	email	Folsom Street				1	positive			We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom
Rickys	8/24/2015	email	Folsom Street, university ave				1	negative	Safety	auto congestion	My recommendation is to replace transportation planning staff, especially traffic engineers. Please return University between 9th and Broadway to the old configuration. The Phase 1 changes were a mistake. Now, the traffic lanes are narrow and visibility is poor for pedestrians trying to cross the street as well as drivers. And, snow on the streets renders the bike lanes unusable. Please also return Folsom to the old configuration as the Phase 2 changes are also a mistake. My observation is that we would benefit from traffic engineers with more experience and expertise. Thank you, Ricky
Rob	8/24/2015	email	Folsom Street				1	positive			We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom
Sarah	8/24/2015	email	folsom street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Sarah

Sarah	8/24/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder Council, As a homeowner on the 2600 block of Pine Street, I'm writing to thank Council for its vision and courage in helping create the new Folsom. I'm so happy to live next to a safer, saner, more civilized street. For the first time, it feels like our neighborhood (wedged in between Folsom and 28th) is being reconnected to the rest of downtown Boulder. It's an enormous benefit to our neighborhood and our city. I know it's been controversial. I urge Council to have a measured, rational response and thoroughly evaluate the changes before making any decisions about the future of the street. My husband and I bought our house on the 2600 block of Pine Street in February 2014 and have loved living in this neighborhood that is so close to downtown, yet also allows easy access to 28th Street and its services. We're typical multi-modal Boulderites. We own a car, some bikes, and use all kinds of transportation (driving, bus, bike, walking) to get around Boulder. The biggest benefit of the changes to Folsom we've noticed is the increased feeling of safety at what is often a frightening intersection to cross, even with a
Sebastien	8/24/2015	Email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, I was amazed by how much safer Folsom Street feels now. For years, I have been avoiding it but not anymore. It's important to understand that this project will need time to show its true potential. This is because when you are a cyclist, there are some streets that you simply avoid because you judge them unsafe: Streets like Canyon, Broadway, Arapahoe, and previously Folsom Street. When Those streets become safe, it just take a little bit of time to change habits and to remember that one doesn't have to take the longer way anymore. It feels so much safer. It's amazing and it's so much needed to have a safe South/North option on that side of town. The only other option is to ride the sidewalk lane on 28th, or to go even more East. When you are on the West side of the town, to avoid Broadway, you can go on 13th street. But on that side of the town, you just don't have any safe options. We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom Street is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom Street. Sincerely, Sebastien
Spogburn	8/24/2015	Twitter	Folsom Street				1				Making town traffic patterns work for bikes and cards proves a challenge for @BoulderColorado
Stephanie	8/24/2015	email	Folsom Street				1	positive			We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom
Stephanie	8/24/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Stephanie
Steve	8/24/2015	email	Folsom Street				1	positive			We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom

Steve	8/24/2015	email	Folsom Street				1	negative	Auto congestion	evidence	Dear City Council and TAB: I see for the second time this summer you are admitting to "mistakes." Yet all I read is "spin" and ignoring the real mistake, which was to do such as stupid idea to begin with! You ARE right: You did not listen well. I believe 70% of your input in June was negative, yet you promptly voted to do three streets in a couple of months. How could you not realize in June that you should have: 1. Share more data 2. Collected more data.
Susan	8/24/2015	email	Folsom Street				1	positive			We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom
Susan	8/24/2015	email	Folsom Street				1	negative	Safety	Environment	Dear City Council Members, I live one block north of Iris Avenue west off 26th/Folsom. I travel those two roads many times a day. I have always traveled Folsom to avoid 28th St traffic. Now I find that I need to travel 19th to avoid traffic snarls. With school having started=parents and buses on the road and now the CU students back traveling Folsom has become a nightmare. Trying to exit the Safeway parking lot onto Iris Avenue going west is an impossibility at certain times of the day and I need to go to Glenwood then up Folsom to get home. Since Iris Avenue is the only E/W thoroughfare through north Boulder making it single lane right sizing it would make traveling Iris Avenue another nightmare. Please rethink your ideas.
Susy	8/24/2015	Email	Folsom Street				1	positive	Safety	Environment	Though I am an avid, enthusiastic cyclist, I do not believe that the protected and extended bike lanes are a good solution. I travel with my Alzheimer's ridden 83 year old father every day on Folsom Street. He doesn't have the opportunity to ride a bike. The daily back up with him in the car is particularly stressful. Further, Folsom Street now is pretty unsightly and looks and feels like a construction zone. Based on analysis of the the research leading to this decision that I've read in the Camera, it seems as though there has been significant dishonesty about this project. There doesn't seem to be a true baseline to understand and evaluate outcomes. It is truly disheartening to see the Boulder City Council behaving this way, which isn't seeming very uncommon these days. I'm disappointed. Susy

Suzi	8/24/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	I have lived in Boulder for 10 years and on Folsom St for 8 years. I have been a road cyclist for the past 30 years and appreciate the councils commitment to making the public roads safe for all users. Boulder does not have many safe routes that go north/south for bike commuting. The Folsom Street improvements help fill this void. I definitely feel much safer riding on Folsom now with the improvements. In addition, friends that have ridden their bikes to my house have loved the improvements as well. They also feel safer and the flow of traffic has been fine. Interestingly enough, my neighbor was hit by a car on Folsom Street when on his bike approximately 30 days prior to this project beginning. He was ok but the fact is that before this project was began, someone again was not safe prior to the improvements due to the car and bike traffic. I know that many people do not like the changes, especially those folks driving cars. However, I drive on Folsom every day as well as ride almost every day and the car traffic does not appear to be hugely impacted. With the turning lane on Folsom, the traffic flow to date has been fine. I think that most folks might need to shift their paradigm for what has been the flow of traffic on Folsom to the new safer improvements regardless of the mode of transportation. We all would just like a safer route through town for any type of transportation! Thank you for creating a bicycle friendly route in Boulder for all folks! Please keep this project for the planned year so that data can be collected and provided about the Folsom Street improvements.
Sylvie	8/24/2015	email	Folsom Street				1	positive			We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom
Todd	8/24/2015	Email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom Street is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom Street. Sincerely, Todd Berger
Tony	8/24/2015	email	Folsom Street				1	negative	Auto congestion	Safety	Dear Boulder City Council, Please be careful in the implementation of bike lanes like Folsom, They should only be considered when the traffic in that area is not already over-allocated. In a lane that would allow runners and walkers consider replacing the sidewalks with hybrid lanes. As Boulder grows and people move farther away from the city our roads will be more congested with cars, leaving even less roadway that could be cannibalized for bike lanes. Also consider forcing cyclists to register so their tax/registration money could be used to build more bike lanes. Sincerely,
Virginia	8/24/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, I am a mom and these lanes have made me feel safe while riding with my son. We are not able to ride down 28th st and the addition of these protected lanes on Folsom has helped us get around town safely. PLEASE KEEP THE LANES!!!! I love Boulder and what we stand for Sincerely,

Webber	8/24/2015	email	Folsom Street				1	positive	Safety	Environment	I've lived in Boulder 25 years and am a long-time bike rider. But my wife and daughter do not ride very much because it is way too scary to share many of our streets with cars. We are SO HAPPY that Boulder is doing this test to making walking and biking better on our streets! We need more streets that de-empasize CARS and give more space to PEOPLE. Every steet doesn't need to be a race track! Cars should slow down! FAST STREETS ARE HORRIBLE FOR OUR COMMUNITY. Some thru-streets with high volume for cars are needed, but MORE STREETS SHOULD BE SLOW! PROTECTED BIKE LANES WORK! I've seen them in many other cities and they are WONDERFUL!
William	8/24/2015	Email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom Street is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom Street. Sincerely, William
Barbara	8/23/2015	email	Folsom Street				1	negative	Auto congestion	Safety	Just to say that I now find Folsom St. terrifying to drive, yet I must use it to access my dentist and my doctor. Otherwise I would never go there. Barbara
Betty	8/23/2015	email	Folsom Street				1	positive	Auto congestion	Safety	Dear City Council Members, I have lived in the Horizon West condominium building on Folsom Street for 17 years. We have 150+ residents in the building. During a one month period we have between 173 and 239 additional visitors, caregivers, and workmen coming to the building. (This is a result of 2 1/2 years of data.) Only a small percentage of these people come by bicycle. Since the Folsom Street change, Folsom Street is gradually being taken over by bicycles. It is no longer safe to walk on the Folsom Street sidewalk because bikes ride on the sidewalk if they want to go the opposite direction of the bike lanes. Bicyclists ride in the car lanes if they want to go faster than slower bikes in the protected lanes. It is rarely possible for us to be able to turn right from our driveway onto Folsom and impossible to turn left from our driveway onto Folsom due to the traffic backups. Please end this experiment.
Bill	8/23/2015	email	Folsom Street				1	positive	Safety		Dear Boulder City Council, While I already prefer it be permanent, I ask that you give the Folsom street pilot project the year it was promised. It's indeed an important corridor and one which I now bike 4x per week. The improvements made it so that I could be more relaxed and feel safer while doing so. This is a big step for Boulder. Folsom is getting the same intense flak that Pearl Street Mall did way back when. Don't let the naysayers win this one, have the foresight the council did 40 years ago. Please stay the course on Folsom. Sincerely,
Bill	8/23/2015	Email	Folsom Street				1	negative	Safety	Environment	Dear Boulder City Council, Please restore the previous bike lanes on Folsom Street. It appears to me that the traffic jams and the bike lane traffic actually makes it twice as dangerous for bikers. The previous four lane corridor was an important traffic corridor for the city and local business access, and more traffic jams down town hurt the local economy. Folsom Street already had large bike lanes and there are other, less busy streets (19th for example) that can accommodate north-south traffic. The city should be more creative with north south green ways and bike corridors and consider a western corridor on open space property on which bikes can travel. Bikes are important in the city, but so are roads and lanes for cars. Please find other creative solutions to keep bikers safe without making the transportation systems in the city even more congested. Sincerely, Bill

Carroll	8/23/2015	email	Folsom Street				1	negative	Auto congestion	Safety	To council members: Once again, I write to you about this contentious issue. I have been a Boulder resident since 1970 and have never seen such divisiveness in town. Even the term "right sizing" is completely inappropriate. I work on Folsom and see this mess, with backed up traffic, engines running, flared tempers and confusion among drivers many times, every day. The students are back and surely, this situation will just get worse. And what about winter months and snow in the streets? Please do the "right" thing NOW and return the lanes to their original condition. Why the council and department of transportation went ahead and made such drastic changes without public input is incomprehensible to me. Sincerely,
Cassie	8/23/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Cassi
Cheryl	8/23/2015	email	Folsom Street				1	negative	Safety	auto congestion	Once again, you have put the cart before the horse. Folsom is now a disaster. Was a proper study done to determine how many vehicles vs how many cyclists used Folsom, Iris Avenue or 63rd Street? Did you consider that Google is bringing in many other workers into the Folsom area. You once again serve the elite, not the average resident or worker in Boulder. Boulder has always been a little bit more expensive to live in but now it is cost prohibitive to everyone but the wealthy. We have lost our working middle class. They have had to move out to, at first Louisville and Longmont. Now it is Erie, Frederick and Firestone. Some come as even far out as Johnstown and Loveland. Many cyclists have total disregard for the laws of the road and courtisously share the road. I could give you multiple examples of cyclists flipping off drivers, taking the right of way, even if it didn't belong to them, cutting off drivers, running stop lights and signs, etc, etc. Yet you reward them instead of holding them accountable. Put Folsam back to the way it was. You are to serve the people. Yes, the athletes and the elite are part of the people but you disregard the majority of us who are impacted by your decisions. Cheryl
Chris	8/23/2015	Email	Folsom Street				1	negative	Auto congestion	Business impacts	PLEASE END THE MADNESS!! I read you are meeting to reconsider your decision to disrupt auto traffic in our city, and that you are looking for feedback from the community. This re-districting of the two lane roads into full car width lanes for bikes is unfair for the majority of our community commuters. We are a diverse city that has all sorts of residents. Cyclists, rollerbladers, skateboarders, autos. Boulder previously had sufficient bike lanes for the biking community (except in city district gunbarrel areas). And HAD sufficient auto lanes... (But ONLY when the roads are open and not under construction, and when lanes that were enlarged to 2 lanes are kept as such). We have been watching daily and there is not nearly enough bike traffic to warrant such large bike lanes! PLEASE PLEASE STOP THIS MADNESS OF BIKE LANE TAKEOVER!!!!! I hope everyone will please write to the council members so majority voices can be heard. Sent from a mobile device, please excuse typos.

chuck	8/23/2015	email	Folsom Street				1	negative	Safety		I am a cyclist & Bike commuter. I do NOT feel safer on Folsom with the new bike lanes! · It is now more difficult & certainly more hazardous to make a left turn due to the high motor vehicle traffic density in the single lane. · You cannot pass another cyclist due to the posts. o Assumming you can get through the posts; traffic is now far more dangerous. · MV drivers are more apt to take chances due to their frustartion. o This can lead to "right hook" crashes with bikes o Note, to me, this is the biggest cycling hazard in Boulder. · By the way, I'm a senior citizen, far from the so called "uber fit" that certain people like to denigrate..... · Please terminate this ill thought out "experiment". Thank You
Cliff	8/23/2015	email	Folsom Street				1	negative	Auto congestion	Safety	Pro: - Center left turn lane - Wider bike lanes Con: - Backed up traffic at lights and flashing crosswalks - Making a right turn across bike lane is difficult - Making a right turn onto westbound Walnut is like a 3 ring circus - bikes overtaking on right - traffic behind - unannounced pedestrians/bikes in crosswalk, view blocked by median landscaping - Where will plowed snow accumulate? I'd prefer that the whole experiment be scrapped, but if you decide to tweak it, one of the biggest improvements you can make is removing the visual obstruction
Corey	8/23/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Corey
Daimeon	8/23/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Daimeonc

Daniel	8/23/2015	Email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom Street is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom Street. Sincerely, Danie
Doug	8/23/2015	email	Folsom Street				1	negative	Auto congestion	Safety	However, before I lose your attention, I'd like to ask how it is possible to spend $100k+ on a project like this, but we couldn't open a single trail in the West TSA to bikes for essentially no cost? It would help to pull bikes off of the streets, but apparently that doesn't count, since a few hundred hikers would be impacted, rather than thousands of cars? Please keep this hypocrisy in mind during the North TSA project. Firstly, the entire process of bringing changes like this needs to be re-vamped. It isn't a "public process" if the public isn't involved with the idea from the very beginning. This project was rammed down our throats as a pre-packaged project, without a care for what the public actually wanted for improved bike infrastructure. You need to do better here. Second, during the process of approving the Folsom project, staff failed to even inform council of how many bike accidents took place in the years before. Council also failed to press staff to provide them with these numbers before approving the project. This is one of many missed opportunities to have actual metrics to judge project success. It isn't acceptable for council to decide what constitutes success along the way. This needs to be done first, and you need to do better here as well. As a separate comment regarding the pre-accident data, there were only 8 "non-intersection" bike accidents during 2012-2014. Guess what was NOT removed by the Folsom project? INTERSECTIONS!!! The intersections are where a large majority of accidents happen, and they are still there. As Mr. Weaver can attest to, his wife was in an accident in an INTERSECTION where bikes and cars cross paths. From my research, it isn't clear how many of the 8 accidents happened on a straight stretch of road that might have been prevented by the plastic posts. Thirdly, the project has caused a reduction of thousands of vehicles on Folsom, but not resulted in a corresponding increase in the number of bikes. So, where are all of these extra cars going? How much longer are their travel times? How does this increase emissions? For the cars that are remaining, the extra travel times are most certainly adding to emissions. How does this relate to the
Elaine	8/23/2015	Email	All Corridors	1	1	1	1	positive	Safety	Environment	I know you have heard a lot from people who are opposed to the Folsom Street Bike lanes. But I remain dismayed. What part of "living laboratory" do they not understand? Boulder has been known as a progressive town, one ready to take on and stand for the kind of actions that help make a difference in this world. I certainly hope that we can continue to work towards our goals for modal shift by making our streets safer for everyone. By now you've heard all the information about how right-sized streets provide both more comfort and safety. But we can't really know what a difference we may see on Folsom Street until we let the project be experienced over the course of a year. I've been on Folsom Street by bike, car and on foot. Overall I feel more comfortable on the street. I love using Folsom Street to access the Boulder Creek Trail or Goose Creek. I don't mind driving 25mph on the corridor. And never have I had to wait more than one traffic signal to get through an area despite being there at lunch hour and evening rush hour. I would actually like to see us move forward on 63rd Street Street as well. This is an area where a continuous bike lane can really improve the flow for bicyclists and provide more commuting options. Thank you so much, Elaine
Iris	8/23/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, Please keep testing the Folsom bike lanes and do not make a hasty decision to go back to the narrow, unprotected bike lane. Prior to the changes, I had several close calls with cars on my bike commute from North Boulder to CU, especially in areas that are now protected. I have greatly appreciated the added safety. I have been slightly delayed by car while on Folsom during rush hour, but it is worth it considering how much more bikable this important corridor is! Also, please consider using more than a handful of days for the post-data - it is simply not a good comparison otherwise. We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Iris Avenue

Jake	8/23/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Jake
Jason	8/23/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, As I live on South Street, I ride on Folsom Street practically every day. Before the new bike lanes were added, making a left onto South Street while traveling North on Folsom was a dangerous proposition. Cars would often quickly pass within a few feet of me as I waited for traffic to abate enough for me to make a left turn. Now with a dedicated turn lane I no longer have to fear a car clipping me as they hurriedly pass me. And this is but one benefit of the modified traffic pattern -- cars making a right turn onto Canyon are no longer almost hitting me as the bike lane now obviates this outcome. It's a wonderful change and I feel much, much safer commuting by bicycle on Folsom Street. With this in mind, please give the Folsom Street pilot project a year. I applaud the council for taking on such a project, but it's a necessary step in making Boulder a healthier, safer place to live and work. Sincerely,
Jennifer	8/23/2015	email	Folsom Street				1	positive	Safety		Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. I can attest to feeling safer biking along this route, and choose to bike in this direction more frequently than before. It is a vital north-south corridor for safe biking. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Jennifer
Jennifer	8/23/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Jennifer
Jeremy	8/23/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, I just wanted to take a moment to say that I love biking down Folsom. It used to be that I had to use 28th to ride down and that happened once. It was horrible and I felt terribly unsafe. I just decided that this route wasn't an option anymore. Then the protected lane at Folsom came along and gave me a perfect option for going north and south through that part of town. If nothing else, I hope you review this project for a year especially now that the college kids are here and the bike traffic may increase accordingly. I moved here from the Midwest and this place is like no other for cyclists. It's the first city I've lived where it feels like there is thought and care put in to my preferred mode of transportation. I don't have to take my life into my own hands to ride here and I love it. Thank you. Thank you so much for your consideration. Sincerely,
Jerry	8/23/2015	Twitter	Folsom Street				1	neutral			Need to make #BikeFolsom beautiful with #noplastic #landscapebuffers #urbanfeatures #legiblealignments and #activesidewalks

John	8/23/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, John
John	8/23/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, John
John	8/23/2015	Email	Folsom Street				1	positive	Safety	Environment	We ask that you give the Folsom Street pilot project a year and proceed as soon as possible with the other critical rightsizing projects, currently on hold. These were carefully vetted, are strategic connectors and will help to make Boulder's mobility network safer for all users regardless of age or ability. Each of these projects are vitally important corridors and they must support all modes: driving, walking, biking and transit. Given all the shouting and vitriol we'd like to encourage you all to pause for a moment, take a deep breath and consider these projects really are not just about bikes lanes, these are about creating a safer environment for everyone regardless of their chosen mode of mobility. The recent improvements on Folsom Street most definitely make it a better place to walk and bike. It's undeniable that it's now a more comfortable place to bike for less confident riders and it's easier to cross the street and perhaps most importantly it's a safer environment for everyone as motor vehicle speeds have been lowered down to a level closer to the post speed limit. Some call Folsom Street a bold and challenging project, but from our position it really isn't all that bold. Cities across the country are implementing similar 4 to 3 rightsizing projects as fast as they can, following resurfacing schedules (a strategy perfected in Austin, TX), because these transformations have been proven to decrease dangerous speeding, reduce serious injuries, fatalities and motor vehicle crashes of all types (car-car, car-bike, car-pedestrian, etc. Four lane roads of this type are quickly being recognized nationally as the most dangerous and costly type of facility design in a city's transportation inventory. And yes, as a bonus 4 to 3 transformation projects of this type, will usually also enable the cities to add appropriate pedestrian facilities if they don't already exist and/or add in much needed buffered or protected bike lanes, that are much more appropriate for people of all ages and abilities, think: safe and inviting for everyone from an 8 year old child riding to school, a friend's house or the park to an 80 year old grandparent riding to the coffee shop, store, rec center or just trying keep up with her 8 year old grand daughter. Our organization, Active Towns, which is based in Boulder, is a national non-profit 501c3, helps cities create a safer, more inviting environment that supports and promotes healthy, physical activity of all kinds (functional, recreation, relaxation, etc.). With that being said, we'd like to also offer our support and guidance. Please don't hesitate contact us if we can be of service. Sincerely, John
Joost	8/23/2015	Email	Folsom Street				1	positive	Safety	Environment	We ask that you give the Folsom Street pilot project a year. It's an important North-South corridor for Boulder cyclists, and it should support all modes of traffic—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable and safer place to bike for less confident riders and it's easier to cross the street. Folsom Street is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom Street! Sincerely, Joost
Kate	8/23/2015	email	Folsom Street				1	positive	Safety		Dear Boulder City Council, I live at 20th and Mapleton, and so far I love the new bike lane. My husband and I own two homes in the whittier neighborhood and support the bike lanes. I don't think we should rush into any decisions, or over react to the initial response. I personally like the new lanes, and feel safe allowing my 9 year old to ride with me, and I feel safer towing my 15 month old daughter in a burley trailer. We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. I support more bike lanes, lower speed limits and expanding pedestrian areas. Sincerely,

Kathy	8/23/2015	email	Folsom Street				1	negative	Auto congestion	communication	1) If part of the reason for right-sizing Folsom (Iris Avenue & 63rd Street also) is bicycle safety, why are not other ways of keeping cyclists safe being addressed? - how about mandatory helmet law? - how about enforcement of road rules for cyclists? It is very difficult to drive in town when a large number of cyclists are completely unpredictable on the roads - kind of like squirrels. 2) There seems to be plenty of space between the existing sidewalks and the old bike lanes to create a multi-use path. This would accommodate the needs of the pedestrians and the cyclists without taking a lane away from the drivers and cars. I think this would be a win-win proposal. Why isn't this being discusses? Right-sizing is wrong. 3) I live in the city of Boulder - in Gunbarrel. I feel that my needs are not being considered. While Folsom right-sizing is bad, Iris Avenue right-sizing would be catastrophic for anyone who lives NorthEast of Boulder. It would effectively cut me off from the city of Boulder. The only way for me to get into Boulder now will cost time, energy and pollution. This is not a good solution. Right-sizing Iris Avenue is wrong. 4) My friends in North Boulder feel the same except the reverse direction. How will they get to the grocery store? Run errands? Carpool kids to events? Right-sizing Iris Avenue is wrong.
Kay	8/23/2015	email	Folsom Street				1	negative	Auto congestion	Safety	Boulder Councel My husband is close to 70 and I am over 60. We live in North Boulder. My husband has bad knees and his doctor tells him not to walk or jog, but he is allowed to bike. However, it if frightening as there have been too many times that we were almost hit by cars. Cars come to close and don't watch out enough for cyclists. Please support us being able to bike safely by supporint the right-sizing project on Folsom Street and Iris Avenue. Thank you, John Falconer
Kay	8/23/2015	email	Folsom Street				1	positive	Safety	Environment	I help coach the Boulder High School Bike Team. We often ride down Folsom on return rides from the Boulder Reservoir and Eagle Trail back to Boulder High. I can not tell you the peace of mind the protected bike lane gives me as I lead a ride back. These kids are precious and keeping space between them and cars can save a life. I have also had the privilege to live in Germany where protected and separated bike lanes are the norm. It is a joy to ride my bike as transportation when I feel like I am not risking my life. Please keep Folsom protected, at least until the end of high school race season! Thank you, Kay Tuttle Sincerely, Kay
Kimberly	8/23/2015	email	Folsom Street				1	negative	Auto congestion	Safety	My husband and I are both cyclists and attempt to ride wherever we can without a car. (which is only when we don't have riders in our car). I was originally intrigued by the idea of the right-sizing project. But it is clear that Folsom and Iris Avenue were simply not created for this purpose and retrofitting them as such is an unworkable idea. In my opinion, the new road is considerably more dangerous for both cyclists and drivers. It is cluttered, confusing, distracting and even out-right dangerous in the reconfiguration of the turn lanes - both the new turn lane at Canyon and Folsom and the turn lane just S of the slight hill between Mapleton and Evergreen. Over time, I would be very surprised if the total number of accidents didn't increase over time - both car/car and car/cyclist accidents both on Folsom and on other impacted roads. In terms of impact and assessment, the current calculations are greatly understating the true impact of Folsom 'right-sizing' in many ways. I am not a business owner but my two big ones are: 1) It is not a 1:1 driver to cyclist ratio. I always have others in the car when I am driving, mostly my kids but often my neice and nephew or mother or elderly friends who needs to get to appointments and errands. So tallying simply the # of cars impacted greatly underestimate the number of the people impacted by slower and frustrating drive times. 2) Because of having to sit and wait to turn RIGHT onto Folsom at Pine too many times (because cars are backed up at the light on Pearl), I will no longer be driving Folsom until this experiment has ended and Folsom returns back to sanity/normal. In the meantime, unfortunately, it is in my family's interest to take circuitous routes through Boulder neighborhoods with a certain and known drive times than 'chance it' on Folsom. Thank you for listening

Kristen	8/23/2015	Email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom Street is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom Street. i know i don't live in the city, but i ride from gunbarrel into town many times a week and use the Folsom Street lanes a lot. they are really nice now that they are wide and feel a lot safer. also bikes can pass each other when bike traffic is heavy, and still be in the lane and away from traffic. \ thanks kristen campbell 6783 jay rd boulder 80301 Sincerely, kristen
Kristina	8/23/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Now that the pilot project is in place, it's important to give it time to see how it works through the seasons, and through a full academic year. Sincerely, Kristina
Lena	8/23/2015	emal	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. People don't like change, especially when something is taken away from them. I encourage you to do more education and outreach to help peolple realize the benefits to our community and the environment. Sincerely, Lena
Leslie	8/23/2015	email	Folsom Street				1	negative	Auto congestion	Safety	services……until now. I am truly perplexed how this decision could have been made. Given that I live off 26th street and have several children to chauffeur around (and we do not have the health luxury of being able to bike) you have created a time consuming and frustrating circumstance for us. This is truly the first time the city has angered me, affected my family in such a negative way. While I always respect the rights of bicycle riders, this has gone way over the line. I now ride around different streets to avoid the gigantic mess on Folsom. Just how is that saving on emissions? Clearly we are not the only ones to do this. I am most disappointed in this city council's judgement and urge you to return Folsom to the way it way. Sincerely, Leslie

Lorna	8/23/2015	email	Folsom Street				1	positive	Safety	Environment	As a commuter and a parent with kids who commute, I ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. We need more areas in the city that are protected for cyclists. I cannot express how frustrating anf frightening it can be when riding with my school age children on city streets. We often forgo the bike lanes for sidewalks simply for car to biker safety. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. We also look forward to better bike lanes on Iris Avenue. This the current bike lanes are unsafe for commuting school children and the sidewalsk too narrow and often overgorn with foliage. Sincerely,
Lucas	8/23/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Lucas
Marco	8/23/2015	Email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Marco
Mark	8/23/2015	Email	Folsom Street				1	positive	Safety	Environment	I ask that you give the Folsom Street pilot project a full year. It's an important, high-traffic corridor -- especially for students -- and it should support all modes: driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders (see: out-of-state students who aren't used to living in a place where biking is the norm) and it's easier to cross the street. Additionally, since CU students have returned, I've noticed many more cyclists riding in the lanes -- significantly moreso than before. I think that at the very least, it would make the most sense to wait a full year to evaluate the usage of the lanes by cyclists, students, as well as the long-term impact on driving, which I believe to be negligible. You don't hear anyone crying about the construction on Arapahoe increasing traffic by a significantly larger margin than anything Folsom Street's experienced, so why give into the complaints about right-sizing? Folsom Street is a bold and challenging project, but that's what makes Boulder the special place that it is. The city's thrived off challenging the status quo and always looking towards the future rather than sticking with the safe choice -- look no further than the open space policies of the 1970s. Please stay the course on Folsom Street and help keep Boulder the unique, progressive place, and amazing place that it is. Sincerely, Mark
Mary	8/23/2015	Email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom Street is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom Street. The earlier leaders had the vision to create open space. Now we all benefit from their leadership and foresight to not sacrifice a quality of life to urban development that is actually a blight on the environment. Now you are facing just the same kind of decision by keeping the bike lane open on Folsom Street. In fact more bike lanes need to be created. This is encourage to ride more and drive less which reduces pollution and encourages people to exercise for health not to mention reducing noise. If you but read a book entitled "Great Waves of Change" http://cp.mcafee.com/d/k-Kr41Ap418SyMNteWrXzxKVJWX3yr2pJWX3yrWpJeXb3b1EVjhhdFTKMUyO-rJIK5F7wExlIZ3USGvmeElUzkOr8lrfg-dGDRzG5u8RcCT67i0V1Z_HYOOCqerIZuVtdBVXxOb331EVVqWtAklrFIYG7DR8OJMddECQjt-hvjd7b2a8VNYTsSkUz7ZCoQPZaKS9X0z_00jsaAaE5wkgfr-AZDW4ycFWvOVJx6X9I2LZoQgj9-q81uFZaGCy0x8HVEwfS7QdFK6X1tW you will realize that our current lifestyles are not sustainable in the future of limited resources due to the environmental degradation and weather changes. Be bold. Be courageous. Make decisions based upon the affect it will have on the future generation and what is good for their welfare. Sincerely, Mary

Matthew	8/23/2015	Email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom Street is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom Street. Sincerely, matthew
Meredith	8/23/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Meredith
Pamela	8/23/2015	email	Folsom Street				1	positive	Safety		We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. May I say that i have been using Folsom Street for many years, mostly as a driver and sometimes as a cyclist. When I am riding, I choose the bike paths over streets because of pollution and too many cars whizzing by is scary! I like the idea of having a clear marked bike lane, but this new project is a bit much! We only need one lane, not such a wide girth, which does make it more difficult for the drivers too. I believe a revised plan would be more worthwhile. I get very distracted by the numbers of flex posts needed for markers! I think it is equally important for the speed limit flashing light reminders be installed, instead of creating more traffic jams! Pamela
Paula	8/23/2015	Email	Folsom Street				1	positive	Safety	Environment	Pleas give the Folsom Street pilot project a year to evaluate its success. It's current configuration supports all modes of travel—driving, walking and biking. The recent improvements make it a more comfortable place to bike for everyone, because the previous bike lanes were very narrow, compared to the speed of vehicles in the next lane. Based on my experiences of driving and biking on the improved Foldom, my only suggestion would be to replace the green and white pylons with a single color or a more solid barrier, like a planter. The multi-color pylons are a bit disorienting from both a driver and rider point of view. Otherwise, I am very happy with the project. I feel it's an upgrade for bikes and calming for cars. Folsom Street is a bold and challenging project. The City of Boulder needs to also be bold and see this pilot project through thorough evaluation. Don't let a few citizens afraid of change alter your conviction. Please stay the course on Folsom Street. Sincerely, Paula
Peggy	8/23/2015	email	Folsom Street				1	negative	Auto congestion	Safety	Hello: I called in about my opposition to what has been done on Folsom right after the bike lane was put in. I know there is a meeting coming up when this issue will be discussed. Unfortunately, I can't make it to that meeting. I want to say that after going that route many times since the new bike lane was created I'm still very opposed. I live in north Boulder and have been a resident of Boulder for 40 years. My spouse and I are incredulous at the growth that has occurred in the past few years and is occurring. City Council allowed this to happen and then makes a north to south route more congested, creating more air pollution and great frustration among drivers. Yes, I'm glad that Council encourages biking, but you allowed growth to happen to the extent it has and then make it more difficult for drivers to get around town. Every time I've been on Folsom the past few weeks I've seen only a handful of bikers compared to the backup of traffic. In addition, it seems to be less safe, e.g., pulling out from locations on Folsom. I would like to see the bike lane as it is now, removed. Sincerely, Peggy

Rise	8/23/2015	Email	Folsom Street				1	positive	Safety	Environment	I am writing to ask that you give the Folsom Street Living Lab pilot project a year. It's an important corridor and it should support all modes—-driving, walking and biking. The recent improvements make it a safer place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Please stay the course on Folsom Street. And for the record, I'm for trying it on Iris Avenue Avenue as well. Best wishes, Risë Sincerely, Rise
Rona	8/23/2015	email	Folsom Street				1	negative	Auto congestion	Environment	Please add my voice to those who want to see the ill-conceived changes on Folsom removed. I appreciate that Mary Young admits that 'mistakes' were made, but that does not justify keeping these changes for a year. I would like to see the baseline data used to justify this project published in the Daily Camera, presented at a level that an educated person would comprehend. I still don't understand where the need to implement this project came from. Being 'bold' without citizen input is just plan arrogance on the part of the Transportation staff and the city council. I'd like to see data once schools start and the bicycle traffic increases. The back-up from cars waiting for bikes to pass to make a right turn is already problematic. It is not inconceivable to see cars backed up to Valmont during the mornings and afternoons. I would like to know what the staff thinks they will do with the snow from major snowfalls. Plows can't fit in the bike lanes, and if the snow from the roads is piled up in the middle of the street, no one going in either direction will be able to make a left turn. Did anyone consider that when they made these plans? I am already trying to avoid Folsom and shudder to think that the same insanity may be installed on Iris Avenue. I live just north of Iris Avenue and west of Folsom. You will have boxed me in and I resent that you didn't even ask for input from those of us who are most affected. I have lived in Boulder for 45 years and have never seen anything like this. And please DO collect data from side streets during this so-called experiment, especially 19th Street and look for increased traffic on 28th Street, which is already regularly backed up (which is why I used to choose to drive on Folsom).
Russel	8/23/2015	Email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom Street is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom Street. Sincerely, RUSSELL
Samuel	8/23/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Samuel
Steph	8/23/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a safe choice for reaching some of the businesses south of Pearl, where the bike path is not an option. Just today my family and I chose to take Folsom as a transition between the bike path and an errand, feeling more confident to be on a busier road with the new changes. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, steph

Stephanie	8/23/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, Between 2011 and 2014, the number of protected bike lanes in the United States tripled from 78 to 191.Other cities are using these lanes, now Boulder should too. We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Stephanie
Stephen	8/23/2015	Email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, I live at Folsom Street & Iris Avenue and work on the CU campus - Folsom Street is 100% of my daily bicycle commute. I have learned from the old-timers in my department that my main concern is not _if_ I'll get hit by a car, but _when_. Thus I bike defensively, assuming that every car is out to get me. I've had many close calls (mainly involving distracted drivers), but I've been safe so far. I know that the extra space created by this Folsom Street experiment gives me and my family a little extra piece of mind that I will continue to make it home safe. I also want to address the backlash to this experiment. I find most of these comments selfish, uninformed, petty, and mean-spirited. I know that these comments come from a vocal minority, those whose outrage-meter goes all the way to 11. You know, the kinds of people who comment on the Daily Camera website. The message that they are sending to the city council is that you should never ever try anything, for any reason. That is not the way that we compete with the Austin, TX's of the world. Judge this experiment on its merits, and whether you keep it or not, please keep experimenting. The successes will outweigh the failures. Sincerely, Stephen
Steve	8/23/2015	email	Folsom Street				1	negative	communication	Safety	Dear City Council: I am a 21 year resident of Boulder who loves to bike ride in many forms. Since 1997 I have saved over 11,000 miles of car driving by bike commuting. I am furious at the city council (and related sub-groups) for the last few months: - The rammed through "right sizing" which is not only a disaster, but you blatantly ignored the many residents in June who told you a it was a poorly conceived idea. - The constant push for municipalization with no regard for the "off-ramps" that we were told would be included. The constant "surprise" you show at the legal problems, such as the fact that IBM and CU have formally expressed concerns. - The enforced landmarking of a derelict and unremarkable house, yet willing to ignore the landmark status of the bandshell. - Etc, etc.
Steve	8/23/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, I ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Boulder is at the forefront of being a bike friendly community that other cities are emulating. Please stay on the forefront and provide more time to evaluate this new bike lane. Sincerely, Steve

Tom	8/23/2015	email	Folsom Street				1	negative	Safety	auto congestion	I've been a resident of Boulder since 1984 and consider myself an avid biker. That said, I think the Folsom Street "road diet" plan is a mistake. I think Folsom is far, far too dangerous for me to allow my children to bike on this road. The intersection have been made more dangerous by the ill-considered lane switching between bikes and cars wishing to make right hand turns. Please consider returning Folsom to its pre-road diet configuration. Motorists will be less angry and frustrated, leading to a calmer transportation environment. Bikers will benefit if they bike on streets adjacent to Folsom. It appears that this experiment is meant to punish autos, and that's just mean spirited (and short sighted) on behalf of the City of Bouldet. Sincerely,
Tom	8/23/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Tom
Alana	8/22/2015	Email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, It is my hope that we'll see more and more protected bike lanes throughout the city in the coming years. As it gets safer to get more places by bike, more and more people will choose to ride. It may take some time for people to adjust, but it is well worth the effort. This is important! We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely,
Alexander	8/22/2015	Email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Alexander c

Anders	8/22/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Anders
Angie	8/22/2015	email	Folsom Street				1	positive	Safety	Environment	We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. I feel much safer on this route now, previously I biked on the sidewalk to feel safer, which is not really safe for other reasons. I love seeing more bikes out there and have driven Folsom a few times near rush hour and had zero issues with traffic. This will pay off for Boulder, much like the Pearl St mall did. We need more of these please! Sincerely, Angie
Becky	8/22/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Becky
Bryan	8/22/2015	email	Folsom Street				1	positive	safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Bryan

cade	8/22/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Cade
Carolyn	8/22/2015	Email	Folsom Street				1	positive	Safety	Environment	Since the reconfiguration of Folsom, I've travelled the corridor both on bike and as a motorist - at rush hour. As a cyclist, it is so much more comfortable to ride this street. It also provides a nice way to get to 29th Street and adjacent commercial areas. My previous bike route to that area from north boulder was on Elmer's 2-mile. But upon reaching the south end of that path, getting to Target, Macy's, Apple etc is no fun. Now I can go as far south as I need to on Folsom's protected lanes and then cut across to 28th st. There's still some hairy riding, but it's a real improvement. As a motorist, Folsom "feels" more congested in the late afternoon. But I haven't noticed that it actually takes any longer to get from Arapaho to Valmont than in the past. I'm really disappointed in the sense of outrage over this project expressed by some of my fellow Boulderites. Their position seems to be "We're all for alternative transportation, and really mad that our commuter rail has been delayed. But DONT YOU DARE do ANYTHING that affects my driving habits." Seems very petty to refuse to give this experiment - which has had good results in so many other towns and cities - a chance. Please give this project the time necessary to find out what does or doesn't improve for travelers along Folsom. Sincerely,
Carrie	8/22/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. The recent improvements make it a more comfortable place to bike for less confident riders. Making biking appealing to a wider range of people is a traffic solution. Over time, when frustrated drivers change their habits from driving to biking, traffic congestion will reduce. Infact, the inconvenience this project has on drivers is a good thing! Boulder has committed to reducing single occupant vehicle traffic, and this project puts our money where our mouth is. Please stay the course on Folsom. Sincerely,
Catherine	8/22/2015	email	Folsom Street				1	positive	Safety	Environment	I bike commute 4 days a week and I ask that you give the Folsom Street pilot project a year. There is no other north-south corridor near Boradway for bikes that is not convoluted. Boulder needs to support all modes—driving, walking and biking and bus-taking. Boulder wants growth. Growth means more people in cars. The traffic in Boulder has gotten horrendous everywhere and drivers already have a lot of roadway at the expense of all other modes. The problem is not bike lanes, the problem is more and more and more people in their cars. I think that what people in cars do not like are other people in cars, in their way and inconveniencing them. There is congestion across Boulder from too many drivers and I can see how this is frustrating everywhere. That said, the recent improvements on Folsum make Boulder a better place to walk and bike and there is now a (a single) more comfortable place to bike for less confident riders traveling North South that is near Broadway. Also, cars can no longer cut the inside corner of the turn traveling north at the top of the hill north of Mapleton! They have to drive the speed limit! Gad! I know I am safer on my bike there! Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please keep the Folsum bike

Chris	8/22/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Chris
Crystal	8/22/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	As a resident of the City of Boulder, I'm in support of adding more bike lanes to the roads in Boulder. In particular, I support the addition of the Folsom bike lane. I have been employed in the City of Boulder for over two years, and I moved here about a year ago. As a single career woman, 43, I noticed that it was difficult for me to find a small affordable one bedroom apartment to rent on my middle class income within the city, but I'm making it work. I looked in the surrounding areas, but decided not to rent there due to the bike lanes coming into the city not being very safe. In particular, east-west routes seemed unsafe coming in from Louisville/Lafayette areas. I'm very concerned about global warming and car culture, and support any decisions made to reduce the use of gas in the city, and making it safer for bikes to navigate through the city. Ideally, I would love to see an intricate bike lane system across Boulder County that allows bike commuters to come in from the surrounding cities without risking death by cards on the main veins coming into the city. --
Daniel	8/22/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Daniel
David	8/22/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, David

Devin	8/22/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, devin
Diana	8/22/2015	email	Folsom Street				1	negative	Safety	Better for cyclists	Our family cyclists avoid Folsom because of car/bike confusion at some of the intersections, particularly Canyon. And, they say, it's easier to bike through the neighborhoods anyway. The family car drivers avoid Folsom now and take 28th or 19th because traffic delays have become unpredictable. We all hope you don't wait until the snow flies and/or businesses close on Folsom before bringing the street back to the useful artery it's always been. It's good to try out new things sometimes, but it's stupid to keep doing them when they don't work out. thank you, Diana
Diana	8/22/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. I could re-write the printed sentiments above but they express my concerns and opinion perfectly. It would be madness to abandon now before you have a real opportunity to analyze and collect all the data. Of course some people are upset, change is hard but since when has Boulder caved so quickly about doing what's hard? Let's give the Folsom project a true and honest shot to work. I believe it will be better for our residents, better for our progressive town, and better for the environment, all things that symbolize what our great town is all about! Stay the course, give it time, be brave! Sincerely, Diana
Donna	8/22/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Donna
Ed	8/22/2015	Email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, I write to voice my strong support for "right-sizing" on Folsom in Boulder. It is perfectly reasonable to have a few corridors in Boulder that are safer for cyclists than traditional streets, even if it causes pain for some motorists and businesses. The widened bicycle lanes, separated from traffic, avoid the common situation of cyclists sharing the bike lane with passenger side wheels of motor traffic. I suspect, but have no evidence, that the center turning lane aids traffic flows and could possibly reduce motor vehicle accidents. I encourage you to make Boulder more bicycle and pedestrian friendly by continuing to implement such projects. Sincerely, Ed

Eric	8/22/2015	email	Folsom Street				1	positive	Safety	Environment	I support the Living Labs on Folsom and encourage the city council to stick with the project. Unfortunately with this type of street project, we see the negatives immediately: traffic delays, adaptation to a new street configuration—while the benefits of increased bike ridership, reduced crashes, and cultural shifts will accumulate over the course of months or years. I appreciate the council's prudence in delaying the Living Labs on Iris Avenue and 63rd Street street until the city proves it can make the changes on Folsom work. But we need to give staff the time and backing to make tweaks to Folsom over the next year to ensure the community gets the desired benefits. Boulder has largely topped-out on its bicycle network under the current infrastructure and path system, and we need to give a real test of improved on-street facilities to make progress toward the TMP goals. Please give the Folsom project the support it needs.
Eric	8/22/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council! Thank you for your leadership on the Folsom traffic calming / right sizing project. Keep strong! Let the project continue! We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Eric S
Erin	8/22/2015	email	Folsom Street				1	positive	Safety	Environment	Good morning, I'm writing to thank whoever is in charge of the protected bike lanes on Folsom. I feel much more at peace, less anxious when I'm riding, and it makes me want to ride even more! I imagine it might encourage more people to bike, too. Folsom is such a convenient street to bike - I take that route almost everywhere I go. I hope it can stay! Thank you! Erin Casey
Francis	8/22/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, I ask that you give the Folsom Street pilot project a year. It's an important corridor, especially for students travelling to and from CU and Boulder High School via bicycle and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. Before the protected bike lanes were installed the stretch of Folsom between Valmont Rd. and Pine St. was like a race way with many cars exceeding the speed limit and edging into the bike lanes. I avoided riding on Folsom St. for that reason. It's now a more comfortable place to bike and I have changed my commute so I can ride it. I have ridden the protected bike lanes to work almost everyday since they were installed. At no time did I ever see any traffic gridlock. What I did see were cars traveling a speeds that were appropriate for the road. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. I understand that this project may be having negative impacts on some businesses, but it does not seem right that public policy should be made to cater to the needs of a single business. Please stay the course on Folsom. Sincerely, Francis
Frank	8/22/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Frank

Gary	8/22/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Sometimes politicians must follow the public, and other times politicians must lead. Now is a time for leadership. Please stand up to the naysayers and continue the Folsom bike lane project for at least another year, preferably 18 months. The protected lanes and road diet of Folsom were not created just to aid bicycling. Their purpose is to let bicycling better help Boulder. If I ride my bike instead of driving to McGuckin, Brewing Market, or Mike's Camera, that is one less car on the road, which means that much less congestion and smoother sailing for other people who are driving cars. Some people have noted that Boulder already has a lot of bike paths. "That's where bikes belong" or "We have done enough to accommodate cycling," some people maintain. While I much appreciate our excellent bike path system (thank you, city government!), our off-street paths do not and cannot meet all travel routes. The system is particularly limited in the north-south directions. Most of the off-street paths follow drainages, which are inherently east-west. For north-south, we have only our streets. There are no off-street paths, not even quiet streets, for me to get from my north Boulder home to McGuckin and Mike's. Changing Boulder's and America's transportation system to be less auto-dependent is difficult, but necessary. Our near-absolute dependence on cars means that
Gary	8/22/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, As a victim of a hit and run driver on Folsom Street, I can speak with first hand experience to the inadequacy of the on street bike lane. In my instance I was struck from behind and broke my pelvis in two places. I was fully in the bike lane at the time. The driver was never caught, it was in full daylight on dry streets. I suspect that the driver was texting or on his phone at the time. I was certainly not the first person to be hit on Folsom nor, I suspect was I the last. Folsom has been the main corridor for riders heading north out of town, neither Broadway or 28th or good alternatives, for as long as I lived in Boulder [33 years]. The only other safe alternative is the Foothills bikeway, which is not very convenient for those people living downtown or on the hill. I'm not sure what the right solution is, but the status quo [before the trial period] was definitely NOT the answer. I'm not a 19 year old hipster on a fixie, I was 60 at the time I was hit and it ended my use of a bike on the roads of Boulder, because IT WAS THE SECOND TIME I WAS HIT in 5 years. I ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely,
Ginger	8/22/2015	email	Folsom Street				1	positive	Safety	Environment	We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. As an avid cyclist and "fewer cars" proponent, I hope Boulder will continue to become MORE bike friendly. I am currently reading "The Bicycle Diaries, My 21,000-Mile Ride for the Climate" by David Kroodsma. Here is a paragraph I particularly like (pp. 189-190) and would like to share: "I'd also fallen in love with Colombia's bike culture. I still smile when I think of how I'd arrived in Medellin on a Sunday morning to find the major roads open only to bicycles, and how I biked across Bogata following bike lanes safely separated from car traffic. I find cities that are safe to bike in intrinsically more welcoming. Cars can be noisy and dangerous, and they wall us off from our neighbors. Bikes, on the other hand, create no boundaries between individuals. As such, they are a statement of trust and freedom. They can also be a part of the solution to climate change. Bike culture is not the entire solution, as no single remedy will solve this challenge. But I firmly believe one excellent path to cutting carbon emissions and improving our quality of life concerns two interrelated elements: better urban planning, and the bicycle." LET'S BE PART OF THE SOLUTION! GIVE THE FOLSOM TEST A CHANCE!!

Greg	8/22/2015	Email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, Change is often uncomfortable and when it comes to transportation we are creatures of habit. The backlash on the recent Folsom Street improvements are a natural reaction to those who are uncomfortable with the change. While the city is right to allow motorists to vent their frustrations in a meeting, making any decisions to remove the protected lanes would be premature and counterproductive to future projects similar in nature. We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom Street is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom Street. Sincerely, Greg
Heather	8/22/2015	Email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, I ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Specific comment in favor of the section between Pine and Valmont: I have lived at 2370 Folsom St for two years (between Mapleton and Valmont). Bike lanes aside, the reduction in driving lanes down to two travel lanes and one turning lane is MUCH more appropriate for this section of road. Four lanes was too many, and left turns from the left lanes were perilous, especially where the road curves. In the past, I always felt a little like I was taking my life into my hands when I made a left turn into my driveway from the left lane of Folsom. I am strongly in favor of the current layout for the safety of drivers, cyclists, and passersby. Sincerely, Heather
Heidi	8/22/2015	Email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Heidi
James	8/22/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, James

JB	8/22/2015	Email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. As a cyclist who bikes all over town and to work, I love the new bike lanes. I love the extra room and I love that the lawned are safer for my daughter (13) to get around town alone and with friends. As a driver, I've driven Folsom at numerous different times in an effort to have empathy for the drivers who are complaining about "gridlock." I've driven Folsom at 7:30 a.m., 3 p.m., 5:30p.m. and 9a.m. The only occasion I experienced a longer wait than normal equated to maybe a 10 minute longer wait on my 5:30 trip. To me, that wait is worth it for the safety of cyclists. I was just in Vancouver and that city has an extensive network of right-sizing bike lanes. That city has way more traffic than Boulder; seems to me Boulder should be able to make this work. Thanks for listening. Sincerely, JB
Jeff	8/22/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. A year will give everyone an opportunity to adjust. It hasn't even been tested with the CU students left. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely,
Jim	8/22/2015	email	Folsom Street				1	negative	Safety	Better for cyclists	Dear Boulder City Council, I ask that you eliminate the Folsom Street pilot project. This type of bike lane is just inappropriate in Boulder. I work in Denver where they seem to be doing fine on wide one way thoroughfares and a grid block layout. I'm an avid cyclist and love the exclusive bike paths in Boulder. I also find most of the current street bike lanes are perfectly adequate, including what we had on Folsom before. As a car driver I find the new experiment inconvenient to traffic flow, but most concerning I find it distracting and confusing to interpret, making it more dangerous than before… Not to mention it's an eyesore. The craziest part of it is that the cyclists only got a bare 6 inches extra width. Folsom is a major artery, not the place for such a bike lane. If we really want this style of bike lane let's put them on minor streets, like 19th, and keep off Folsom,28th and 30th… And Iris Avenue. Sincerely,

Joe	8/22/2015	email	Folsom Street				1	positive	Safety	Environment	Stick to your guns and keep those Folsom Bike Lanes. It is a thing of beauty to see a parade of cyclists starting their day heading down Folsom. Businesses will complain about anything, but in the end, this will be helpful to all. This is the kind of community we want to be. Thank you for your work. Sincerely,
justn	8/22/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Justin
Kathleen	8/22/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	I drive on Folsom a lot. I feel so much more relaxed driving there when there's more separation between my car and bicyclists. What issues keep me from riding my bicycle more, but I'd consider riding on Folsom now, whereas I wouldn't have before. I agree with the person quoted in the Camera who said "The driving experience should not be the only factor that determines whether it works." But my driving experience on Folsom now feels safer--for me and for bicyclists--and more pleasant. Thanks! Kathleen
Keagan	8/22/2015	Email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Keagan
Lina	8/22/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Lina

Lisa	8/22/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. I frequently drive my car on Folsom and I have NOT experienced delays nor have I had difficulty accessing businesses on Folsom. Boulder should strive to be a pioneer in creating a city where biking and walking are preferable to driving a car. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Lisa
Lolly	8/22/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Lolly
Lonnie	8/22/2015	Email	Folsom Street				1	negative	Auto congestion	Safety	Ms. Bracke, I was out of the office when you or someone in your place came by my office. I have had an Oral and Maxillofacial Surgery practice at 1840 Folsom Street for more than 37 years. I would like to right size the pin headed, incompetent imbecile(s) who came up with this idea. I am an avid cyclist and commute, when possible, by bicycle and this, in a town known for harebrained dumb ideas takes the supreme prize for abject stupidity. I have yet to hear one positivecomment by my patients or other tenants of our building. We do not so much have a traffic plan as a plan for an obstacle course designed to increase accidents and make drivers furious. I spoke to one business owner in Water Street Plaza who has had two customers have accidents since this dumba-- idea was put into action. I nearly had one. This is not to mention the whack a mole crosswalks. Wednesday when I left work, an entitled narcissistic ass rode through the crosswalk on his bike while talking on his phone without pushing the button. I had to slam on the brakes dumping everything on the floor of my vehicle and I was rewarded with this twit flipping me off with a middle finger. Try getting into the right turn lane on Valmont from the northbound lane. I just ran over all the plastic stakes to get there. I am beyond furious. I will not attend your dog and pony show because I am so angry I might lose my temper with this clueless feel good abortion. What a stupid senseless waste and annoyance. How the elderly at Horizon West are dealing with this is a mystery. I hope I made myself clear and expect a return email acknowledging my opinion has been received Lonnie
Lori	8/22/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Thank you so much for giving this challenging project a try. I am so proud of Boulder for being so forward-thinking and pro active. Every time I visit places like the Netherlands where bikes, cars and pedestrians move with equal ease, I think "Boulder should be like this!". Please give the Folsom Street pilot project at least a year. It takes time for people to adapt to change, and we believe this is a great step in supporting all modes—driving, biking and walking. The recent improvements make the Folsom corridor a better place to drive, bike and walk. I've never before felt comfortable on Folsom on my bike, but now I do. In my car it simply makes me more aware that I'm sharing the road with bikes, and to be extra careful. I am happy to have the option to bike, drive (or walk) safely. The additions to the Folsom corridor make it a safer place to be- in any mode of transport. We think it's a great change, but people need time to adapt to any kind of change, so please give it time. Folsom is a bold and challenging project, and Boulder needs to be strong if we're going to reach our mobility and climate change goals. Please stay the course on Folsom and give people a chance to adapt. After all, Boulder should constantly advance as world leaders in green energy and well being if it is going to stay such a wonderful place. Sincerely,

Lorraine	8/22/2015	Email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, Dear City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Thank you for your time and attention to this matter. Sincerely, Lorraine
Mark	8/22/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, I commute daily to my office at the University using the Folsom bike lane and it is a real pleasure to use the protected bike lane. I suspect that it's value will be especially apparent in the winter when the days are much shorter. Several years ago I was in a head on collision with another biker who was riding the wrong way on the Folsom bike lane. It was a very dark night and we did not see each other until it was too late. I got thrown into the traffic lane adjacent to the bike lane and thankfully a driver approaching the scene saw what happened and blocked traffic so that I could get up and get out of the way. I was sore for several months and my bike frame was bent but at least I survived the incident. If there had been a wider lane we might have avoided the crash altogether but at east I could have probably avoided getting thrown into the street. I know it's inconvenient for some people but I suspect it will get more people to commute by bicycles. Once you try b iking to work it's easy to get hooked. Sincerely, Mark
Mary	8/22/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Mary
Michael	8/22/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Michael

Michael	8/22/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Even as a long time road rider, I really liked using the protected lanes on Folsom. And as a driver I also didn't find it anymore hassle than usual. Sincerely, Michael
Pete	8/22/2015	Email	Folsom Street				1	positive	Safety	Better for cyclists	I wanted to add my voice to those that believe we should keep the Folsom changes in place at least until further data can be collected. I have been on the new Folsom both by bike and car, and I understand both sides of the issue. Here is why I believe more time is needed: 1) With the new barriers, Folsom admittedly has the "feel" of a construction zone. I have noticed this as a driver, and admit it has made me want to avoid driving on it for no reason other than that feeling. But that takes time to get past. Folsom has been the same for decades. Change takes time. 2) Because it is single file, stop lights have the "appearance" that cars are backed up twice as far. In reality, that is only because it is single file, and drivers believe it will take twice as long to reach the light as it used to. But that has not been the case in my experience. So again, I think this just takes getting used to. On my (non rush hour) driving trips on Folsom, it has been smooth and fast. I think it just needs more time for people to get used to it. 3) I rarely used by bike on Folsom previously, but I have now used it several times. Folsom is now excellent for cyclists and I will continue to use my bike more frequently to go to places like McGuckins. So for me personally, it is definitely increasing my bike versus car trips. Again, I encourage you to PLEASE CONTINUE RIGHT-SIZING on Folsom, at least until the community has more time to get used to it and more data can be collected. If you pull the plug too soon, Boulder will not get another chance at this opportunity for decades. Thank you.
Rena	8/22/2015	Email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. I rode my bike all through Montreal, Quebec,a very busy huge city,on protected bike lanes. The bike traffic was as intense as the car traffic but it all worked great. As a fairly experienced road rider, I still loved riding the new Folsom project. Sincerely, Rena

Roberta	8/22/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	It's obvious that each individual has their own point of view originating from their individual experience. As a cyclist, parent, driver and tax paying Boulder resident, I like to think that I've looked at this issue from all sides. Cyclists need safe passage in north/south corridors. Broadway is dangerous. 28th is dangerous. Folsom is one of very few streets that runs continuously for a useable distance. I now have a safer avenue for my family to ride. Since driving the road daily (I live in north Boulder and Work at CU) I have actually noted an improvement in traffic flow. Gone are the cars dodging from lane to lane, cutting each other off, to get around turning or slower traffic. Yes, things are different. For many, that automatically means they're worse. For me, personally, I've seen improvements for both cyclists and motorists. Sincerely,
ryan	8/22/2015	Email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Ryan
Sara	8/22/2015	email	Folsom Street				1	positive	Safety	Environment	Hello, I'm Sara Way, a city of Boulder resident, and I ride my bike daily on folsom. I find the new bike lanes there nicer and most importantly, I feel safer riding on Folsom than I have before. Thank you for making the change to a more bike friendly city. I look forward to seeing more installed throughout the Boulder. One day I hope we can compare our town to Amsterdam and how progessive they are about having a more bike friendly community. Much respect, Sara
Sarah	8/22/2015	Email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Sarah

Sean	8/22/2015	Email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, I have driven the new right sized areas of Folsom during the week, at noon and 5:00, several times since it's inception and find that my trips are not delayed, really at all. I definitely NOTICE cars ahead of me and in a line, but my trip times are simply not impacted. I lead a small group of beginning road cyclists on the weekend for short rides in and around the area. Prior to the traffic adjustment, I have completely avoided taking them out of town via Folsom. I have new riders who are unaccustomed to riding in close proximity to cars, as well as senior citizens who love bikes and staying active. What they don't love is an unsafe road on which to travel. Since the adjustment, I have had all of my riders very pleased and happy to ride on Folsom. The positiveimpact it has had on me and my riders has been immediate and gives them more confidence when riding and will undoubtedly be part of the foundation for their cycling skills, whether they are commuting, running errands or just enjoying everything that Boulder has to offer, by bicycle. We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Sean
Therea	8/22/2015	Email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Theresa
Toshi	8/22/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	We ask that you give the Folsom Street pilot project for the intended study time. As someone who both drives and cycles on Folsom, I appreciate the efforts for mixed use of the corridor. The recent improvements have certainly made it a safer place to bike. Contrary to my previous experiences I've experienced no close calls with any cars since the "right sizing" of Folsom. I still readily shop by car and by bike at businesses along the street. Yes, I've also experienced some delays driving on Folsom mostly during peak times. The other 90% of the time, the traffic on Folsom isn't noticeably different. As someone who grew up in a much busier area traffic in Boulder has isn't and has never been what I would consider bad. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Toshi
Travis	8/22/2015	email	Folsom Street				1	positive	Safety	Environment	My name is Travis Sisti and I live just off Folsom on Bluff Street. My bike is my primary vehicle, and when I moved to Boulder three years ago I was thrilled to see what a rider-friendly city it is. The new lanes on Folsom are an excellent step in continuing that trend. Folsom is much safer for cyclers AND drivers now. I hope to see more of the city's major streets get this treatment. Thank you

Ulyana	8/22/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Ulyana
Abigail	8/21/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. I have a six year old that rides in weekly into boulder from South Longmont. He loves the new lanes and so do !!!! Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Abigail
Adam	8/21/2015	Email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Adam
Adam	8/21/2015	email	Folsom Street				1	positive	Safety	Environment	Hello - This should not be published in the DC as a Letter to the Editor, As a school teacher and someone who lives a block off of 26th/Folsom I have had the opportunity to witness the changes in traffic patterns on the street during many different times of the day because we only returned back to work full time last week. I've driven the road and side streets at peak and off-peak hours, and I've been riding my bike to work now daily for 10 work days now on the entirety of 26th/Folsom from Jay and 26th to Folsom and Colorado in the morning around 7:15am and in the afternoons between 3:45pm-4:45pm. I have not witnessed or ever experienced cars having to wait through multiple cycles of a light as some commenters report. I can see why people are frustrated but I don't think it is warranted. If there will be future changes to the current design on Folsom I think it should involve a more Dutch approach to bikes at intersections, and I think the 3 lane "right sizing" should definitely remain between Pearl and Pine because that is where cars used to be driving much too fast in a congested space. Thanks, Adam
Alex	8/21/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, Dedicated bike lanes Rock and allow Boulder to recapture the nation's attention as a thought leader in multi mode transportation. We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Alex
Allen	8/21/2015	Email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Allen

Amy	8/21/2015	Email	Folsom Street				1	positive	Safety	Environment	Dear City Council: Please do not be deterred by the current outcry about the bike lanes. Change is sometimes hard, however, I deeply want to see us at least try to do things to protect the environment. At my age, I don't bike, however, I do walk and ride the bus. This is going to be wonderful once we are all used to the change. I know at 66 years of age that my reflexes are slower and I do have to really check hard that no bikers are near when I turn right off Fulsom. This is a small price to pay for what you are trying to accomplish. I tell people all the time that this is a test. We have to give the test time in order to get back the data you need. Finally, our son Ben, 33 years old, does bike with his wife to travel around Boulder. He does not read the Camera and did not know about the outcry but he gave me back a lot of outcry when I told him people were upset about the bike lane. I loved that he was passionate about this. Us oldsters need to think about our kids and how we are going to leave the planet for them. So thanks. Perhaps there could have been more public engagement but as Mary D. Young said, you all directed staff to be bold! Sincerely, Amy
Andrea	8/21/2015	Email	Folsom Street				1	positive	Safety	Environment	Dear Matthew Chan and the other Boulder Council members, Thank you for the addition of the Folsom bike lanes. Not only does it allow for us to safely make individual decisions to live healthy, environmentally integrous lives, but it makes Boulder feel more intimate and community-oriented. Thank you for these steps that make me feel safer and proud to be part of the Boulder community. Best, Andrea
Andrea	8/21/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Andrea
Andrea	8/21/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	I support a bikeable Boulder. These lanes have worked in busier and bigger cities than Boulder and have been an important part in growing community, supporting local, and providing safer and usable lanes for all people. I have been biking ever day on these new lanes and they have been wonderful! Both my husband and I have slashed our driving in half. Thank you. Andrea
Andrew	8/21/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Andrew
Andrew	8/21/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Andrew
annette	8/21/2015	Email	Folsom Street				1	negative	Auto congestion	Noise	I am an avid cyclist - both for recreation and errands. I am concerned about the Folsom Street bike lanes actually creating a LESS SAFE environment for cyclists. The resulting congestion and traffic from removal of a full car lane is not tolerable. I'm concerned about resulting road rage, non-stop streams of traffic and motorists getting frustrating. I have been a member of a masters cycling team for many years and am a member of Boulder Cycling Club. I travel by bike for errands regularly in Boulder. You would think I would be applauding the bike lane experiment, but I am not in favor. Sincerely, Annette Kissinger North Boulder Sincerely, Annette

Arnaud	8/21/2015	email	Folsom Street				1	positive	Safety		Nothing is gained without a little growing pain. Yes, there have been some increased delays on Folsom. Yes, some people will complain about any change. But the point is that Boulder must break from the unsustainable transportation modes that now dominate our landscape. As a 28-year resident of Boulder who wants to see continued leadership on livability and environmental issues, I would ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. I will continue to enjoy commuting by bicycle in Boulder, but I expect the city to continue to support my choice through appropriate urban planning. Please stay the course on Folsom and follow-up with Iris Avenue (my most beneficial corridor). Thank you. Sincerely, Arnaud
Be Zero Waste Girl	8/21/2015	Twitter	Folsom Street				1	positive	Better for cyclists		@dailycamera @bouldercolorado @BoulderCONews Bigger & busier cities right-size #bikefolsom I support a commutable B!
Braden	8/21/2015	Email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. A knee jerk reaction isn't the right thing to do. Let people have more time to figure out their best routes via automobile and traffic issues will resolve. Sincerely, Braden
Brock	8/21/2015	Email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Bikers have to modify their patterns of travel to deal with car traffic so it seems to me that it is not unreasonable to ask cars to do the same to support a safe path along Folsom Street. Removing these lanes would be a huge step backwards for both bikers and climate change mitigation. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Brock
Charles	8/21/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, Dear City Council, I am writing to ask you to please keep the Folsom Street bike lanes pilot going. I have routinely used Folsom for getting around town - both by bike and by car. I think the larger, protected bike lanes make a huge difference, especially for new cyclists who are less comfortable riding in traffic. It is possible that the right-size project won't be the best solution - but it is well-worth the planned year-long project to find out more about what works and what doesn't. Please stay the course! Sincerely, Charles
Chirs	8/21/2015	Email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, I am a car driver on Folsom and use it regularly. I have experienced an uptick in the number of bicycle riders on Folsom since the pilot project was put into place. However, I think the short amount of time the pilot has been in place is not adequate for a fair evaluation. I strongly urge you to keep the pilot project in place for a full year before evaluating. I also am an occasional bike rider in other parts of town and I am sure I will eventually find myself on Folsom now that it appears to be a much safer experience. It will take potential bike riders some time to realize the opportunity is there and to begin using it. Please give the pilot a fair chance. Although as a car driver it took a little getting used to the changes, it hasn't created more than a minor inconvenience, certainly one I am willing to live with. Sincerely,

Christa	8/21/2015	Email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, As both a driver and a cyclist, I strongly support the Folsom Street bike lane. In fact, I'd like to see more lanes elsewhere in Boulder. I drive more than I ride in Boulder, and when bikes are in too close contac with cars, it's dangerous for EVERYONE – drivers and cyclists alike. Bike lanes benefit everyone using the road. Please give the Folsom pilot project a year, and don't cave in to the demands of the loudest, most critical voices. It's an important corridor and it should support ALL modes—driving, walking and biking (not to mention public transport). The recent improvements make it a better place to walk and bike, and I have not experienced any inconvenience or impedance when I drive the area and access businesses, which is 3-4x/week. Please stay the course on Folsom and encourage constructive exploration of transportation solutions that benefit everyone. Sincerely, Christa
Christopher	8/21/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, As a Boulder home owner, voter, and cyclist, I ask that you give the Folsom Street pilot project more time. It's an important corridor and it should support all modes—driving, walking and biking. I've ridden the new lanes numerous times, and the recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Boulder lacks safe north-south bicycle routes and Folsom is essential. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Further, the bicycle infrastructure and commitment to alternative modes of transit are key part of what makes Boulder desirable, contributing to a strong economy and quality of life. I plan to vote in the next City Council election based on those who support the Folsom (and future bicycle infrastructure) plan. Please stay the course on Folsom. Sincerely, Christopher
Connie	8/21/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Please keep the Folsom bike lane project alive. Drivers may be irritated because they don't like to be inconvenienced - but if expediency is their goal then they should drive on 28th St. As a cyclist and longtime boulder resident I urge you to make cycling safer - for ourselves, our children and our environment. In general the bike paths in Boulder are fabulous. Let's keep it going! Sincerely, Connie
Cynthia	8/21/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Please give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make me feel safe on Folsom and I now use this route every day to bike to and from work at Google and I see many of my colleagues on the route as well. Perhaps a few small tweaks such as longer turn lanes and fixing the broken blinking crosswalk at Walnut & Folsom that responds to what seem to be phantom peds might improve things enough that everyone can be happy. Sincerely, Cynthia
Dan	8/21/2015	Email	Folsom Street				1	positive	Safety	Environment	While I am not a Boulder resident, I do bike in the city. I ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Dan
Dan	8/21/2015	email	Folsom Street				1	positive	Safety		Hello again I'm disappointed that this has become an "us vs them" issue. I'd like for the data to speak for itself but as this DC editorial demonstrates, that isn't exactly possible: http://www.dailycamera.com/editorials/ci_28661939/editorial-honesty-needed-folsom-data-issues At the very least, embedding bike traffic counters in the bike lanes needs to be done *before* restriping. Perhaps better scientific methodology can be employed at the other potential sites. -dan
Don	8/21/2015	Email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Don

Donna	8/21/2015	email	Folsom Street				1	positive	Safety	Environment	I wanted to note my disagreement with the changes that have been made to Folsum Street. The impact of cutting back to 2 lanes seems ill-considered. It has caused significant slow down in automobile traffic and while I do not drive frequently, the times I have driven the street since the change, there were long lines of backed up traffic going in each direction. However, the bike lanes were virtually empty with one bicycle going north and one bicycle going south. This change has obviously negatively impacted far more people than it is benefitting. I hope that this "experiment" be terminated promptly and that no such changes be made to other major traffic arteries. I support expansion dedicated bike paths as a more workable and safer alternative. Respectfully, Donna
Elizabeth	8/21/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Please keep the Folsom Street pilot project alive long enough to collect and interpret the data to demonstrate how it is working. The loud-mouth complainers need time to get used to the change. The protected lane on University is the best thing Boulder has ever done in support of my bike commute. I will be happy to use the new Folsom lanes for other of my riding around town. Boulder needs to climb up in the rankings of bike-friendly towns. Projects like Folsom will get us there. Sincerely, Elizabeth
Emily	8/21/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, Please allow the Folsom Street bike lane pilot project a year. It is an important corridor and it should support all modes of transportation - driving, walking and biking. I feel much safer on a bike now that the bollards are in place. I am also a frequent driver on Folsom, and have not felt negatively impacted by the bike lane. In fact, I appreciate having a divider between bikers and cars as it makes me a more confident commuter knowing bikers are better protected from vehicles. Sincerely, Emily
Eric	8/21/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, eric
Erik	8/21/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom Street pilot project at least one year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. It would be nice to see projects like this succeed so they can be replicated, not only throughout Colorado, but across the country! Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Erik
Evan	8/21/2015	email	Folsom Street				1	positive	Better for cyclists	Safety	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Evan
Fernando	8/21/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Fernando

Frank	8/21/2015	Email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a safe place to bike whereas before it was too dangerous. Folsom is a major corridor for me and biking is my main form of transportation for work and social affairs. I appreciate this initiative to evolve Boulder into a resilient city for the tough times ahead when energy and food shortages are likely. A little pain is necessary to shift away from driving. We can't just talk about it climate change and species extinction - we have to make real changes. Folsom is a bold and challenging project, and Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Frank
Gareth	8/21/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. In addition to biking, I also drive and have found no significant issue with traveling on Folsom - particularly as compared to other car clogged thoroughfares in Boulder. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Gareth
Geoffrey	8/21/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Geoffrey
George	8/21/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, George
Holly	8/21/2015	Email	Folsom Street				1	positive	Safety	Better for cyclists	I Just wanted to say thanks for the bike lanes on Folsom Street! We need these all over Boulder!!! The last few months that I have been back from living in Sweden, I was shocked at the amount of traffic congestion in Boulder. I am no longer driving, as it is too stressful and frustrating. These bike lanes really make a difference, and I am hoping they will encourage more people to bike instead of drive. Thank you! Holly
James	8/21/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, My family asks that you give the Folsom Street Pilot Project for at least a year. This important corridor should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. Riding on Folsom is safer and thus, a more comfortable place for less confident (younger & older) riders. Folsom is an intelligent and necessary project. Convenience and speed should not drive living in Boulder. Thank you for your support of all the people in Boulder. Sincerely, James

Jane	8/21/2015	Email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Jane
Janine	8/21/2015	Email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, I've lived in Boulder since 1993 (am a Colo native) and have been without a car since 2009. Thus, my bike is my car! I commute daily to work 5 miles each way and run my errands on bike and bus. And I've been thrilled to see the new protected lane projects pop up around town, to supplement all the great bike paths to help us get around Boulder. I ask that you give the Folsom Street pilot project a full year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Janine
Jeff	8/21/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, jeff
Jeffoeth	8/21/2015	Twitter	Folsom Street				1	positive		Safety	#Boulder: Folsom St bike lanes are under attack. Help keep riders AND drivers safe from collisions.
Jim	8/21/2015	Email	Folsom Street				1	positive	Safety	Better for cyclists	My primary mode of transportation in town is bike and I often cross Folsom where I have seen the changes and once or twice ridden on them. I do feel that the 'improvements' were excessive but I do not feel that they should be changed as of yet. Let us see how that changes our usage patterns first. The raw data seems to indicate and increase of use and safety. BUT, in the future I am not sure that you need to do such extensive modifications to increase safety and usage for people. Sincerely, Jim
Joan	8/21/2015	email	Folsom Street				1	positive	Better for cyclists	Safety	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Joan
Johannes	8/21/2015	Email	Folsom Street				1	positive	Safety	Environment	Dear City Council, I ask that you give the Folsom Street pilot project a full year, nay, keep it forever. Folsom is an important commuting corridor and it should support all modes—driving, walking and biking. I used to take all sorts of strange detours to avoid the curvy section between Valmont and Mapleton, as cars were always encroaching on the bike lane. The recent improvements make it a better place to ride my bike. As a result of the change, I now have a much better daily commute to and from work. My wife has a similar commute by bicycle, and also uses the new lanes every day. What spurred me to write: yesterday on my commute home I saw a very young child on a strider-bike working his way up the hill past the trailer park, followed by his mother, also on a bike. So cute: the next generation of bicyclists being bred right there on Folsom. Why should I as a bicyclist have to take crazy detours to avoid unsafe roads? By riding my bicycle every single day I am reducing traffic congestion in so many other parts of town: cars drivers should be happy if they have to put up with a little bit of extra traffic there, to not encounter me clogging up the roads elsewhere. thanks for listening Johannes

John	8/21/2015	Email	Folsom Street				1	positive	Safety	Environment	I appreciate your efforts to add to Boulder's safe cycling and I support the new bike lanes on Folsom. The previous bike lanes never felt very safe, with quite a few motorists exceeding the posted speed limit. I know of one motorist ticketed and fined for doing 55 mph in the part of Folsom. Like many other drivers, when I'm behind the wheel I want to go faster, faster but come on… that just not "the way to be". I would also like to guess that had this been done 20, and maybe even 10, years ago few feathers would have been ruffled at all. Folsom north of Valmont has been single lane for motorists for as long as I can remember. It seems that the inconvenience to motorists is greatly exaggerated as I drive that stretch more than I ride it. Please give the changes to Folsom some time, like a year or two, to succeed or fail on merits and not to be judged on hysteria. Thank you, RG
John	8/21/2015	Email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, John
Jordan	8/21/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, I frequently drive the Folsom corridor and find it much safer. Before rightsizing, the average speed was typically 10 mph greater than the posted limit. Rightsizing may have lowered the average speed, but it lowered it to a level that is more appropriate for a residential community. The addition of a middle-turn lane has reduced the number of times I need to suddenly brake because someone made a left turn from the left (fast) lane. I also bike the corridor and find it much safer and more comfortable to ride. Overall, I consider this program a rousing success and believe it has great potential throughout Boulder. Please stay the course and keep the new alignment for another year! Sincerely, Jordan
Jorge	8/21/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Jorge
Josh	8/21/2015	Email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Additionally, when I do drive on Folsom I don't find the delays incurred to be oppressive, and I believe the trade off to be worth it for the overall quality of transportation options. Sincerely, Josh
Josh	8/21/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City, Just wanted to say I LOVE the new bike lanes on Folsom. What a great step in making this city more safely bikeable. It's more green, cleaner, healthier, and more community oriented. PLEASE keep enabling as many streets as possible to have protected bike lanes. Your citizens need and appreciate it! Warm Regards,
Joshua	8/21/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	I ask that you give the Folsom Street pilot project a full year. It's an important corridor and it should support all modes—driving, walking and biking. I previously rode this section daily when I lived on Valmont, and believe the new setup makes the road a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Joshua

Justin	8/21/2015	email	Folsom Street				1	positive	Safety	Environment	Hi- I'm writing to voice my strong support for continued civic experimentation such as our Living Labs program. I know many people are upset about having fewer lanes for cars on Folsom. Our culture is utterly dependent on vehicles. Many drivers recognize, intellectually, that this auto dependency is toxic to society and nature; but, when confronted with the apparatus of real change, they balk. It was the same when we proposed eliminating plastic bags or smoking in restaurants. Change is hard, but that's no reason to stop changing. I hope we will persevere. Specifically, I hope we will continue… 1) Collecting data from the Folsom bike lane experiment. The experiment may demonstrate that the new lanes are an improvement or it may demonstrate the opposite. In either case the experiment will succeed. But if we stop it early -- if we give in to the shrill voices who insist change should not affect them -- the experiment will fail. And that will be a failure for all of Boulder. 2) Devising and trying other transportation and quality-of-life experiments in our civic spaces. Anyone who has traveled anywhere has seen how different places each do at least one thing better than we do (things like health care, transportation, family cohesion, food systems, etc.). Even in a town as wonderful as ours, we can make things better. While other places wait for the future, we in Boulder create it. Let's keep improving. Thank you. Justin
Justin	8/21/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, I have been riding the Folsom lanes the last few weeks and I love them it is what we need all over the city. It is just going to take a while for people to except the change, just like anything in life at first it is a pain but after time people will realize that if we do not start the change now it is going to get worse over time (traffic) is the problem we need to start thinking of other solutions for getting around town. If we have more bike lanes (especially protected lanes) more people will ride there bike knowing it will take longer to drive. My wife likes to ride but is scared of cars, trucks and people that do not watch where they are going, so it is hard to get her on a bike. I thought Boulder is a progressive town, we are leaders not followers, stop thinking with your car and think of the whole picture, all people who want to get around town safe!!! I have driven Folsom many times over the last few weeks and the traffic is about the same, it might be a few minutes l onger but that is not the problem, find a different way there are lots of streets around Folsom to can take if you are in such a hurry. I have a business in town Green Guru, which we travel all over the world and Boulder is my favorite place to be, if you think the traffic on Folsom or anywhere in town is bad you have no idea what traffic is and if we don't change soon we could end up like an LA or NYC. Best, Justin Daugherty Sincerely, Justin
Katie	8/21/2015	email	Folsom Street				1	positive	Safety		This is terrible for Boulder businesses. Making it harder to get in and out of the city while bringing HUGE industry to the city (Google) is the most insane thing I've ever seen this city do in the time I've lived here. I almost got rear ended trying to get to the Boulder Chamber of Commerce the other day too due to traffic jams needlessly caused by one less lane on Folsom at Pearl, and there was not a single cyclist in sight using the big fancy bike lane on a beautiful day. Sincerely, Kati
Ken	8/21/2015	Email	Folsom Street				1	positive	Safety	Environment	We ask that you give the Folsom Street pilot project a year. It should make it safer for all bikers and walker, and make it easier on drivers so that they are not as close to the bikers and pedestrians. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom Street is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom Street. Sincerely, Ken
Kerry	8/21/2015	email	Folsom Street				1	positive	Safety		Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should safely support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike as well as easier to cross the street. Our family often commutes around Boulder with our 7 year old son. This can be a big safety risk depending on where we need to travel; if there is a bike path to utilize; and what type of car traffic we anticipate encountering. So on some trips we choose to go by vehicle because sharing the route with car traffic is not a safe biking option with young children. The Folsom bike lane opens up a significant north-south bike commuting option for us. Thank you for your commitment to the project so far. We choose to live in Boulder for many reasons including raising our kids with important environmental and sustainability values. Dedicated bike lanes such as the one on Folsom greatly support our ability to teach our child how to have a lesser negative impact on the environment and the Earth's resources, as well as how to live a healthy lifestyle. We feel a few minutes of delay (perceived or real) for vehicle traffic is a small sacrifice to keeping bikers on the roads and safe for the betterment of everyone in our community. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Kerry
Kevin	8/21/2015	Email	Folsom Street				1	positive	Safety	Environment	I would like to ask that you all, as leaders of our community keep the Folsom Street bike lane in place for further study. I personally use the bike lane on a daily basis either way. However, I have seen a great increase in the amount of people using the lane to commute via bicycle since the start of the project. The lane paves the way for beginner commuters to safely and confidently get from point A to point B. This will continue to decrease vehicular traffic in the corridor in turn leading to better, more breathable air and a more sustainable Boulder. I hope you all take the time to deeply consider further action regarding this commuting corridor. Sincerely, Kevin

Kiel	8/21/2015	Email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Boulder has been a destination from world class athletes to those looking to discover the outdoors for the first time. Unless we continue to actively encourage those individuals to ride, run and explore the outdoors in a safe and friendly environment we will loose what makes Boulder unique. Sincerely, Kiel
Kristina	8/21/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, I support the Folsom Street bike lane project and all other proposed protected bike lane projects. We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Kristina
Lee	8/21/2015	email	Folsom Street				1	positive	safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, lee
Lucian	8/21/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Lucian
Matt	8/21/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Matt
Maxx	8/21/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Maxx Chance

Meghan	8/21/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Meghan
Meredith	8/21/2015	Email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom Street is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom Street. Sincerely, Meredith
Michael	8/21/2015	Email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, I want to weigh in on the new bike lanes on Folsom Street. I have been slowed down by the lanes in my car but it is a small price to pay for safety for cyclists. I also believe that we should do everything we can to protect the environment and promote alternate transportation. We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom Street is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom Street. Sincerely, Michael
Michael	8/21/2015	Email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom Street is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom Street. Yes, it will cause people to have to re-exam their driving habits. But that's part of the point isn't it? Sincerely, Michael
Michael	8/21/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Michael
Michelle	8/21/2015	Email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Michelle
Mihcael	8/21/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Michael

Mirek	8/21/2015	Email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Mirek
MissNattyP	8/21/2015	Twitter	Folsom Street				1	positive	Better for cyclists		We need for your support! #bikefolsom
Morgan	8/21/2015	email	Folsom Street				1	positive	Safety		Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Between 2011 and 2014, the number of protected bike lanes tripled from 78 to 191, and after a protected bike lane is installed, bicycling increases 75%. 96% of people on bikes say they feel safer in a protected bike lane. Sincerely, Morgan
Nathalie	8/21/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely,
Nathan	8/21/2015	Email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. -- Between 2011 and 2014, the number of protected bike lanes tripled from 78 to 191. -- After a protected bike lane is installed, bicycling increases 75%. -- 96% of people on bikes say they feel safer in a protected bike lane. Sincerely, Nathan
Nicholas	8/21/2015	Email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. I have used the bike lanes on Folsom before they were protected and I am much more likely to use them now that they are. After a protected bike lane is installed, bicycling in that corridor typically increases 75%. As a driver and cyclist, I am proud to see these lanes being used in Boulder. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Nicholas
Pat	8/21/2015	Email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom Street is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom Street. Sincerely, pat

Paul	8/21/2015	email	Folsom Street				1	negative	Safety		Dear Boulder City Council, As much as I love biking and commuting to work everyday on my bike using the Folsom route I have to say that the protected bike lanes are crazy and a waste. They cause more traffic problems then they are worth and make turning onto streets even more difficult based on the positioning of the lanes and having less space to turn. One of my biggest complaints about the lanes as a cyclist is it makes passing other cyclists harder because of the poles that come out the ground. Coming from the east coast where we would ride on road that had no shoulder, back country roads that had no shoulder and main busy road similar to Broadway all the time. I think the current bike lanes are a luxury and protected bike lanes are over kill. People need to learn how to ride together with cars and cars with Cyclist in a manor that is correct. Rides need to learn to ride to the right and give cars the ability to pass them so they are not taking up the whole road. It called sharing the road and in sharing it does not mean taking up the whole road or getting mad at someone for beeping at you when you are riding in the middle of it. Even with these lanes you still see so many people riding on the sidewalk, I think the education of riding in normal bike lanes is important before investing money in protected lanes that just make everyone more uncomfortable. Please, please remove these silly lanes and make Folsom two lanes again please! Sincerely, Pau
Pieter	8/21/2015	Email	Folsom Street				1	positive	Safety	Environment	Hi- I love that you are doing an experiment on making Boulder better for bikes. It is seriously scary out there sometimes, you feel so vulnerable. Also, it's annoying driving a car without a clear delineation between the cars and bikes. You feel like you're gonna hit them. Bike lanes solve both problems. I think in the long run, more bike lanes is good for Boulder. There will be a culture change that's good for the planet, good for traffic, and good for our beautiful city! Thanks for all your hard work! Pieter
Richard	8/21/2015	Email	Folsom Street				1	positive	Safety	Better for cyclists	Much easier to get across town and avoid driving my car as much. Something else to consider as our traffic congestion increases; A congestion charge like they use in London. The Congestion Charge is an £11.50 daily charge for driving a vehicle within the charging zone between 07:00 and 18:00, Monday to Friday. The easiest way to pay the charge is by registering for Congestion Charge Auto Pay. There are a range of exemptions and discounts available to certain vehicles and individuals. If people want to drive around Boulder, there would be a fee. If people know there is a fee, they might take some additional time to plan and ride their bikes. This is the kind of incentive that changes habits. Thanks, Richard
Roberta	8/21/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Robert
Ryan	8/21/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	I live in Boulder and have used the new protected bike lanes 5 times now. Before the protected lanes were in place, I only used Folsom once, and was almost hit by a car. I typically ride to work about 120 times per year (all weather and temperatures). With protected bike lanes I will ride on Folsom. With out I will not use Folsom (it is just too dangerous). Thanks, Ryan
Sabela	8/21/2015	Email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Sabela
Sarah	8/21/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should serve all modes – driving, walking and biking. The recent improvements make it a more comfortable place to bike for less confident riders. It's a better place to walk and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our climate change and mobility goals. Please stay the course on Folsom. Sincerely, Sarah

Seth	8/21/2015	Email	Folsom Street				1	negative	Auto congestion	Growth and development	I bike most weekends recreationally and bike from South Boulder to my office on Pearl Street year around (about 2 - 3 times per week in warmer weather (I biked today for example), and 1 or 2 times a week in the winter). As a biker and driver, I feel the Folsom Street bike lanes are a mistake. The bike lanes on Folsom Street were adequate before. I would often bike on them and never was scared or had any trouble. Now there is an annoying backup of cars during rush hour. I've tried driving on this several times at the end of the day to see how bad it is, and I think it is pretty bad. And the last time, while I was waiting 10 minutes or so to get from Pearl to Canyon around 5:30 pm, no bikes passed. Drivers are already too angry with bicycles and misguided changes like this one will only make it worse. I think the bike lanes on Folsom Street should be reverted to what they were previously. Sincerely, Seth
Shawna	8/21/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. If Boulder wants to be seen as the revolutionary place it is, and the golden child of cycling in the US, we need to make sure we have infrastructure to support the cyclists. Sincerely, Shawna
Spencer	8/21/2015	Email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, I've lived in a neighborhood off of Folsom for six years (where I am a homeowner), and it is a road I use on a daily basis, by bike and car. I feel the recent improvements to the road are very valuable, and I want to see them remain in place. I ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Spencer
Steve	8/21/2015	Email	Folsom Street				1	positive	Safety	Environment	I would like to say "Bravo!" for your instigating the Right-size bike lane program on Folsom Street. It has slowed down the speeding cars on the road, makes it easier to make turns both onto and off of Folsom Street, and allows bicycles to safely get to their destinations. I also think it has increased people's awareness of bikes on that road. I personally am biking more because of it. Thank you! Thank you! Thank you! I know that you have been getting some negative feedback and I just wanted to give you my input being a resident of the area. Sincerely, Melinda
Todd	8/21/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, I ask that you give the Folsom Street pilot project a year. I ride Folsom regularly by bike as I run errands from campus. The recent improvements have made my travels much safer. Folsom is a bold and challenging project and while the City did a poor job of marketing and preparing the public for this project, it needs time to be tested. Please stay the course on Folsom. Sincerely, todd
Toni	8/21/2015	Email	Folsom Street				1	negative	Safety	Better for cyclists	I am used to protected bike paths in Finland where they are not so usable 5 months of the year due snow and ice. I commute most of the times trough Iris Avenue to work with bicycle and obstacle number one is NOT Iris Avenue or folsom bike lines being unsafe but a) what happens when bikeline ends b) snow (when exists) on bikeline. "right sizing" will make bike line snow dump for the car lines thus making problem bigger. answer to problem b is to develop reasonable (by reasonable I mean same level bikelines as Iris Avenue has now) bikelines to where existing bikelines end. Now whole "experiment" is driven by feelings instead of reason and local business owners get attacked when they do not agree. As a result we see more agressive behaviour from motorized traffic and bike commuting in fact has not improved on my qualitative experience. To call this experiment should have publish quantitive data brakedown instead of just out of blue prosentiles AND not have name in the experiment that already is load ed with wanted outcome (Right sizing) maybe next experiment should be called "Road rage" or "Traffic limiting" experiment. Sincerely, Toni

Trevin	8/21/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, I had the pleasure of visiting Boulder this last month for work. I work for a technology company, Workiva, with offices around the country including a small, but growing office in Boulder. Because I knew Boulder offered excellent bicycle amenities I felt comfortable not taking a rental car. Instead, I took the RTD SkyRide into Boulder, walked the Pearl pedestrian mall to University Bicycles and rented a bike. It was easy, convenient, and safe. I got around Boulder by bike for three days, I wasn't an extra car on the roads, I was happier to visit Boulder and healthier for it. The money for my rental went to a local Boulder business instead of to a national car rental company running out of DIA and I got to see more of what makes Boulder great than just turning lanes and traffic lights. That trip made me want to move to Boulder. The Folsom bike lanes were no small part of that. I felt significantly safer on Folsom, and studies show that almost all people on bikes feel the same way. The protected Folsom bike lanes gave me the ability to travel north south on a protected route and easily access my hotel, downtown, and Boulder's wonderful greenway/creek trails. I didn't know that the Folsom lanes were an experiment, I just thought they were part of Boulder. I can't imagine Boulder without them, and I don't think anyone else should have to either. Sincerely, Trevin
Vicc	8/21/2015	Email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, I can finally use Folsom safely and I'm very thrilled to have the protected lanes! Sincerely, Vinc
Virginia	8/21/2015	Email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, I am a mom and these lanes have made me feel safe while riding with my son. We are not able to ride down 28th st and the addition of these protected lanes on Folsom has helped us get around town safely. PLEASE KEEP THE LANES!!!! I love Boulder and what we stand for Sincerely,
William	8/21/2015	Email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, William
Zack	8/21/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Zack
Zoe	8/21/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, I have both driven on and ridden my bicycle on Folsom since the new protected bike lanes went in. On my bike, they are awesome! That s-turn north of Pine has always been uncomfortable on a bike and I've avoided Folsom in the past, even when it's the most direct route to where I'm going. In a car, they take some getting used to. After talking to friends, I think it's a matter of perception: you see a longer line of traffic and think it will be slower and more complicated, but when you actually time it and drive it, it's not a big deal. I would gladly trade a minute of my time for the safety of people like me and my kids and my friends on bikes and on foot on Folsom. I also strongly believe that Boulder needs to stand by its investment in modes of transportation besides the single occupancy vehicle. Don't give in to the loud voices who don't want change and somehow think change isn't coming anyway!! I ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Zoe

Alex	8/20/2015	Email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom Street is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom Street. I ride the protected bike lane daily. In fact, sometimes I'm on it 8 or 10 times. In 3 years of riding Folsom Street St, I've never felt more protected since the project was completed. Thank you for your consideration. Sincerely, Alex
Alexi	8/20/2015	Email	Folsom Street				1	positive	Safety	Environment	We ask that you give the Folsom Street pilot project a year, or better, leave the new bike lanes permanently. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom Street is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom Street. Please extend bike paths in Boulder. Sincerely, Alexi
Anne	8/20/2015	Email	Folsom Street				1	negative	communication		You are NOT playing in the big time with the big time.
Antonia	8/20/2015	email	Folsom Street				1	negative	Auto congestion	Environment	I am writing to add my voice of growing dismay over the "right-sizing" project on Folsom Street. One only has to travel Folsom Street at virtually any time of day to be affected negatively by this change. In a car, the delays and aggravation cannot be overstated. On a bike, the bollards are of poor design and the turning system is dangerous. I have seen fewer bikes, if anything, since the project was installed. On foot, the backup of cars and little regulation of bike traffic makes this option both unappealing and dangerous. Common sense - not better communication or future evaluation - tells any sane person that this project will never work out. I have read in the Daily Camera how local businesses are being directly hurt, the potential for which does not seem to been factored into the decision to go ahead with the project. In fact, as a recent editorial discussed, the data supporting the project is distressingly thin. The idea that our city went ahead with a change of this type on the basis of the available data is shocking. What is even more worrisome is that a similar project is contemplated for Iris Avenue Avenue - one of the most highly used traffic arteries in the city. If Folsom Street, a relatively quiet stretch in comparison, has met with the current results, moving forward on Iris Avenue Avenue will be exponentially more detrimental. I have never written to the Council in the past and generally trust its members to be intelligent and hardworking, with Boulder's best interests as the overarching mission. In this particular case, however, whether due to misleading data or overeager proponents. this project simply has to be chalked up to a mistake. I understand how difficult it might be for public officials to publicly recognize a mistake, and reverse a prior decision. But I urge you to take the honest and brave step of doing so. Your legitimacy in the eyes of the city's voting public will only be enhanced, not harmed. Thank you for taking the time to read this message, and I wish you the best of luck.
Barbara	8/20/2015	Email	Folsom Street				1	neutral	maitenance		I have a lot of mixed feelings (pro and con), but 1 BIG question I have that I haven't heard addressed at all by the city is the issue of how this would work in the winter months. In general, only the most die hard bicyclists are riding their bikes in the winter…while most of Boulder's fair weather bicyclists are driving their cars during the cold months (which can be 1/2 the year.) And another question I have about the winter snowy weather is about how it would be possible to plow the snow in all the car lanes and bike lanes on Folsom with all the bollards…and where would the snow be plowed to?
Be Zero Waste Girl	8/20/2015	Twitter	Folsom Street				1	positive	Auto congestion		@dailycamera another at 6 p.m. - if traffic was so horrible it would be all the time. It's not. #bikefolsom
Curtis	8/20/2015	Email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom Street is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom Street. While you're at it, regarding the University Avenue Parking Protected lanes: You probably need full-time staff (with 3 shifts on weekends) to clean up all the broken glass in the bike lanes. But the Folsom Street lanes? I've never seen broken glass there. Keep that up, one year minimum. It's awesome. Sincerely, Curtis
David	8/20/2015	Email	Folsom Street				1	negative	Auto congestion		Please undo this mess.
Donny	8/20/2015	Email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom Street is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom Street. Sincerely, Donny

Douglas	8/20/2015	Email	Folsom Street				1	negative	Auto congestion	Noise	I live on Folsom Street between Canyon and Walnut. The living lab, your current experiment here is a disaster. The traffic jams in the morning, evening and at random times are continuous and unremitting. The traffic noise and pollution are much greater. There is no increase and possibly a diminution in bicycle traffic. To treat the electorate as experimental test subjects is disgraceful, and, in this case, stupid. I am organizing a group to make sure none of you are re-elected and to fire your traffic director.. Douglas
Drew	8/20/2015	email	Folsom Street				1	negative	Auto congestion	communication	I am writing to you all because I have some questions and concerns regarding the project you have titled "right sizing" and I have titled more appropriately in the subject line of this email. First off, I would like to know why we, Boulder city residents as a whole, have paid millions of dollars to widen most roads in Boulder to provide a bike lane (like on Folsom and Iris Avenue) in either direction if bike riders and local government deem those roads to be too dangerous to bicycle on if cars are not physically (OK the plastic cones won't stop cars from hitting bikes, but apparently they are very expensive safety blankets) restrained from hitting them. And why have we, as residents, paid more millions to provide beautiful multi use paths (like the one along side 63rd Street street for the duration of the planned lane elimination route) to allow bike commuters and pedestrians safe passage? In this planned lane elimination project the current bike path is physically separated from the road by grass and cement, which are, apparently, not nearly as safe as plastic cones. And so you may now see why I am concerned to put you, our fearless leaders (oops, no you must be our fearful leaders),in charge of deciding if the Folsom project is a success and if we should cause more headaches and delays around town. I am a scientist and would like the opportunity to evaluate it for myself. I would like you to provide me with the variables that you are measuring for this study and the baseline values of said variables. From what I can gather these projects, our super fun "living lab", are here to provide seniors and families safe passage through town and to reduce Boulder's carbon footprint. So I assume that you collected demographic information from the cyclists riding on Folsom for at least one month and are now collecting it again with the barrier project in place to present the community with how many more elderly and family units are now riding on Folsom. And I assume that you are also collecting (it would be easy enough to plant one of the emission collection vans on Folsom, providing that you also did some evaluation of this prior to the project) air pollution measurements (from all of the cars idling due to this horrible blunder) that will be presented at the end of this evaluation. Hey when is the evaluation period up anyway? And I am also wondering how you plan to plow Folsom now? Even if you remove the top part of the barrier you still have the base that the snow plow will scrape off immediately. Lastly, I am very disappointed that our elected officials govern for a very vocal minority in our community. And worse, even when the project goes terribly wrong, (flashy crosswalks and building an entire community around the Fast tracks light rail that was never going to come to fruition come to mind) you all don't think it necessary to reevaluate, and yes, even stop projects that do not make sense. This time you can redeem yourselves. We are not a city with the density required to force biking and mass transit on our residents. People love their cars. And you can't change that by making driving harder, you are just doing the complete opposite of your mission and raising Boulder's carbon footprint by increasing car transit times. Whatever vocal minority controlling this "make driving harder" initiative by reducing car street lanes (that were paid for by citizens for automobile traffic by the
Emily	8/20/2015	Email	Folsom Street				1	positive	Safety	Environment	I have very strong opinions about protected bike lanes because of deeply emotional personal experience, and want to urge you to keep the Folsom Street project intact. In 2002, my father was biking home from work in Omaha, Nebraska, and was hit by a car. He miraculously survived the accident but is now permanently disabled, with lots of titanium in his arms, and a TBI. Bikes and cars do not mingle well, and it is always the bikers who pay the price when things go wrong. Yet we need to encourage more people to commute via healthier methods that do not pollute our environment. I live near the intersection of Folsom Street and Iris Avenue and drive or bike down this street on a daily basis. The delays for drivers are imperceptibly small, and the benefits for bikers are enormous. Boulder is a perfect city for bike commuting - small and easy to get around - and if we are to be the city we envision ourselves, we need to do everything we can to encourage people to get out of cars. We ask that you give the Folsom Street pilot project a year. It’s an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It’s now a more comfortable place to bike for less confident riders and it’s easier to cross the street. Folsom Street is a bold and challenging project, but Boulder needs to be bold if we’re going to reach our mobility and climate change goals. Please stay the course on Folsom Street. Sincerely, Emily
Erik	8/20/2015	email	Folsom Street				1	positive	Safety	Environment	Dear City Council, Attached to this email please find a letter in support of the Folsom St. bike lanes and signed by employees of more than 40 Boulder businesses. These voices of support were collected over the last two business days. Thank you

Farran	8/20/2015	email	Folsom Street				1	negative	Auto congestion	Business impacts	I am writing to you all because I have some questions and concerns regarding the project you have titled "right sizing" and I have titled more appropriately in the subject line of this email. First off, I would like to know why we, Boulder city residents as a whole, have paid millions of dollars to widen most roads in Boulder to provide a bike lane (like on Folsom and Iris Avenue) in either direction if bike riders and local government deem those roads to be too dangerous to bicycle on if cars are not physically (OK the plastic cones won't stop cars from hitting bikes, but apparently they are very expensive safety blankets) restrained from hitting them. And why have we, as residents, paid more millions to provide beautiful multi use paths (like the one along side 63rd Street street for the duration of the planned lane elimination route) to allow bike commuters and pedestrians safe passage? In this planned lane elimination project the current bike path is physically separated from the road by grass and cement, which are, apparently, not nearly as safe as plastic cones. And so you may now see why I am concerned to put you, our fearless leaders (oops, no you must be our fearful leaders),in charge of deciding if the Folsom project is a success and if we should cause more headaches and delays around town. I am a scientist and would like the opportunity to evaluate it for myself. I would like you to provide me with the variables that you are measuring for this study and the baseline values of said variables. From what I can gather these projects, our super fun "living lab", are here to provide seniors and families safe passage through town and to reduce Boulder's carbon footprint. So I assume that you collected demographic information from the cyclists riding on Folsom for at least one month and are now collecting it again with the barrier project in place to present the community with how many more elderly and family units are now riding on Folsom. And I assume that you are also collecting (it would be easy enough to plant one of the emission collection vans on Folsom, providing that you also did some evaluation of this prior to the project) air pollution measurements (from all of the cars idling due to this horrible blunder) that will be presented at the end of this evaluation. Hey when is the evaluation period up anyway? And I am also wondering how you plan to plow Folsom now? Even if you remove the top part of the barrier you still have the base that the snow plow will scrape off immediately. Lastly, I am very disappointed that our elected officials govern for a very vocal minority in our community. And worse, even when the project goes terribly wrong, (flashy crosswalks and building an entire community around the Fast tracks light rail that was never going to come to fruition come to mind) you all don't think it necessary to reevaluate, and yes, even stop projects that do not make sense. This time you can redeem yourselves. We are not a city with the density required to force biking and mass transit on our residents. People love their cars. And you can't change that by making driving harder, you are just doing the complete opposite of your mission and raising Boulder's carbon footprint by increasing car transit times. Whatever vocal minority controlling this "make driving harder" initiative by reducing car street lanes (that were paid for by citizens for automobile traffic by the
Gary	8/20/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Right sizing might be appropriate north of Pine. North of Pine there was insufficient space as the road turns for 4 car lanes and 2 bike lanes. But now South of Pine there is insufficient capacity for a single lane of cars to get through the lights. I also find the pillions a detriment to cyclists. You cannot pass a slower cyclist. The pillions do not add to my sense of safety, to the contrary I find them to be a source of possible accidents/collision when riding my bike. They add to the congestion in the bike lanes. Time to remove the 'Right Sizing' south of Pine. Gary
Glenn	8/20/2015	Email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom Street is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom Street. Sincerely, Glenn
Gregory	8/20/2015	Email	Folsom Street				1	positive	Safety	Growth and development	Dear Boulder City Council, I make no assertions about the rightness or wrongness of the lane changes on Folsom Street (and potentially elsewhere), but if the City Council saw fit to make the change, it should see fit to find out--from sufficient data--whether the program is worth keeping. Culture change is difficult, and if loud, angry detractors win the day, then culture change becomes impossible. Sincerely, Gregory
Jamie	8/20/2015	Email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom Street is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom Street. Sincerely, Jamie
Jan	8/20/2015	Email	Folsom Street				1	positive	Safety	Better for cyclists	Was writing to comment on the Fulsom street project. As a cyclist and motorist, I think the project is excellent as it provides a very safe route North/South in Boulder. Seems that there is still enough road for the motorists and doesn't seem to be causing extra traffic. The cars seem less frantic as well. I have noticed more cyclists taking that route since the project started and so I think it's been a success. Thanks, Jan
Jeb	8/20/2015	Email	Folsom Street				1	positive	Safety	Better for cyclists	I hope you'll give the Folsom Street pilot project a year. It deserves a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom Street is a bold and challenging project that's clearly ruffled some feathers - particularly with our friends at the Daily Camera, who seem intent on killing the project. Change is hard and nearly always controversial, but Boulder needs to be bold and steadfast if we're going to reach our mobility and climate change goals. Please stay the course on Folsom Street and let this experiment continue. We need a year so we can collect meaningful data that can inform our transportation infrastructure policies. Jeb

Jeff	8/20/2015	Email	Folsom Street				1	positive	Environment	Safety	I can speak from personal experience, as I live just off Folsom Street and both drive and bike in the area. Whether I'm in a car or on a bike, I feel much safer having the protected bike lanes to ensure I don't get into an accident. I've had way too many close calls on Folsom Street before the new lanes were added. Now my family and I are choosing to bike over drive more often and without reservations. The Boulder economy is largely built on its reputation as a place of healthy lifestyles and environmental responsibility. If we want to maintain that reputation as our population grows it is crucial that we continue to encourage those activities with smart infrastructure that provides safe and efficient ways for everyone to get around, not just for those who own cars. Please stay the course on Folsom Street. Thank you! Sincerely, Jeff
Jennifer	8/20/2015	Email	Folsom Street				1	positive	Safety	Environment	I am writing to ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. Research suggests that bicycling typically increases 75% after a protected bike lane is installed and that protected bike lanes actually smooth the flow of traffic in the long run. Since the improvements it's a more comfortable place to bike for less confident riders and it's easier to cross the street. A recent study of bicycling in the U.S. indicated that more than half of adults would like to ride more often but are concerned about motor vehicle traffic. Almost half indicated that they would ride more often if bicycles and cars were physically separated. Folsom Street is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom Street. Sincerely, Jennifer
Jim	8/20/2015	Email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a full year. It's an important corridor and it should support all modes—driving, walking and biking. A complete data collection process should be completed before making an knee-jerk decisions. Folsom Street is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom Street. Sincerely, Jim
John	8/20/2015	Email	Folsom Street				1	negative	Auto congestion	Environment	Dear Council and Transportation Advisory Board Members: As a resident of Boulder who lives near Folsom Street and whose neighborhood is bearing the full brunt of this bike lane experiment, I wanted to share with you our families experiences with this project. Since the vehicle lanes were reduced on Folsom Street, we have seen a marked increase in traffic in the Whittier neighborhood, particularly along Spruce, Pine, Mapleton and the 20th/19th corridor. It seems many folks are turning off of Folsom Street to avoid the traffic, greatly increasing traffic along the east-west streets and using 20th/19th as a north/south alternative. We've also noticed much more traffic and backups during busy times along 28th St. The traffic back ups on Folsom Street during busy periods run for blocks and in many instances, folks have to wait two or three traffic light cycles to get through a light. This has raised a number of concerns. First, the increased traffic in our residential neighborhood is a safety issue (particularly around Whittier Elementary and particularly for the many families with young children in our neighborhood) and is eroding the quality of life in our neighborhood. Neighbors have shared with me how they feel our neighborhood lost one of its best traits--its quiet residential nature--and some are even looking at moving. Second, all of these cars stopped in traffic are resulting in a significant increase in emissions and pollution (as well as wasted gas), which ultimately seems to undermine a large part of the purpose for the project. Nothing is gained by having cars sitting in traffic polluting more and it is surprising that the City did not study this possibility before implementing the project since one of the goals is to reduce carbon emissions. . Third, our family uses bikes for about 90%of our in-City travel, but when we occasionally need to drive, navigating in and out of our neighborhood is a nightmare. Left turns along Folsom Street are often impossible or treacherous, and since this project was done, I've witnessed about ten close-calls on drivers taking lefts in front of traffic after long waits with no gaps big enough to turn. This is creating a major safety problem along a corridor that used to be much safer for both bikes and cars. Overall, I've also noticed more aggressive driving by frustrated drivers on Folsom Street and surrounding streets. With the traffic problems are City already has, it just seems short-sighted to decrease capacity on a major north-south route. As a cyclist, I now feel less safe in this corridor given the chaos, its less desirable to ride given the traffic backups and associated pollution we have to breathe, and our family now avoids using it completely despite heavily biking Folsom Street before the project. Fourth, it should be noted that these traffic problems have all been experienced before CU students return, which we all know greatly increases the amount of traffic on our roads. It seems this situation is only going to get worse.
john	8/20/2015	Email	Folsom Street				1	negative	Auto congestion		Folsom Street was my favorite auto route north and south but I completely avoid it now. It WAS a pleasant route, a little bit of a curve and reasonable speed limit. John
Jon	8/20/2015	Email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom Street is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom Street. Sincerely, John

Justin	8/20/2015	Email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, Projects like the Folsom Street bike corridor are what make Boulder such a great place to live. It provides a great way for people not comfortable riding on 28th/30th to get north and south. Please give the bikes lane project the full planned year. We need more projects like this, and we need to see them through. Thank you. Sincerely, Justin
Laura	8/20/2015	Email	Folsom Street				1	negative	Auto congestion	Business impacts	
Lauren	8/20/2015	Twitter	Folsom Street				1	positive	Better for cyclists	Safety	#Boulder business that oppose protected bike lanes are businesses I want nothing to do with #BikeFolsom Street @bouldergobldr @bouldercolorado
Lauren	8/20/2015	Email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, I support the Folsom Street bike-lane project, and sincerely hope that you will not be deterred by the critics who would like to maintain the car-centric status quo. That is just not an option. As I write this, the Flatirons are entirely engulfed by smoke from our county's worst fire season EVER. Climate change is upon us, and we cannot bow to the citizens who are more concerned about 5 extra minutes of drive time than they are about the need to take drastic action right now. The bike lanes are a good start. Safety is key to getting people on bikes. My 18 year old son was hit by a car while riding his bike on Folsom Street last year. My son is a top-level racer, as well as an experienced commuter, which is the only reason he was able to avoid a worse impact, and managed to walk away with just a broken arm and a crushed helmet. If our streets aren't safe for an elite cyclist, how can we expect anyone to honestly consider biking as a viable means of commuting? Please make a bold, far-sighted decision, and keep the bike lane project going. Sincerely, Lauren
Mark	8/20/2015	Email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. I am a 57 year-old cyclist who frequently uses bike lanes, including Folsom Street, to get around Boulder because I regularly need to get to East Campus for my job. I ride my bike for the practicality and because I really don't want add to Boulder's congestion by driving to work from Westminster. For all the drivers who are frustrated with bikers on Boulder's streets, I would ask, would Boulder's parking and traffic be any better if we converted our bikes into cars? I would also like to see Boulder move closer and closer to the Dutch or Danish standard of bikability, but, sadly, we are still a long way from that goal. Folsom Street is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom Street. Sincerely, Mark
martha	8/20/2015	Email	Folsom Street				1	positive	Safety	Better for cyclists	Hi guys, Below is a sign-on letter with a sample intro. Please distribute it to folks in the business world who might be willing to sign on. I think the tech sector is especially important on this one. If you can get it out today (Friday) that would be fabulous. I am hoping that Braker would be willing to collect the signatures. Or, if it's better to do it through our Blue State system with a petition, go for it. I am going to send it to people I know
Micah	8/20/2015	Email	Folsom Street				1	positive	Safety	Environment	We ask that you give the Folsom Street pilot project due time to be correctly evaluated. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom Street is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please do not cave in to the pressure of those who would have you take this important project away before it has even been evaluated. Sincerely, Micah
Michael	8/20/2015	Email	Folsom Street				1	negative	Auto congestion		• Boulder lacks sensible traffic control tactics and few options for north/south • Separated bike lanes create a significant blockage and do not increase road safety • I would like to see proof this will result in more people of all ages choosing to travel by biking and walking. • I am an avid cyclist but see no sense in obstructing traffic in this or other planned "living labs" project. Michael
Monique	8/20/2015	Email	Folsom Street				1	positive	Better for cyclists	Environment	Dear Boulder City Council, I teach at Boulder High, and travel in from Gunbarrel. I have always worried about the small bike lane, sloping drastically to the curb on Folsom Street. Although I ride my bike in 2-3 times a week, I have never used Folsom Street, because I didn't even feel safe driving by the bikes. In the past two weeks, which I have been back at work, I have never experienced a back up. I'm wondering if people are more worked up about anticipating dense traffic, rather than see how it really will work. I would say we need to give it a bit more time. Monique

Nicholad	8/20/2015	Email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, I'm writing as a long time Boulder resident & cyclist to ask that we keep the new Folsom Street Bike Lanes for at least a year for a long term study period. I have to admit as a driver in town I was initially a bit skeptical about removing a lane on a somewhat busy road. However, I have yet to encounter anything close to what I'd call a backup in traffic due to the removal of the lane and cyclists are of course much safer now. Give it time, conduct proper research & surveys and let's make Boulder the true leader in cycling friendly cities. Sincerely, Nicholas
Nick	8/20/2015	Email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom Street is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. After a protected bike lane is installed, bicycling in that corridor typically increases 75%! Please stay the course on Folsom Street. Sincerely, Nick
Nicole	8/20/2015	Email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, I want to make sure that you're hearing from those of us that support the bike lanes on Folsom Street and that want to see the other two projects put in place. I know that you're hearing from a loud group of people in opposition to them, but just because we may not be as loud, there are a lot of supporters of the bike lanes. There are a lot of people that choose not to ride their bikes because they don't feel safe and I have to tell you that when I've ridden the bike lanes on Folsom Street, they feel very safe--much safer than many other bike lanes in Boulder. As a city that is perceived as a very bike-friendly place, it feels like we've fallen behind in recent years, so to see the city staff take big, bold steps to make Boulder the world-class bicycling city that it proclaims to be was really great. I hope that you'll listen to people like me and give these bike lanes some time because what other cities have seen is that it just takes a little adjustment period and then people embrace them and appreciate them. Thank you for taking on a lot of important issues and I hope that you will consider my words in favor of these projects. Sincerely, Nicole
Norman	8/20/2015	Email	Folsom Street				1	negative	Auto congestion	Growth and development	To Council Gentlepeople I am outraged by the recent actions of the city staff, board members, city manager and the council. The most recent is the fiasco of the Folsom Street road/bicycle changes and proposed Iris Avenue changes. The staff has been allowed to make proposals that just do not have the supporting numbers and no one except 2 council members seemed to question the numbers. Staff has spent the last 4 weeks defending their actions. Not once have they come close to admitting that there is a large problem. In fact they continue to fall back to "lack of communication". "The problem can be fixed by tweaking". This should not be the case. These discussions should have occurred before any decision was made. If they had done their job and you the council had done your jobs we would not be in this mess. I will not dwell on the misuse of numbers and the lack of concern for the citizens they are affecting. Others have and will continue to take apart the staff's position We have a tempest in a tea pot because of the city staff. They seem to have forgotten who they work for. It is the city, that includes all of us. In my opinion you now are in a position of lose/lose. The city manager, to whom staff reports, is in a lose/lose position. I hope you have not made this into an election issue because the city staff should not be an election issue. But staff, city manager and council do in the end work for the city and its voters. Your best option is to declare victory and retreat before it gets worse. Get rid of most of the Folsom Street project and kill Iris Avenue. Let us get back to discussing the issues; for example growth, height limits, building in down town, municipalization of power and building an effective internet structure. We need to discuss and continue to discuss these issues. Carolyn
Pg	8/20/2015	Twitter	Folsom Street				1				@laurengifford @bouldergobldr @bouldercolorado No surprise here that it's a business that sells cars, right?
Randy	8/20/2015	Email	Folsom Street				1	negative	Auto congestion	Safety	City Council members, I am an active cyclist, a 15 year Boulder resident, and a member of Bicycle Colorado. Being all of these things, I can not support or provide any positivefeedback regarding the Folsom Street expanded bike lane project. On the contrary, I only have negative feelings for the project and desperately want the road changed back to how it was. I have ridden my bike on the new Folsom Street many times and I think it is now more dangerous and a worse cycling experience than before. The separation mini-cones are confusing to drivers, especially when they need to turn, it is difficult for drivers to know where to go. Therefore, turns are abrupt and more dangerous than ever before. With so much hardware and painting on the roads, drivers are actually more focused on this hardware and where exactly they need to go than on looking for cyclists. Cyclists now seem to blend into all of the other things on the road and drivers aren't seeing us! Additionally, traffic is now so backed up on Folsom Street that drivers are irritated, angry, and are trying every maneuver to move ahead quickly, putting all cyclists and other drivers more at risk. There is even more anti-cyclist aggression and anger, and the project is actually making driver - cyclist relations worse. I appreciate the intent of this project to encourage cycling but I do not at all support it or others like it. Please do not make any more changes like this to any other roads. I believe the old bike lanes on Folsom Street were fine and I used them hundreds of times without incident. In the 5 or 6 times I've used the new bike lanes I've almost been hit 3 times. I think this project has shown taking lanes away from cars and making bike lanes extremely wide and separated is not the way to go. We need to improve driver - cyclist relations and make enough room (but not excessive room) for bikes on our roads. There needs to be balance and understanding for all users of the roads, bikes and drivers. Bikes do not need the huge lanes on the sides of roads, just enough room to safely ride. Many significant roads in Boulder need 2 lanes in each direction to support the traffic needs, especially with a growing population. 28th Street is already backed up and congested during most of every day. Additionally, Boulder has done a fantastic job of creating numerous dedicated bike paths throughout the city and these should be focused on by bikers, parents, children, and families. We should not be forcing bikes onto more busy roads via huge, unnecessary bike lanes. I also want you to be aware that you may receive positivefeedback that is being solicited from the Bicycle Colorado email below. Some of it may be sincere, but some of it may be "copied and pasted" without representing actual experiences or feedback. Even though I am a strong Bicycle Colorado supporter, I do not believe in this insincere blanket support, solicited by one organization. Thank you for taking this feedback seriously. I appreciate all that you do for our wonderful city. Sincerely, Randy

Rosie	8/20/2015	Email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom Street is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom Street. Sincerely, Rosie
Roy	8/20/2015	Email	Folsom Street				1	negative	communication		Lat Sunday's Daily Camera editorial by the traffic department was absurd. To claim that the traffic during "daylight hours" was only X minutes effective is ridiculous. How stupid do you think the residents of Boulder are? Obviously if you try to average delays in all daylight hours, any delays to traffic will be very low. The data we are interested in is how traffic is affected during peak hours of traffic. Roy
Ryan	8/20/2015	Email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom Street is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom Street. Sincerely, Ryan
Sama	8/20/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	safer in Boulder. The Folsom St. project is definitely helping to bring visibility to bike commuters, making it safer for everyone. A few minutes of slowdown for drivers is definitely a small price to pay for decreasing accidents and injuries. I firmly believe that making a separate bike lane, like the one I often use on Baseline, will result in more bike commuting. That is great for our community and I hope you will expand the program. Thanks for taking decisive action to promote cycling and prevent accidents. And thank you for considering my comments. Sama
Sarah	8/20/2015	Email	Folsom Street				1	negative	Auto congestion		Another PM midweek traffic jam on Folsom. Unable to turn onto Folsom from westbound walnut after leaving the Dairy Center. Northbound traffic backed up to Canyon. This is an experiment and it is not working. It is ok to acknowledge that this has not been successful and have the TAB come up with different ideas (19th?)
Steven	8/20/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	I have a car and a truck, and a couple of bicycles, I am seldom able to ride along Folsom on a bicycle, though I was driving my car along that route some times a few times a day. With the recent installation of the segregated bike lanes I have since been taking a bike on my journey, what a joy, when one can relax in safety! Previously bike riders endured vehicles either rolling into the bike lanes or "brushing up" along their pant legs, usually driving well above the posted speed limit. Complaints by drivers, (In my humble opinion,) are those who endeavor in either "pushing" or breaking the speed limit. When I do drive on Folsom in my car, I have found that the drivers, due to the segregated lanes, must in fact do the speed limit and stay in their lanes....a "win,win" in my book! Please bring forward my opinion on this to the council and stand bold and brave against the status-quo [illegible]
Thomas	8/20/2015	Email	Folsom Street				1	negative	Auto congestion		Dear Boulder City Council, I am an avid cyclist, a USA Cycling certified coach and a member of both PeopleForBikes and Community Cycles. I respect your efforts to make Boulder more bike friendly and our town more ecologically aware. I do not support the "improvements" to Folsom Street and think that if anything, it has made things more dangerous for cyclists in general. It is all of our jobs to find the right balance between the needs of cyclists and the needs of the car driving population. The Folsom Street effort, while wonderful in concept, is incredibly antagonistic to those individuals (myself included) who drive on Folsom Street (particularly during rush hour times). While we MUST learn to share the road, I don't think a take-over of two full lanes of an important North-South thoroughfare by the cycling community is fair to the automobile driving population. If you want to widen Folsom Street to allow for a bike lane in addition to the existing automobile lanes (ie two northbound and two southbound), I think that is a better alternative. I am sure that it would be expensive. Another alternative is to promote either the use of bike specific trails or to encourage bike riders to ride safely on the shoulder (which on Folsom Street, before the "improvement" was more than adequate). The argument that bike riders don't feel safe on a busy, unprotected Folsom Street is somewhat weak. The reality is that there are MANY north-south alternatives in that part of Boulder and bikers who are not competent/comfortable riding on busy Folsom Street, should stay to the quieter side streets. Thank you for taking the time to examine this issue closely. I am hugely supportive of the bike riding community in Boulder and beyond. I want my fellow Boulderites, who drive cars instead of bike riding, to welcome and encourage bikers - not feel threatened and curse riders as they pass. We must all live together and share our streets. That means, adequate clean shoulders, bike trails and a level of mutual respect for both the rights of riders and drivers. Sincerely, Thomas
Tom	8/20/2015	Email	Folsom Street				1	negative	Auto congestion	Business impacts	I hate what you've done to Folsom Street. I'm a senior citizen and I don't ride a bike, but the two people I know who do bike on Folsom Street don't like it either. Listen to what people are telling you. When you find that you're digging yourself in deeper and deeper, stop digging. Please. Tom
Wanda	8/20/2015	Email	Folsom Street				1	positive	Safety	Environment	
William	8/20/2015	Email	Folsom Street				1	positive	Safety		Please find my input on the Folsom experiment which should be entered in to the Council records
10 salamanders	8/19/2015	Twitter	Folsom Street				1	negative	Safety		Just called Boulder PD to give my info as a witness of head-on SUV & bike crash on NB Folsom & Cyn. Shaken. Hope cyclist is ok #BldrLivingLab

Aaron	8/19/2015	email	Folsom Street				1	positive	safety		I greatly appreciate your efforts to support safe bikeways to ease cycling in and around Boulder. As a loyal and longterm bike commuter, I can testify that the changes you have made in the past decade have increased my frequency of travel on bicycle. I'd like to encourage you to continue to test and implement new bikeway options. For instance, the green band at intersections and the dedicated lane along Folsom Street are innovative and show the state and the nation that we are the most bike friendly place to live. Keep charging forward! Thank you! Aaron
Alan	8/19/2015	email	Folsom Street				1	positive	safety	environment	My facebook post - (Yesterday) I was in a bit of a rush to get to a noon class, lots happening today and missed my usual corner session. I took the backroads from NoBo to Folsom Street at 1145am - the lunchtime rush. I'm not a bicyclist but mostly a in single occupant vehicle when not on RTD. Traffic was moving, but slowly - which is a good thing. (a good photo op because of all the tailgaters). Drivers are at least sensible enough to wait, rather than create gridlock at intersections. Southbound Folsom Street drivers couldn't speed because of the photo radar car on the side of the road. Alas, instead of it taking me 5 minutes to make it from Pearl to the The Little Yoga Studio next to McGuckin Hardware, it took me seven minutes. I still don't get why people complain. Why are Boulder drivers always in such a big hurry? Alan
Anita	8/19/2015	email	Folsom Street				1	negative	auto congestion	Communication	with staff and with the TAB. I do not have the impression that these experiences have been passed on to Council. Although I support bike riding, this project has been poorly executed and communicated. Although we drive very infrequently, we immediately experienced significant delays at all times of day especially non rush hour peak times. A pre op trip to the doctor took 40 additional minutes because of gridlock that started north of Folsom Street. Another short errand took 15 minutes longer than usual. I am now avoiding Folsom Street and finding alternate routes, although this is difficult because there is also construction on the Diagonal Highway with lane closures. Effectively, this right sizing has the net effect of further isolating our neighborhood. During my trips I saw total gridlock and very few cyclists using the designated lanes. By very few I mean I could count them on one hand. The striping and poles that mark the bike lanes are unsightly and give little more room for bike riders. While there seems to be money for pet projects, pedestrian amenities continue to deteriorate with no attention for literally decades. I cannot reconcile this lack of attention to repair projects with the stated priority of encouraging pedestrian activity. Pedestrians do not have a voice, bikes have taken priority. You have only to look at the bike activities sponsored by the City and compare them to the budget for strictly pedestrian activities. Pedestrian activities have gone by the wayside, and have been neglected or ignored, while bike advocacy has increased exponentially. I carefully choose my care providers, like doctor, dentist, hair dresser to minimize trips and keep any commutes to a minimum. We try to shop in Boulder and frequent business in the Village. We are now avoiding shopping there. My husband recently had shoulder surgery. It will be a long recovery with physical therapy and follow up. He did ride his bike to the store for grocery shopping, but, clearly, it will be a long time before he can do this safely. This plan completely ignored the needs of elderly and the disabled for whom bike riding is not an option. I am tired of hearing that seniors should get out of town if they don't like it. I've been a resident for 33 years and have invested in Boulder. I think is fair that I and others who are negatively impacted by the right sizing have a voice in decisions that negatively impact our lives. If you are considering improving bike lanes, do it right with raised paved lanes separated from pedestrian paths. Install them on the routes to major employers and shopping and target frequent destinations. Stop using Folsom Street and other streets as an experiment without regard to those who live and operate businesses in the area. And, for everyone's benefit, please fix the sidewalks so we can engage in the most eco friendly activity of all - walking. Regards,
Barry	8/19/2015	email	Folsom Street				1	negative	auto congestion		Mayor and Council Members, I really do appreciate the return email as previously I was under the impression that all input from the community went into a black hole and was disregarded. Please see below for my random comments in bold and italics and I ask all of you to keep an open mind when making a final decision on moving forward with right sizing other streets or returning to the way it was. Barry
BikeChoir	8/19/2015	Twitter	Folsom Street				1	positive	Safety		This road diet (right-sizing) in Santa Monica led to a 60% drop in injury crashes. #BikeFolsom
Dodie	8/19/2015	email	Folsom Street				1	negative	auto congestion	aesthetics	I am opposed to the new right sizing project on Folsom Street. Reasons for my opposition are from both a bike and car perspective. I bike and I drive. Folsom Street is now a visual nightmare. It has become a very unappealing and ugly street. It used to feel rather neighborly to me and I drove it often from NoBo. It is confusing now when I need to take a right turn into a business or side street. I hesitate before pulling off Folsom Street due to the mass of lines, bollards and colored paint. I think I have the right of way but am I to stop before crossing the bike lane? My hesitation slows the traffic flow. I used to get gas at the station on east side of Folsom Street but am avoiding that location now. The traffic during rush times is much worse and it has become a second 28th street. I have no scientific way to measure but it does seem as we are adding to the pollution in the city, not taking away from it. The pedestrian light crossings were fine before the change. I have no issue with them and am glad we installed them, although they could use more signage than indicate what directions the pedestrians are coming from. It does seem like that has become one more area of congestion. I never had issues riding into town before from NoBo. I simply used all the available bike paths and bike lanes. I felt safe (as much as one can on a bike) I do not like that we may be hurting some of the small businesses on Folsom Street and that is wrong. And finally, I am appalled by the letter in the paper on 8/20 from Dom Nozzi. His tone, as a member of TAB is unacceptable to me and indicates he is neither a good communicator or representative for the city. I personally want him "fired" for his arrogance and self righteousness. As a citizen of Boulder, I expect civil discourse when disagreements occur. If a member on an advisory council speaks towards citizens in the public tone used by Dom Nozzi, he should not be a member of an advisory board. Please consider returning Folsom Street to its original flow and finding other ways to improve our wonderful city. Right sizing on Folsom Street is an extremely bad idea.

Elyn	8/19/2015	email	Folsom Street				1	positive	safety	environment	Hi City Council members- I want to add our family experience to the positivefeedback of the new Folsom Street bike lanes. Our family (me, my husband, my 6 year old and 3 year old) would never bike on Folsom Street before, after seeing many drivers in the lane as they go around the curve north of Bluff. Our solution going north was tojust go on the sidewalk over to the bike path. Our solution going south was to not have the kids on their bikes, and for us to either walk (with the kids in the stroller) or drive to McGuckins. The kids are getting too big for the stroller, and we try not to drive. This never felt like a good solution, but now we've all been biking on the new bike lanes and it feels so much safer. I hear a lot of opponents asking why bikers can't be happy with all the bike paths in town, or bike through neighborhoods. We always choose bike paths and quiet streets over busier roads, but there are almost none of either option going directly north/south. Folsom Street was the best road to change for that reason. My 6 year old and I both biked to the Village shopping center yesterday and back with no problem, right in the middle of the lunch rush. I have also noticed that, when I am on foot, it is much much easier to walk across Folsom Street to the other side. The cars are actually going the speed limit. I used to stand there for quite a long time, just waiting for a gap to cross. I have not had to wait even once since the change. So, I like that. As a driver, I love the dedicated left turn lanes. Traffic does get a bit sketchy just before Pearl, but I hear that those kinks are being worked on. So, all in all, I love the new Folsom Street and truly hope that it stays! Elyn
Greg	8/19/2015	Email	Folsom Street				1	negative	Auto congestion	Environment	Dear Council Members, I am a 48 year old male, live 3 blocks from Folsom Street and both drive and ride on Folsom daily. I have collected my thoughts about this Living Laboratory accordingly: • During rush hour traffic backs up and people use neighborhood to save time. This is very unsafe. • Bike lanes feel too big for riding. I notice cars lose sight of bikes in the blind spot because of this. • The vehicle cross-over striping is very visible now, but it will be obstructed this winter and will wear off with gravel. etc… This will be a dangerous problem that you will be fighting forever with this configuration. • I have been nearly hit twice by cars changing lanes before the cross-over lane because there is not enough staging distance for right turns. • I do not notice more riders because of this change. I am not convinced it reduces cars. • The center island is completely open and unused. During rush hour, people use this lane to pass traffic and then turn into our neighborhood. • I was almost hit in the gas station at Folsom and Walnut by a person cutting through at a high rate of speed. Bottom line, this is not a good solution for Folsom. I am not a traffic engineer but you simply have to many cars for a single lane. I suggest going back to the old layout but with vertical delineators between the bike lane and the 4 travel lanes. Ultimately you need more a bit more ROW to do this correctly….was this ever discussed? Thank you, Greg
Jack	8/19/2015	email	Folsom Street				1	negative	auto congestion	Communication	Boulder City Council- The Bicycling Right Sizing "experiment" on Folsom Street is clearly a flawed project with transportation bias for a minority position in Boulder. What's wrong? (1) Taking a significant vehicle transportation corridor and reducing it to essentially an ineffective route for vehicles. There are not many of these vehicle corridors in the city, so the few that do exist are vital to effective flow of traffic. The amount of bicycle use on Folsom Street and Iris Avenue is small compared to the vehicle traffic and the actual "right sizing" area is so short it is pointless in the broader picture (I don't need to hear about your phantom statistics, I live in this part of town and I know what I see with my own eyes). Plus Boulder has an existing, effective bicycle path network through neighborhoods, which is far better than any city I have seen of this size and character. (2) The area around Pearl turns into total grid lock during rush and now with students returning, which is an inconvenience to people coming/going to work, to consumers trying to reach merchants in the area, to merchants expecting their typical customer visits, and to neighborhoods that are now experiencing an increased amount of traffic from people avoiding Folsom Street. Ironically this last point is putting bicyclist are greater risk from vehicles darting through previous quiet and safer streets. This will be a significant issue for neighborhoods adjacent to Iris Avenue if this "experiment" is continued. (3) On top of all that is wrong with this experiment from a classic transportation point of view, the physical results of the right sizing is pathetically ugly. It looks like bicyclists in a cage. It is hard to imagine more of this blight throughout the city. As someone who pays their taxes, has an Ecopass and a bicycle I find this "LivingLab experiment" offensive. Boulder citizens are rats looking for the cheese? We are very sensible about our driving habits and we don't need to be taught what is good for us. And when I hear a Council member admit 'there will be a lot of criticism at first, but it will die down and people will learn to live with it' it makes my stomach turn thinking about politicians of the past who have used these kinds of statements. The results are not impressive. And really the eventual drop off in complaints are just people eventually finding a way around Folsom Street, spoiling once quiet neighborhoods, and busy going to work to keep the economy going. It has nothing to do with agreeing with the crazy experiment. Jack
Joe	8/19/2015	email	Folsom Street				1	positive	safety	environment	I have not seen much the Folsom Street bike lane since the improvements but have driven it several times. The thing that I saw was the on demand cross walks were causing some of congestion. Please keep the bike lane improvements as we need this type of advancement. Joe

John	8/19/2015	email	Folsom Street				1	positive	safety		Hello, I live in North Boulder and use both bike and car around town and am inclined to favor enhancements for bike use over cars and drive and ride Folsom Street on a regular basis. I have to say I really think the lane modifications were ill-conceived, although some moderate enhancement was surely needed. Thoughts: • The central left turn lane seems good in theory and poor in practice. For example, I have seen several left-turners fail to get their whole vehicle into the turn lane and stop traffic dead or force a squeeze against the bike lane. Many drivers are simply not adept at using them and many vehicles are huge these days. • I have seen public comment about parents wanting to take kids on bikes on Folsom Street and feel safe doing so. I bike with my kids and I really can't imagine that there is much demand for taking young kids down Folsom Street. If it is for the occasional trip to Pearl Street there are much better alternative routes with less traffic and I can't see that there could be much demand to take them on Folsom Street on their commute to school. If you have been able to track use before/after use by families (measurement, not survey) I would strongly suspect it has hardly changed. • Folsom Street is really useful as a good/quick commuter route for cyclists and I would expect that use also has remained largely unchanged before/after. • Traffic has definitely slowed and become significantly more congested. Once CU and BVSD are back in session next week, this is likely to get much worse. While I agree 100% with the objectives here I think the design solution was not well-considered. I have worked in a civic design organization and cycled across many European countries that give bikes high priority and I was thinking about what might work better. Personally, I believe an intermediate solution is likely to best for all road users: A simple, modest narrowing of the original car lanes, and possibly increasing/adding slight bends/curves (if there is sufficient funding), would likely be a better solution. Drivers intuitively slow-down when the road is narrower and curves at all. Then the bike lanes could be slightly larger than before. I personally think the bike lane painting schemes are helpful while the plastic pickets are largely a visual distraction to all users. Yes, the Folsom Street vehicle lanes were not exactly wide before. And yet, somehow, all sorts of vehicles make it through very narrow streets in cities (both American and European) that predate the car. If delivery drivers and commercial vehicles began to avoid Folsom Street because of it's narrowness, than all the better. Good luck, John
Kathy	8/19/2015	email	Folsom Street				1	negative	auto congestion		You are going to receive a barrage of emails allegedly in favor of the changes to Folsom Street because Bicycle Colorado has asked people to write. This one was inspired by their request but I DO NOT support the changes. I'm both a biker and a driver. I am now using side streets to drive in that area, which is even LESS safe because young children can suddenly come out of their driveways and into the street. You have made a whole area less safe in order to 'improve' one street that was set up as a major thoroughfare. Folsom Street was a mistake; at least staff stopped short of messing up Iris Avenue for now. I strongly urge you not to move forward on other main vehicle moving streets, but designate less heavily traveled streets for bike traffic. The riders you seem to be trying to get onto Folsom Street are families with younger children. The commuters are already riding their chosen routes. The children are the very ones who would benefit from using the lesser trafficked streets. Kathy
Kerry	8/19/2015	email	Folsom Street				1	negative	auto congestion	safety	Hi there, I just wanted to ask you folks to please also take a look at the effect of flight skiing has had on traffic on the 19th/20th Street. Our family bikes on this corridor quite frequently and has noticed that traffic has seemed to increase quite substantially on this road. Unfortunately, this has lead to a couple of very scary near misses and we are starting to feel that biking on 19th/20th may no longer be safe. I do feel that providing safe biking facilities on Folsom Street is *very* important but perhaps a different solution, such as widening sidewalks into a multi-use path, could be utilized along Folsom Street instead of redirecting car traffic onto quiter residential streets. Thank you for all that you do for our fine city and for taking the time to listen to my family's concerns!
Lindsey	8/19/2015	email	Folsom Street				1	positive	safety	commuting	I love the Folsom Street bike lane! I'm a car driver, I'm a cyclist and I'm a mother of 2 small kids. My husband and I bike Folsom Street whenever it makes sense and it's been great. I do have some suggestions: 1) The "faces of Folsom Street" campaign is a great one, however it needs to be more fun. For example, put something up near the bike lane that people can take a picture of, like a cut out of Coyote Bob or a retro, modern art picture of the flatirons, or something besides the white and green posts. That's not a fun photo, that's not encouraging and it's kind of making it seem more "us vs. them". 2) Continue the bike lane to Iris Avenue. Can you move the parked car lane like was done on University Ave? So it's car lane, parked car lane then bike lane? It would make the bike path more protected as your less likely to get "doored" by the passenger. Sorry for the short email, you actually probably prefer that, but my 3 year old is yelling "lets RIDE mommy" while putting on his bike helmet. Enjoy the amazing weather! Sincerely, Lindsey
Liz	8/19/2015	email	Folsom Street				1	negative	auto congestion		Hi There - As a cyclist and driver, I wanted to share my feedback regarding the Folsom Street bike lane experiment: While I love riding in a separated lane, I think the practical reality is that the impact on Folsom Street driving is negative. What I think would be helpful, however, is to use the green & white paint and if possible stanchions, across the city in all bike lanes and at intersections to remind drivers to look right and not cut off bikes when turning right When the road is wide enough – like on Baseline, it think it is wonderful idea, but when not – use paint to it's best advantage. Low cost, high-visibility and likely more effective than just the standard white line & bike images. Thank you for considering my feedback, Best, Liz

martha	8/19/2015	email	Folsom Street				1	positive	safety	environment	I'm writing to share some suggestions for your discussion about the Folsom Street improvements on August 25. Since the beginning of 2012, I've worked for PeopleForBikes, a national non-profit based in Boulder. As Director of the PFB Green Lane Project, I've worked closely with U.S. cities that are making rapid progress on building better bike infrastructure. Here's what we have learned that might be helpful on this challenging project: First, clarify the vision for the corridor. Starting with a shared vision for the street makes clear what you need to measure and what success looks like. We've seen a lot of cities stumble on this. We recommend that Council have this discussion, starting with already-adopted plans and going from there. Is Folsom Street's primary purpose to be a car thoroughfare - moving as many cars as quickly as possible? Or should it be a complete street – a safe and attractive corridor for people on bikes and a more comfortable place to walk, as well as serving drivers? Is safety for all modes a priority on the corridor? A lot of people live along Folsom Street, in apartments, mobile homes and single family homes, some with ADUs. How does the street serve them? Folsom Street has neighborhood-serving businesses and ones with more regional focus. What's the right street design for current businesses and future ones? How do their employees get to work?` While developing a full vision is likely beyond the scope of a study session, your conversation could be simpler: Is Folsom Street's primary purpose to be a through-street for cars, or does it need to serve a wider variety of modes and populations? Once you have a vision, then use data to determine whether the project is succeeding. With a clear vision, you can identify the data needed to evaluate the project. Decisions are seldom made on data alone, as stories and experiences have great validity, but good data is an essential part of responsible governance. It brings clarity to decision-making. If the priority is through-put for cars, then the measure of traffic congestion and efficiency for drivers would be primary. If other things are important, you'd expand the mix of before and after measurements.
Neil	8/19/2015	email	Folsom Street				1	positive	safety		Neil Rosen, Psy.D. Psychoanalysis Neil Rosen, Psy.D. Psychoanalysis
Scott	8/19/2015	email	Folsom Street				1	negative	auto congestion	Communication	So glad to see what is driving the transportation department agenda in Boulder these days.
Steve	8/19/2015	email	Folsom Street				1	negative	auto congestion	maitenance	Greetings, I commute to work in the City of Boulder year around. I have lived on N 26th St for 27 years and bike and drive Folsom Street continually. I think that the right-sizing project was a bad idea. I expect that it will not achieve its goals and will cause more harm than good to the overall transportation safety and needs of the city. Unfortunately, as the recent Camera editorial pointed out, we will not be able to adequately study this point since the City has no reliable data from before the project. (Supposedly a handful of data points.) I want to make one major point that I never see discussed in the reporting. Winter! What is going to happen in winter? It takes fortitude, clothing, planning, and special lighting equipment in order to ride during the 6 months when daylight savings time expires. I do not see this new expected ridership continuing into the cold, dark months. Second, where are you going to put the snow? How are you going to plow with the bollards in place? Boulder is not Austin when it comes to winter riding. I'll close by saying that the only thing that was wrong with Folsom Street biking were the narrow bike lanes at the top of the curvy hill. I know people (including my wife) who do not like to bike Folsom Street only because of that hill. Fix that alone and I think your bike numbers will improve. Regards, Steve
Vico	8/19/2015	email	All Corridors	1	1	1	1	negative	auto congestion		I live on Broadway just north of the intersection of Iris Avenue Av. I take Iris Avenue Av. 3-4 times a day and Folsom Street 3-5 times a week. I am greatly concerned about the right-sizing of Iris Avenue, given the congestion already experienced with the changes to Folsom Street. At morning rush hour and afternoon rush hour the intersection with Broadway and Folsom Street on Iris Avenue becomes badly backed up requiring at least one extra light cycle to pass through. With the removal of one lane, these intersections will be grid-locked at those times. I don't know how much traffic studies were done on Iris Avenue, but I only saw one day that there was a sensor put on the road about 2 months ago. That day was before public schools and CU started sessions. Now that schools have started the traffic has increased significantly, even without right-sizing. Please do adequate traffic studies on Iris Avenue before you even think about proceeding further with right-sizing. I'm all for bicycle safety, but if you are really concerned about cyclist safety the Council should pass a mandatory bike and motorcycle helmet law, and forget about the bad idea of right-sizing roads and causing increased traffic congestion. Vico
alexis	8/18/2015	email	Folsom Street				1	positive	safety	environment	The new protected bike lanes have certainly been a hot topic in our community, but ultimately this new corridor supports many of the goals the city has set out in its long term transportation plan. This is a pilot project but we will not have enough data from it until it has been in place for the full one-year test. I urge you not to pull the project before we can even see if this is a viable solution. Around the country, new transportation infastructure causes delays and confusion at first. This is to be expected, but let's take a measured approach and see what the ultimate outcome is when people- both bikers and drivers- have a chance to adapt to the new system. Is there room for improvement? As with any project, of course there is. Unforeseen obstacles, like the traffic delays created from the blinking crosswalks, must be evaluated. However, if the corridor is providing a safer route for cyclists and creating less collisions, that cannot be ignored. I personally feel safer and more confident riding where I never would have before. At the end of the day, what we are talking about is a more livable and safe Boulder, a goal I think we can all agree on. Let's give the Folsom Street bike lanes a chance to succeed. Sincerely, Alexis
Allison	8/18/2015	Twitter	Folsom Street				1	positive	Better for cyclists	Safety	save Boulder's bike lanes. Our streets are a human experiment in progress. #BikeFolsom
Anne	8/18/2015	email	Folsom Street				1	negative	economics	auto congestion	are you not? http://www.dailycamera.com/news/boulder/ci_28645442 Anne

anne	8/18/2015	email	Folsom Street				1	negative	economics	auto congestion	moved here to avoid same. And, yet, here we are. http://www.dailycamera.com/editorials/ci_28661939/editorial-honesty-needed-Folsom Street-data-issues The points are valid; this is not Chicago; and none of you should aspire to be a Daley or Emanuel. Anne
Benjamin	8/18/2015	email	Folsom Street				1	positive	safety	commuting	To whom it may concern, I would quickly like to state my support and appreciation for the rightsizing project on Folsom Street St. As both a cyclist and a driver, I find the new layout to be safer from the risk of bike-car collisions, with fewer speeding cars and easier access to businesses from the central turning lane. When cycling, the new protected bike lane is certainly an improvement on the previous situation - as safe cycling access to the Village shopping area from North Boulder has long been difficult. As a driver, I have personally seen little impact on congestion as a result of the project, and accessing side streets by car is considerably easier as one can now wait in the central turning lane. I would argue that, if anything, the current implementation doesn't go quite far enough - the rightsizing stops at Valmont and Canyon, in both cases leaving vulnerable cyclists a little stranded with no option but to join the unprotected traffic. However, I see the rightsizing as a good interim solution to patch the weakest part of Boulder's bike network. I would maintain that a better long term solution would be an extension to the off-road bike path system - an extension of the excellent but little used Elmer's twomile route to connect with the village shopping center and then to the Boulder Creek path would be a valuable asset which would make good use of existing infrastructure. Though I appreciate that the cost associated with this would be considerable, I would urge the council to consider this option in the long term plan and to recognize the unique value of Boulder's off-road cycle network and continue to expand it in the future. I'm sure the council realizes that the presence of off-road cycling infrastructure is especially important for vulnerable cyclist and pedestrians, and adds considerably to its Boulder's attraction for people and business. However, as an interim solution - the Folsom Street St rightsizing is a reasonable alternative to provide safer cycling from North Boulder. I am happy to see Boulder's progressive stance on cycling access and encourage the council to stand strong in their efforts in the face of current criticism. Kind regards, Ben
Caellagh	8/18/2015	email	Folsom Street				1	positive	safety	environment	Thank you for your feedback regarding Boulder's Living Lab - we appreciate you taking the time to share your perspective. The City of Boulder continues to receive a high volume of valuable community feedback about how the Folsom Street Living Lab is affecting people's ability to get around Boulder. Although city staff cannot respond to each individual email, this response provides you with some additional information about the Living Lab. Your experience is a vital component of the Living Lab evaluation process. City staff is also observing conditions and gathering travel data from along Folsom Street and adjacent streets, and is comparing this information with baseline data from the previous street conditions. All community feedback and travel data for the Folsom Street Living Lab is being posted on www.BoulderLivingLab.net as it is collected and evaluated. On Aug. 25, 2015, City Council will review the community feedback, field observations, and travel data to evaluate whether the Folsom Street Living Lab is an effective way to help achieve the community's transportation goals. At that time, staff will seek City Council's feedback on the next steps proposed for Folsom Street and the scope and timing of potential future Living Labs. The temporary changes to Folsom Street are part of the city's Living Lab program, which is an action item from the recent update to Boulder's Transportation Master Plan. Phase II of the Living Lab pilot projects is intended to evaluate whether repurposing lanes on some streets will enhance travel safety. Folsom Street provides an opportunity test street design techniques that are used across the country and solicit community input about what is – or is not – a good fit for Boulder. If you have questions or would like to discuss this topic with the Living Lab project managers, please contact Dave "DK" Kemp at 303-441-1955 or Marni Ratzel at 303-441-4138. Thank you for your continued interest and involvement in our community. Kathleen Bracke GO Boulder Manager 303-441-4155
Charlie	8/18/2015	email	Folsom Street				1	positive	safety	commuting	I recently moved to Boulder from Washington DC. I work at Rocky Mountain Institute located on Folsom Street, and I ride my bike to work every day. I use the Folsom Street lanes every day and they are critical to me safely enjoying my commute by bike to and from work. Feeling safe on Folsom Street is critical to me having a direct route to work. If not on Folsom Street, I am not sure how I would get to work, but there's a good chance it would take quite a bit longer. When I moved to boulder, I was immediately impressed by the quality of the bike lanes, and it would be a shame to see this go down hill by abandoning the Folsom Street Bike Lane pilot. I hope that it remains. Thank you, Charlie
Cinda	8/18/2015	email	Folsom Street				1	negative	auto congestion	safety	Dear Council Members: As a follow up to our previous email, firstly, thank you for postponing implementation of Iris Avenue right sizing project until a fair assessment can be made if Folsom Street piece is a success...especially with the upcoming one year construction project planned for Iris Avenue/28th street. Secondly....a very savvy way to have a "win win" solution for Folsom Street right sizing is to keep the right sizing for the most dangerous bike part of Folsom Street (Valmont to/from Pine) and convert Pine to Arapahoe back to 2 car lanes where the traffic is the heaviest.....we appeal to you to look for compromises. Thank you. Win
Corrie	8/18/2015	email	Folsom Street				1	positive	safety	commuting	To whom it may concern: Please keep the new bike lanes on Folsom Street intact, at least for the full test year. This will enable the city to make a data-driven decision instead of caving in to driver anger. The expanded bike lanes protect bikers from drivers. I ride Folsom Street each day to work and often on weekends to the McGuckin's shopping center. With the old bike lanes, cars and the Hop often bled over into the bike lane, particularly as they approached intersections and always as they approached bus stops. This is incredibly dangerous. I wear a bright yellow jacket each day, but drivers do not always look for bikes. In addition, drivers talk on the phone, text, or are otherwise distracted, and it is on these occasions that they pay the least attention to their environs. Bikers reduce traffic congestion simply by not being in cars. If we want more people to bike, safe corridors such as the current Folsom Street St set up are necessary. Finally, I hope there are plans in place to plow the new wider bike lane, particularly if the city plans to continue plowing snow from the car lanes into the bike lanes. Best, Corrie

Davin	8/18/2015	Inquire Boulder	Folsom Street				1	negative	congestion	safety	The so-called "right-sizing" lane on Folsom has been a general failure. I'm a regular bike commuter (a few times a week) and travel N/S through these changed areas, both on Folsom and 19th St. In general, the new lanes are a downgraded experience as increased car congestion makes it harder for me, as a cyclist, to predict what my car-driving counterparts will do. Please remove these lanes and at the very least DO NOT DO THIS ON IRIS!!!
Devin	8/18/2015	email	Folsom Street				1	positive	safety	commuting	Dear Boulder City Council, I am writing to emphasize my support for expanding the protected bike lanes. More bicycling makes the city quieter, cleaner, and healthier, whereas making more accommodations to cars just increases traffic. (If cars don't like Folsom Street, they can always use 28th, which never has bicycles.) This year I am celebrating 20 years as a bicycle commuter, and I thank you for continuing to make Boulder one of the country's most bicycle-friendly cities. Sincerely, Devin
Doug in Boulder	8/18/2015	Twitter	Folsom Street				1	positive	Better for cyclists		I love the new bike lanes on Folsom! I hope they keep them, and expand elsewhere around Boulder. #BikeFolsom @boulder @dailycamera
jean	8/18/2015	email	Folsom Street				1	negative	auto congestion	environment	Riding my bike on Folsom Street southbound from pine, I found it impossible to turn left onto Pearl due to stopped single lane bumper to bumper car traffic for 3 blocks. Driving my car, I find traffic stalled and again, impossible to turn onto Pearl from Pine because the left turn lane is not accessible. You are hearing from a bike rider who would like to see this experiment ended and the two lane plus bike lane returned as before. Jean
Jesse	8/18/2015	email	Folsom Street				1	positive	safety	commuting	Dear City Council, I am a daily bicycle commuter, and I greatly appreciate the network of bike lanes and bike paths throughout the city. The ability to get north and south around Folsom Street St has been one of the frustrating gaps in this system, and the new protected bike lanes on that street do a wonderful job of filling that gap. I understand that there may be impacts on automobile traffic, but the benefit to bikers is a huge and unqualified plus. For that reason, I would very much like to see the full one-year trial completed, so that the city has adequate data from which to make a decision going forward. Sincerely, Jesse
Jim	8/18/2015	email	Folsom Street				1	negative	auto congestion		To the Boulder City Council: While noble, the idea that lane closures and additional bike lanes will encourage people to use bikes instead is unrealistic.People can't grocery shop, drive children anywhere, go to the airport, to work in Denver, etc. on their bikes. And when used bike travel doubles the time. Not to mention the implications of weather. And safety. We have an excellent option of bike trails throughout the city already. LEAVE THE STREET NETWORK THE WAY IT IS! Jim
Johnny	8/18/2015	Twitter	Folsom Street				1	negative	Auto congestion		Hey @bouldercolorado! Thanks, but you got us the #wrongsize
Jules	8/18/2015	email	Folsom Street				1	negative	auto congestion		Hi, My name is Jules Hauck. I am 46, I have lived in Boulder for 15 years and I have 3 kids (2 in high school and 1 in 5th grade). I drive a lot due to having 3 kids. I used to not mind driving my kids to and from their activities, but now with all the traffic and constuction, it is a dread to drive at all. I used to be able to take back roads ((Folsom Street, Pine, 19th street) so I could avoid 28th street and Broadway traffic to our home, but with the new bike lane projectd on Folsom Street, all the back streets are now busy and backed up. It is very clear that what just happened on Folsom Street with the bike lanes has directly affected traffic!!! And I worry that as our beautiful town continues to grow and attract new residents, the traffic situation is getting worse and worse. In addition to the extra traffic buildups, the green cones things look terrible. They are not attractive to look at and Boulder can do better. It worked out fine with the old system, with the bike lane and 2 car lanes. This new system is a waste of space, money and it's ugly! A friend of mine shared your emails to me so I can express my frustration. We all share this same frustration and hopefully, something will be done to improve things and not make things worse. Thank you for your time, Jules
Justin	8/18/2015	email	Folsom Street				1	positive	safety	commuting	Thank you for your consideration of keeping the Folsom Street St bike lanes. Best, Justin
Lewis	8/18/2015	email	Folsom Street				1	negative	auto congestion	environment	We need to have good north south and east west arteries in Boulder so people can get to their work or the grocery stores without sitting in traffic causing pollution while we idle or move stop and go. There already were bike lanes on Folsom Street. I have seen cars east bound on valmont turn right (south) on Folsom Street into the bike lane which is very dangerous. I hope you will reconsider this traffic mistake and for sure don't do the same thing on more streets. This change has just added more traffic to 28th which is already very busy. Thanks for your time, Lewis
Lizbarcheck	8/18/2015	Twitter	Folsom Street				1	positive			Raise your hand if you like color and protected bike lanes. #BikeFolsom #Boulder

Maren	8/18/2015	email	Folsom Street				1	positive	safety	environment	Dear Council, My name is Maren Waldman and I live a few blocks from the Valmont/Folsom Street intersection. I ride along Folsom Street almost daily in the summer time to teach and also to socialize downtown. I notice a BIG difference in how I feel now riding in the protected lanes. I feel significantly more relaxed. Often biking around town, even in the bike lanes, I have to be constantly on the defensive and feel that I come close to getting hit on a regular basis. The protected bike lanes provide stress relief and perceivable protection. I also feel drivers notice me more when I cross intersections, especially intersections along Folsom Street without lights - like Maplewood and Spruce. Drivers tend to rush through those intersections otherwise. Also, drivers tend to cut the corners when making turns at all intersections, and the bike lanes prevent that which allows the bikers to have more space and to more likely be seen. Biking at night is also MUCH safer in the protected lanes with the reflective posts and the barrier those posts make. I 100% support and advocate for the bike lanes to stay up for the intended study period. Humans, by nature, are adverse and reactive to change, especially if they perceive it as inconvenient. Give us all the chance to change and more forward with new ideas. Sometimes we need a little push that is uncomfortable at first. Thank you for your service to my community, Maren
Mary	8/18/2015	email	Folsom Street				1	negative	auto congestion	safety	To whom it May Concern- As both a car driver and bike rider, I am hugely in opposition to the new protected bike lanes in Boulder. They have not encouraged me to ride on Folsom Street any more than I once had and it appears, based on lack of riders I've noticed since the lanes were installed, that other bikers have not been swayed either. What these lanes do instead is make it completely impossible to get around Boulder. Traffic is bottle-necked even at non-rush hour times. Waiting at the same light consecutive times now happens with more frequency - as not enough cars can get through on ONE lane designated for cars. Traffic times are considerably slower and more frustrating. I once used Folsom Street as an escape from the busyness of 28th Street, but no longer have that option. If you start using protected bike lanes on other major thoroughfares in the city, I will avoid them as well. If others follow my example, smaller usually lightly-trafficked roads will become huge problems too. I understand you are trying to make this city more bike friendly. As a bike rider myself, I can appreciate the gesture. But many people do not have the option of biking everywhere. Cars will continue to be necessary to many residents and commuters of this city. You are making it impossible to get around our once beloved city. If you insist on continuing with protected bike lanes, please use them on side streets or on roads closer to campus where more students are biking. OR, make them slightly wider than regular bike lanes but do NOT completely erase a full lane of traffic only to create a GIGANTIC bumper between bikes and cars. Thank you for your time.
Peggy	8/18/2015	email	Folsom Street				1	negative	auto congestion	aesthetics	[illegible] distraction, making driving on that street more dangerous. I made it through the entire maze to McGuckins but didn't make a planned stop at the gas station. I don't want to drive through those openings in the posts. It is way too distracting. So I'll be buying gas elsewhere for now. I'll drive on Folsom Street even though it's a mess because that's where I live but I won't be turning onto the businesses. I really feel badly for them. Evidently McGuckins was the only business considered important enough to spare. There is so much negative response to this. Why don't you just call this a mistake and put the street back the way it belongs? P. Papper
Regina	8/18/2015	email	Folsom Street				1	negative	auto congestion		I would love to see this tried to a destination like an elementary school. Almost no one can use these lanes without dealing with traffic first so I don't understand how this is going to increase bike ridership. My husband is finding it hard on his bike it to make a left from Folsom Street now since traffic is backed up. He rides from 23rd and walnut to home depot or McGuckins. We are seeing more traffic in front of out apartments on 23rd street, people trying to avoid Folsom Street. Thank you for trying innovative ideas. I just don't think it is working as planned. Regina
Sally	8/18/2015	email	Folsom Street				1	negative	auto congestion	Communication	Hi, Where on the Living Lab cite are all the citizens' comments? It looks like only a very few are now posted. I just received your email acknowledging an email I sent earlier this summer where I opposed Right Sizing. In your email you had a link to Living Lab. I went to that link. It looks like you have changed a lot of information that was on that site before. Before there was a section on Living Lab that had 411 emails from citizens sent from about June 2 to June 10 and 75% were AGAINST right sizing. Yet, at the CC meeting the transportation department did not tell this to CC. Instead, I presented that analysis late in the evening during public comment. Note: the email I sent had not been received by June 10th and was not yet in the total. The Daily Camera, CC meetings, etc. indicate the Transportation Department has received over 1000 emails/letters that they will be reviewing and considering. Where are all those letters/emails? I would like to read them and I believe I have the right to read them. You have a section: Summary of public comments – however, it no longer has the original 411 emails, it does not have the email I sent, and it only is a summary of less than 100 comments. Please post ALL the emails, etc you have received and indicate how to access this information. Please let me know personally as soon as you have done so. -Sally
Sandee	8/18/2015	Email	Folsom Street				1	positive	safety	environment	Good morning - I just wanted to express my support of the Folsom Street bike lane. 1. As a casual cyclist who likes to run weekend errands by bike, this bike lane has encouraged me to do more errands by bike along the Folsom Street corridor (McGuckins, Sprouts, Brewing Market, Ares Thrift Store) and I feel safer when riding up Folsom Street to get onto the Goose Creek path. 2. As a motorist, I will admit to being a little hesitant/confused the first few times I turned onto Folsom Street after the installation! But I'm getting used to it and think the trade off is worth it. I also like the turn lane at Pine Street! Thanks for your consideration and I strongly encourage letting the test period continue the full 12 months. Sandra

Spike	8/18/2015	email	Folsom Street				1	positive	safety	commuting	between Pine and Valmont where people routinely speed through. It also allows me to ride along Folsom Street with my 8 year old son, something I would not do before the lanes were in place. Please continue the experiment. Sincerely, Spike Ilacqua
Spikex	8/18/2015	Twitter	Folsom Street				1	positive	Better for cyclists		The new Folsom bike lanes have greatly improved my commute. The curmudgeons want them gone, don't give up! #BikeFolsom #Boulder @dailycamera
Steve	8/18/2015	email	Folsom Street				1	positive	safety		To Boulder City Council Members, I have just read the preliminary data posted for the Folsom Street St. Living Lab Bike Lane Project. Thank you to city staff for getting this info out in a readable and timely manner. My comment concerns the proposed/delayed Iris Avenue Ave bike lane project. Due to Iris Avenue Ave being a major east/west auto commuter artery, the street has lots of traffic during most daylight hours, but particularly during morning/evening commuter times. I drive Iris Avenue frequently during midday, and when BVSD is in session, there is a 20mph section(school zone) during the day, several blocks east of 19th St. which has the potential to cause significant delays should Iris Avenue be reduced to one lane in each direction. There is no way, at this time of year, to evaluate how much additional drive times will increase during snow events in the winter, when it is assumed that bicycle traffic will be reduced due to weather and road conditions. After 30 years as a Boulder resident, and an avid cyclist, I think the Iris Avenue Ave Bike Lane Project should be delayed until there is significant data regarding traffic data through the winter of 2015/16. Sincerely, Steve
Tom	8/18/2015	email	Folsom Street				1	negative	safety	auto congestion	Council Members, I just wanted to make sure you are aware that there's a organized effort to whip up positivefeedback about the Folsom Street "right-sized" bike lanes. You can see the Community Cycles mailchimp email here: http://us2.campaign-archive1.com/?u=dfb03be0fd757585736a1e106&id=a4f7506299 See "Things to mention in your letters," etc. Of course there's nothing wrong with Community Cycles directing its members on how to best influence government. (Or is there? I don't know all the rules regarding non-profits.) But the "right-sizing" project's been a spin-fest from the start, and I hope you aren't unduly influenced by a flurry of scripted comments from this special-interest-group campaign. I have a significant personal interest in this, because I ride. As you can see, my biking is generally for transportation, not so much pure recreation or fitness. As a regular rider, I don't think this experiment provides any significant solution. For example, it makes the most dangerous part of biking (intersections!) even worse. And it is laughable to say that this experiment was not intentionally designed to make driving less convenient. I'm concerned that this is only going to increase the animosity between frustrated drivers and frustrated bikers, and I am not happy about that. For my part, I support ending this ill-conceived experiment as quickly as staff can find a way to get all that confusing green paint off the roads. Thanks for listening, - Tom
Valerie	8/18/2015	email	Folsom Street				1	negative	auto congestion		I find the Folsom Street reduction of one traffic lane very difficult. I am in favor of more biking solutions but not by removing one full traffic lane on Folsom Street. Boulder is getting more and more congested - may live a little farther out or have to drive kids. My vote is a no. Thanks Valerie Laurig
Alex	8/17/2015	email	Folsom Street				1	positive	safety	environment	As someone who regularly commutes by bicycle I really appreciate the protected bike lanes. I have been commuting along Folsom Street for over 5 years now due to the availability of bike lanes. I actively avoid roads such as Arapahoe and Canyon due to the fact that they don't have bike lanes west of Folsom Street. I have been hit twice on Folsom Street (prior to the protected bike lanes) by cars turning right despite the fact that I was in the bike lane and obeying all traffic rules. I know that it is an inconvenience to car commuters, but that should not out weigh the safety of cyclists. If you want to continue to be a cyclist friendly community and encourage people to commute by bicycles then you must continue to test and improve the road system so that it works for everyone. Thanks, Alex
Barry	8/17/2015	email	Folsom Street				1	negative	auto congestion	economics	I am a long time Boulder resident, raised a family in Boulder, own a business in Boulder, ride my bike whenever possible and own a car that I drive when I need to. My driving habits and my families bike riding habits have not and will not change as a result of right sizing Folsom Street. It has caused me to select different streets to drive on when I need to drive. No longer is it Folsom Street but now other side streets are being used. Has this living lab experiment reduced overall traffic? Not a chance. People that need to drive will continue to drive and all you have done is caused them to fill up other neighborhoods with cars and requiring longer drive times. Is that what you intended? When you all were elected, your charge was to serve the the community of Boulder. Have some of you forgotten that there are residents out there that can't bike, that have kids that have schools that require car traffic, have doctor appointments that aren't on a bus line, and that we really don't have a good public transportation system. Have I also mentioned that we still have snow and weather conditions here that often preclude using a bicycle? I would ask that you represent a less vocal group of Boulder residents that aren't what we perceive as your target market of "30 something male bike rider without families." Have the courage to not give in to this small special interest group. Demand statistics for the success or failure of right sizing that aren't manipulated by the same group that make the original recommendation. Don't ruin Boulder and set it back. We can be progressive, liberal and still make good decisions – good decisions that are good for a larger portion of our population. I urge all of you to realize all of the ramifications of this experiment and put things back in place like it was. You will not change anyone's driving habits by "wrong sizing" busy streets.
Brian	8/17/2015	Inquire Boulder	Folsom Street				1	neutral	Safety		I believe the bike lanes on Folsom northbound between Arapahoe and Canyon would be safer for cyclists if the green and white flexible delineators were put on top of the white painted line. This is the one segment of Folsom that has not been enhanced by the Right sizing project, but is an important section of road for cyclists to use.

Caren	8/17/2015	email	Folsom Street				1	negative	auto congestion	aesthetics	I resent that this was done without adequate input from the public or businesses, etc. I am a driver, a cyclist & a walker. As a driver, there is too much going on visually to be safe - flashing lights for pedestrians who may or may not be there, markers & barriers of two different colors, many sizes. I see few cyclists (0-2) to justify this dangerous circus atmosphere. As a cyclist, I find it terrifying to try to make a left turn, as the new markers seem to pen you into a straight line, making a left turn unexpected to cars. Cyclists used to be part of the flow of traffic, now they are not.
David	8/17/2015	email	Folsom Street				1	negative	confusion	safety	I live near the corner of Broadway and Iris Avenue and drive Folsom Street on a regular basis. I feel like the new bike lanes on Folsom Street are creating a traffic jam and are actually endangering more cyclists and creating more potential for vehicular accidents. Please remove them ~ as an avid cyclist I am asking you to please remove them. The original bike lanes worked great and did not cause as much confusion and danger as these new lanes are creating. David
Jason	8/17/2015	email	Folsom Street				1	negative	safety	auto congestion	I was stuck in heavy traffic the other day on Folsom Street. I drive Folsom Street a fair amount and have never seen traffic backed up like it was. I speculate the backed up traffic was due to the decrease in traffic lanes due to right sizing on that street. Please reconsider decreasing the number of traffic lanes on Iris Avenue. I live in north boulder, west of Broadway, and commute regularly on Iris Avenue. Iris Avenue is a major thoroughfare, with limited alternative east-west options. It would be very disappointing to see the traffic backed up on Iris Avenue, as it is presently on Folsom Street. I've never written a letter to City Council. This issue important enough to me to express my opinion to you. Thank you for your consideration, Jason
Monika	8/17/2015	email	Folsom Street				1	negative	safety	auto congestion	Dear City Council, I am writing to express my dislike for the right-sizing experiment on Folsom Street and to express my wish to have that street returned to how it was. I've lived in Boulder since 1992 and ride my bike probably 60% of the time bus 30%, drive 10%. I used to take Folsom Street regularly, both when on my bike as well as in my car. It was a very pleasant street alternative to the rat-race on 28th when trying to get across town from where I live (30th & Glenwood). From a biker perspective, I don't think the changes on Folsom Street were needed AT ALL. I don't see what you did to the street as an improvement in any way, or beneficial in any way. I've since reduced/eliminated frequenting the business along the corridor, as traveling the street is now so unpleasant for both cyclists not to mention drivers. As a cyclist, you can literally feel the daggers of resentment in people's eyes when you ride your bike on Folsom Street, so I actually stopped using it in solidarity with the majority of the community who doesn't want to be part of this exercise in stupidity. Incidentally, because I do ride my bike to work every day along the 30th street corridor to East Campus where I work, the uptick in traffic on 30th was immediately obvious, which I don't appreciate, as your decision is now impacting my quality of life near my home because of the increased traffic. Please own up to making a bad decision and make this right. Stop this failed experiment and bring Folsom Street back. Monika
Niels	8/17/2015	email	Folsom Street				1	positive	safety	environment	I am writing to encourage you to leave the new protected bike lanes intact. If they encourage people to drive less due to an inconvenience, that is an added benefit. Thanks Niels
Peter	8/17/2015	email	Folsom Street				1	negative	economics	environment	Hello ..... Please add me to the list of citizens that are constantly being discouraged from driving. The Folsum St. experiment may be last straw. If you want to, why not ban cars altogether and make the city a forerunner. I don't think you will however as this is most assuredly anti-business. Peter
sally	8/17/2015	email	Folsom Street				1	negative	economics	auto congestion	I hope the City Council and the Transportation Department will read all the comments after this on- line article. Please send this to the appropriate people: all Cc members and the Transportation Department: http://www.dailycamera.com/news/boulder/ci_28645442/Folsom Street-street-businesses-report-effects-boulder-right-sizing#idc-cover -Sally

Stephanie	8/17/2015	Email	Folsom Street				1	negative	Auto congestion	maitenance	I am writing to express my concern about the impact on the "right sizing" living laboratory experiment on commuters such as myself. I have been hesitant to weigh in on this debate as I am a resident of Superior, and I understand that I am not a constituent. However, I work for Boulder County on the Broadway/Iris Avenue campus and therefore need to get into the City of Boulder four or five days a week for work. It is important to note that 80% of Boulder County employees live outside of the City of Boulder, like myself. Therefore, the vast majority of the employees who work on the Broadway/Iris Avenue campus must commute from outside the city in order to provide vital public services enjoyed by city residents including services at the Public Health, Community Services, Department of Housing and Human Services and Mental Health Partners (a non-profit co-located on the campus.) If you want them to continue to provide these services, you need to help them get to work by increasing the number of roads for cars, buses and shuttles. The recent experiment on Folsom makes it harder to get to work. My employer, Boulder County, has been generous and consistent in encouraging staff to explore alternative modes of transportation including providing free Eco-passes to staff. However, unless there are radical improvements to the quality of the regional infrastructure (light rail, shuttles, extending bus routes into neighborhoods etc.) the ability for most of these staff to switch from driving to other modes of transportation is slim, despite wishes to do so. Biking to work is the least likely and least realistic transportation option for the vast majority of these employees who live outside of the city and work inside the city, regardless of the quality of the biking infrastructure in the city of Boulder. Recognizing that "moving to Boulder" is also unrealistic and unlikely for the vast majority of commuters (for reasons that are well known including the lack of affordable housing in Boulder and the inadequate supply for housing to absorb all commuters), the city of Boulder needs to explore realistic infrastructure solutions for the 16,000 or so daily car commuters as part of a comprehensive traffic management plan. I was therefore stunned to see that the City of Boulder is experimenting - not with alleviating traffic by investing in light rail, additional bus lines, shuttles or widening existing roads – but with a zero-sum model that actually pits bicycles and vehicles against each other (increasing infrastructure for one group of commuters at the direct expense of the other). This is shameful. A more enlightened approach would be to improve bicycle infrastructure AND vehicle infrastructure (including bus and shuttle infrastructure)– recognizing that individuals will choose the mode of transportation that best meets their needs (and yes, people do factor in carbon footprint in this calculation.) Expanding opportunities for bicyclists is noble and worthy but it cannot be at the expense of the preferred mode of transportation for the vast majority of people needing transportation. The City of Boulder is fundamentally mistaken in thinking that supporting bike infrastructure at the expense of vehicle infrastructure will make more people shift to bikes. This might be realistic if the vast majority of vehicle drivers lived in Boulder. However, since they live further away, biking is not a realistic commuter option. We need to expand the road network for vehicles, not reduce it.
Stuart	8/17/2015	email	Folsom Street				1	negative	auto congestion	environment	Council members, Feedback on the Folsom Street experiment. There may be more bikes, but traffic is much worse. 2-4 minute delays to travel 3 blocks is unacceptable. Repeated backups at Pearl street both directions on Folsom Street. Unable to turn on northbound Folsom Street from Walnut after leaving the Dairy Center in the mid afternoon. Delays on westbound Pearl as the length of the traffic signal probably changed. I would not want to own a business around Folsom Street. Data shows worsening traffic despite lesser volume of cars, absence of CU students, and summer weather. This has significantly worsened traffic on the best north / south corridor through town. Please reverse this experiment before further damage is done. Strongly recommend against changing Iris Avenue as this is the primary east /west route for North Boulder. Sincerely, Stuart
Vasa	8/17/2015	email	Folsom Street				1	positive	safety	environment	I have lived in Boulder for 18 years, 14 year in North Boulder and for the past 4 years in South Boulder. I use Folsom Street as a way to get to and from South Boulder to North Boulder. Just recently, I rode my bike and drove my car in both direction and loved the way it is set up with single car lane and separated bike lane. I have driven Folsom Street hundreds of time over the many years, for the first time, I felt very safe riding my bike. The separated bike lane is essential for a safe bike ride. Also, I felt there is no need to cut in and out of dual car lanes. The traffic flowed without frequent stopping. I experience the same on Table Mesa from Broadway to the top of NCAR. It works well, lets keep the Folsom Street Protected Bike Lanes. Thank you. Best Regards Vasa
BeZeroWaste	8/15/2015	Twitter	Folsom Street				1	positive			.@McGuckins @bikeFolsom Street I took the car to McGucks this time & took me 2 & a half minutes from Iris Avenue. No problem. Plenty of bikes outside too.
Colleen	8/15/2015	email	Folsom Street				1	negative	auto congestion	Communication	Dear Council Members, I would like to express my total disdain for the right sizing on Folsom Street! The green barriers are so ugly! Here we live in in such a beautiful city to have a roadway marred by such a god awful ugly display! Is that really the image we are out to portray! I also live on Kalmia! One block north of Iris Avenue! Have any of you taken Iris Avenue either in the morning or evening when traffic is heavy? I am doubtful! Not only will it make more people drive through neighborhood streets, it will increase people people speeding down those streets! You may be lucky enough to live on a street where that may not occur, but i do not! And Kalmia is not big enough street to accommodate more traffic! Why can't bikes use the bike lanes and routes already designated to them! I would prefer you make Kalmia one way going east and let bikers use it! It would make more since! I am sure the civil engineers that planned out the roads, especially Iris Avenue, did not intend that traffic would be narrowed down to in lane each way! You are not going to force people to hop on their bikes or take the bus! You are just forcing people to alternate their way of getting around and forcing them to use neighborhood streets which is less safe! When even the cyclist oppose the right sizing you know it is beyond ridiculous! I will make sure I vote against all of you in the future! Colleen
Community	8/15/2015	Twitter	Folsom Street				1	positive			We're glad you felt safe too! #BikeFolsom Street @BldrLivingLab

Dom	8/15/2015	email	Folsom Street				1	positive	safety	environment	Dear Members of the Boulder City Council, Over the past several weeks, there has been an avalanche of letters attacking the City proposal to right-size Folsom Street. Hundreds of opponents filled the Council auditorium to denounce the idea at multiple meetings. The complaints have been repetitive: There are no metrics telling us whether the projects have succeeded or not! Not enough involvement by stakeholders such as businesses and neighborhoods! Not enough public involvement! No studies showing whether they will work! It will cause terrible congestion and air pollution! No before and after studies! Pro-bike bias! Waste of a huge amount of money! I have been working professionally and academically in transportation for over 30 years, and I have never seen this level of enraged opposition, calls for studies, and requests for more public input. One would think that the City was proposing to bring about the end of the world. I am disappointed by the double standard here. The double standard is that I don't recall ANY opposition (certainly not at TAB meetings I have attended) when the City has proposed to install a second left-turn lane at an intersection (which has been done several times in Boulder), among many other pro-car projects. No calls for studies. No demands that stakeholders be involved. No metrics telling us if the double-left had the intended benefits a year later. No before and after studies. No cries that it will increase air pollution or car dependence. No demands that the double-left turn be tested first before it is made permanent. No whining that the double-left turn is a big waste of money (as you know, double-left turns cost a lot more money, generally, than right-sizing). Few people, if any, attend meetings to oppose such an enormous expansion of an intersection. I would think that the outcry from a proposed double-left would be furious. After all, double-left turns increase air pollution, car trips, local taxes, regional car trips, car crashes, speeding, inattentiveness, injuries and deaths. They reduce walking trips, biking trips, and transit trips (because the intersection is now much more dangerous to walk through or bicycle through). They are toxic to businesses and homes near the intersection. By striking contrast, national studies show that right-sizing reduces air pollution, speeding, inattentiveness, car trips, car crashes, injuries and deaths. They increase walking trips, biking trips, and transit trips. They improve the health of retail and residences (I understand that many businesses in Seattle now ask that their street be right-sized after they have seen their competitors benefit after their streets were right-sized). Yet in Boulder, we see furious opposition to right-sizing and hardly any (or no) objection to a proposed double-left turn. And by the way, unlike right-sizing, double-left turns are NEVER tested first to see if they will work. They are just "rammed down our throats," as many right-sizing opponents oddly tell us about right-sizing. Making a road change that eases bicycling and walking is met with fury. Making a road change that eases driving (and discourages bicycling and walking) is met with silence. Given this, one would think that there is a very pro-CAR bias in Boulder. One also has to ask: Who needs enemies when we have ourselves? Dom
James	8/15/2015	email	Folsom Street				1	negative	auto congestion	evidence	Hello- I'm probably a few weeks behind the curve, but I wanted to try the new lanes on Folsom Street a few times before giving an opinion. I've been a Boulder resident for 17 years, and ridden my bicycle to work that entire time. I've gone from a "casual" commuter to what my co-workers describe as "hardcore", and I commute every day, rain or shine. It's been over 10 years since I drove to work because of weather. I used to love Folsom Street as a way to get across town. Now, I do my best to avoid it. I really dislike the new configuration on Folsom Street, for two key reasons. The first is the bollards, they make it really difficult to pass slower bicycle traffic. In most places along the corridor, you have to dodge through bollards into the vehicle lane in order to pass. I can't see how this is any safer, and it sure disrupts the smooth flow Folsom Street once had. The other thing I dislike is the quick forced "lane swaps" near intersections. You're forcing bikes and cars to cross suddenly at what's already the most dangerous portion of the road; intersections. And because of the separation between lanes, the awareness of each other is poor. This is a particular problem since the vehicle traffic has been slowed significantly, increasing the odds of bikes overtaking cars at intersections. The section of the road that *is* a big improvement is the section south of Arapahoe. They kept what already really worked on Folsom Street; a standard traffic pattern that made things predictable for both cars and cyclists; and added a bit of buffer space between the vehicle lanes. I really like this. I'd classify most of this experiment as "anti-car" than "pro-bike". It will measurably affect many people's ability (and needs) to use their vehicles, while failing to address the reasons people don't always choose bikes as their first mode of transit. -- James
Jason	8/15/2015	email	Folsom Street				1	negative	auto congestion	aesthetics	Dear Boulder City Council, I have yet to weigh in on the topic of the recent right-sizing of Folsom Street St. in central Boulder, but I feel I should as a high frequency user. I bicycle to work both directions of the right-sized roadway 10-14 times each week, along the entire stretch of Folsom Street that was treated, and have to say I feel less comfortable than ever. I have a lot of experience riding Folsom Street St. at the same rate for at least five years. What I particularly dislike is the intersections. I have to veer into traffic to cross the intersection, assuming drivers are paying close attention behind me, when before I got to comfortably ride next to the curb, which presents a static object that cars know to avoid. I also dislike that the plastic bollards present no real protection while having the negative impact of blocking drivers views of those in the cycling lane. Most of all, I dislike the rift that has been created between car drivers and cyclists/pedestrians. This project was handled very poorly on a public engagement level. It feels like it was forced on the users of the city without consideration of their experiences. I think drivers are more frustrated in Boulder now, and I see negative impacts in drivers taking the frustration they accumulate along Folsom Street St. onto other streets not treated with protected bike lanes. This project has had a ripple effect beyond the confines of the treated roadway, and for what I experience to be less safety on our roadways in general. That doesn't seem like a good deal to me. In short, this city has an inordinate amount of intelligent people in it; as a public body we could have helped with the design and consideration of this project to make it work for us, not against us (which I believe it currently is doing). My last comment is that the right sizing is ugly. It just looks like a construction zone. And it feels like a dangerous construction area at that. The likes of 13th St. between Canyon and Walnut is an example of a safe feeling protected bike lane. As the data comes out about traffic times and business economic impact along Folsom Street (both very important to me as a citizen of this city) we will begin to understand a larger array of effects from this right-sizing, but for now, what I've reported above stands in the way of this protected bike lane user feeling supportive of the project. Thank you for listening, Jason
Joe	8/15/2015	email	Folsom Street				1	negative	auto congestion	safety	Dear Council I am outraged by the project on Folsom Street. 1. It should be voted on . If you care to represent the people of this town you should be listening. Even bike people are against it. 2. There aren't enough bikes to warrant it. I regularly walk and drive it as I live close by. It not right to use my tax money for a small select group at the expense of a much larger group. There are many other ways to promote biking. How about spending the money instead giving people free bikes who want them and don't have them? Or improve bike lanes without punishing drivers. That is what this is about and. Listen to the voice mail box of the city transportation manger "have a great bike day"message. What a bunch of BS! 3. Boulder already has a traffic problem that this will only make worse. Cars idling going nowhere pollute at a much high rate. This plan will make the air worse. Traffic that flows will make this a happier town! 4. It has been brought to my attention that you have already set unreversable goals to approve your plan and call it a success and that's wrong and now there is no trust in city government. Other more important ideas will not get done because of this. 5. And the expense of special snow plowing machines.? 6 . The impact of emergency services? There are other ways to improve transportation in this town for all people not just the young and fit. Please have the sence to pull the plug on this before it costs any more wasted tax payer money and is residents of the town need to recall you. Put it for a vote and let democracy decide. This is America after all Joe Jacobs Joe

Jude	8/15/2015	email	Folsom Street				1	negative	auto congestion	safety	I live near the corner of Broadway and Iris Avenue and drive Folsom Street on a regular basis. I feel like the new bike lanes on Folsom Street are creating a traffic jam and are actually endangering more cyclists and creating more potential for vehicular accidents. Please remove them ~ as an avid cyclist I am asking you to please remove them. The original bike lanes worked great and did not cause as much confusion and danger as these new lanes are creating. -- Cheers! Jude
Julia	8/15/2015	email	Folsom Street				1	positive	safety	environment	Dear City Council, I am a resident of Boulder, Colorado, and want to provide my support for the protected bike lanes on Folsom Street and the future planned protected bike lanes around Boulder. I ride on Folsom Street St several times a day, and it feels so much safer with protection from cars and enough space in the bike lane for cyclists to pass one another without having to veer into traffic. I know that motorists have submitted complaints about increased traffic on Folsom Street, but as a sometimes-motorist, myself, I can attest to there being only minor delays at the intersection of Canyon and Folsom Street around the 5pm rush hour, an issue with could potentially be allayed by timing lights at that and surrounding intersections differently. In fact, even if this issue cannot be allayed, a minor delay at one intersection at one particular time of day is a worthwhile price to pay for safe thoroughfares for cyclists. At the very least, please leave the protected bike lanes on Folsom Street for the full one-year test period so we can collect sufficient data, and please proceed with installing the remaining protected bike lanes on Iris Avenue and 63rd Street so that we can have a comparative data set. Lastly, I would ask that, in order to optimize the benefits of the protected bike lanes, there be greater enforcement of traffic law at pedestrian crossings along Folsom Street (motorists consistently do not stop at flashing lights-- this is incredibly dangerous for cyclists and pedestrians attempting to cross), and, additionally, the installation of cyclist-specific traffic lights (as there is on Walnut). Thank you very much for your continued dedication to the safety of cyclists and the improvement of our city. Sincerely, Julia
Laura	8/15/2015	email	Folsom Street				1	negative	auto congestion		Dear City Council: I have been riding my bike on Folsom Street safely for over 30 years. Why does anyone need an extra 18 inches of bike lane, surrounded by dozens of plastic bollards? The current bike lane was more than sufficient. The bollards create a visual impairment that makes it more difficult to see bicycles. Folsom Street looks like a construction zone now. It is uglier and less safe. These bollards are not "protective" in any way. If someone hits a bicyclist with a car, it is because one or the other is not paying attention. A plastic flexible bollard is not going to stop a two-ton vehicle from swerving into the bike lane, and it is not going to force anyone to pay attention. Instead, the bollards and strange green paint on the road make it more difficult to see cyclists. Please right-size Folsom Street by removing these ridiculous barriers. If you want safer biking, start an education campaign. But don't hide bicyclists in a forest of bollards. Thanks to you, I neither ride my bike on Folsom Street, nor do I drive to McGuckin Hardware anymore. Also, the extra traffic time is spewing tons more CO2 into the air. I thought Boulder was supposed to be an environmental city? How many more people need to bike instead of drive a car to reverse the increase in pollution your decision has caused? I'll be you don't even know the answer to that question. What kind of "experiment" is it that doesn't have a solid way to evaluate its success? Laura
lynn	8/15/2015	email	Folsom Street				1	negative	auto congestion		neighborhood significantly and dangerously increase due to bikes shortcutting to Folsom Street. I have also seem my car commute to and from work become more time consuming and frustrating. Don't need a study or an expensive camera to know that Folsom Street is now a mess (looks and feels like an obstacle course) and ruined as one of the last major arteries usable in Boulder. (I stopped using 28th street during peak hours years ago.) Thanks for your prompt action in righting this wrong sizing. Lynn
Susie	8/15/2015	email	Folsom Street				1	negative	auto congestion		I completely understand why you are trying to improve the transportation in Boulder and making it safe for EVERYONE, including bikers, walkers and drivers. But, certain approaches to your goals are not always the right things for all of the citizens of Boulder. I also realize that you will never make everyone happy. But this Rightsizing experiment on Folsom Street is not working. The group that did the research and tests, should refund the city the money that we paid them to examine this project. Here are a few of my observations and questions about the Folsom Street project. And keep in mind that is BEFORE the students have come back to CU and adding thousands more cars to our streets. Why wouldn't they consider that the traffic would be backed up so that anyone wanting to take a left hand turn would have to wait out 1-2 traffic light cycles to even be able to access the left turn lane, let alone make the left turn safely and legally? This happens consistently at Folsom Street/Pearl, Folsom Street/Canyon and Folsom Street/Arapahoe. Each time I have driven on Folsom Street this summer (since you changed the lanes), I see traffic backed up and maybe 2-3 bicycles riding by. And in the winter, the number of cyclists will decrease and the cars will increase. How do you think the snow plow driver is going to deal with those delicate flexible pylons? I seriously doubt that they will gingerly maneuver around them. And then how will this luxury bike lane get plowed for the 2 people riding their bikes to work? I am under the impression that when I register my car and pay those fees each year, that a portion of my payment goes to paying for road maintenance. Why are we catering to bicyclists and not having them pay their way? I'm not sure if you've noticed, but most bicyclists do not follow the simple rules of the road. Just watch them pull up to a red light, slow down, look around and continue on through the red light if there are no cars coming the other direction. What if a bicyclist causes an accident? What if they leave the scene? How are they identified? Do they have a license plate on the back that you could write down? I honestly think that if we put systems in place to hold the bicyclists more accountable (pay taxes/fees, registration, identification, etc..), then more citizens could take this Living Lab/Rightsizing more seriously. I do ride my bicycle, my scooter, and drive my car. I make the decision on what mode of transportation based on MY needs. Am I meeting with a client and need

Tony	8/15/2015	email	Folsom Street				1	negative	auto congestion		As one lane sits virtually empty for large stretches of time, for a few (mostly recreational) cyclists, hundreds of motorists needing to get somewhere efficiently are sitting in bumper-to-bumper traffic. Please be assured my wife and I have noted all the names of the Council and the TAB who made this nonsense happen, and you will NOT be receiving our votes this November. Put Folsom Street back to rights, and go experiment on your home streets instead. Sincerely, Tony
BeZeroWaste	8/14/2015	Twitter	Folsom Street				1	positive			Love my community. Love community by bicycle. #bikeFolsom Street #goboulder #bikestylish
Community	8/14/2015	Twitter	Folsom Street				1	positive			Folks who've previously been hit by cards biking seem to appreciate protected bike lanes: #BikeFolsom Street #BldrLivingLab
EstrellaBoulder	8/14/2015	Twitter	Folsom Street				1	positive			Rode kids up to @movementboulder from SoBo on new protected lane on Folsom Street. Loved feeling safe! @bouldergobldr.
Anna	8/13/2015	email	Folsom Street				1	negative	auto congestion	safety	I am an advocate for more available rental property in Boulder and also for average people being able to do short term rentals for the extra income and the wonderful option they are for visitors to Boulder. To this end, I suggest that investor property have a two year rental license that must be used for long term rental every other renewal. So, 2 years as long term rental and then 2 years as short term rental. The number of rental licenses should also be limited to a set amount….. 500? Driving on Folsom Street at 2 p.m the experience was that cars are backed up at the Pearl red light all the way to Pine and cars trying to enter from Spruce are also backed up. Not one bike was on the road in either direction. Two biking friends say that they feel less safe on Folsom Street now….the turning lanes make them less secure about traveling the road. I have also found myself behind cars several times late at night on Folsom Street that are traveling 5 miles an hour below the speed limit. It seems the barricades are making some people nervous and they are slowing down. There was maybe one bike on the road. Overall, I would say right sizing is a failed experiment and is not serving bikers and certainly not drivers. Thank you! Anna
Anonymous	8/13/2015	Inquire Boulder	Folsom Street				1	negative	Congestion	Safety	I spent 2 years using bicycle only transportation in Boulder back before there were bike lanes and underpasses. Bicyclists use side streets and parking lots to most efficiently get to their destinations. Closing half of Folsom to automobile traffic is ridiculous, as no bicyclist is going to say, Gee, I should go blocks out of my way to use Folsom as a North/South corridor. A small number of bicyclists will be in the direct vicinity of this street and may enjoy the full lane, but not enough to justify closing an automobile traffic lane. Were there not already bike lanes along that street???
April	8/13/2015	email	Folsom Street				1	neutral	auto congestion	safety	efforts. A few years ago I lived in Boulder for over a year without a car and now my husband and I share one car. We both commute to work most days by bike and sometimes by bus in the winter. I consider riding my bike to be an integral part of my high quality of life. However, I'm not sure that the new bike lanes on Folsom Street contribute to this. I have used the new bike lanes twice and want to share my initial thoughts: 1. The lanes are enormous, yet only a small section of them is available for bikes as the rest is filled with the rumble strip. I think the previous bikes lanes with the addition of some kind if protective barrier would have been more than sufficient and would not have required an entire lane. 2. Knowing that so many drivers are against these bike lanes made me feel nervous as I used them. Road rage is a very real phenomenon and honestly I felt there was a possibility that a biker could be made a target of people's frustrations around this issue. The traffic and delays appeared to be significantly higher than predicted and I worry about how people may take out these frustrations on others around them. 3. The green paint in these lanes is ugly. With all of the hideous new box-style construction around town, these lanes only increase the "soul-lessness" of Boulder's aesthetics. Could you make it match the look of the hop buses or in someway make it more artistic? 4. I'm not sure why you chose to do this on such a busy street, why not do it on 20th or a smaller north/south street? That way it won't impact traffic so much and the bikers can ride in safety and peace without all the fumes and noise? I think that Iris Avenue and 63rd Street will have these same problems. Personally, I'd MUCH prefer the investment in bike infrastructure go into multi-use paths to increase the off-street network rather than mixing us in with the ever increasing traffic. 5. In terms of being on the street, I like the system that is in place on University Ave where the bikes are buffered from traffic by parked cars. Maybe you could do that in more places around town rather than reducing driving lanes on busy streets? Thanks for soliciting feedback and taking the time to read this. Best wishes, April
Bart	8/13/2015	email	Folsom Street				1	positive	safety	environment	I want to write you all in strong support of the innovative bike lanes/buffer on Folsom Street. THANKs for having the foresight to give new ideas a chance. I've ridden my bike through the section several times in the past couple of weeks (both for errands and on weekend pleasure rides) and really enjoyed it. Riding there makes me realize how much more fun and safe it feels to be recognized on more equal footing with motorized vehicles. I won't quote you studies on bike safety, or traffic patterns, or how long it takes folks to adapt to new things, but I will note: - I hope you stick with the experiment for several months. Let the new thing settle into a groove. It takes a while to get used to new things; even good new things. - We have had a dominant car culture since at least the 1950s, so that many of our perceptions are embedded in that way of thinking, but I think it's worth exploring new directions for the benefit of public health and safety. - Bike (and car) safety make Boulder a really enjoyable place to visit, whether you're from Denver or another country--let's keep Boulder appealing. - If the new configuration on Folsom Street saves just one life or limb from a car-bike accident avoided, it's worth it. And thanks. Thanks for your willingness to try new things, keep and open mind, and keep Boulder evolving. Thanks also for dealing with a few negative shots in the Letters to the Editor (and, no doubt in long emails like this one). Sincerely, Bart
Bridgette	8/13/2015	Inquire Boulder	Folsom Street				1	neutral	Safety		The time delays on Folsom reported in the Camera suggested there were significant delays going south on Folsom. This is my primary N-S route. Based on frequent driving, my observation is that the problem is flashing crosswalk at Folsom and about Walnut. The median/berm between the N and S lanes is elevated and has pretty tall trees and vegetation, so you can't see anyone coming across from the east. As a result, everyone slows down when the light is flashing even tho many times the crosswalk has already cleared. This is not a problem caused by the bike lane project. It is completely due to the tall median, and has been a persistent slow down as long as the flashing crosswalk light has been operational. You poor souls fielding all the whining about that bike lane. This particular issue is absolutely not the bike lane's fault :)
HydeWright	8/13/2015	Twitter	Folsom Street				1	positive			Didn't see much of this pre-right sizing. Keep up the good work @bouldergobldr

Jennifer	8/13/2015	email	Folsom Street				1	negative	auto congestion		I'd like to provide my opinion on the possible changes to Iris Avenue of adding additional and larger bike lanes. For starters I guess I'm confused about the Council allowing the immense and continued housing growth and development, particularly dense housing, especially in north Boulder and then expecting this to somehow not create a traffic problem and then deciding to lessen lanes as a solution. This makes no sense to me. I'd have to say in a perfect, utopian world I'd agree, people should travel less by cars. But in reality unfortunately for those of us that commute to work, transport our children, and all the responsibilities that go into managing a household - we need to actually drive to our destinations. Especially in the direction of 28th street. When I moved to Boulder 20+ years ago my life was a very different story and I might have back then been able to pull off your car-less city goal. But my life right now is not so different than the mass majority that live in this area. If you put in expanded bike lanes - its simply not going to serve the gist of the population that lives around here and will instead serve a small population and create further traffic problems, including causing cars to drive more through residential neighborhoods and/or spend more time in our cars holed up in long lines of traffic (alongside all the new transplants to north Boulder in their way too big cars who came from their new way too big ugly modern looking homes…what happened to the Council's focus on controlled growth and height restrictions???!!) Lastly, I'd like to say that having lived in the north Boulder area for two decades I hardly ever have see anyone on Iris Avenue riding a bike in the already existing bike lanes (or sidewalks) that are in perfectly fine condition and safe for the small majority that choose to use them. The experience of Folsom Street hopefully provides enough information on how a seemingly well intended idea doesn't end up positively serving the good of the greater community. Lets try to learn from the idealism that lead to a solution that doesn't work and not repeat the same mistake on Iris Avenue. Thank your for your time, Jennifer
Lisa	8/13/2015	email	Folsom Street				1	positive	safety	environment	I am for the new, wider bike lanes on Folsom Street. I know you've been getting a lot of complaints. I encourage you to be forward-thinking and look towards a future where we have a higher percentage of people getting around town via means other than individual cars. Did Copenhagen, Amsterdam, and Utrecht become such bike-friendly cities (and people friendly cities) by catering to the complaints of car-drivers? I am ok with making things slightly harder for car-drivers with the goal of making things nicer and safer for bike commuters and pedestrians, etc. Cities are nicers places to be when more people are getting around by bike and foot. Restaurants and retail on streets with good pedestrian and bicyle access make more money (there are studies on this), and get more customers. Streets with 4 lanes of traffic are not pleasant places to be, though apparently, many car-drivers prefer this. But when people go on vacation, the cities people like to visit are very bike and pedestrian friendly. Let's be one of those cities. Yes, people will complain. People love to complain. Many people have a hard time with change. Especially older people (and I'm 50+). The Folsom Street bike lanes are such a small start, but the new wider bike lanes are pleasant and safer. As I'm riding on the Folsom Street lanes, I've noticed the new green paint. When I get to the end, I really notice how much thinner the bike lane is. Heck, the green paint bike logo doesn't even fit in the lane, it covers the gutter and appears to even go up the edge of the curb. Regular bike lanes are really too narrow. I look foward to a day when riding a bike on 30th between Baseline and Pearl is safe enough to bike with a child. I look forward to a day when riding a bike on Valmont between Foothills and 28th is safe enough to bike with a child. I look forward to a day when there is a continuous path or lane on 28th from Arapahoe to Iris Avenue. Folsom Street is a small and easy start to this process. Please don't let the complainers win this one. Be brave and forward thinking. In the end, Boulder will be a nicer AND SAFER place to get around for everyone. Sincerely, Lisa
Neal	8/13/2015	email	Folsom Street				1	positive	safety	environment	Someone posted your email addresses on facebook for the purpose of complaining about the bike lane experiment on Folsom Street— however, I have almost nothing but positivethings to say about it! Here are the reasons I like the lane changes: • I live at just W of Folsom Street/Bluff— I can actually walk across Folsom Street (to get to my closest grocery store and gym) without putting my life in danger! • With the 4-lane configuration, cars would drive so quickly over the hill between Pearl & Canyon that they'd often veer into the very small bike lanes— now it feels safe. This is a huge impact. • I've noticed more bike traffic— specifically families with kids and amateur/casual riders. I repeat: families are riding their bikes with their children on Folsom Street now… because it feels safe! • This solidifies a MAJOR N-S artery for bike traffic— connecting North Boulder with the University. 19th was the previous most safe/direct route, but has to be redirected in an inconvenient way at Walnut— Folsom Street is better for this. I bike all over this town— thank you for making it more enjoyable. Also thank you for making a values-based decision about the future of transit in boulder— it sends a message that is refreshing, uncompromising, and bold. I'm proud to be a citizen of Boulder in light of this change. Thank you!
Andrea	8/12/2015	email	Folsom Street				1	positive	safety	commuting	Keep Folsom Street bike lanes, they are a safe way for bike commuters to move through that corridor. My husband and I have been using them daily and it has been fantastic. We also have taken our car down these roads and there has been no issues what so ever. Thank you. Andrea
Anne	8/12/2015	email	Folsom Street				1	positive	safety	environment	Dear City Council, The other evening, my family and I decided to ride to dinner at Black Pepper Pho. It was my husband, myself, and our boys 10 and 12 years old. We ride all over town but normally avoid Folsom Street due to the speed at which the cars are traveling. We live north of Edgewood on 19th Street. I remembered the protected lanes on Folsom Street and we decided to give it a try. It was GREAT! The ride felt safe, even on the way home after dark (we had lights, of course). We were able to take a much more direct route. We would do it again! I have also driven down Folsom Street in my car at busy times of day. While it takes slightly longer, the difference does not seem significant to me, and if someone needs a major artery to travel on by car, 28th Street is just a short drive away. My family's opinion—the protected lane really makes a difference to allow for safer cycling. Thanks! Anne

Barbara	8/12/2015	email	Folsom Street				1	positive	safety	environment	Folsom Street several times, day and night, to go to and from McGuckins, the Dairy, and further east. I've connected with Elmer's 2 Mile bike path at Goose Creek off of Folsom Street to continue on a multiuser path to North Boulder. I LOVE these lanes. I look forward to their creation on West Iris Avenue as I often cross Iris Avenue at 16th and feel a center turn lane would make crossing Iris Avenue easier and safer. Please do not succumb to the loud protest of a drivers, who feel slighted by any small delay in their car travel during a couple of hours in the late afternoon, and hesitate to implement the proposed test sites elsewhere in Boulder. Sincerely Barbara
Betty	8/12/2015	email	Folsom Street				1	negative	auto congestion		I am a 17 resident of Horizon West Condominiums on Folsom Street. We have 150+ residents in our building as well as between 173 and 239 additional visitors and workmen who come to our building in a one month period. (This is from two and half years of data.) Only a small percentage of guests and workmen come on bicycle. Before the Folsom Street change, I sent e-mails to City Council and spoke face to face with Council member Mary Young opposing the Folsom Street St change. Since the Folsom Street change, it is practically impossible to turn left (north) from our parking lot onto Folsom Street and there are times when it is difficult to even turn right (south) from our parking lot. It is more dangerous for pedestrians because bicyclists are using the sidewalks if they want to go in the opposed direction of the bike lanes. The sidewalk bicyclists are increasingly hostile to pedestrians on the sidewalks. I have friends who have told me that they avoid coming downtown to Mike's Camera and other businesses because of the Folsom Street St change. Please return Folsom Street St to four lanes and make the bike lanes a little smaller. Thank you, Bett
BikeStylish	8/12/2015	Twitter	Folsom Street				1	positive			We #bikeFolsom Street everyday on our way into our office. #BikeStylish #boulder
Carrington	8/12/2015	email	Folsom Street				1	positive	safety	environment	I'm writing to convey my experience with the Folsom Street bike lane. I bike home almost every single day along Folsom Street and I did so before the bike lanes were even put in. The drivers on that road are careless and I've had many close encounters with cars veering in to my lane. The reality is that many drivers are not cyclists and are oblivious to our presence. I know there are complaints of traffic delays resulting from the pilot and I get that people have places to be. However, from what I have heard and what I have experienced from driving on Folsom Street myself, the delay is such a small price to pay to protect bikers in our city. Boulder is a city that really harnesses safety and being active and if we remove these bike lanes, we would be negating both of those things that the city holds near and dear. Thank you for your time, Carrington [illegible]
Deane	8/12/2015	email	All Corridors	1	1	1	1	negative	auto congestion	maitenance	Having been a Littleton city council member in the 70's I recognize a difficulty for Council members that may not be easily seen; that staff members will bend over backward to accomplish what the council wishes. I think this has happened with the down-sizing of Folsom Street, Iris Avenue and other main streets as the attempt has been to decrease auto traffic. There can have be only optimal conditions placed on the simulations of traffic being reduced to one lane on Iris Avenue and Folsom Street. No consideration of winter conditions, the lack of bicycle trips to make up for auto trips and on and on. I would like to talk with you about this. Currently, the most important think is to postpone the changes on Iris Avenue until at least one winter is experienced with the down-sizing of Folsom Street. Sincerely, Deane
James	8/12/2015	email	Folsom Street				1	positive	safety		Boulder City Council, Thank you for putting in the new Folsum Street Bike Lanes. Previously, Folsum was a scary street to ride because too many cars did not respect the bike lanes. It's better now with the bright plastic "sticks." Previously, I would only ride Folsum during non-peak traffic times, which meant only for recreation. Now, cars are driving slower and bikes are more protected so I can ride at peak times, which means I can commute by bike besides riding for recreation. As a next step, consider how bike and car lanes are divided in Dublin, Ireland and Bordeaux, France. Both of those cities use stone blocks to separate bike lanes from car lanes. The stone blocks add a significant measure of safety because cars cannot jump the barrier to infringe on the bike lane. The plastic "sticks" you are using now are better than previously, but they are still only a suggestion because cars can still pass into the bike lane if they are careless or deliberate. James
Jenn	8/12/2015	email	Folsom Street				1	positive	safety	commuting	Dear City Council, I simply want to thank you for the great new protected bike lanes on Folsom Street. These lanes help create a safe, critical north-south connector and are so much better to bike on than when cars raced by on this wide street. Please let time pass to see if this experiment works and stay strong against the critics and the haters. If we want Boulder to convert a small percentage of car trips to bike trips, we must invest in more infrastructure that inspires people on the margins (who want to ride bikes but consider it unsafe) make the leap. Connectors such as Folsom Street will help us complete a better bike network, instead of lots of little segments littered with scary road crossings. Thank you again for passing "right-sizing" and let's keep it going. The silent majority is right behind you and looking forward to a bright future with more people biking around Boulder. All my best, Jenn
Jonathan	8/12/2015	email	Folsom Street				1	positive	safety		Dear Neighbors, I'm writing to convey my experience with the Folsom Street bike lane. If the pilot is intended to evaluate whether re-purposing lanes on some streets will enhance travel safety, the answer is an indisputable yes. As an avid road, mountain and commuter cyclist, I have had far too many brushes with open car doors, texting drivers or otherwise negligent motorists. Even worse, I have had several friends in the Boulder area who have not been as fortunate as I. The list of car, bike collisions is too long for a city that celebrates cycling and a safe, healthy lifestyle. The reality is that many drivers are not cyclists and are oblivious to their presence. I know there are complaints of traffic delays resulting from the pilot. As a driver, an occasional delay is a small price to pay for the safety of our sons, daughters, mothers and fathers. I'm proud to live in a city that is on the fore front of urban bike planning. To abandon this project would be like embracing the typewriter in lieu of the internet. I'll leave you with a favorite quote of mine: "You can't buy happiness, but you can buy a bike and that's pretty close." Kind Regards, Jonathan

Jonathan	8/12/2015	email	Folsom Street				1	positive	safety	commuting	Please keep up the good work and continue to withstand all the complainers in this community, of which there are many. I realize that it's no fun having people write, email, and call with complaints, but this is the price we pay for progress. The generations renew for a reason, and that's because new ideas and change is hard to stomach. Future generations of bikers will thank you for putting up with the stress. Keep fighting the good fight! Jonathan
Katharine	8/12/2015	email	Folsom Street				1	positive	safety		To whom it may concern I am a serious bike commuter from Gunbarrel to 9th and Pearl. I ride along Folsom Street 5 days a week, twice a day. I Love the new bike lanes. I no longer worry that someone will swerve around a left turning vehicle, into the bike lane and hit me. I have also driven Folsom Street, in both directions, since the conversion and couldn't tell any difference in the time it took. I understand there is a lot of backlash from drivers about "coddling" the cyclists. Maybe more emphasis should be placed on the collision prevention aspect of the right-sized lanes. Let car drivers know that it's not just cyclists that these lanes are good for. I am eagerly anticipating the new lanes in Gunbarrel. SOme kind of safety measure has been needed down 63rd Street for a long while
Merrill	8/12/2015	email	Folsom Street				1	positive	safety	commuting	Count me as a supporter of the right sizing experiment. I've biked Folsom Street 20 times since the change, and 5 times during rush hour. Even during the afternoon rush hour, when the traffic is moving, not gridlocked. During the 5:15-5:45 time, the lines have been continuous (between Arapahoe and Pearl), but the cars are moving and the traffic is clearing, not gridlocked. And outside of the 5:15-5:45 time, there is no delay at all. In addition, having cars move at a safe 20mph is far safer than having them race along a 45mph. I feel far safer biking on Folsom Street now than I did before the change. The problem with drivers of cars is that many of the costs are externalized, including air pollution, noise pollution, increasing levels of city traffic, 30K deaths a year, serious accidents, and the 900 pound guerilla, climate change. As long as the costs of this shared bad are externalized, people will view cars as a screaming deal. Right sizing, like bike paths, represent not a panacea, but a step in decreasing car travel in favor of cleaner alternatives like biking, walking, taking buses (I hope we move to smaller, gas efficient buses!), and car pooling. It's ironic that many of the people that are so upset about right sizing are very ready to have others bear the brunt of the responsibility for climate change, but everyone's daily car travel and plane travel deserve a big share of the responsibility as well. Our community needs to take a breath, allow the data to come in on right sizing, and then make a considered decision. Please don't be swayed by a lynch mob mentality. Thank You. Merrill
Michael	8/12/2015	email	Folsom Street				1	positive	safety	environment	Hi I've been hearing that the council has been receiving complaints from many people that don't like the new bike lanes on Folsom Street, but I'd like to add my voice to the side that support the bike lanes. As someone that lives at Folsom Street and Iris Avenue, the bike lanes make getting downtown much quicker. And more importantly, now my girlfriend feels safe enough to do it on a bike (she really didn't do it before). 30 minutes of traffic a day, 5 days a week, is a small price to pay for that huge convenience. Stay the course! - Micha
Nancy	8/12/2015	email	Folsom Street				1	negative	auto congestion	safety	August 12, 2015 I just wanted to add my voice to those that have expressed concerns about the changes that you have instigated on the traffic flow in Boulder. I have now driven on Folsom Street and noticed only 2 bikes and they were riding on the sidewalk and not your lanes. Was that the plan? The traffic was backed up for 3 blocks and making a right turn to Canyon was confusing and difficult to maneuver. I have also noticed that the only other north -south lanes in Boulder (28th and 30th) have become much more congested and almost impossible to navigate even at off hours. Forget peak times! So please, I implore you, do not add any more problems to an already overcrowded congested community by " wrong sizing " any more roads in this city. Nancy
Steven	8/12/2015	email	Folsom Street				1	positive	safety	environment	Hi, I moved to Boulder two years ago, after having commuted 40 miles each way from Oakland to Silicon Valley for ~30 years. On moving to Boulder I gave away my car and commute to work on a bicycle, year-round, rain, snow or shine. This despite not having ridden a bicycle more than a handful of times since 1963. I was only able to summon up the courage for such a step because Boulder (and Boulder drivers) are so bike-friendly. As a consequence I have lost weight, gained muscle tone and overall health, greatly reduced my carbon footprint, and overall love life a little bit more. The Folsom Street bike lanes are super-awesome. I really look forward to using them on snowy days, and urge that we continue the experiment for the full year so that we gain experience on usage patterns over four seasons. The separation of space will be much more important when the roads are icy. regards, Steven
Stuart	8/12/2015	email	Folsom Street				1	negative	auto congestion		2 to 5 minute traffic delays both southbound and northbound Folsom Street at Pearl midday Tuesday. Not an improvement. FYI Stuart
SydWeedon	8/12/2015	Twitter	Folsom Street				1	positive			RT: @Bikestylish: We #bikeFolsom Street everyday on our way into our office #BikeStylish #boulder
Adam	8/11/2015	email	Folsom Street				1	positive	safety	environment	I am a resident of Boulder, Colorado and want to provide my enthusiastic support for the new bike lanes on Folsom Street and the future planned protected bike lanes around Boulder. I regularly ride my bike on Folsom Street St and am so pleased that the City is providing a safe route for cyclists along the North-South corridor in Boulder. I also have driven the same road a few times and have never once felt like the route took any longer than it ever had before. Drivers in this town must be crazy, because there's a lot of spouting off about what sure looks like nothing to me. Please keep the health and safety of Boulder's bike commuters and all bike riders in mind when deciding on the future protected bike lanes. Sincerely, Adam

Alexey	8/11/2015	email	Folsom Street				1	positive	safety		As a driver, I have had no issues with the right sizing (I avoid driving in the evening rush hour). As a cyclist, with a little more space, I feel safer from cars speeding down the hill, straying from their lane, or those on their cell phone. And left hand turns from Folsom Street in a turn lane versus sitting in a traffic lane is awesome. I am choosing to ride more on Folsom Street. Please give the protected bike lanes more time to prove themselves. Please encourage city staff to make tweaks for autos to improve the rush hour. With your support, more people will be bicycling for their everyday needs in a safer and more enjoyable environment. Thank you@ alexey
Amanda	8/11/2015	email	Folsom Street				1	negative	auto congestion		Please change Folsom Street back! The new bike lanes have not changed the volume of bikers or how they function since the street already had reasonable bike lanes before the project. Auto Traffic on Folsom Street between Canyon and Pine is especially dense now any time after 7:30 in the morning. Even taking a right turn onto Folsom Street it impossible between the hours of 3-6 pm!
Angela	8/11/2015	email	Folsom Street				1	negative	auto congestion		To Whom it may concern, I am writing to discuss the lane change at Folsom Street. I live downtown on 21st and Pine. I now cannot get out of downtown without sitting in a traffic jam nor can I get back to my house without sitting in a traffic jam. This traffic jam seems to be there during every normal waking hour where people are out and about. This is an astronomically terrible change in my opinion. Please change it back! Sincerely, Angela
Anna	8/11/2015	email	Folsom Street				1	positive	safety		Dear City Council, I have three young kids, the smallest of whom rides with me on the front of my bike (picture) and I feel very scared when we ride on most streets because of the number of distracted drivers on their phones. I feel safer riding in the protected lane on Folsom Street and am happy we have a way to get downtown from 30th and Kalmia where we live. Thanks, Anna
Annemarie	8/11/2015	email	Folsom Street				1	positive	safety		Dear City Council, I am a resident of Boulder, Colorado and want to provide my support for the protected bike lanes on Folsom Street and the future planned protected bike lanes around Boulder. I ride on Folsom Street St and am so pleased that the City is providing a safe route for cyclists along the North-South corridor in Boulder. Please keep the health and safety of Boulder's bike commuters and all bike riders in mind when deciding on the future protected bike lanes. Sincerely, Annemarie
April	8/11/2015	email	Folsom Street				1	positive	safety	commuting	As a casual bike commuter to work and around town, thank you so much for voting for protected bike lanes. I appreciate your effort to create safe spaces for me to bike and engage in fitness. Respectfully, April
Ariana	8/11/2015	email	Folsom Street				1	positive	safety	environment	I am a resident of Boulder, Colorado and employed with Thule out of Niwot, CO. Cycling is an essential part of both my life and work. I am writing to communicate my support for the protected bike lanes on Folsom Street and the future planned protected bike lanes around Boulder. I ride on Folsom Street St and am thrilled that the City is finally providing a safe route for cyclists along the North-South corridor in Boulder. These was previously an extremely uncomfortable section to ride and feel safe. Please keep the health and safety of Boulder's bike commuters and all bike riders in mind when deciding on the future protected bike lanes. Sincerely, Ariana
BeingExample	8/11/2015	Twitter	Folsom Street				1	positive			RT: @BeZeroWasteGirl: We have slahsed out car drives in half. #BikeFolsom Street #cycle #community @sustainable #ecology #BoulderBikelanes
Bruce	8/11/2015	email	All Corridors	1	1	1	1	negative	economics	safety	Hi my name is Bruce Stephens, I have lived in Boulder for 23 years, and I pay a lot of taxes. This is the worst decision I have seen, and that says something. I want to know which of you supported this fiasco. Your data is flawed, have any of you noticed the growth spurt that is happening ? Where do I start, why is north Boulder being punished ? I will be informing all of the businesses that I patronize that I will not be going there until we get back to the perfectly fine lanes the way they were. We need a new traffic manager NOW, those responsible need to go . Now that a few days have passed and the idiots that were driving their bikes back and forth to lie to us and prove their extreme minority was right, we are back to the norm of just a very few bikes and large numbers of cars. Why let such a small special interest dictate policy, I can't help but think of how the NRA shoves their gun rights down our throats when everyone knows something needs to be done. Please have some common sense ! Bruce
Carrie	8/11/2015	email	Folsom Street				1	positive	safety	environment	Please do not fold under pressure. School is not even is session. I use Folsom Street now and it is a lot safer. For cyclists safety, Please hang in there and ride through the negative. Carrie
Chelsey	8/11/2015	email	Folsom Street				1	positive	safety	commuting	Just wanted to let you know that I absolutely love the new bike lanes on Folsom Street! I live at Walnut & Canyon and ride them all the time. I feel way safer now. I also drive Folsom Street and have had no problems since the new lanes.Thanks!
Community	8/11/2015	Twitter	Folsom Street				1	positive			Cities are like gardens, & you don't water tomatoes with a fire house: #BikeFolsom Street #BldrLivingLab
Community	8/11/2015	Twitter	Folsom Street				1	positive			Do you shop at @McGuckins by Bike? Let them (and us) know! Send pictures of you and your bike carrying hardware. @BikeFolsom Street @BldrLivingLab
Dan	8/11/2015	email	All Corridors	1	1	1	1	positive	safety	environment	Dear City Council, I have been a resident of Boulder, Colorado for almost 6 years now and want to provide my support for the protected bike lanes on Folsom Street and the future planned protected bike lanes around Boulder. I ride on Folsom Street St and am thrilled that the City is providing a safe route for cyclists along the North-South corridor in Boulder. THANK YOU!!! THIS IS A DREAM COME TRUE! Please keep the health and safety of Boulder's bike commuters and all bike riders in mind when deciding on the future protected bike lanes. Please reach out if you have any questions about my experience. Sincerely, Dan

Davidson	8/11/2015	email	Folsom Street				1	positive	environment	safety	I am a resident and proud business owner of Boulder, Colorado and want to provide my support for the protected bike lanes on Folsom Street and the future planned protected bike lanes around Boulder. I ride on Folsom Street St and am so pleased that the City is providing a safe route for cyclists along the North-South corridor in Boulder. Please keep the health and safety of Boulder's bike commuters and all bike riders in mind when deciding on the future protected bike lanes. Bicycles bring so much for this city and we all hope that it can continue to be on the forefront (in America at least) for bicycle support. This is one of the main reasons we chose to do business in Boulder. Sincerely, Davidson
Earl	8/11/2015	email	Folsom Street				1	negative	evidence	auto congestion	So far as I can tell, this was done with - Almost no data on traffic and bicycling before - No defined test points in terms of traffic levels, biking levels, delays, avoided or incurred accidents, efficiency increases, carbon output as affected by new bicycling and new traffic jams, which will indicate success or failure. You overlooked the main existing obstruction – flashing crosswalk lights – and doubly overlooked how they exacerbate the problem now the street has been experimented. Left turns from Folsom Street to Pearl are getting very difficult, and the obstruction is backing up traffic so people on other side streets cannot find openings to get on Folsom Street. The travel time has increased even as traffic has decreased. This will be a catastrophe when school is back in session. You've made a mockery of input by not receiving anything meaningful in advance. You have used airy environmentalism to justify making test subjects out of the citizens. You have no clear metrics defined for your experiment. I trust you will not extend this experiment to other streets until you can define what is a success for auto travel, for bike travel, for winter travel; and then point to how Folsom Street has met your criteria.
Eat Play Love	8/11/2015	Twitter	Folsom Street				1				Hey @bouldergobldr I would recommend updating Twitter more frequently than 1x a week and actualy having interactions. IMHO.
Elizabeth	8/11/2015	email	Folsom Street				1	positive	safety	environment	Boulder's reputation for being highly accessible by bike and public transport is one of the primary reasons that my husband and I bought property here last month. We are living in North Boulder and happily getting around without a car. I hope these efforts continue to expand with the proposal for the widening of bike lanes on Iris Avenue Ave. and other streets to follow suit. Thank you respectfully, Elizabeth
Holly	8/11/2015	email	Folsom Street				1	positive	safety		Dear City Council, I am a resident of Boulder, Colorado and want to provide my support for the protected bike lanes on Folsom Street and the future planned protected bike lanes around Boulder. I ride on Folsom Street St and am so pleased that the City is providing a safe route for cyclists along the North-South corridor in Boulder. Please keep the health and safety of Boulder's bike commuters and all bike riders in mind when deciding on the future protected bike lanes. Sincerely, Holly
Irene	8/11/2015	email	Folsom Street				1	positive	safety		Dear City Council, I want to express my support for continuing the right-sizing bike experiment on Folsom Street. I do not yet know whether I favor this approach overall, but since we have paid for it to be done I STRONGLY want to see how it works and that can only be done with a sufficient amount of time for data collection. Thank you, Irene
Jane	8/11/2015	Twitter	Folsom Street				1	positive			I shop @McGuckins by Bike! #BikeFolsom Street #bldrlivinglab
Jeff	8/11/2015	email	Folsom Street				1	negative	auto congestion		Although I understand and fully support the City Council's desire to improve cyclist safety in town, the work done on Folsom Street is a serious disappointment. In my opinion, traffic and bicycle flow is impeded in an area that did not appear to have a significant problem. Perhaps the worst aspect, however, is the overall appearance. It is incredibly cheap and trashy looking, and has given a moderately attractive streetscape the look of a very busy and unattractive construction zone. The confusing traffic paint combined with hundreds of cheap green and white plastic traffic pylons are an eyesore that should be removed.
Jim	8/11/2015	email	Folsom Street				1	negative	auto congestion		As a 42 year Boulder resident I am STRONGLY OPPOSED to any lane closure. Such closures will have significant negative impact on major city arteries AND cost in excess of $300,000 of taxpayer monies. Sincerely, Jim
Jim	8/11/2015		Folsom Street				1	negative	congestion	lack of cyclists	My experience with driving on Folsom during non-peak hours has been very negative. The section of Folsom from Pine to Canyon was bumper-to-bumper. All of the cycle traffic was crossing Folsom, not on Folsom. This is not a good solution.
Kennet	8/11/2015	email	Folsom Street				1	positive	safety	environment	Dear City Council, Marni, and David, I attended the Transportation Board hearing as well as the City Council hearing a few months ago in regards to the right sizing on Folsom Street, Iris Avenue, 63rd Street, and 55th Street. I was sad when I learned that 55th Street would inevitably be a no go, but very pleased that almost all of you had the courage to implement the protected bike lanes on the other three streets. I really hope that Iris Avenue and 63rd Street will get the protected bike lanes as soon as possible. They are a minor step towards a better future for the next generation and a healthier planet. I've ridden and driven Folsom Street a dozen times now and the protected lane does help make me feel safer. There is no extra traffic wait time except for peak rush hour, and the poles help slow cars down and make them more aware of my presence when they're turning across the bike lane. It is a bit difficult crossing over to go left onto Canyon during peak rush hour while heading southbound, since the cars are driving very aggressively now. Apparently having to wait an extra minute will enrage people enough to purposefully risk my life. As a cyclist and bike commuter, this is nothing new to me. Cars truly bring out the very worst in people, as we all know. Road rage is one of the nasty side affects of driving automobiles. I hope you take this into consideration when the enraged members of this community make negative comments and exaggerate the inconvenience of driving on Folsom Street. Change is always difficult, and is always met with fierce opposition for the status quo. Please keep pushing for protecting us, the vulnerable users of the road. With enough time, more people will get out of their cars and on their bikes, more bike lanes will be built, car traffic will die down within the city, and riding will become even more convenient and safe. We're on the right side of history here! Kennett

Kristen	8/11/2015	email	Folsom Street				1	negative	auto congestion		Dear City Council, I wanted to write in to express my opinion on the new bike lane on Folsom Street. I'm all about protecting our citizen's, but unfortunately, this solution is only compounding an existing problem in Boulder, and not solving anything. Traffic in this town is atrocious. With Folsom Street being a main thoroughfare, reducing the lanes seems like it will just make things worse for everyone. Unfortunately, 98% of the people who live in Boulder don't have the luxury of time and have jobs/kids that require the use of a vehicle. I don't think the lane reworking will likely encourage more bike commuters due to these factors. Maybe on the weekends, but overall, I don't think it will make the difference people were hoping. I hope you take comments like these into consideration during the testing of this experiment. And please, for the love, don't do this on Broadway! ;) Kindly, Kirsten
Kristen	8/11/2015	email	Folsom Street				1	positive	safety	commuting	Please accept my support for the new bike lane project on Folsom Street Blvd. I have only ridden it a few times, as this isn't a street I frequently travel. I prefer to use the bike lanes on Broadway, through campus, as my North/South connector because it's closer to where I live. I am very interested in the possibility of expanding this project to Iris Avenue Ave. This IS a street that I travel by bike frequently. I would also bike it with my 5 year old daughter, IF there was a designated bike lane. I do not bike with her currently on that street because of the traffic proximity when riding in the bike lane. We take our car, sadly, to do little errands in that area. We would CERTAINLY bike more if we felt safer over there. I'm sorry the majority of voices you've been hearing have come from those who do not support this project. We, the cycling families of Boulder, DO support and appreciate your efforts. We are most likely just a little busier with our families than some of those who have sat down and written to you so far! Thank you, Kristen
Laura	8/11/2015	email	All Corridors	1	1	1	1	negative	auto congestion		I support biking, bike lanes and safe streets. However, "right-sizing" Folsom Street has been a bad idea from my prospective. I got stuck in traffic there a couple times and decided simply that I just wouldn't drive on this street or go to businesses that necessitate driving on Folsom Street. So, I no longer buy gas at the gas station on Folsom Street behind REI, I no longer go to Mike's Camera but I will continue to take my car to Hoshi Motors only because they are the best in town. However, when I drive to Hoshi, I won't drive on Folsom Street. I will approach from either Pine Street or Mapleton (right through the residential neighborhoods) on off-hours. I am sorry for adjacent neighborhoods, very sorry. I have begun avoiding businesses on 28th street and eastward because I don't want to get caught in a traffic snarl on those streets. Luckily, I can obtain the goods I need by traveling to businesses west of Broadway or to South Boulder. I am happy to support these businesses and stay away from traffic snarls caused by over-development that is endless and the "right-sizing" of Folsom Street. This a.m., returning to my home on the Hill from the South Boulder Rec Center, I have never seen so many cars lined up at Baseline and Broadway. I estimate 40+ cars at 9:30 a.m. CU and BVSD has not started, tourists are gone from town mostly--so what caused this? Maybe it is not related in any way to "right-sizing" or maybe alternative streets north to south (like 9th to Baseline) are being used. I have lived in Boulder since 1967. The streets in this town were never designed for the traffic that we experience today or that began to build-up in the late 80's and early 90's. The lack of north-south streets cannot handle the current traffic, especially between September - May that is generated with people getting to school, work, running errands etc., unless one has the luxury of making one's way around town on "off-hours". Then there is the snow that is coming. What happens then? Oh well, an election is coming up and I will not vote for any of the City Council members that are up for re-election, nor will many of the people I have spoken with. Too many bad decisions have been made by these people that seem to be rather lacking in common sense and hell-bent on putting the finishing touches on the destruction of our town. How many City Council members ride their bikes around town? Lisa Morsel maybe? Who else? This all seems somewhat absurd to me. I will also vote and actively recruit people to vote for the two citizen-sponsored amendments. It is time for a big change in this town. Sadly, it has come too late and the damage has been done in terms of crowding of people and structures. This town was "paradise" until the mie-1980's and from thereon sadly it went downhill. If my spouse and I weren't in our late 60's, we would definitely cash-out and move elsewhere--to a smaller town in Southern Colorado. As this not really feasible at our age, at least we have the luxury to avoid most of the unpleasant environment effects that have taken place locally, as do many other people (especially the masses of affluent newbies). When I go hiking, rarely do I walk 1 block to Chautauqua Park where there are masses of people, traffic, dogs and general chaos. No, I drive up Flagstaff to County Open Space (it takes 12 minutes from my home) and hike there, a few times a week. I also volunteer for Boulder County Open Space as a bird monitor and have for 10 years in this same area. Mainly because this is where there is still exists some interesting and at times abundant wildlife near Walker Ranch. The birds and animals have been driven off City Open Space due to dogs and masses of humanity. Inadequate enforcement of rules has contributed significantly to this sad fact. Boulder has been loved to death and although the writing was on the wall many, many years ago due to greed, over-development, poor City planning, lack of enforcement of regulations, pandering to special interests, the egos and lack of understanding displayed by City staff and Council members, coupled with the overall general deficiency of concern for the different and unique neighborhoods, this town has become a rather obnoxious, unpleasant mecca. Laura Greetings,
Lauren	8/11/2015	email	Folsom Street				1	positive	safety	commuting	Dear City Council, I am a resident of Boulder, Colorado and want to provide my support for the protected bike lanes on Folsom Street and the future planned protected bike lanes around Boulder. I ride on Folsom Street EVERY SINGLE DAY and am so pleased that the City is providing a safe route for cyclists along the North-South corridor in Boulder. Please keep the health and safety of Boulder's bike commuters and all bike riders in mind when deciding on the future protected bike lanes. Sincerely, Lauren Callaway 2050 Bluff Street Boulder, CO 80304 -- Lauren
Lisa	8/11/2015	email	Folsom Street				1	negative	maitenance	auto congestion	With the Folsom Street Right-Sizing, what are the plans for winter? How will the snow plowing be handled during the months when there are few bike riders? We've made an entire street for bike riders for the entire year - even during the ... View more snowy winter months. How will traffic be impacted when the roads are snow-covered & icy? I assume the posts that are now in place on Folsom Street will need to be removed & the bike lanes will become the snow lanes because we have to make the plan feasible for plowing. I'm curious to know what the city council has in plan . . . the whole thing seems quite ridiculous to me. But, I live in the mountains and have to drive to do my errands & get my child to school & activities in town, so I don't think my opinion matters to the council. Lisa
Lynne	8/11/2015	email	Folsom Street				1	negative	auto congestion		To whom it may concern: Folsom Street is now a mess! Two cars traveling in opposite directions can now have a near collision in the turn lane trying to go east and west on the same street...Slow downs and traffic jams are the new norm and other north /south streets are becoming more crowded as drivers avoid Folsom Street -all to accommodate a few more bicyclists... This plan lacks common sense !!! And where are you going to put the snow this winter? Lynne

Marley	8/11/2015	email	Folsom Street				1	positive	safety	environment	Hello City Council, I am writing in support of the Folsom Street protected bike lanes. I drive and bike on Folsom Street almost daily and the protected bike lanes are a vast improvement over the four-lane road. I used to try to avoid biking on Folsom Street when I headed North or South in Boulder, now I have been enjoying the protected bike lanes every time I head in or out of town. I have noticed a huge increase in the amount of commuters and families that take the route now that the protected bike lanes have been put in place. In terms of driving the road, it is interestingly better now! I haven't noticed an increase in traffic and it is far easier to drive especially while heading North towards the intersection with Valmont, where cars used to try and merge at the last minute. I would be incredibly sad if this new addition to our town were taken away. Please keep the protected bike lane on Folsom Street! Thanks, Marley
Martin	8/11/2015	email	Folsom Street				1	positive	safety		As a bike user, I support the Folsom Street bike lanes. Makes biking a lot safer!
Mary	8/11/2015	email	Folsom Street				1	negative	safety	environment	Both my work, and my home, are dictated by Folsom Street—it is the *only* way I can access the rest of Boulder, because I live on University Heights Ave. I do not like or find the new lanes helpful. I have two small children. It is not bike lanes that prevent me from hauling them around Boulder on a bicycle. It is the realities of being a working mother, of all-weather safe biking, the realities that as much as I'd like to be super-mom, and be able to pack them up, me up, drop them off at school, return to work, be showered, clean, etc, it just won't work. And now, our commute has been made worse by these changes. Even wider bicycle lanes do not make Folsom Street seem safer. The markings are confusing, even after spending about 20 minutes earnestly trying to understand how to understand and interpret them based on what was provided in the Daily Camera. Many bicyclists are still using the sidewalks, which is also dangerous, because I often do walk around the Folsom Street/Arapahoe area to do errands on foot (with and without my kids). With its proximity to CU, Folsom Street is one of the streets that, at certain times (CU transitions, CU games) is driven on heavily be out of town people, who have an even slighter chance of understanding the green paint, bollards, and traffic rules. I think this poses a real safety risk to cars, pedestrians, and cyclists—just confusion, lane changes, and not knowing what to do. It is hard, from time to time, in my car, to get back onto Folsom Street from the west side to go south (for example from Spruce, Pine, or Mapleton) because of the backups at peak travel times. I grew up in Boulder, and I grew up cycling Boulder. Though I can't very much now, I believe in bicycles. But these changes haven't made anything safer or more pleasant, in my opinion, just more confusing. Sincerely, M. Mary
Maya	8/11/2015	email	Folsom Street				1	positive	safety	environment	Hello, I'm writing to support the protected bike lanes on Folsom Street. My husband and I bike around town with our two children, who are 4 and 8 years old. We live in South Boulder, so when there isn't a protected bike lane we like to bike on the sidewalks. That isn't always practical for pedestrians. Thanks for making more safe spaces for bicycles in Boulder! Maya
Particia	8/11/2015	email	Folsom Street				1	positive	safety	commuting	I like the right sizing! Please do not cave in to public opinion that has taken as its summer gripe, the changes on Folsom Street. The speed limit was always 30 mph but that was not the average driving speed before right sizing. Folsom Street was our secret time saver to avoid 28th st. I am a retired senior but I am still very active. I live at 22nd and Canyon, a location that allows me to bicycle or walk to almost all the places I want to go. In the afternoon or evening, if I drive my car, I might not find a parking place near my home. If I rode my bike on Folsom Street before the right sizing, I would ride on the sidewalk for safety. Now I can ride to Unity Church or to get ice cream, to go to Hawthorn Public Gardens or to access the bike pathways on the north side of the city. Please do not make it harder for me to get my errands done. I don't want to drive my car. I want to stay healthy. Sincerely, Patricia
Razz	8/11/2015	email	Folsom Street				1	positive	safety	commuting	Dear City Council, I am a resident of Boulder, Colorado and want to provide my support for the protected bike lanes on Folsom Street and the future planned protected bike lanes around Boulder. I ride on Folsom Street St and am so pleased that the City is providing a safe route for cyclists along the North-South corridor in Boulder. Please keep the health and safety of Boulder's bike commuters and all bike riders in mind when deciding on the future protected bike lanes. Sincerely, Razz
Roberta	8/11/2015	email	Iris Avenue			1		negative	auto congestion		Dear City Council, Please do not extend the "right sizing" project to Iris Avenue. I live on a side street adjacent to Iris Avenue and am very concerned that vehicles will use my side street to avoid the inevitable back-ups on Iris Avenue and put my family's safety in jeopardy. Further, it is unnecessary to widen the (rarely used) bike lane on Iris Avenue as there are safer alternatives nearby for east-west bike traffic. Roberta
Sam	8/11/2015	email	Folsom Street				1	negative	auto congestion	environment	Dear Council, The last thing we need is for retrograde thinking to turn us backwards on the Folsom Street bike lane based on the comments of a few irate and vocal drivers. The data is already pretty clear and the Folsom Street lane is a success not only for the low carbon interests of the city, but also for cyclist safety on one of the more dangerous thoroughfares in Boulder. Please tune out the fulminations of less-than-informed advocates of the car economy and keep burnishing Boulder's credentials as a progressive oasis, in which the simple bicycle is the chief symbol. Regards, Sam

Steve	8/11/2015	email	All Corridors	1	1	1	1	negative	auto congestion	Communication	First, I think it is important for you to know who I am: I have lived in Boulder for over 20 years. Bicycling is my biggest hobby. Since 1997, I have saved over 11,000 driving miles by bike commuting. For example, in June this summer I bike commuted nine times. Having said that, I have been against the right-sizing since the first proposal, and based on what I actually have seen, it is a disaster. Not only should it NOT be done on any other street, but Folsom Street should be re-set to the way it was. I can tell you in all the years I have lived here, I have never seen such disappointment and anger among voters about a poorly thought out idea being rammed through. 1. The car traffic is much worse. The new stop and go traffic creates more pollution than before. 2. I've seen minimal increases in bikes, including during commute hours. 3. Any thought of doing this to Iris Avenue or 63rd Street would be a disaster. Those streets have even fewer choices for parallel roads. (FYI, I had a job that I had to commute on 63rd Street for two years, both by car and bike. 63rd Street already has a separate bike lane on the West Side. Gun Barrel is also the most suburban part of the city and many people there commute many miles to work. It is unbelievable to me that 63rd Street was ever proposed as a possible route.) My other right-sizing concerns are: 1. Boulder is much smaller than cities such as Seattle, so there are fewer parallel street options when doing this. 2. Boulder has harsher summers and winters than many of the other cities which I have seen referenced as doing this. 3. Very poor communications on how the results will be measured. If this is a REAL project with measureable results, than you MUST measure how traffic is affected on parallel roads too. This includes 28th St. in the case of Folsom Street. 4. Given Boulder's nature, it is very un-realistic to think that a high-percentage of people will get out of their cars based on a few wider bike paths.
Sue	8/11/2015	Twitter	Folsom Street				1	positive	safety		#BikeFolsom Street 400 more bikes a day since protected bikes lanes when in. In just 1 week.
Susan	8/11/2015	email	Folsom Street				1	negative	auto congestion		Dear Boulder: I think the "Right Sizing" project is a terrible idea. It seems to me that it provides an advantage to a very small group of people and inconveniences many. I have driven Folsom Street a number of times since it has been changed. Each time I have creeped along behind a slow (15 mph) car that I could not get around. I saw absolutely NO bikes. It's frustrating. Frustration does not contribute to safe driving. Left turn from Folsom Street southbound to Pearl eastbound takes a long time with the backups. Folsom Street used to be a pleasure to drive. I love the sweeping curves with 2 lanes in each direction. Now it looks cluttered. This project has been named "Right Sizing". To me, that says that the decision about it was made before it was even implemented. I can just imagine what Folsom Street will be like when traffic increases in the Fall. Horrible. Please put it back like it was. And don't change Iris Avenue. That will make an even bigger mess. I just don't understand why you're making it so hard to get around Boulder. Respectfully but frustrated, Susan Lyle Shank Susan
Todd	8/11/2015	Google +	Folsom Street				1				Data on Boulder Right-Sizing suggests traffic only a problem when cars are present. Now we are getting somewhere! @BoulderColorado
Tracy	8/11/2015	email	Folsom Street				1	positive	safety	commuting	Hello, I am a daily bike commuter on Folsom Street, riding from Iris Avenue down to Spruce in the morning and the reverse in the evening. I ride the new barrier-protected lanes between Valmont and Spruce, and they make me feel far safer, particularly over the small hill and curve between Valmont and Bluff streets. That particular section was always dicey prior to the improvement because inattentive southbound drivers would frequently cut the curve too sharp, moving over close to, or into, the bike lane. I'm eager to see the full year of data on the effects of the Folsom Street improvements. By my unscientific observations, I see a significant uptick in the number of commuter cyclists on the street. One problem I have seen with the implementation is how short the automobile right turn lanes are from northbound Folsom Street to eastbound Valmont, and from southbound Folsom Street to westbound Pine. They're so short that the right turners are stuck in the line with those going straight, slowing traffic through the intersection. Even worse, I have witnessed right turners cutting over early into the bike lane, on the right side of the barriers, well before the actual right turn lane starts. In other words, they're driving in the protected bike lane just to get up to the intersection to turn right during a red light. If you double the length of the right turn lane, that should reduce or eliminate this problem. Thanks for running the experiment, and please keep it up for a year so we can see how it works in the winter, as well. Best regards, Tracy
WhiteXbread	8/11/2015	Twitter	Folsom Street				1	mixed	safety		I am loving the extra room for bikes but crossing the right turn lane going north at Canyon on a bike is pretty scary. @bouldergobldr.
WhiteXbread	8/11/2015	Twitter	Folsom Street				1	negative			The way it's set up it's impossible to know whether the car behind you sees you without looking over your shoulder. @bouldergobldr
WhiteXbread	8/11/2015	Twitter	Folsom Street				1	positive			The way it's set up southbound at Canyon is great - bikers are protected until the new configuration is established.
WhiteXbread	8/11/2015	Twitter	Folsom Street				1	negative			Which is scary when you're <100 ft from a busy intersection. In this instance in my opinion, it's better as it was before.
Amos	8/10/2015	email	Folsom Street				1	positive	safety	environment	Hello, I just wanted to quickly say that I have felt a slight impact on traffic as a motorist, but I personally want to see stronger bicycle infrastructure and safety in Boulder, so I believe the slight impact is totally worth this step in a positivedirection for the city. Thank you!
Andrea	8/10/2015	email	Folsom Street				1	positive	safety	commuting	We are loving the new bike lane on Folsom Street! We have slashed our driving in half and regularly bike from our home in North Boulder to downtown by way of Folsom Street! We have also taken time to drive down Folsom Street at various times throughout the day and have experienced very little traffic - unnoticeable. I believe getting a movement to encourage more students to ride would be a great idea as well. Andrea

Bobby	8/10/2015	email	Folsom Street				1	positive	safety		this is a small price to pay for the increased safety and protected lanes. I ride my bike more because Folsom Street is better. There was also another benefit, on the stretch north of Mapleton, south of Valmont, the cars went way too fast before. Having only one lane here really helped in keeping the speed down. If you have to cancel the project, maybe a good compromise would be leaving it north of Spruce? Traffic would flow during rush hour, and we get to keep some of it? It only ever got messy south of Spruce where it hit Pearl and Canyon.
Carah	8/10/2015	email	All Corridors	1	1	1	1	negative	auto congestion	safety	Hi Folks, I love bicycle riding more than almost anything in the world, and I want nothing more than to see an increase in all kinds of ridership, and for that riding to be safe. However, these bike lanes are NOT the way to do it. 1. They are confusing, therefore dangerous. Residents and out of town visitors alike are not accustomed to this set-up. I feel concerned that some elderly Boulder resident who doesn't drive much, or an out of town visitor who is already confused, is going to be at serious risk of an accident. Of course, an accident also puts the cyclists at greater risk. Unfamiliar traffic patterns and road design are going to cause issues. I know I still have to remind myself each time I turn onto Folsom Street not to turn into the bike lane. It will become automatic over time, but I am a frequent driver (and cyclist) on Folsom Street. Not everyone that drives on Folsom Street does so regularly enough to become accustomed. This just seems like poor design. 2. Likewise, going into the right turn lane requires crossing the bike lane. Is this also not an accident waiting to happen? Is it not obvious that this is dangerous and confusing, not to be sure where and how you're going to turn? What does a driver do when there are cyclists in the lane? How does that work? 3. Any gain in bicycle ridership is surely offset by greater idling emissions. Traffic is more backed up now at rush hour on Folsom Street than it was. Idling cars means greater automobiles emissions. This is extra pollution that cyclists are exposed to. Has anyone calculated what this increase in idling emissions actually is? It's bad mechanically for cars to idle, and it's horrible for the environment. So is this a net gain or loss here? 4. We already have a good answer: It won't restrict automobile traffic or generate increased emissions, and because it's simpler and cheaper, it can be deployed much more widely. How much difference would it make if Folsom Street feels safer to cyclists but the surrounding streets do not? The poles lining the bike lane on East Baseline are very nice. I love riding there. It does feel safer. I don't need the bike lane to be wider. Bikes are narrow, as long as there's some physical barrier to the bike lane, that should suffice, without causing all these additional risks. The current project is a heck of a lot of work, and causes a heck of a lot of problems just for the sake of widening bike lanes. I never heard anyone complain about a bike lane being too narrow. A shoulder, yes, that is often too narrow for comfort. But I personally haven't heard anyone complain about a bike lane not being roomy enough. As I said, I love bikes, but this is not the way. Sincerely, Carah
Carrie	8/10/2015	Email	Folsom Street				1	positive	Safety		Finally I feel safe to ride on that street anyway. Carrie
Catherine	8/10/2015	email	Folsom Street				1	negative	auto congestion		Dear city council: I wanted to provide you my comments regarding the new bike lanes on fulsom and future bike lanes on Iris Avenue and 63rd Street. I use fulsom as it is an access road to my home. Unfortunately the experience of the bike lane has been poor. Limiting of lanes, to re purpose space for bikes, has caused traffic jams on fulsom during nonpeak hours. My understanding was the goal was to push forward transportation goals of city Council? Other than permitting 30 bikers or less to use the road, the lane has been a failure causing traffic. Quite simply, Boulder has grown without increasing its current infrastructure. What needs to occur is a change in the infrastructure to support the number of cars that now exist. Not a reduction. Please do not move forward with any other phases of this plan!!! Thank you, Catherine
Community	8/10/2015	Twitter	Folsom Street				1				Info-graphic on Folsom Street before and 1 week post-installation of protected bike lanes stats.
Edward	8/10/2015	email	All Corridors	1	1	1	1	negative	safety	environment	For the past 10 years, I have used a bicycle for work commuting and personal errands, when my cargo isn't bulky and doesn't exceed 20 pounds. I rarely drive, except with my spouse (who won't bike), and when I need to haul a big load. I don't need "Right Sizing", because: 1) As a bicyclist, you put yourself in harm's way when you drive on streets with heavy traffic, and a speed limit over 25 mph. The differential in speed is a killer - esp. when you have drivers who are texting, changing a CD, minding their kids, etc. at 45 mph. I can't afford to be disabled after some bozo hits me with 2 tons of metal. 2) As a bicyclist, your motor is your leg muscles and lungs. Riding in heavy traffic is abusing your lungs with the junk that spews from fossil-fueled vehicles, and esp. diesel trucks. If you consult the bicycling maps put out by the City of Boulder and others, and Google maps, you will discover that you can get anywhere using the bike paths, low-use residential streets, with very short distances on major streets. You can also use sidewalks in most areas, because there are very few pedestrians. It is NOT necessary (or desirable) to ride your bike on streets like Folsom Street or Iris Avenue.
Jenn	8/10/2015	email	Folsom Street				1	negative	auto congestion	safety	Dear city counsel. I personally am not going to change my behavior other than avoiding Folsom Street and driving through neighborhoods frustrated. I would imagine with winter, wind, rain, heat, kids, dogs, groceries, practice equipment, cancer, illness, etc lots of other people will not be riding bikes all over town. Anyway. I want to know if the city has thought about the affects of closing the hospital (you basically stole the property) west of broadway and the extra time it takes to get across town to the new VA run like hospital? It's way out east for us west of broadway. I have a heart condition and my husband has cancer and I am concerned about getting to the hospital with all this extra congestion. I would not know how to pull over for emergency vehicles on Folsom Street. There is no shoulder. Just green empty space and sticks. Thank you for any information you may have. Jenn

Jennifer	8/10/2015	email	Folsom Street				1	neutral	safety	environment	Dear Council, Recently I attended a small dinner party where the subject of 'right-sizing' came up. Half us are primarily bicycle commuters while the others primarily commute by car. All of us are working Boulderites in our 40s. In response to a question from a car commuter, none of us who commuted by bicycle expressed feeling any safer on Folsom Street. We all agreed that cars still turn across our paths at intersections, and the lightweight plastic bollards won't do anything to stop a texting driver from veering into the bicycle lanes mid-block. But one of the bicyclists, upon hearing a story from one of the motorists about the congestion and delays during the afternoon rush hour along Folsom Street between Canyon and Pearl, insisted that this congestion was actually a good thing. This cyclist loudly ranted that the congestion should force their lazy rear-ends out of the cars and on onto their bicycles, and so forth. He didn't shut up until I pointed out that all of three of vehicle commuters present had medical conditions that prevented them from commuting by bicycle. Two of our group have had knee surgeries and another has had multiple back surgeries. I happen to be married to one of the people with a knee injury. As a bicycle commuter myself, I am all for a multi-use path along Folsom Street that doesn't remove traffic lane, but cannot support the current and proposed projects. Snarling traffic for those with disabilities should not be a goal of city transportation staff nor a goal of our city council. People with disabilities can't just abandon their cars and jump on a bicycle. Jennifer
Jim	8/10/2015	email	All Corridors	1	1	1	1	negative	auto congestion		Dear Council, The below is a letter I submitted this morning to the Daily Camera. The problem of actually determining....is even more complex than suggested below. But, not doing it right--though this will result in, for a number of you, the "desired" outcome, its a hell of a way to run a railroad...or even the city of Boulder. Jim Faller Early "right-sizing" data; a five year old's mistake? When my youngest son was five, he was asked to go to the kitchen and bring back the two deserts that were there. One was for himself and the other was for his older brother. While in the kitchen I saw him weigh the two deserts before he returned with a big smile on his face, whereupon he kept one and gave (I suspect the smaller) one to his brother. When I asked if he had separately weighed the bowls, the look of despair on his face told me that he realized that he had made a measurement mistake. Given the importance of determining the changes in the traffic being carried by today's Folsom Street, I cannot but wonder if the Transportation Advisory Board, before Folsom Street's "right sizing" took place, also "weighted" the bowls--i.e. measured the traffic on 28th and the other alternative thorough-fare streets. I for one no longer drive on the "right-sized" portion of Folsom Street and use the increasingly-more-traffic-carrying 28th street instead. Jim
Josh	8/10/2015	email	Folsom Street				1	positive	safety	commuting	I just heard/read how the "Living Laboratory" wherein wider, better marked, and more physically separated bike lanes were installed on Folsom Street is about to be cut short. I think this is a terrible decision. Bike lanes provide a safer, more efficient connection between these nodes, allowing cyclists better accessibility to our city's transportation grid. From what I understand, we do not yet know, nor will we ever know if you pull the plug on this experiment, whether or not these changes will work or not. . Can you at least maintain the current Folsom Street project long enough for sufficient data on its impact to be collected and assessed? It seems reasonable that we at least do that. I believe that Boulder is a pioneer on better ways to grow cities. Cutting this project short will not only negatively affect our community it will hurt our city's reputation. Thanks for the consideration. JZ
Lauren	8/10/2015	Inquire Boulder	Folsom Street				1	positive	Safety		Thanks for the bollards on Folsom - the cement blocks on baseline at 32nd make turning into the south lane (from 32nd) difficult to do with a trailer on my bike, but the Folsom bollards are spaced well to allow bikes with trailers plenty of entrance points while still giving me a sense of safety
Leah	8/10/2015	email	Folsom Street				1	positive	safety	commuting	Dear Boulder City Council, I am a resident of Boulder, Colorado and want to provide my support for the protected bike lanes on Folsom Street and the future planned protected bike lanes around Boulder. I ride on Folsom Street St and am so pleased that the City is providing a safe route for cyclists along the North-South corridor in Boulder. Please keep the health and safety of Boulder's bike commuters and all bike riders in mind when deciding on the future protected bike lanes. I would love to see more projects likes, in particular on 55th Street! Sincerely, Leah
morgan	8/10/2015	email	Folsom Street				1	positive	safety	environment	Dear Boulder City Council, Thank you so much for allowing this Right-Sizing project to proceed so quickly. I have already ridden along Folsom Street several times and I absolutely love the updates to the road. I have felt so incredibly safe along the newly painted and adapted sections. I look forward to using this street for bike commuting and general travel around the city for the next year to come! Thank you, Morgan
RoRowe	8/10/2015	Twitter	Folsom Street				1	positive	speed		I've been much more consious about my speed since the experiment started. @bouldergobldr
Rosemary	8/10/2015	email	Folsom Street				1	negative	auto congestion		The tracking of traffic back ups on south and NORTH bound Fulsom reported is patently incorrect. I have experienced long delays both directions during generally low traffic times, not during rush hour.
Sarabeth	8/10/2015	email	Folsom Street				1	negative	auto congestion	safety	To Council, TAB and Staff: Re: Living Lab published statistics I find it interesting and ambiguous that the Living Lab data link on the Daily Camera website, of the published statistics being used to define success gives no date on the baseline number of observed cyclists on Folsom Street. Since success will be calculated on the increase, the accuracy and comparable by date numbers are a critical factor. It needs to be a date, year over year comparison as was used in my retail career and is still used for store sales success in business. If the "before" unrevealed date for the bike numbers on the chart are mid summer as were the car statistics and therefore, after the semester is over for CU and k-12, when the population of Boulder is at an all year low except maybe for Christmas break, then a September comparison of riders when school and students are back, is meaningless. Unless you can give us the numbers for Sept 2014, for bikes as well as cars, we should consider the data to be useless and, in fact, intentionally politically loaded for a foregone conclusion by the proponents of the lane changes. There needs to be equity in comparisons and I am not sure that car baseline numbers which I believe are more year round workers, compares with normal yearly school bike use as there is little parking at school. And I do not feel that it is fair to the community to wait until Sept 2016 to do statistics, especially since the experiment has already started. It would be painful and pointless. Sometimes anecdotal evidence is worthwhile to consider. I will admit that I am one of the 3000 cars that has moved from Folsom Street to another route, and at non-rush hour times. I am not riding my bike in the summer to bring home ice cream from Whole Foods. After now being bottlenecked on 28th St too many times after diverting from a long time, formerly efficient use of Folsom Street to several destinations, I have created my own shortcut around Folsom Street. And I feel very bad about it. Especially for my friends at Mike's Camera, whom I will probably see less often. Please be realistic about what this is doing to Boulder. What I do feel is successful and should be encouraged for bike rider safety (certainly important) and awareness of, and for all, on the road, is to boldly mark pavement with paint on all major routes (especially the 30th St narrow bike lane) in Boulder as has been done on the stretch of Folsom Street between Canyon and Arapahoe where the car lanes remain intact. And enforce it for bikes and cars alike. This would truly be a win for the community and should have been done years ago. I recently returned from Durango which appears to have been using this system for a while, as their paint does not look new. SARA

Steve	8/10/2015	email	Folsom Street				1	negative	auto congestion		Thanks to Mike Sweeney for putting out some straight data on the "right-sizing" of Folsom Street. It was illuminating to point out that the increase in PM rush hour delays was significantly in excess of the forecast. But wasn't the original forecast based on current traffic levels? Then this delay number would likely be much higher if traffic hadn't dropped by about 16+%. Calculating congestion against volume yields a hockey-stick shaped curve; a small increase in volume can cause a large increase in delays. But doing this work accurately would require rush hour traffic counts from before the "right-sizing"... Also, the auto traffic shift is far in excess of the increase in number of bicyclists -- approx. 3,200 drop versus 400 gain -- so the cars are apparently going somewhere else... As to the evaluation process, the vacuum that was left by not setting quantitative measures up front has led to the predictable result -- the advocates have taken over the role of defining how success should be measured, at least in the media. Per today's Camera article, we'll now have a one-dimensional determination... "Selvans said he would want to see a 50 percent increase in school-year bicycle use to declare the right-sizing project a success. "At that point you could say the project had an effect on behavior," he said." Perhaps at your August 25th study session on this, you could actually set up a draft multi-dimensional, quantitative evaluation matrix. Then at least the citizens would know that you are not leaving it up to the TAB to make the decisions. And perhaps an inquiry with the businesses along Folsom Street would be a useful dimension to consider. Steve
Stuart	8/10/2015	email	Folsom Street				1	negative	auto congestion		I am not impressed with the Folsom Street resizing project. Traffic is definitely worse, especially during the afternoon. This is the case even with 3000 less cars (data provided by City of Boulder) and University of Colorado not yet in session. Where are the other 3000 cars driving? The early data will probably be the most helpful before drivers learn to avoid this area and take neighborhood streets instead (even more likely when Iris Avenue is downsized) Please use good judgement when deciding if this is a successful change. We need to keep traffic on the major corridors (Broadway, 28th, Folsom Street, 30th, 55th Street, Foothills, Arapahoe, Canyon, Baseline, Table Mesa, and Iris Avenue) and get vehicles around, in, and out of the city efficiently. Sincerely, Stuart
Sue	8/10/2015	Twitter	Folsom Street				1				#BikeFolsom Street all the people who say I bike and I feel comfortable biking Folsom Street before lanes are men. Where are the women? @dailcamera
Sue	8/10/2015	Twitter	Folsom Street				1				#BikeFolsom Street at TAB. "Biks have many places to go, cars don't. Are we even living on the same planet? The world has been remade for cars.
Sue	8/10/2015	Twitter	Folsom Street				1	positive			#BikeFolsom Street Higher % of children biking on Folsom Street after protected lanes.
Sue	8/10/2015	Twitter	Folsom Street				1	positive			#BikeFolsom Street TAB: City getting more positivecomments on Folsom Street via social media. More neg via traditional media @dailycamera.
Sue	8/10/2015	Twitter	Folsom Street				1				#BikeFolsom Street @dailycamera Reporter at TAB only talking to people against Folsom Street. Continuing Fox news strategy of anger.
Sue	8/10/2015	Twitter	Folsom Street				1	positive			#BoulderTAB #BoulderFolsom Street Great, very constructive comments by TAB members about Folsom Street. Smart, sane group.
Susan	8/10/2015	email	All Corridors	1	1	1	1	negative	auto congestion	environment	To City Council, First, I work at 27th and Spruce (psychologist) and live in north Boulder. Please understand that by turning Folsom Street into a bike lane/road, you have so worsened the traffic on 28th that it's miserable. I work until 6:00, sometimes 7:00 at night. In the winter, do you expect me to jump on my bike in the dark and pedal home? I am a 64 year old woman! NO. Second, you've turned Folsom Street into a heavily trafficked, less usable street for me to use on the way to and from campus, my home, and downtown. Thanks. Third, Iris Avenue is my main road to get downtown from Jay and 28th. You're thinking of turning that into a bike path/road. NO! You people think that we all are 35 year old trustfunders who can bike everywhere? We aren't. You have such little compassion for the VAST MAJORITY of us who are SUFFERING with the RIDICULOUS increase in Boulder traffic already! And now you convert one of the main streets into a bike lane/road. Haven't you noticed that most of us DON'T RIDE BIKES? And that we are becoming a growing city with increasing traffic problems? And aging baby boomers? It would be great if we all road bikes, but some of us are old and we don't and pretty much can't any more. Your decisions are appalling. Do I care about global warming? Yes. I am a democrat. But are your solutions backward and totally unrealistic? COMPLETELY. Sincerely, Susan
Thomas	8/10/2015	Twitter	Folsom Street				1				My intuition says median travel times should be meaningfully influenced by speed, but not peak times.
Thomas	8/10/2015	Twitter	Folsom Street				1	positive	speed		How much of the increase in travel times on Folsom Street is due to less illegal speeding? @BoulderCouncil @ZaneSelvans @Ericmbudd @Bouldergobldr
Todd	8/10/2015	Google +	Folsom Street				1				Read Mara Abbot commentary today in Daily Camera on Boulder Right-Sizing. Shows basic compassion for commuters. @bouldercolorado @dataisnice
Willilam	8/10/2015	email	Folsom Street				1	negative	auto congestion		Congratulations on creating another marvelous traffic jam on Folsom Street. Another hair brain project that further snafus traveling anywhere near that area. Third graders can figure out how to not screw up a traffic flow better than you idiots. Just keep overbuilding the heck out of this once beautiful city and endear yourselves to the tree hugger dimwits that lend more credence to the few bikers that travel that area. Keep making Boulder the smirk capital of Colorado.....you seem to be doing a fine job ya bunch of dimwits. Hopefully some of you have to drive to and from work on Folsom Street and wait for three turns of the lights to go one and a half blocks like we do now.....disgusting. ▯
Zane	8/10/2015	Twitter	Folsom Street				1	negative	traffic		Good Q, but I doubt travel times are controlled by speeds. More likely, intersection delays.
Zane	8/10/2015	Twitter	Folsom Street				1	negative			Okay everyone, heading into TAB meeting tonight, please repeat after me: "The plural of anecdote is not data..." @bouldergobldr @Bldrlivinglab
Zane	8/10/2015	Twitter	Folsom Street				1				Though thankfully, it does look like speeds are down a wee bit. Significant? Not sure.
Donna	8/8/2015	email	Folsom Street				1	positive	safety		Hello Folsom Street St right sizing, I've traveled Folsom Street several times per day for years. I've long been a fan of turning Folsom Street from Valmont to Pearl into two lanes with a center turn lane. The traffic traveled too fast and the lanes felt very narrow. Bikes have to dodge trash cans left in the bike lane for days and cars regularly drove into the bike lane around the corners. The change has certainly slowed the traffic. I have not been inconvenienced and the new turn lanes have greatly improved traffic flow. My suggestions to make this lab more accepted by the community are: Widen the driving lanes. The bike lane was widened by a foot and then a buffer added. Couldn't that be narrowed down a bit? Visually, the road seems very busy. Too many poles, lines, colors etc. The changes could be too much too quick, maybe start with projects that are not so impactful and allow people time to get used to it and adjust before the extreme of total streets. Put in signs for no U turn's at the intersections. Cars can't make it around with the new configuration. I'm happy to have bikes be safer, I am thankful to see the growth in biking and appreciate bike rider contributions to our environment. I'm more than willing to slow down, be delayed and be patient for bikes. I wish more drivers would change their attitude, plan their trips so they don't have to speed, stop for pedestrians and practice a bit of tolerance for their fellow travelers. I also hope bike advocates are as tolerant of me as I am of them. Please don't think non bike commuters are not making contributions to the environment because they are driving to work. Many of us are making contributions that are equally as impactful. The road changes are great, but they are not likely to make me a bike commuter. That would take a cure for osteoporosis and an electric bike, not wider lanes :) I'll still need parking when I arrive at work! Thank You, Donna
Eric	8/7/2015	Twitter	Folsom Street				1	positive			very nice infographic put out from @bouldergobldr summarizing week 1 metrics from Folsom Street Living Lab

Garret	8/7/2015	email	Folsom Street				1	positive	safety	commuting	Hey Team, I'm guessing there is a contingent of drivers writing angry letters to you guys and complaining about how the Folsom Street St updates slowed down their super-important commute by 30 seconds. In contrast, I wanted to say thank you (as a cyclist and a car driver) for trying something new on Folsom Street. I've been a Boulder resident for 2 years, and have been horrified to ride that road because the cycling lanes were small, and people drive like asshats. Yesterday, I took a friend (who just moved here, and has never ridden a bike on the road) down Folsom Street by bike, and it was a truly awesome experience. Really embodies the type of progressive approach that Boulder should be taking as a hub for innovation in lifestyle and cycling in the U.S. Keep up the good work, and ignore the haters…they'll get over their road rage eventually. Maybe. All the best, Garret
Glenn	8/7/2015	email	Folsom Street				1	negative	auto congestion	safety	I use Folsom Street to travel from near airport Blvd uptown to shop, so Folsom Street between Iris Avenue and Canyon. The reduction in lanes in my mind is not justified. First off when I leave for lunch or shopping over lunch hour I'm traveling through about 11:30AM, I might see one or two bicycles total in either direction. On my travel back to work about 12:30 I do see maybe a dozen bicycles total both directions. Frankly can't see how the usage justifies this project. Yes it's a limited time frame, but let me describe some of the real dangers I see because of this lane routing. The right turn lanes that have to cross over in a X pattern causing bicycle and auto to switch positions is dangerous and it is done at every corner. Turning into a business is also a hassle since I must slow way down to make the extremely tight RH turn across the new lane into business. I frankly avoid the businesses along this route. I sure don't want to own a business along this route. There is yet another issue when someone is turning right it causes a backup as no one can pass by in left hand lane anymore, so now there is longer waiting times while autos burn more fuel while not moving. In the sake of being green we are burning more fuel, awesome. Lastly and probably the most important part, no bicycle riders are supporting cost of new lanes or upkeep of lanes in any way. Gas Tax isn't paid by a bicycle while they use the roads, registration fees paid by Autos also pay additional taxes(fees for roads and bridges) yet another cost not paid because they are riding a bicycle. So for purposes of providing a bicycle supported infrastructure, no taxes are being collected from those who would use a bicycle. Purpose we add a registration for bicycles, add a sales tax for bicycles like we do for autos. If Boulder really only wants people to use bicycles then who will pay for the bike lanes? Share the road, how about share the cost. Thanks for listening. Glenn
John	8/7/2015	Inquire Boulder	Folsom Street				1	negative	Congestion		Stupid what is being done on Folsom because it used to be the most efficient street to get through Boulder - North/ South. Unfortunately that all this money was poured into this project when it's just going to be taken out.
joni	8/7/2015	email	Folsom Street				1	negative	auto congestion		I am totally dismayed by the reduction in traffic lanes on Folsom Street. Folsom Street is another was to go North & South in Boulder. With 28th street and Broadway being incredibly over crowded it is always nice to have another option. I read in an article in the paper that the city is hoping people will take Folsom Street less and divert to 28th which is more exude to handle the traffic. Given how long it can take to go North/South or vice versa on 28th street, I am finding it hard to believe based on experience 28th Str is equipped to handle even more traffic than what already clogs it multiple times per day. I have tried driving Folsom Street at 9am, 11am and different times in the late afternoon. All have me stopped and waiting in lines of traffic. With typically empty bike lanes. While I like the idea of having safe transport for bikes this is definitely NOT the way. The city is taking MAJOR through street and decreasing lanes available to vehicles which is only going to increase traffic and lead to additional road rage issue between cars and bikes. I am all for safe transport for bikes. My son and I ride the bike paths from our home in Gunbarrel to Aurora Ave. where he goes to school at High Peaks Elementary. We take HUGE risks trying to cross Jay Rd at Spine on our way home. While there is a stoplight there is no way to initiate a cross from the south side of Jay Rd. It is INCREDIBLY dangerous. In addition, last year when we took a detour home for a dentist appt. He was hit by a car while he was in a cross walk with an illuminated "crossing man" while trying to cross at 38th street at Arapahoe Ave. But adding to traffic congestion is not the way to do it. Sincerely Joni
Leora	8/7/2015	email	Folsom Street				1	negative	safety	auto congestion	Dear Council Members and Living Lab Representatives, As you claim to want to base future decisions on data (and not merely on public opinion, which is clearly against right sizing in Boulder), I will share some "soft" data with you from just the last week. Three random conversations that I had revealed the following: 1. Meeting of parents of incoming kindergartners at the playground of High Peaks on Tuesday, August 4: Four mothers were discussing how they would get to High Peaks every morning now that Folsom Street has become so congested. They had — literally — all been planning to drive south on Folsom Street prior to the lane reduction. They now will add to the congestion on 30th most probably. Until a few weeks ago, Folsom Street had presented the best and quickest option. This will certainly not turn up in your data set, as I doubt you're testing the impact on all the parallel streets. 2. A conversation with a 15-year-old friend of my son, a member of the incredible Boulder High bike team on the evening of Tuesday, August 4, one of the most avid cyclists out there: He told me that twice in the course of the previous week he had "very close calls" riding his bike on Folsom Street. He said things had gotten more dangerous for him as a cyclist since the "right-sizing." He said that the posts create a "false sense of security," blurring the line between a bike lane and a bike path, and that he was not sufficiently careful when cycling past cross streets. I added that as a driver, I found my field of vision too full of information, with the posts making the cyclists less noticeable and the intersections and crosswalks more dangerous. The close calls will not turn up in your data. 3. A conversation with a 60-year old female friend on the night of Thursday, August 6: She told me she'd been in a bad car accident in the intersection of Folsom Street and Canyon on the night of Wednesday, August 5. Three cars were involved. She thinks the driver who hit her ran a red light. I don't know whether the timing of the lights has been changed to accommodate "right-sizing"; whether the maze-like environment confused the offending driver; or whether the driver was simply at fault. It's worth looking into the cause. I doubt it's a coincidence. This accident should appear in your data. It's time you called an end to this experiment, before a fatal accident occurs. When a drug trial shows bad results, the trial is called off immediately. Sincerely, Leora
Rod	8/7/2015	Inquire Boulder	Folsom Street				1	negative	travel time delay	congestion	The new bike lane is causing massive amounts of delays and congested traffic. This street wasn't very big to begin with, but devoting a vehicle lane to just bike usage was probably the BIGGEST mistake the city has done. This was not thought through at all - I doubt winter was even considered at all - Bikes don't ride during snow days, so this leaves a lane completely unused. In addition to that, Emergency vehicles have a very difficult time getting through here!! Imagine plow vehicles. I have read that Lisa Morzel is asking for more public comments. Lisa if you are reading this, there are A LOT more people that complain about this daily

Tom	8/7/2015	email	Folsom Street				1	positive	safety	commuting	Like for many, Folsom Street is my main thoroughfare every day. I live in North Boulder and it gets me to work every day, to my local shopping stores, groceries and family excursions to Pearl Street for a meal out and time with the family. Most all of these trips are made by bike, especially the family trips now with the protected riding area in the area most needed. I also used the full stretch of Folsom Street when I worked downtown Denver. Not a single day did I not take the bus to work from table mesa park and ride. I would cycle from home heading south to the bike station at the park and ride and then journey further on bus. This way I got my exercise in for the day, caught up on reading on the bus and it just made for a much more enjoyable experience vs the alternative of driving a car each day to work. I must say this was a big change for me, and the first week was a bit hard to get my schedule down, but with anything, practice makes perfect. My wife and I also thought it was a great example to teach the kids about limited resources. Boulder has provided a great quality of life here, and has often led our nation in ecofriendly alternatives. We as community members must learn to capitalize on the many options available to make our lives more doable and enjoyable. Thanks Boulder! Another one out of the Park! Sincerely, Tom
Anne	8/6/2015	email	Folsom Street				1	positive	safety	commuting	My name is Anne and, in general, I love riding my bike in Boulder. I used to live at Mapleton and 28th with a commute that took me up and down Folsom Street every day and it was my least favorite and the most dangerous portion of my commute. Even though there was a bike lane, there were many times that I had near misses with cars turning in front of or into me or going very fast without giving me much room. I have now used the Folsom Street corridor during the evening commute several times and I just want to let you know how much safer and more pleasant the new design has made that road. As an also-occasional-driver I am happy to use 28th to get north-south in my car if it means that Folsom Street is a safer and more hospitable corridor for bikes. Going forward I hope that Boulder continues to explore development like this to get more people out of their cars and onto bikes or buses. It's the environmentally responsible way to develop and the ease of moving around town by foot of by bike is one of the reasons that so many people (including myself) are so happy living in Boulder. I have heard that the Folsom Street project has been receiving complaints from the community and may not undergo the full planned 1-year testing phase. I hope you will allow this project to run the full test phase so that the council can collect the data needed to appropriately analyze the impact of the change rather than just responding to the loudest complaints at the start. Thank you for your consideration. Anne
Anonymous	8/6/2015	Inquire Boulder	Folsom Street				1	negative	Congestion		geez, what are you people thinking? Folsom is one of the primary north-south routes thru the middle of the city and you've cut the carrying capacity in half (from 4 lanes to 2) - i've been driving and cycling on Folsom for over 3 decades and the bike lanes that WERE there were totally adequate and safe - this new "treatment" seems to be a continuation of an unspoken policy of making travel by car as miserable as it can be - it's not bad enought that Boulder refuses to put roads where the need to be to efficiently move traffic but now you're gonna create traffic backups to boot - please change Folsom back to the way it was ASAP
Gretchen	8/6/2015	email	Folsom Street				1	negative	safety	auto congestion	Just to let you know that I was walking on the sidewalk on Folsom Street next to the bike lane about 1200 on Wed. Two bicyclists almost hit me on the sidewalk. They were not in the bike lane a couple feet away! Also, the same day, two bicyclists rode very fast through stop signs at a pedestrian crossing. I am in favor of bicyclists, but they need to follow rules also. Also, I am in favor of keeping the band shell where it is. Why spend more money to move it? Just make it more useable for positivepurposes. Thank you for listening. Gretchen
Jennifer	8/6/2015	email	Folsom Street				1	negative	auto congestion		I have lived in North Boulder for the past 13 years. I am a biker and love to ride my bike around town with my family. There are 2 bike paths a few blocks off of Iris Avenue that easily bring you across or downtown safely. We have never had any issues getting anywhere we wanted to go from North Boulder on our bikes. There are also tons of side streets that get barely any car traffic, so they are easy to ride down. Now, while again, I like the idea of more bike friendly streets, what I do not understand is making a road, with almost no bike traffic a more biker friendly road. There was no need for it, I never saw bikers biking 3 or 4 in a row getting in the way or being unsafe. In all honesty if any road needs to more biker friendly/safe, it's 36 from Boulder to Lyons! Anyway, I travel Folsom Street almost daily b/c it is the quickest and least traffic filled street that leads from North Boulder to 36. (Well, it used to be!) My husband and I do not have the luxury, with two small kids going to very different places each morning and both of us working outside of Boulder, of biking to work. This plan seems to really only benefit people who live and work in Boulder and around Folsom Street. We now sit in a line of traffic either in the morning or evening. There are back ups at Pearl when the short turn lanes quickly fills up and then you cannot go strait. Also,coming the other way, taking a left back onto Folsom Street from Pearl, has become more dangerous! While sitting in this new traffic, I occasionally see someone riding in the bike lane, but most of the time I see no one. I know the supporters say give it time, but I believe what that does is give everyone time to find other routes around Folsom Street. This means more traffic on those nice quiet side streets! I think then the supporters will then think it all worked out, when in fact what it did is make people find other ways/streets etc. around Folsom Street. Since I also travel Iris Avenue quiet a bit, I am really hoping that you reconsider this change. I already sit in traffic to turn right onto Iris Avenue when I am heading South on Broadway. I have watched all the traffic over the past month or so and what I predict is that you will get backed up traffic on BOTH Iris Avenue and 28th street and even all the way back to the Diagnol HWY. I would think in making a bike friendly route you would consider a nice side street, that does is not a major connecting road that helps people get n and out of Boulder to get to their jobs. Last, I do want to say that I do like the mind set of a bike friendly town and I think having safe streets and bike paths is a great idea, but I also believe that we have a LOT of those options already. To choose to take roads that are used by people to get to work and home, without sitting in a lot of traffic, who do not have the option to ride, seems to just be looking for a fight! I'm sure there are ways to extend the current bike paths together or choose smaller roads to add to? I appreciate you taking the time to read my concern. Sincerely,

Jennifer	8/6/2015	email	Folsom Street				1	negative	auto congestion		I would like to give you my opinion on right-sizing. I used to drive on Folsom Street all the time. It was what I used instead of 28th or 30th. Never a lot of traffic, and always got me quickly to where I wanted to go. Since you right-sized it, I have not used it once. It is a pain, but I don't want to deal with so much added traffic. 28th is now horrible, and 30th seems to be every red light. I can not say first hand how many cyclists use it. I never saw many on it before. Why would they, with so many bike paths?? I have driven by Folsom Street, and looked down the road. It looks ridiculous, with what you have done to the bikepaths. It is like a kiddie road now. What is this going to do to businesses around it? Personally, we will now be going to Longmont for errands, as we live next to Jay road. I am sure others will do the same. I do not own a bike. And, I don't drive much, so I am not causing a whole lot of pollution or congestion. I always run multiple errands at once. I don't take the bus, bc it would take me hours, and many busses to do what I need to do. It is ridiculous. I was SO happy to hear the other roads are on hold for this plan. that would be a huge mistake on Iris Avenue. PLEASE do not go through with that one. LISTEN to the people of Boulder, for once, and please think long and hard about this process. And, for goodness sake, STOP being so pro-growth and ANTI-CAR!!! That is a ridiculous combo! And is infuriating to those of us long-time residents. Thank you, Jen
Katie	8/6/2015	email	All Corridors	1	1	1	1	positive	safety	environment	I am writing to express my support for the Living Lab's project on Folsom Street. There has been an incredible amount of bad press in the Daily Camera on the recently completed right-sizing of Folsom Street. I am surprised to see this, because it doesn't match my experience on Folsom Street. About me: I grew up in Boulder, then moved away for school, and returned ten years ago. I am a home owner in Boulder, and have started a family here. I commute by car for work and drive around town when needed. I also enjoy recreational cycling, occasional bike commuting (yay for the new US36 bikeway!), and riding my bike with my two toddlers in tow around town. My experience as a driver on Folsom Street: I have driven Folsom Street several times since the lanes were restructured. I have not encountered any noticeable traffic delays. Specifically, on Tuesday, 8/6, I drove northbound on Folsom Street from Colorado to Edgewood at 8:40am. I only needed to stop twice, once at Arapahoe and once at the flashing crosswalk. I got through the Arapahoe signal in one light cycle. It took me 5 minutes to get from Colorado to Edgewood. I observed 16 bicycles riding along Folsom Street, one of which was on the sidewalk near McGuckins. My return trip was at 9:40am. Again, it took 5 minutes. I only had to stop at Pearl and at Arapahoe, again getting through each light in one cycle. I saw 9 bicycles riding on Folsom Street. Traffic was moving smoothly in both directions. I realize this is not a comprehensive data set, only one person's experience. The part that doesn't make sense to me is that my experience has been so different from those I have read about in the comments section of the Daily Camera. My opinion about the project as both a driver and cyclist: Folsom Street feels much safer to me as both a driver and cyclist with the new configuration. I would feel comfortable riding on Folsom Street with my kids in the trailer as it is now, and would not have previously. As a driver, it is much more clear to me where I should be and where bikes should be due to the green paint on the road. I think this makes life easier for both drivers and cyclists. My hope for the future: As a permanent resident of Boulder, raising a family here, I hope that there will be more well-thought-out projects like this one that increase safety, and promote positivetransportation alternatives, such as cycling. I encourage TAB and City Council to move forward with the Living Labs projects on Iris Avenue and 63rd Street, despite the negative opinions expressed in the media. I believe it will make our city safer and more livable. Katie
Marita	8/6/2015	email	Folsom Street				1	positive	safety	commuting	I just wanted to let you know that I live close to Folsom Street and use Folsom Street every weekday commuting to work by car and most evenings as well as every weekend when out by bike. I love the new bike lanes in both roles: - as a driver, I haven't experienced any traffic jams, delays - as a rider, I feel much safer which encourages me to get on my bike even more often Thanks for making this happen, please keep the bike lanes and get more! Kind regards, Marita
Mary	8/6/2015	email	Folsom Street				1	positive	safety		Mary as an avid cyclist and one who has worked hard at my children's school to encourage kids to bike and walk to school, i think it would be terrible to end the Folsom Street experiment with new bike paths without having them run long enough to collect adequate data about their usage and make some judgments about their impacts. please let the current Folsom Street bike path project stay in place long enough to allow for sufficient data to be collected and assessed. thank you! mary
Narisa	8/6/2015	email	Folsom Street				1	positive	safety	commuting	As a Boulder resident, I am writing to ask you to maintain the current Folsom Street project long enough for sufficient data on its impact to be collected and assessed. best regards, narisa wild -- Narisa
Nina	8/6/2015	email	All Corridors	1	1	1	1	negative	congestion	aesthetics	I have yet to hear a rational explanation for making the only real east-west thoroughfare in North Boulder into a more friendly for bikes and less friendly for cars street. why not use another street for biking that isn't used for emergency vehicles, etc.? in 12 trips down Iris Avenue in the last few weeks I counted 3 bikes, one on the sidewalk. not everyone who is currently driving is going to get on a bike - some of us elderly folks are very concerned about breaking bones etc. my impression driving down Folsom Street is not that fewer people are driving, but are diverting to 28th street more often. thanks for holding off on Iris Avenue and please consider returning Folsom Street to its attractive former state. it looks like hell. nina
Steve	8/6/2015	Inquire Boulder	Folsom Street				1	negative	congestion		Sorry, but this situation just sucks. When I cycle to McGuckin's I don't note any improvement in the experience and it's obvious that traffic is completely backed up for blocks. When I'm driving it's such a SNAFU that I just bite the bullet and take 28th. In any case, this change has had a negative effect on Boulder's quality of life for drivers. Of course, if the whole point was to punish those of us who use internal combustion engines to get across town, then you've succeeded!
Anonymous	8/5/2015	Inquire Boulder	Folsom Street				1	positive	more bicyclists		The traffic issues seem to be calming down and the new lanes are great! I drove northbound on 4 August at 5:30 p.m. and it took me one extra light cycle (2.5 minutes) between Canyon and Pearl northbound. Lots of bikes using the lanes. It all seemed pretty reasonable. Suggest adjusting the light timing for longer times and lengthening the right turn lanes a bit to further minimize delays.

Eric	8/5/2015	email	Folsom Street				1	positive	safety	commuting	Dear Marni, DK, Council-- I've been getting used to the new Folsom Street over the last couple of weeks. I've now driven it and biked it many times, at several different times of day. For the most part, I'm impressed. I haven't seen any serious car delays, and the buffer is a nice improvement on a bike. This morning I was passed on my bike by a garbage truck south of Valmont, something that would have been quite stressful in the old bike lane. Here, it was fine: not close, not scary, just normal. I really notice now how much less pleasant the bike lane is south of Canyon, and I hope something can be done about that eventually. The right-turn treatments are taking some getting used to, but I think most of them will work out well. (They are much better than in some other parts of the city.) The one intersection I think could be improved is the one at Walnut Street. The buffer seems to widen just before the intersection, forcing cars to make very sharp turns across the bike lane. This slows down through car traffic more than necessary and makes turns in both directions a little stressful. I think a well-marked shared bike/turn zone might work better there. Thanks for listening. I'm really glad the city is trying these projects out, and I'd like to support them in any way I can. I'm disappointed and discouraged by the whiny cynicism I see in the Daily Camera's comments and editorials; I just don't see it as representative or appropriate. -Eric D
Travis	8/5/2015	telephone call	Folsom Street				1	negative	congestion		Folsom Street was working well before. It was a good option to travel across town. It is now congested and I haven't seen any bicyclists riding along the corridor. The transportation project on Folsom Street must be removed by their own admission, City Staff moved forward with their pet project with disastrous results. The
Andry	8/4/2015	email	Folsom Street				1	negative	access	auto congestion	City Staff may not have very much data but as a business owner on Folsom Street for 30 years and resident of Boulder for longer, I have some facts to share about this experiment. After 30 years in business, I saw a bicycle/car accident in front of my business for the first time this Sunday during the Ironman race. Where my customers used to be able talk outside is now a perpetual cloud of exhaust and honking horns. My business has declined 84% as compared to this time last year. City Planner Dave Kemp says diverting traffic from Folsom Street to 28th street "isn't a problem" for him. Well it is a huge problem if the business that pays your for your kid's college tuition happens to be on Folsom Street. So far my front row seat to this experiment has demonstrated that in exchange for MORE accidents, MORE congestion and LESS access to businesses on Folsom Street, we have managed to solve a problem that no one had. This project is another example of a City Staff that is out of control. We have a City Council election this year. If this council cannot get their staff under control or fire them, then we should fire the incumbents on City Council this November. If we don't remove this project and if necessary the council that allowed it to happen then it will be my business, my employees and other Boulder institutions on Folsom Street that will be removed. Andy
Bill	8/4/2015	email	Folsom Street				1	negative	auto congestion		I work near Pearl and Folsom Street. I commute from about 25 miles away, and have to drive a car. The new bike lanes along Folsom Street between Arapahoe and Valmont are creating horrible traffic issues. I look out onto Folsom Street, and use Folsom Street for egress in my car. Whenever I see or use Folsom Street now, it's the same; bumper to bumper cars, 0 to 2 bikes. I realize it is council's intention to curb car traffic, and that's a noble goal, but this is plain stupid. Many people besides me commute to Boulder for work, and have to drive a car. Some of the consequences of this bad idea for traffic management are; Inability to merge safely onto Folsom Street from anywhere along the stretch, pulling into traffic without proper clearance Causing additional congestion along 28th and 30th, already overcrowded roadways Endangering bicycle traffic, should there ever be any, due to traffic pulling onto Folsom Street more quickly I hope Council ends this dangerous, foolish, misguided, and plain moronic attempt to get people to leave their cars at home before somebody gets hurt. Oh and while we're at it, since bikes now have priority over cars, make bikes buy a license, and pay use taxes to pay for all this foolishness. I have been a Boulder resident since 1970, and couldn't afford to buy a house in Boulder starting in the late 70's. Nice place to work and play, be nice if I could afford to live here too. Bill
Catherine	8/4/2015	email	Folsom Street				1	positive	Safety		I've been off my bike for several weeks due to back issues. Today, I am "back in the saddle" and so grateful for the changes on Folsom. The auto traffic seems to have slowed a bit. With only two lanes, getting across at Mapleton was quick and having more space between me and the cars was great! I am curious about how many vehicles are being driven above the speed limit on Folsom. Are there any plans to deploy one of the photo radar vehicles, especially during rush hour? I would also be curious if those driving above the limit are from Boulder County (local) or out of county. Thanks again for this implementation. Catherine
Debra	8/4/2015	email	Folsom Street				1	negative	auto congestion		Boulder City Council: What were you people thinking? Do any of you actually commute to/from work on Folsom Street? I work Mon-Fri at a company located ON Folsom Street between Canyon and Pearl. I've been there over five years. The Folsom Street traffic has now become a total nightmare. It is causing MAJOR traffic backups. Oh, and by the way, the delays are real, not "perceived." The road painting, different colored rubber traffic poles, etc. are confusing. There's now a HUGE bunch of wasted road space, with the wide bike lanes PLUS the blocked/striped lanes specifically for the rubber poles. Are you kidding? Trying to pull out of my company's driveway, cross the street, and make a left onto Folsom Street is no longer an option. Our tax dollars at work? What a joke. -Debra

Esta	8/4/2015	email	All Corridors	1	1	1	1	positive	safety	commuting	Hello, I have lived on Bluff Street very close to Folsom Street for the past two years. In that time, I have done everything in my power to avoid cycling and walking on Folsom Street. With the addition of the wider, protected bike lanes, my mantra has changed, and I am now utilizing Folsom Street as one of my main corridors for commuting to work and for pleasure. I work at CU, and before the rightsizing, I would usually take only bike paths to get to work on my bike. From my house, that required a 5 mile loop around Goose and Boulder Creek trails. I did this because I feel safe on the bike paths. However, now I feel just as comfortable riding on Folsom Street. Now, I often ride home for lunch, or run a quick errand to McGuckins or Sprouts on my lunch break. My commute now only takes 15 minutes, whereas before it took 35. In the past, I avoided doing this because riding Folsom Street meant that cars would speed past me (surpassing the speed limit), drift into the bike lane, or harass me if I didn't move quickly enough. If I needed to use my bike trailer to transport things, riding Folsom Street meant that I would often have to drift out of the bike lane because the curb and road drainage system took up part of the bike lane. That doesn't happen anymore, because there is finally enough space for me and my bike trailer. I hope that the City Council will move forward with the other rightsizing project. The big elephant in the room in Boulder is that there are just too many people driving when they could be utilizing other modes of transportation. The rightsizing projects make it easier for all types of people to feel more comfortable biking and walking on Folsom Street, which reduces the number of cars on the street, leading to cleaner air, better communities – and I think that's a win for everyone, whether you identify as a cyclist, pedestrian or driver. Thank you! Esta
J	8/4/2015	email	Folsom Street				1	negative	auto congestion		Dear City Council, Why did you have to fix Folsom Street when it was not broken? It is very frustrating to hear that you think you have made it the "right size" when the intersection of Pearl and Folsom Street has become a complete disaster. You tell us to "suck it up" until we get used to it. Well, I would like you to "suck it up" and admit that you were wrong. Admit that this experiment is a failure and return Folsom Street to the 4-lane road that already included a very generous bike path. I'm sure the citizens of Boulder would agree with me when I say that we would respect you more if you would admit your faults and failures instead of making us live with them forever. Sincerely, A frustrated "Folsom Street" driver
James	8/4/2015	email	All Corridors	1	1	1	1	negative	auto congestion	Communication	To Whom This May Concern, I just wanted to share with you my opposing feelings on both right-sizing and Google's expansion into a Boulder campus. Funny that, the council and Mayor did not really ask "the people" of Boulder what they wanted in terms of either situation. So.. you decide to right-size (a small majority of people wants this) without even asking the citizens of Boulder and giving them a very short notice of your proposed plans. Thus, this right-sizing results in more traffic back ups for car drivers. Funny, though, you approve Google creating a campus in Boulder! And that will add, what, 1500 more people? You want to add more people to Boulder and reduce driving lanes? Are you f**king serious? You are sad excuses for human beings, especially as human beings who are supposed to be for the people and representative of us. I hope my words resonate within you and you start thinking about what your job really is (hint: it is not to be an oligarchy). Best, James
James	8/4/2015	email	Folsom Street				1	negative	auto congestion		Dear Council Members: Folsom Street is now a mess, with traffic congestion spewing fumes, and hardly a bike in sight. Please do not create the same disaster on Iris Avenue. Cars in Boulder 90%, bikes 10%. Please re-think your strategies. This is not Amsterdam. /s/ James
Joyce	8/4/2015	email	Folsom Street				1	negative	auto congestion		I hope by now you realize that "right-sizing" Folsom Street St has been a dismal failure. I live on Folsom Street and I am appalled by all the back-up of traffic on it. I hate that all of the additional exhaust drifts up into the air where I live. I think this far more of a negative environmental impact than you considered. It outweighs,in my opinion, the benefit of having a few more riding bikes Have you considered how much worse this will all be when CU and schools are back in session. Please remove the poles and make Folsom Street a 4-lane road again. Have you considered how few north-south thoroughfares that Boulder has? By reducing Folsom Street to two lanes you are strangling the flow of traffic. It was a bad idea and it didn't work so please rectify the situation. Thank you Joyce
Kaley	8/4/2015	email	All Corridors	1	1	1	1	negative	auto congestion	environment	Dear City Council, I am writing to strongly encourage you to reverse your decision about "right-sizing" the streets of Boulder. As a native to Boulder (born at Boulder Community Hospital in 1979), I am passionate about the well-being of our city. We live in North Boulder near Wonderland Lake and regularly ride our bikes with our almost 4-year-old daughter along the many beautiful bike paths in Boulder. The reduction from 4 lanes to 2 lanes on Folsom Street is making it much more difficult for us to enjoy activities with her around town. While I might be able to ride my bike or take the bus, it is simply prohibitive with a child, especially when I consider that there will be snow on the ground for several months a year. Regardless of the size of the bike lane, I cannot, in good conscience, ride my bike with my daughter behind me. This measure is a step in the wrong direction for Boulder. It punishes caring parents and businesses. Please keep our town the lovely place it is and allow traffic to flow freely through its streets. Return Folsom Street to the 4 lanes is needs and leave Iris Avenue and 63rd Street streets as they are. Sincerely, Kaley
Kenneth	8/4/2015	email	Folsom Street				1	positive	safety	commuting	To whom it may concern, I am writing this email regarding the replacement of the right-hand lane on Folsom Street st. with the expanded bike lane. I understand that you are probably receiving overwhelming amounts of mail against the changes, probably from frequent drivers who are afraid of change in its many forms. I would urge you to not base your decisions in the future off of those who complain about changes like these, but rather utilize a polling system to determine the actual ratio of in favor/against (many of those in favor of or neutral towards the bike lane expansion are not emailing you). As a student who lives near the intersection of Folsom Street and Pearl, I frequently utilize the lane on my way to the CU campus. Cycling is a great way to stay healthy and allows me to not have to pay the expensive parking fees on the CU campus. I also occasionally drive Folsom Street, and I have not noticed any changes in time required, nor any sizable increases in traffic. Thank you for being conscious of the active commuters in Boulder and keeping the CU student body in mind. Sincerely, Kenneth

Kim	8/4/2015	email	All Corridors	1	1	1	1	negative	auto congestion	Communication	I live in North Boulder and commute to work on Folsom Street. The new lanes for bikes are ridiculous. Traffic is already bad and school hasn't started. I resent that money tax money is used to install the new bikes lanes. If you're going to that, please also use money to hire police on bikes to ticket bike riders who do not wear helmets and/or wear headphones. Every day of my commute, each way I see at least one person w/out helmet and often they also have earphones in. Yesterday a biker: no helmet, headphones, flip flops, and no hands on handlebars b/c he was eating his yogurt with a spoon while he rode!! Bikers like this are dangerous and should get ticketed. If we are going to have bike lanes on roads, then bikers as well as those in cars should be acting safely. Your Animal Control goons will ticket a person playing in the park of my neighborhood with their dog temporarily off leash but they won't ticket someone riding dangerously. I'm tired of over ticketing of dog owners (and, no, I don't have a dog). This is done b/c they are easy targets. God forbid you'd ticket someone riding a bike without a helmet riding down a busy street during rush hour! That wouldn't be nice! Be BOLDER! I'm so frustrated with Boulder that I'm moving out of state. With all the new highrise buildings (the new buildings blocking the Flatirons views at CU along Folsom Street are an abomination), homeless beggars along the streets, ticketing of dog owners, and ridiculous policies regarding biking, Boulder has lost it's charm to me. And, its no longer affordable. I'm a condo owner. I'll be selling and taking my money and life elsewhere. Boulder is no longer a special place to live. Kim
Leslie	8/4/2015	email	Folsom Street				1	positive	safety		I understand you are seeking input on the Folsom Street experiment. I support bike paths that allow us (bike riders) to get around safely in town. I find a bike path that is about 5' wide is great-which most are it seems. I think eliminating lanes for cars on Folsom Street is a very bad idea. I think we could have less cars on the roads if our city had free bus service like you see in places like Summit County. I would rather see our finite funds go towards that rather than more elaborate bike paths. Thanks for asking. ps I think dogs should be allowed on Lions Liar, back side of Sanitas-not that you asked :)
Mira	8/4/2015	email	Folsom Street				1	negative	auto congestion		Dear Council Members, I am writing to urge you to return Folsom Street to a two lane road before a tragic accident to a child occurs. I drive Folsom Street between Scott Carpenter pool and the Elks Pool and up Canyon to our home in the mountains many times a day transporting my children to different swim practices. I have done this for many years and at all different times of the day. Since Folsom Street has become a one lane road, I have seen huge lines of cars getting backed up at stoplights in both directions near Pearl St. I have witnessed on numerous occasions, drivers cut up side streets such as Walnut and drive at high speeds through the Whittier neighborhood and right past Whittier School. Drivers are speeding, ignoring stop signs, ignoring rules about the roundabouts...etc..... I have heard your argument that this is intended to make bikers safer. How about unsuspecting neighborhood children? Are you keeping data on how many frustrated, angry drivers are tearing through residential side streets at high speeds to avoid the unbearable delays at stoplights or even when someone makes a right turn from Folsom Street and has to wait and the line of stopped cars grows to 30-40 cars in seconds? As an educator who has had a student become permanently brain damaged after getting hit by a car in front of school and as a school psychologist who has worked with children with traumatic brain injuries very often caused by accidents involving cars, I feel it is my duty to speak up and keep our streets safe for children. As a parent, I know that I don't want a lane of Broadway closed and pissed off drivers diverted in front of my children's school at 7th and College. I would imagine that none of you want that for your children or any of the children in Boulder. Please fix this before school starts. There has to be a better way to encourage and make bikers safer without endangering the children of Boulder. Respectfully, Mira
MJ	8/4/2015	email	Folsom Street				1	negative	cost		What a waste of a good roadway! Who thought this one up? It was just fine before. M.J. Post
Richard	8/4/2015	email	Folsom Street				1	negative	noise	environment	So, as a resident at mapleton park, 1 it is noisier 2 more car fumes 3 approximately 6 inches has been added to bike lanes and 3 1/2 feet of road space rendered useless,! Totally idiotic!!!
Robin	8/4/2015	email	Folsom Street				1	negative	safety	winter maintaince	Has anyone thought about the effects that all those unsightly green and white poles will have on the city's ability to clear the bike lanes of snow? Seems like they will make the route impassable in the winter. Also, I am appalled at the gridlock you have created in my neighborhood (Whittier). Traffic is backing up over 2 blocks from Folsom Street on Pine and the other day it actually blocked west past 23rd street! Surely you can see the results are not what you envisioned. I do hope you, as our City Council representatives, respond to the very real concerns we residents have expressed and reverse this poorly conceived traffic plan.
Ryan	8/4/2015	email	Folsom Street				1	positive	safety		I am fairly new to Boulder. I work near the municipal airport and live in north Boulder. I commute every day via bike. I often shop at the Sprouts or McGuckin Hardware, but prior to the right sizing project avoided Folsom Street (after trying it a few times) in favor of a more roundabout method using Boulder Creek Path. I have so far traveled Folsom Street three times via bike and once via car after the right-sizing project was completed. All instances were in the evening, between 6 and 7 pm. I enjoyed the bike trip much more than my previous experiences, as did my wife on one instance that she traveled with me. Likewise, the car trip was neither busy nor difficult to navigate. While I admit that I only visited during a fairly low-traffic time of the day, I did feel comfortable and was happy with travel on Folsom Street using either method of transportation. -Ryan

Scott	8/4/2015	email	All Corridors	1	1	1	1	positive	safety	environment	I commute by car from my home on Redwood Ave. to Canyon and 26th for work. My route is usually south on 19th but sometimes a short hop over on Iris Avenue to Folsom Street if I'm first in line to make that left onto Iris Avenue. Here are a few observations: Only during rush hours have I seen backups at north south Folsom Street lights and those weren't that long. I feel much safer driving with the new set up for several reasons - the two-lane jockeying for position in the curve headed south between Bluff and Pine is gone, left turning cars aren't stopping traffic and bikes are safely out of my way. Before the change, there's no way I would have biked Folsom Street to work. Is there more bike traffic? Looks to me like there is - and families too! As for my alternate route (19th to Walnut to Folsom Street), yes, the traffic on 19th has increased a bit but I basically had it to myself before right sizing. It's certainly not heavy traffic still. Also, no problem turning right from Walnut onto Folsom Street that I've noticed. Finally, Folsom Street makes me feel safe enough now that I will start biking to work as soon as I go shopping and buy some "saddle bags" to carry my stuff with me! There's a plug for increased commerce! As for Iris Avenue, there is a LOT of traffic on the only east west Broadway to 28th connector we have in North Boulder. I think bikers can easily feed into 26th/Folsom Street via other streets such as Norwood. So, the Iris Avenue plan might be better served by education of alternate feeder paths to 26th/Folsom Street than reducing car lanes. That's my 2 cents - THANKS FOR YOUR WORK!!! Scott
Shelly	8/4/2015	phone conversation	Folsom Street				1	negative	auto congestion	safety	I've been a tax paying resident for over 30 years. I'm moving to my property on edgewood drive as soon as I sell my place on Aspen Ct. The problem is the project you've done on Folsom Street where you are diverting traffic into the neighborhood instead of on the arterial like Folsom Street and Iris Avenue. Why not divert the bicyclists to safer streets. I saw a bicyclist the other day biking up Broadway, blocking a lane with a trailer. Meanwhile traffic is trying to stop and go around him becuase he is taking up a whole lane. Why not divert the bicyclists to 18th and Edgewood and these other neighborhood streets instead of all the cars.
Sonya	8/4/2015	email	All Corridors	1	1	1	1	positive	safety	environment	I am writing to express my support for the Living Laboratory program to right-size Boulder streets. My family only owns one car and this is possible because we can ride nearly anywhere in Boulder safely. As renters in North Boulder our daycare commute would have been shorter and safer if we were able to travel on Folsom Street. We are now in South Boulder but continue to navigate Boulder business by bike--often with our two elementary age children. I urge you to commit to an adequate period of time for implementing and assessing these bike corridors. If they don't work then we will know for sure and abandon the effort. Sonya
Steve	8/4/2015	email	All Corridors	1	1	1	1	negative	auto congestion	environment	Dear councilors: Oh, the horror! How could you approve the "right-sizing" of Folsom Street when what you need to do is bulldoze all of central Boulder and run a freeway through it? And make it SUV-only. And put Sahara-sized parking lots on both sides of it. And cool them with outdoor air conditioning. You say we need to do our part to stop global warming? Global warming, global schmarming. Haven't you heard fair and balanced Fox News tell us it's all hooey? And even if by some unimaginable stretch of the imagination the globe really is getting warmer, how could getting cars off the road help? We'd just keep them running in our driveways to spite you. That's called Freedom. And this talk livable cities! What's unlivable about highway-happy, sprawl-indusing Lafayette? I LOVE having to drive fifteen traficky minutes to get my groceries and twenty to get my kids to school and thirty to get to a decent restaurant. That's called Liberty—or Apple Pie, or maybe the Flag, I forget which. But here's the gist of what I'm saying: Why aren't we making Boulder more like Lafayette in every way? Just as an interim goal, you unnerstand. Ultimately, we got to aim for Orange County. Give me five Hobby Lobbys, twelve Arby's, and a thousand strip malls, and you give me heaven. So c'mon, Boulder Kremlin—er, Boulder City Council—stop asking people to drive two blocks (two whole blocks!) out of their way to Twenty-Eighth Street to get around the new Folsom Street during the couple of hours a day it's backed up. I hope you're all punished with re-election. Steve
Sue	8/4/2015	email	All Corridors	1	1	1	1	positive	safety		Yesterday afternoon I posted on the Community Cycles Facebook page a letter from a man who had gone out and counted traffic on Folsom Street. Since posting, this somewhat longish post has been shared over 17 times and received many thoughtful, instructive comments from both drivers and bicyclists. The comments are calm and rational because, for the most part, they are reacting to facts the letter writer states. While Community Cycles sometimes pays to "boost" a post (FB doesn't show an organization's post to all that many people because they want orgs to pay), we did not boost this one. All the views (7,000) and shares it has gotten so far, were totally viral and organic- way more than we have ever gotten on any post on our FB page. I invite you to look at the mostly sane comments and constructive criticisms here and think about the timing of the hearing council wants to hold in September. I strongly feel we will better serve the community and the project if the hearing is in late September when we have the most data possible and students have had a chance to get used to getting around. Clearly from this small sample, an informed discussion yields more productive results. Here is the link: https://www.facebook.com/CommunityCycles/posts/10153459814776605:0 Thank you for your time and service. Sue
Tony	8/4/2015	email	All Corridors	1	1	1	1	negative	auto congestion	Communication	This email will never be able to convey how mad I am at our city counsel destroying the infrastructure of our city. First of all we have very safe bike paths that run all over town that we already pay to maintain. The confusion you are creating for our visitors as well is enormous. I a, surprises more people aren't hit by your flashing crosswalks at random mid-street locations and now you have complicated it even further with green wide lines everywhere. Visitors have no clue what to due with the flashing cross walk lights let alone with the mess you have now made of Folsom Street. Your approval of massive apartment complexes downtown has really made driving in town far worse and more massive complexes are going up everywhere downtown. I also believe you have made it far more dangerous for cyclists on Folsom Street, especially because your right sizing puts their lives in danger when traffic tries to get on and off Folsom Street. This is especially true when now that the traffic has slowed to a crawl and cyclist pass on the right and come right from the blind spot for drivers when they try to turn right. I could go on forever but my last comment will be Iris Avenue will be infinitely more dangerous with your right sizing. For example it is already very hard to make a left turn onto Folsom Street, especially from the Little League Fields. Or a left turn from Safeway into the westward lanes. Very nerve racking and I have personally witnessed three accidents at these two locations and now you are going to make it bumper to bumper and then you will have to course correct this problem by probably putting right only lanes, which is just to fix a problem you crated. Come on, wake up and stop doing stupid things without concern for the cast majority of the population of Boulder. I live in the city, but out in Gunbarrel. I pay city taxes and must go into town for shopping and city services and you have pushed me to shop in Gunbarrel as you are messing up traffic so much. Tony

Abigail	8/3/2015	email	Folsom Street				1	positive	safety	commuting	I am a female PhD student at CU, and I ride my bike about 10 miles a day to get to work and run errands. I wanted to tell you how much I appreciate the newly improved bike infrastructure along Folsom Street St. I am maybe not as fast or as confident as some of the spandex-guys you see around town, and it scares me to ride in narrow bike lanes close to fast-moving traffic. The new bike lanes along Folsom Street are really fantastic and I have never felt so safe going to and from campus, the grocery, and the hardware store. I am not the only one who feels this way-- just today I passed two families with small children biking along Folsom Street, which is something I have never seen before. I hope you also realize that many of the people who will benefit greatly from improved safety on Folsom Street are CU undergraduates, many of whom are out of town for the summer. These students are also members of our community, use bikes often, and deserve a chance to evidence the new bike lanes and give their input. Once the academic year begins, I think you will see significantly increased bike traffic through this area and both drivers and cyclists will appreciate the reduced bike-car conflict. There has been a lot of very loud opposition from a small number of people who drive cars exclusively and think that bikes are toys. My bike is my primary mode of transportation. I cannot afford to drive a car everywhere. Like many of the people who are complaining about the bike lanes, I am also a resident of Boulder and I think I deserve a safe way to get around town -- my life matters, too! Please allow continued evidenceing of the Folsom Street St. bike infrastructure, and make a decision about it based on data and not the loudness of complaints. I am really looking forward to the proposed separated bike lanes elsewhere in town (especially along Iris Avenue!). Yours sincerely, Abigai
Anita	8/3/2015	email	All Corridors	1	1	1	1	negative	auto congestion	Communication	My recent trip on Folsom Street for a necessary pre op appointment today k 40 minutes more than expected because of gridlocked at at 10:30 am. This is a bust, serving no one. It is ugly, polluting, and dangerous. I am an advocate for alternative modes, but this is not the solution. What happened to prioritizing the needs of pedestrians? http://www.dailycamera.com/boulder-election-news/ci_24326090/mary-young-make-boulder-user-friendly-old-and. This right sizing doesn't help us. The project ignores those who cannot bike and further stratifies the community, discouraging diversity. Please end this ill conceived project now. Regards, Anita
anonymous	8/3/2015	phone conversation	All Corridors	1	1	1	1	negative	auto congestion	Communication	I'm calling about your wrong-sizing bike lane/traffic lane dibocal that you've created. It's the most stupid thing I've seen in town in 30 years and believe me there is a long lost ahead of you peole. It adds to pollution. It is a big cluster. Absolutely insane. Trying to force more people to ride bikes. People that drive along the corridor aren't driving to their job. It wouldn't be applicable to them. They are driving through town from here to there. You people keep building a bunch of crap houses and crap buildings in this town that pack people in here and then try to dictate that they have to bike all around town. You guys are insane. This is not good for anyone. Certainly not good for drivers, pollution, global warming. If you are trying to frustrate so they'll all jump on their bikes. You're crazy. You people are absolutely out of your minds. That's my opinion. I've been here 30 years and never seen a bigger screw up in my life. I hope you figure out you can't make judgements straight out of the gate. Well the gate is closed. It never opened. It's so crazy. The majority of the people are the people that are trying to move from point A to point be without a cluster. I don't know where your minds are, how you come with this or how you think this is going to benefit the whole. As soon as you get Folsom Street back to the way it was I would appreciate it and I think everyone else in this town would too.
beverly	8/3/2015	email	Folsom Street				1	negative	auto congestion		what a joke! the bikes lanes caused huge delays on Folsom Street on late sat afternoon.. no bike traffic... but 3 light delay at canyon.. really?
Bill	8/3/2015	email	Folsom Street				1	positive	better for cyclists	safety	I was excited to hear the projects were being implemented and expected the entitlement backlash. And though I trust the process and its numbers and not angry hyperbole, I decided to run anecdotal evidences myself. I've biked Folsom Street and/or ridden as a passenger one or more times a day since it opened up. The delays by car rarely seem longer than what we were told to expect, and then only when drivers illegally blocked a lane. As for biking, the experience of commuting with a wider lane and buffer has been absolutely wonderful! I've even been able to safely ride Folsom Street for the first time with my dog in tow. (The cart is about three feet wheel to wheel so I assume kid trailers weren't safe before the right-sizing, either.) It's unfortunate you've "postponed" the other implementations as I fear the hue and cri will only grow louder when and if you reconsider and it might prevent you from doing what's right for Boulder - moving forward. But do so anyway... please! Regards, Bill
Bob	8/3/2015	email	Folsom Street				1	negative	safety		Hello, I am a cyclist that bikes 2000+ miles per year and sometimes also bikes to work. I think these expanded bike lanes are a STUPID and DANGEROUS idea. I do not feel it is in any way necessary. Most important, it makes drivers angry and thus I feel less safe when I bike anywhere in Boulder County. Please reverse these bike lanes. Sincerely, Bob
Briget	8/3/2015	email	Folsom Street				1	positive	safety	Better for cyclists	Just want to let you know that the new bike lanes on Folsom Street are great! I'm an avid road and mtn biker and commute every day to work in my hometown of Flagstaff AZ. I visit Boulder a couple times a year and always have my bikes. Flagstaff is ok for biking - but Boulder is awesome. I understand you are getting complaints about Folsom Street's new improvements. Given my experience, it is CRITICAL to have a main bike route with that kind of separation. Motorists simply DO NOT understand this vital safety issue, especially given your bike and vehicle volumes. Many communities look to Boulder as a leader in sustainable infrastructure and I greatly applaud this move. Keep up the good work; I'll be back often to enjoy your bike-friendly community. Bridget
burt	8/3/2015	email	Folsom Street				1	negative	auto congestion	no bikers	This is a terrible idea. The feeder roads are backed up and I never did see a cyclist. Why don't you try this experiment on some of the roads that you (the council) uses. Burt

caren	8/3/2015	email	Folsom Street				1	positive	safety	environment	Hello City Council I am a resident on Mapleton and Folsom Street. I feel safer riding my bicycle and do so more frequently. Cars on this part of Folsom Street speed (speed limit is 30 mph but I have rarely seen a car drive it. Median speeds, according to Boulder City are 38 mph, clearly with many cars well above even that speed.) Because most cars speed, they cut the corner that bends around traveling south on Folsom Street between Bluff and Mapleton. With the new bicycle lanes, I no longer have to worry about cars cutting my off when I ride my bicycle. To be clear, cars still speed on this section. It is safer now. I consider the living lab a success. If cars and trucks want to commute and go faster, they should use a street that does not have residences with kids, pets and adults. 28th is a better alternative. They may need to spend longer in their chosen method of commuting, but they are disturbing the residents less. Most would be upset with the dangers that Folsom Street used to have (and still does with speeding) if it were the street they lived on. Thank you! Caren
Carlo	8/3/2015	email	Folsom Street				1	negative	auto congestion	environment	I live on Forest and 6th and have for 36 yrs. and use Folsom Street and Iris Avenue every day. I just wanted to voice my concern about the "Right sizing"on Folsom Street and future installation on Iris Avenue. I was on Folsom Street going south on Sat., August 1st. I always take Folsom Street to avoid the traffic on 28th. I got to Pine and I couldn't cross even though I had a green light because the traffic was backed up from Pearl St. and there were cars from Pine trying to turn onto Folsom Street trying to go south and they couldn't. I had to stop on the north side of the intersection and there was a line of cars behind me probably to Valmont. There were no cyclists in sight. This right sizing is ridiculous. It should be removed. "Right sizing" sounds like a cool phrase that demands compliance and justification by it's name. How could you argue with the word "right"? Unfortunately, right is subjective and only a minority actually think that it is "right". Take a vote of the public, look at public comment. If it ever gets done on Iris Avenue it will cripple Boulder. If you put the City offices at the hospital site it really will be difficult for your employees and the public to get to the site. Cycists can take routes through neighborhoods and they don't go as fast as cars and are safer riding on non-major streets. Boulder does not have very many streets and to block up two main streets is catering to a small population at the expense of a very large population. You represent the city, not the minority. This is not good for the larger population and for the city as a whole. Most bicyclists are recreational (dressed in cycling outfits), a minority are going to work, but cars take kids to non-neighborhood schools, go shopping, commute to Denver and outside the city for employment, etc. This will hurt Boulder. In North and Central Boulder, 30th, 28th, and Folsom Street are the only 4 lane streets going north-south. Iris Avenue and Canyon are the only 4 lane streets going east-west. Do you really have to restrict these streets? We have paid for extensive bicycle paths and lanes in Boulder. Cyclists can, and are, using these bike paths, bike lanes, and side streets that we already have paid for and that are much safer than riding on busy 4 lane roads. I do not see bicyclists backed up on streets now and do not see the urgency of this move. Rightsizing will only serve a minority of people in Boulder and mostly in the summer. Something as serious as this should be put to a vote of the public, not by decree by 9 people. Hoping that you can reconsider this. But I doubt that this will make any difference, because these points seem obvious to a lot of people as evidenced by the editorials and other emails that you have gotten. It should have been put to a vote.
Carol	8/3/2015	email	Folsom Street				1	negative	auto congestion	environment	Dear Boulder City Council, we live one block from the Pine/Folsom Street intersection, and the "Living Lab" (aka: "turn Folsom Street into a parking lot") has significantly impacted our ability to travel the routes to/from work, as well as routine errands and trips through town, in a very negative way. Congestion has increased manyfold, what was already a "stop and go" arrangement due to not just one, but TWO pedestrian crossings within a few block span has become ridiculous, especially during high volume times, and we have been forced to travel multiple side streets in order to make our way through what should be a north-south thruway. Who is responsible for this? How many cyclists vs. cars travel on Folsom Street, and are they traveling to work, like the motorists who are there in the mornings and afternoons? It's bad enough that condos are going up all over town, even in parking lots!, and new housing is located along the railroad tracks (seriously?). Do any of you drive Folsom Street on a daily basis? One ENTIRE LANE for cyclists, with motorists paying the price in time and inconvenience? Please give us back our north-south thruway. We use it many times/day. Last week we made two trips to the airport, starting with our usual right turn onto Folsom Street - big mistake. We SAT THERE for about 10 minutes! STOP this madness, please, please. Carol & Anthony
Casey	8/3/2015	email	Iris Avenue			1		negative	auto congestion		Have seen a quote in the paper concerning delays on Folsum, that once motorist start using other roads, such as 28th st, that delays will be shorter. When considering Iris Avenue Ave. keep in mind that there are no other suitable roads in north Boulder to handle east - west traffic, only neighborhood streets. Leave Iris Avenue as it was intended for when it was widened years ago.
Chuck	8/3/2015	email	Folsom Street				1	negative	auto congestion	Communication	Please head the complaints of the many who have written you objecting to your current "social engineering" attempt. The short article in paper written by Gary Meyer pretty much sums up my feelings as a cyclist, towards this. I will echo his comments about safety. Another example is attempting to make a left turn from Canyon onto Folsom Street; correctly according to the CO motor vehicle code. Yes, bicycles are covered by the vehicle laws. The combination of backed up traffic and the inane colored posts make it exceedingly difficult. As an aside, I get very tired of "we want to encourage older people to ride bikes". Get out of your offices & cars; take a look around and you will see lots of cyclists well over 50. Just how much older than me (I'm 73) do you expect to add? The main result of this "experiment will be to further antagonize most citizens of Boulder and surrounding areas against cyclists. C. L. Gray
Clove	8/3/2015	email	Folsom Street				1	negative	auto congestion		Hello City Council, What a mess! Traffic is unbearable on Folsom Street and I fail to see how this was an improvement to something that wasn't an issue to begin with. I can't imagine you are planing this disaster for Iris Avenue Ave and 63rd Street! CRAZY, ABORT MISSION!!!!!!!!!!!!!!!!!!!!! Clove
Dave	8/3/2015	email	Folsom Street				1	negative	auto congestion	access	I ride every day unless there's a storm coming. The biking core will stay the same no matter the auto congestion plan. My plan is set. No more shopping in Boulder. Goodbye McGuckins, Boulder Ski Deals, Home Depot. I'll take my business where they want it. Dave Gibson Boulder

Deborah	8/3/2015	email	Folsom Street				1	negative	auto congestion	environment	I live on 2234 Spruce Street just down the street from the new Folsom Street bike lane. I ride my bike to work sometimes and sometimes I cannot. Making a right turn from Spruce Street with a car onto Folsom Street has now become more dangerous to bikers and to cars, as you must cross the bike lane and bikes and cars go at different speeds, making a left onto Spruce from Folsom Street is worse as you cannot see the bikers coming, toward you, the cars, which are usually in a long line because now there is only the one lane and it blocks the view of the left turner. Meanwhile to make matters worse, the amount of air pollution via idling engines has increased. Now anyone wanting to make a left turn on to Pearl street must wait as the left turn lane is often blocked by the long line of cars… Please remove those barriers and find another way for bikers including myself to ride along Folsom Street in a more logical fluid way. Mostly I am upset by the increased carbon monoxide emissions at rush hour Deborah
Diana	8/3/2015	email	Folsom Street				1	positive	safety	environment	I live at Folsom Street and Mapleton and am a frequent traveler on Folsom Street by bicycle and car. The new bike lanes seem like an important improvement to bike safety from Valmont to Pearl, especially heading south (down the hill and around a curve). We have typically had our school-age child ride on the sidewalk, to avoid the previous narrow bike-lanes on that stretch. But from Pearl to Canyon, the new bike lane seems unnecessary and an impediment to traffic. There's more traffic on that stretch, and you can't make a left-turn on Walnut when heading south (so the new left-turn lane doesn't help). Why not have a compromise solution? Keep the new bike lanes from Valmont to Pearl and restore the old configuration from Pearl to Canyon. Diana
Doug	8/3/2015	email	Folsom Street				1	negative	safety	no bikers	predetermined. If you chose instead to use common sense the mess that this has created on Folsom Street would have been easy to predict. The study's assumption that as soon as Folsom Street was made "safer" for cyclists a sufficient number of people would get out of their cars and get on their bikes showed a total lack of understanding why people drive rather than bike. All you have done is multiply the number of drivers who resent cyclists by increasing the number of drivers stuck in traffic on a busy ,but not horrible north /south street. This will only get much worse once the students are back in a few weeks. That's a small window of time to get this fixed. Thank you. Doug
Eugene	8/3/2015	email	Folsom Street				1	positive	safety	commuting	backup being RTD). I volunteer at the main branch of the library twice a week. My preferred route home (in the Holiday neighborhood) has me cycling on Folsom Street, to get onto Goose Creek path. I very much appreciate the protected bike lanes on Folsom Street, which provide more room for my wide vehicle, and look forward to seeing more of them in Boulder. In addition, because of the climate change problems, we must do everything possible to encourage people to use walking, biking, and public transportation to get around, and to discourage the use of the private automobile. These protected lanes do both of these things. Sincerely, Eugene
Evelyn	8/3/2015	email	Folsom Street				1	negative	auto congestion	environment	I live on 26th St. north of Iris Avenue. I frequently travel on Folsom Street. Often, car travel is ok and there is little impact from the changes. However, at busy times it gets very bad - bumper to bumper and cars must wait for multiple light cycles (adding to pollution). Traffic during rush hours is clearly worse due to this change. When calculating driving times, be sure to indicate how driving is impacted during busy times (e.g., don't present an average time that includes low traffic data - present both low and high traffic data separately) Please find ways to improve bike and bus travel without negative impacts to cars. Thank you, Evelyn
Ezra	8/3/2015	email	Folsom Street				1	positive	safety	commuting	To the Boulder City Council - Just to a quick note to tell you how surprised and delighted I was some weeks back when I first rode my bike on the protected bike lanes on Folsom Street! I ride to work and school everyday and the more ground I can cover safely protected from automobiles, the better I feel about the transit. Thank you for promoting a cleaner and healthier way to travel! Cheers, Ezra
Gary	8/3/2015	email	Folsom Street				1	negative	Safety		I used Folsom between Pearl and Canyon (heading south toward Canyon) for the first time the other day. Turning right onto Canyon, you have to be extra careful to watch behind (to the right) for bikes. I was aware of one biker approaching but as I got ready to get into the right turn lane another biker had appeared out of nowhere. Plus the right turn lane is ridiculously too short which is only going to backup traffic even further. Honestly, I think this is going to end badly. Potentially angry drivers (over this whole mess) and innocent bikers are going to come into contact eventually and it could end up horribly wrong. I hope not. I hope this turns out to be a bad idea all the way around and gets "undone" quickly. Miracles can happen, right? I think this whole project was done for personal reasons, not thought out completely and ill conceived. I'm doing my best to avoid all the streets that this has taken place on. Thanks for listening. Gary

Hillard	8/3/2015	email	Folsom Street				1	negative	auto congestion	safety	Thanks for your time. I hope you change Folsom Street back to two lanes and remove the safety lane for bikes. I feel strongly that changing Folsom Street from its previous 2 lanes in each direction, and the possible changes to Iris Avenue and 63 are a tremendous mistake; designed for a very few and ignoring the majority of users on these streets. My driving time on Folsom Street since the change has been awful. During peak driving times you have changed what was a nice small town drive into what feels like frustrating grid lock in a bigger city. The time delays are much longer than were posted and more importantly the stress and frustration with that drive have totally changed the way my commute feels. I am sure these issues would be even worse on the busier streets under consideration like Iris Avenue and 63. I am a biker, but I have to drive. I have biked these streets for years and had no problem with the previous configuration, or with Iris Avenue or 63 as they are now. Changing the streets will in NO way encourage me to ride my bike more, it just makes my driving commute significantly more stressful, and slow. *If you want to encourage biking or make it more safe, why not invest in bike lanes on less busy streets that would flow in the same direction as the streets considered for change. I know there are smaller neighborhood streets where you could put such bike lanes, because I am now driving those streets to avoid Folsom Street. *How can you justify significantly inconveniencing so many more drivers than benefiting a few cyclists? How many thousands or tens of thousands of people have to drive these streets weekly, and how many ride bikes (I really cannot imagine the minor time delays you posted are in fact accurate, particularly during busy times. I know I have been stuck on Folsom Street for a very short drive for more than 10 minutes. Additionally and more importantly the feel of the drive is much worse. Having to wait 3-4 light cycles is much different than stopping for one red light and then going. I know you are trying to change the feel and culture of our streets for the better, but really the opposite is happening. You are adding more stress, and frustration to the boulder community. I have noticed much more honking, frustrated drivers, and people running red lights on Folsom Street since the road change.) *Creating wider bike lanes is very unlikely to remove cars from the road. No matter how wide the bike lanes are, most of us who are driving have to do so either because of the distance we have to commute, or the need to drive family members. *I hope you see your duty to serve our larger community good. Unfortunately we live in a world where many of us have to drive, I wish I could ride to work. It seems that widening bike lanes is not going to realistically remove any cars from the road, and is only serving a very small minority of people. It may seem like a small thing, but adding driving stress and increasing commute time is really a significant negative impact on many boulder residents. I am not sure why this is being done, particularly when there are already existing wide bike lanes on these streets. Hillard
Hillard	8/3/2015	email	Folsom Street				1	negative	auto congestion		increased driving time to many. If the intent is to improve our community, this is not the way to do it. find other ways to make biking easier if this is the main intent. besides there are already good biking lanes on these streets that I use all the time. Additionally, calling this the "right size" has strong implications that the city council and whomever else makes these decision has already decided this is the "right" thing to do. Calling something the "right size" before feedback and further analysis suggests that you already feel this is right in spite of public opinion on this. Furthermore, the comments I have seen in the paper from some people involved with this process seem to reveal that no matter what these changes will become permanent. I have seen quotes saying basically that in other cities there has always been initial opposition or criticism and over time this has decreased. Well of course criticism is going to decrease if it seems like there is no hope to change a decision. It seems like you are intending to ignore any initial criticism and just wait to see what happens over a longer time. Just letting public criticism calm down does not mean this is actually something that we grow to like. Please represent most of us and not just a few. Hillard
Jane	8/3/2015	Email	Folsom Street				1	positive	safety		I'm writing in support of the Folsom Street right-sizing project. Please give this project time to succeed. North Boulder desperately needs a safe and efficient bike route into central Boulder. If you are considering reversing this project, I hope you will be ready to act fast in creating an alternative solution to connect north and central Boulder for cyclists because it is sorely needed. I've lived on Folsom Street for 6 years and had ample opportunities to experience the old street configuration both as a driver and as a cyclist (and as a pedestrian!). The old configuration was simply not safe. People regularly drove 10+ mph over the speed limit and weaved in and out of lanes to avoid cars waiting to turn left; those swerving movements often result in the cars entering the too-narrow bike lanes. I used to feel that I was taking my life in my hands every time I attempted to bike down Folsom Street, and it was a real deterrent to me becoming a full-time bike commuter. There is simply no other efficient bike route to get from my north-central Boulder neighborhood into the Pearl Street area where all the jobs, restaurants, bars, and shops are. I felt much safer taking the off-street paths, but I often couldn't spare the time in the morning to go 3 extra miles out of my way. My route to work via Folsom Street is only 2 miles; my route via the Goose Creek and Boulder Creek paths is nearly 5 miles. Since the new, safer bike lanes were installed, I've been bike commuting 4-5 times per week. It feels much safer to be further away from the cars that are finally traveling at a reasonable speed. Cars are more cautious about turning on and off Folsom Street because they are driving slower and they have to be a little more precise about making a 90 degree turn rather than angling in. I'm really pleased to finally be able to ride my bike to work. I understand that there have been many complaints about traffic jams; I haven't seen much evidence of this firsthand but I'll give my fellow Boulderites the benefit of the doubt. I feel that some slowdown for drivers is an acceptable trade-off for the improvements in safety, and if the project encourages drivers who don't need to be on Folsom Street to find alternates routes, I think that's a good thing. I believe that through-traffic should be on streets such as 28th and Broadway, not Folsom Street which goes through residential neighborhoods. Folsom Street should first and foremost be a route for people who live on Folsom Street and its side streets (like me!) and visitors to businesses on the street itself such as McGuckins - not a "secret shortcut" to bypass 28th. Before deciding to scrap this project, please consider some tweaks such as evidenceing new traffic light patterns and more intuitive street markings/signage. I think the green stripes where bikes and right-turning cars have to merge are not intuitive (in fact, as I write that, I'm doubting whether I'm interpreting them correctly myself). I would also urge you to consider removing the yellow flashing pedestrian light at Folsom Street and Spruce because it seems to factor heavily into drivers' complaints and pedestrians can just walk about half a block to the Pearl intersection for a crosswalk. Lastly - and I know this probably isn't a high priority, but I just want you to be aware that whatever tool they used to scrape up the old bike lane markings really
Jeff	8/3/2015	email	All Corridors	1	1	1	1	negative	auto congestion	environment	Good Afternoon - I am a non-Boulder resident that is forced to commute into and out of the city most days for work. I would like to write to express my displeasure that you've implemented 'right-sizing' on Folsom Street, and you're considering it for other avenues throughout the city. Boulder is already one of the most painful commuting (and parking) areas in the state, and this change has made it worse. The delays to get up and down Folsom Street are ridiculous, and make me want to tear my hair out just trying to get to US36 so I can sit in more crummy traffic to get back to Broomfield. I've read that you won't be concerned if traffic flows off to another artery like 28th. Are you nuts? 28th is already gridlocked! Folsom Street was one of the few viable avenues for those of us west of 28th to get back over to US36. Making Boulder more public-transit and bike friendly doesn't have to come at the cost of common sense and the pain of the folks who have to commute into the city (where we spend lots of money but can't afford to actually live). The traffic problems in the city are already making me consider leaving a job I enjoy to find work outside of Boulder. Don't let the benefit of a small minority of cyclists override the obvious pain to the majority of motorists in the city. Maybe you don't care about my voice, since I'm a lowly non-resident, but please reconsider this boondoggle of a project. My dollars still vote in Boulder. Jeff

Jeff	8/3/2015	email	Folsom Street				1	negative	auto congestion	safety	This is in response to your "living lab experiment". Providing only one lane in each direction on Folsom Street for automobiles is a major error. Problems I've experienced include: - Trying to merge from side streets when cars are bumper-to-bumper on Folsom Street. - Civility is gone when people aren't moving. People don't want to let you in. - Being stuck in an intersection which you entered when the light was green, but suddenly cars come to a complete stop. Cars stopped without warning because pedestrians pushed a yield light to cross Folsom Street. In the past, cars could bunch up into two lanes, not just the one lane. - Trying to make a left turn from Folsom Street (southbound) onto Pearl for instance, only to watch in frustration as the left turn signal turns from green to red without any cars turning because they can't get up to the left turn lane, since cars are all backed up ahead of you. These are only some of the problems I've experienced and none of this has been during rush hour. If these lane closures continue, I can see myself trying to avoid Folsom Street, and the restaurants and shops which I have frequented for many decades. But this " Living lab" experiment will be minor compared to your projected lane closures on Iris Avenue . I live west of North Broadway. Iris Avenue is one of the few west to east roads off of Broadway where traffic flows smoothly and not "in the face" of nearby neighbors where speed bumps and round-a-bouts might be necessary. As I drive down Iris Avenue in the two lane each way traffic, I try to visualize one lane traffic. It won't be pretty. There is simply too much traffic on all four lanes throughout the day. And again, I am not even focusing on rush hour, flashing school zone lights, or movement of emergency vehicles. Before you begin your "living lab" experiment on Iris Avenue, spending money on paint and labor, perhaps you should hire a traffic engineer, or simply do the drive a few times during the day. I've seen Boulder's population more than triple over the last 55 years. Now is not the time to reduce the effectiveness of roads in the city since that time. I know many people are dreaming of a new direction in this country, where automobiles won't be necessary and mass transit, pedestrians and bicycles rule. Now is not the time, the economy can't handle it, not even in the wonderland of Boulder. To whom it may concern,
Joanna	8/3/2015	email	Folsom Street				1	negative	auto congestion		I am very frustrated with the new bike lanes on Folsom Street. I live in Westminster, Co and have been working in Boulder on 24th Street & Spruce for 4 years. When I leave work at 5pm I have major problems getting out of town. Trying to make a right turn on to Folsom Street during rush hour is next to impossible. It takes me almost 30-35 minutes to get to Highway 36 from 4 blocks away from where I work. I realize this makes it easier for the bike riders in Boulder but it is not all about bike riders. People come from all cities in Colorado to work in Boulder and you are making it very difficult for us to get in and out of town for work or even to visit Boulder. How would you like if any town or city closed Hwy 36 because of the noise level of people going to Boulder and Denver. Please remember you are part of a bigger State then just Boulder. Regards, Joanna
Justin	8/3/2015	email	Folsom Street				1	negative	auto congestion	cost	To whom it may concern, As a born and raised Boulder resident I felt it necessary to share with you how I feel about your recent change to Folsom Street. I think it sucks. It was a waist of our tax dollars. It does not seem to me to improve the road for bikes or cars. I can't wait to see how you deal with snow on Folsom Street this winter. I have been riding my bike in town for decades and have had no problem riding around town. There are tons of ways around town as it is and I never see that many people using them. Why keep making it harder to get around town in a car when needed. There are times when people need to get from point a to point b that a bike will not get done. We have out of town visitors that need to get around. If your goal is to make long time residents and visitor un happy keep it up. If you want to make thing work for everyone consider including us more and doing more studies before making these changes. I do not want to see what has happened to Folsom Street happen to Iris Avenue. It is the only 4 lane road going east west in North boulder. It's how I get around north boulder by car. When I bike I use other less busy road and do not need Iris Avenue to do it. In fact I don't need Folsom Street either. There are plenty of bike and multi use paths to get around. I also use plenty of low traffic streets to get around. From what I have seen and experienced people who ride there bikes around town don't use what you have already provided them. I have been ride my bike around town since the early 90s and continue to do so with out using boulders busy roads. I wanted to leave you with one more thing. I remember when you put the bike lane in on 13th street getting rid of dozens of parking spaces, which greatly effected downtown business. Until this day I still see people riding their bike south on broadway. I hope you consider how this and future bike lanes effect the city before you move forward. Perhaps get people to use what we have before you create more bike friendly roads. Life long resident, Justin
keith	8/3/2015	email	Folsom Street				1	negative	auto congestion	safety	Hi, This is my first letter to council. I think the current configuration of reduced lanes on Folsom Street is a mistake. I am upset at the level of traffic congestion on Folsom Street between Mapleton and Walnut. It's really bad guys. I would be willing to have a small delay, but it's much more than a small delay. Traffic is even backed up on side streets with people having trouble getting onto Folsom Street. How about retaining the wide bicycle lane between Valmont and Mapleton where the curves make it more dangerous for bicycles and then retuning the rest to the normal configuration? Sincerely, Keith
Keith	8/3/2015	email	Folsom Street				1	negative	auto congestion		I'm writing to express my dismay a the "right sizing" project in Boulder. I think it's a mistake and the sooner it is reversed the better. I work in Boulder and have seen the results of this imposition of the will of the Council on the city and don't think it will get better over time. It is not too soon to admit a misstep and reverse it. It would seem that many others in the city who are equally frustrated with this project and hope it will come to a quick end. Sincerely, Keith
Ken	8/3/2015	email	Folsom Street				1	positive	safety	Better for cyclists	I just wanted to provide some feedback about the new bikes lanes on Folsom Street. I rode my bike south on Folsom Street on my way to work this week, and was pleasantly surprised. Previously, I would never bike on Folsom Street because there was too much traffic and the bike lanes were too close to all those cars zipping by. Now they seem separated by a decent distance and it feels much safer to ride there. I can't speak to how the traffic is by car since the new change because I haven't driven that way. But so far, I certainly like the improvements for the bikes. I understand that there have been lots of complaints from drivers about the new configuration. However, I would urge that you continue to evidence the new and improved Folsom Street to determine if it is successful rather than just listening to loud complaints. After all, people also complained bitterly when the Pearl Street Mall was built, and all those parking spots went away. Now look how it is thriving. Thanks for your attention to this matter. Sincerely, Ken

laz	8/3/2015	email	Folsom Street				1	negative	auto congestion		Folsom Street is going to have a fatal accident. probably at pearl and Folsom Street. PLEASE revert back to what it was. what was done is just stupid. university should be reverted back to what it was. even bicyclist don't use the new bike lanes between 9th and broadway. In my opinion it has decreased parking availability and the amount of "buffer". university used to have enough room so you could do a donut in the middle of it avoiding bicycles and peds it was a GREAT feeling road, not cramped like a lot of other streets. now it feels cramped and dangerous because you can't see the peds walking across the street (in the middle of the block) until they exit between the parked cars. basically they both suck. Folsom Street REALLY sucks. university was a nice try but doesn't work. next living boulder thingy should be making arapahoe as wide as university was. Just out of curiosity do the people that come up with these plans LIVE in boulder? The reason i ask is it took several years after the install of the cross-walks on canyon before anyone put in better lighting so you you could actually see the peds crossing it at night. or a better way to put it is that they all look great on someones paper but no one ever looks at how things are actually used. laz
Les	8/3/2015	email	Folsom Street				1	negative	auto congestion	environment	Dear Council Members, Please accept this e-mail as a vote against the "right-sizing" of Folsom Street. It's frustrating to say the least, to sit in traffic unnecessarily - as I did yesterday at 2:00 pm in the afternoon. Cars were at a near stand-still without a single bicycle to be seen. As I approached Canyon, a lone cyclist did approach, only to be cut-off by a car turning right. This configuration looks like an accident waiting to happen. You claim to want data before making a final decision. I'm predicting that the increase in bicycle-car accidents and resulting injuries to cyclists will tell the tale. If lowering our environmental impact and improving safety are the goals of this project - you've achieved neither. Cars idling in traffic and cyclists dodging cars in cross-over sections of the road are increasing pollution and potential accidents and injuries. You folks must have a bit too much tome on your hands to be spending it on these projects that reduce the quality of life in our great city. Please remember - "the needs of the few do not outweigh the needs of the many." Thank you for your time. Les
Logan	8/3/2015	email	Folsom Street				1	positive	safety	commuting	Dear Boulder City Council, I am a CU Boulder graduate student and live in North Boulder. Everyday I commute by bicycle the five miles to campus and travel almost the entire length of Folsom Street to campus. As a graduate student (and previously an undergraduate student) I have lived in Boulder for seven years. I have used a bicycle as my primary mode of transportation the entire time. In that time I have had almost daily near collisions with vehicles in the previously unprotected bike lanes along Folsom Street. I was once even hit by a car that turned into the street without looking for bicycle traffic. In the short time that the new widened and protected bike lanes have been in place along Folsom Street I have noticed that cars are now more aware of bikes and slow down and look for cyclists where cars need to merge across the bike lane to make right turns. Cars are pulling onto the street from driveways more carefully and the number of bikes I see in my daily commute has increased greatly. Just today I saw two families with small children biking along Folsom Street in the protected bike lanes, something I had never seen before! I think the right-sizing project has been a great success even in such a short period. I think that safe travel facilities for bicycles and pedestrians are greatly needed to encourage more individuals to take up environmentally sound transportation such as bicycling. Finally, a small number of incredibly loud opposing voices have been heard but they do not represent all of Boulder. The decision on the success of these projects should be based on data, not the loudest voices. I urge you to continue improving Boulder's bicycling and other alternative transportation infrastructure by continuing the bicycling right-sizing projects by on Folsom Street St. and moving ahead with the Iris Avenue Avenue and 63rd Street Street projects. Sincerely, -- Logan
meg	8/3/2015	email	All Corridors	1	1	1	1	positive	safety	Better for cyclists	I know the decision to right-size Folsom Street has been met with a lot of criticism, so I wanted to write and let you know I support this project. As you may know, five times as many cyclists are killed *per mile* in the U.S. vs. Europe. Protected bike lanes like the ones on Folsom Street have been found to reduce the number of serious accidents. While some people may look at these projects as the city "bullying" them into taking alternative transportation, anyone looking at the big picture can see we need to discourage single-occupant car commutes and encourage alternative transportation. Sorry you are taking flak for this admirable decision -- and thumbs-up from me. Sincerely, Meg
Moishe	8/3/2015	email	Folsom Street				1	positive	safety	environment	Hey all, I wrote with support for these projects a few months ago. Now that Folsom Street has been implemented, I wanted to write and express how much I appreciate it. I live on 26th & Pine with my wife & 9yo daughter & two dogs. We ride our bikes or walk for 95% of our trips in the summertime, and I've noticed a few huge benefits of Folsom Street's new layout: - getting from our house to businesses near Canyon/Arapahoe is dramatically easier and safer now. I love it! I used to take 26th instead of Folsom Street but the traffic lights are interminable and I always ended up with peeved drivers behind me because there are no bike paths on 26th and no right turn lanes at the lights. I look for reasons to go to McGuckins now because it's so easy! - crossing Folsom Street also feels much safer! I know it's too early for quantitative data, but I've seen a number of car/ped or car/bike accidents and countless near misses (some of them firsthand) at the Spruce crossing on Folsom Street. Because of the single lane, it's now much much easier for car drivers to see cyclists and pedestrians at this crossing (and the one on Walnut). This makes me feel better but more importantly it makes things much safer for my wife and daughter, who are typically riding a tandem and can't stop (or go) as quickly as a single rider. Traffic speeds seems to have decreased and the number of scary-fast speeders has definitely gone down. I do think there's room to tweak the timing of the lights to take the single lane into account (maybe longer cycles for traffic on Folsom Street). My sincere hope is that you allow room to tweak this experiment and see what works best for all involved, and that it can run long enough to get quantitative data about speeding, accident rates, and utilization. Thanks so much for taking a risk with this project! It has made a dramatic improvement in my day-to-day life. -Moishe
Patirck	8/3/2015	email	Folsom Street				1	positive	safety	Better for cyclists	I rode on the new expanded bike lanes today, Sunday, and the experience was a very positiveone. I understand that this is a very controversial program, but I think that the people of Bolder will settle down and get accustomed to it. We all need to get out of our cars and walk and bike more. A little planning and perhaps a few extra minutes will cut down on any stress these changes might cause in a person's day. I vote to keep it and perhaps expand it, and continue to make the improvements that will improve bicycle friendliness in Boulder.

Roger	8/3/2015	email	Folsom Street				1	negative	auto congestion		Right sizing on Folsom Street is creating another traffic nightmare in already congested Boulder. As a regular user of both a car and bike in Boulder, I feel constantly punished for using the car which I need for business. This poorly studied move is not the answer and penalizes the majority for a small minority. Please correct the issue before this disrupts tourism, commerce and the enjoyment of most citizens even further. Thanks, Roger
Stephanie	8/3/2015	email	Folsom Street				1	positive	safety	commuting	Good afternoon, I drove my car for the first time on Folsom Street today from Iris Avenue to Arapahoe since the new rightsizing construction. My commute time was at approximately 8:45am. I was nervous due to the backlash that the new construction is receiving mainly from drivers. I expected to have outrageous wait times and a confusing user experience. All of this was far from the truth. In fact, I was able to drive my vehicle from Iris Avenue to Arapahoe with all green lights making my commute faster than my typical drive on 28th! Bikers were commuting properly in their protected lanes and cars were traveling the required speed limits within their own provided lanes. It was pleasant and most importantly safe for everyone. Thanks so much for considering all modes of transit during the Folsom Street construction changes. I'm happy to hear the City plans to move forward with reviewing the success of such changes, as any new changes must be reviewed for efficacy. I expect the City to move forward with Iris Avenue and 63rd Street as the benefits experienced at the Folsom Street site are overwhelming for all!! -- Stephanie
Suzy	8/3/2015	phone conversation	Folsom Street				1	neutral	auto congestion		Building Manager Folsom Street Professional Building at 1823 Folsom Street. Complaints from building tenants that the delinators at our driveway obstructs traffic. Need one of the delinators removed.
Thomas	8/3/2015	email	Folsom Street				1	negative	auto congestion	cost	scheme that was recently put into place. How could the city council be stupid enough to make this change and expect it to work? I drive down this road and now there we not any breaks in the traffic to turn and the signals are all configured to make you wait and wait and wait. I respectfully ask that Folsom Street be restored and that this idea of right sizing be abandoned for future roads. If a road already has a bike land and a sidewalk then leave it alone. Sometimes things are fine the way they are. Thomas
Anonymous	8/1/2015	Inquire Boulder	Folsom Street				1	negative	congestion	vehicle travel time	To City Council, I am a cyclist and I am really disappointed with what I am seeing from the Council and the City of Boulder. I really feel that Council has been dishonest and arrogant with this quote, "right sizing project". You have pushed this down our throats despite vocal opposition from a community that is supportive of cycling. Cyclists are also drivers. I ride my bike and I also drive a car. I have a legitimate need to drive a car in this town. I also manage employees that drive cars to work. I had an office on Pearl and Broadway since 2009 and you needlessly eliminated so much parking that at the beginning of this year I had to move my office out to 30th and Valmont so that my employees had a place to park. I have employees that drive down from Sugar Loaf, in from Firestone, up from Denver and over from Gunbarrel. I have parking now, but now it seems you want to make it even more difficult for my employees to get to work. I am fortunate enough to have lived in Boulder since 2000. And I am fortunate enough to have chosen my house and my office. I ride my bike to work 90% of the time April – October. I ride my bike to work 10% of the time November – March. I appreciate and use the designated bike paths and bike lanes. When it is snowing or raining, I drive. When I have a meeting or appointment, I drive. Last Friday, I had a dinner downtown and I drove my normal route South on Folsom to Pearl. There was a significant back up of traffic that did not previously exist. There is already traffic on Broadway, there is already traffic on 28th, and now with 1,500 new Google jobs and your broken promise of a train station, there is going to be traffic on 30th. Where are
Cathy	8/1/2015	email	Folsom Street				1	negative	auto congestion		I was waiting to turn left off Folsom Street onto Canyon today, around 3 pm, and i realized, looking at the new road configurations, that if an emergency vehicle wanted to go North on Folsom Street from Canyon, there would be no where for it to drive. There is no center lane - it is concrete - both north and south lanes had traffic, and there is no place for the traffic to pull to the side of the road because of the "fenced off" bike lane. An emergency vehicle could not go thru. One might say it could take 28th Street instead, but if it had to get to a nearby location on Folsom Street, it would be an endeavor. I applaud you for trying this out, but i have major concerns as to its effectiveness, given the additional traffic on Folsom Street during rush hour, and more importantly, the safety issue of emergency vehicles being able to get to their destination in a timely and safe fashion. I think this would be even more difficult to manage on Iris Avenue. I took a count on the number of bicyclists on Folsom Street (going both directions) for 5 minutes, after i finished with my photos. There were a total of 8. I took some photos between 5:15 and 5:30 on 7/23 along Folsom Street between Pearl Street and Canyon. I will attach them so you can see what i am talking about. Sincerely, Cathy
Laura	8/1/2015	email	Folsom Street				1	positive	safety	Better for cyclists	Dear Council Members, I applaud the intent of the "rightsizing" street project, but completely reject the practical ramifications of reducing automobile lanes on Folsom Street and Iris Avenue. I do not know how these streets were chosen, but for those of us who live in North Boulder and consider Iris Avenue a crucial West-East artery and Folsom Street another frequently utilized street, this project, where we are the living "rats" in the "Living Lab" is horrible. The traffic in Boulder has only increased in the past few years and while it is a nice vision to imagine many of the motorists leaving their cars in the garage in order to bike to work or for errands, it is not realistic. First of all, many of us do not have the extra time it takes to bike as often as we would like. Secondly, we drive others in our cars who can not or do not want to bike for a variety of reasons. We try to take the bus as often as possible, we bike when possible, but we also drive and reducing the lanes on these streets is madness. I will look forward to hearing about the experiences of others and the what the "research" shows. In the meantime, I hope the voices of those of us who oppose this project are heard. We love cycling, but this project is a bad idea.
Ned	8/1/2015	email	Folsom Street				1	positive	safety		I took Folsom Street today on my bike... well motorcycle:) And I've driven on it several times since the changes. Some observations: The lane reduction from Valmont to Pine seems fine. I bet it does help the cyclists as that 'S' turn between Valmont and Pine was kind of scary and the vehicle speeds were high. That all being said, from Pine to Arapahoe it's a total cluster .... . It was 6 minutes from Pine to Arapahoe, and pretty much a standstill. Lastly, it's ugly and I feel like I'm in some weird maze:) My suggestion would be to keep the Valmont to Pine lane reductions, but revert it back from Pine to Arapahoe. I never felt crowded when riding a bike on that section, but sure did on the downhill 'S' from Valmont to Pine. That's my .02 on Folsom Street. Oh, one more thing, I'm PO'd that this occurred without good public outreach and defined goals with data. I mean geeez, what a fail that was. I've lived here since 1989, and I trusted you folks so I'm embarrassed and feel shameful I wasn't paying more attention. I just *used* take the Plan Boulder voting guide to the polls. Not this year!

Patrick	8/1/2015	Inquire Boulder	Folsom Street				1	negative	public process		To City Council, I am a cyclist and I am really disappointed with what I am seeing from the Council and the City of Boulder. I really feel that Council has been dishonest and arrogant with this quote, "right sizing project". You have pushed this down our throats despite vocal opposition from a community that is supportive of cycling. Cyclists are also drivers. I ride my bike and I also drive a car. I have a legitimate need to drive a car in this town. I also manage employees that drive cars to work. I had an office on Pearl and Broadway since 2009 and you needlessly eliminated so much parking that at the beginning of this year I had to move my office out to 30th and Valmont so that my employees had a place to park. I have employees that drive down from Sugar Loaf, in from Firestone, up from Denver and over from Gunbarrel. I have parking now, but now it seems you want to make it even more difficult for my employees to get to work. I am fortunate enough to have lived in Boulder since 2000. And I am fortunate enough to have chosen my house and my office. I ride my bike to work 90% of the time April – October. I ride my bike to work 10% of the time November – March. I appreciate and use the designated bike paths and bike lanes. When it is snowing or raining, I drive. When I have a meeting or appointment, I drive. Last Friday, I had a dinner downtown and I drove my normal route South on Folsom to Pearl. There was a significant back up of traffic that did not previously exist. There is already traffic on Broadway, there is already traffic on 28th, and now with 1,500 new Google jobs and your broken promise of a train station, there is going to be traffic on 30th. Where are these cars supposed to go? I hear that you are going to further clog Iris and other streets. This has gone too far. Please stop what you are doing.
Andrea	7/31/2015	Email	Folsom Street				1	positive	safety	Better for cyclists	I wanted to comment again on the new Folsom Street bike lane. I have been biking everyday now downtown and around Boulder using Folsom Street. I feel WAY safer than I did before. The bike lane before was to narrow with the curves and I had 2 near misses before the improvement. Now I feel safe and equal with cars. I also drive down Folsom Street during the week at various times. Again, really no issue. Maybe at times a few minutes but nothing to complain about. I value what is being done to improve other modes of transportation. Boulder should lead the way in this…I feel more connected to my community now more than ever. Thank you. Andrea
Andrew	7/31/2015	email	Folsom Street				1	positive	better for cyclists	safety	As a cyclist in our fair city, I am extremely happy about the changes made to Folsom Street to calm traffic and make the route safer for cyclists, pedestrians and motorists alike. I ride over 3 miles one way to work downtown daily along the stretch from Iris Avenue to Spruce (rain, snow, or shine). Previously I was nearly sideswiped on several occasions on the hill south of Valmont, but thankfully this is no longer an issue. This section is by far the most dangerous section of the city I ride regularly, which includes Iris Avenue, Foothills, 30th, Walnut, Palo and others. As a motorist, I also drive around town regularly and have not seen any real delays due to this change. More importantly, recognizing that minimal delays may exist at peak times, I am also more than happy to exchange a few moments in my air-conditioned automobile to potentially save a life. It is unsettling that others do not share this philosophy. Please know that this project, as well as the other right-sizing projects, has a lot of support from the community even though we may not be as loud or annoying as the few that seem to think this project is the end of civilization. I was disheartened to hear that there are now delays on the other right-sizing projects, but if a more studied, cautious approach is warranted then we will continue to wait patiently for safer, more environmentally responsible alternatives to driving. I trust that common sense will prevail. Cheers, Andrew
Anonymous	7/31/2015	email	Folsom Street				1	negative	auto congestion	environment	I have driven Folsom Street a few times: weekend / mid-week / early and rush hour…just to check it out Your Folsom Street bike lane experiment is a disaster Bumper to bumper cars at all hours with few bikes in sight Idling cars will NOT improve air quality for anyone
Barbara	7/31/2015	email	Folsom Street				1	positive	safety	Better for cyclists	Hello, I am an avid biker (4000+ miles/year) so probably much less intimidated by traffic than the average citizen. However, I have felt that Folsom Street and Iris Avenue were increasingly dangerous for biking. I don't take my grandchildren on those streets, even though they are relatively capable riders. I have experienced a number of close calls and felt I had to keep my eye on my rear-view mirror at all times, which may not be the safest way to bike, with lots going on in front of me, potentially. On Facebook today I followed the Camera link and found a wealth of data collected before the project began. Had this been displayed prior to going forward, I would have been a strong proponent from the start. Now I am, but I'm afraid the city will pull back from this worthy project due to all of the pushback from drivers, and even some bikers. Please don't let this happen. Citizens in other cities have done an about-face, and ours will probably go the same way, once they become accustomed and see the data. Boulder needs to lead the way, and apparently we're already behind 200 other cities! Climate change is a clear and present danger and this is one way of combatting it, as well as improving the quality of life here for everyone. I am also a driver, and due to my location near 19th and Iris Avenue, I frequently use Iris Avenue for E-W and Folsom Street for N-S. Visually, the lines of cars on Folsom Street give me the impression that I'll be slowed down significantly in getting to my destination, but my experience so far is that the delay is minimal and certainly worth it to achieve the goals of fewer accidenta and more people on bikes. Please be brave and stay the course. And a suggestion for how to greatly improve cyclist safety: outlaw texting and driving and enforce it. Barbara
Celeste	7/31/2015	email	Folsom Street				1	negative	auto congestion		I have lived in Boulder since 1976 and enjoyed driving on Folsom Street for the original old feel of Boulder…it is now gone. Just one more change that ruins our nice small town feel. Celeste
Charles	7/31/2015	email	Folsom Street				1	positive	safety	lack of auto congestion	Looks great, traffic couldn't be any better 8 mins to get from Pearl to Canyon.
Chelsea	7/31/2015	phone conversation	Folsom Street				1	negative	safety		Wasn't strongly opposed or in favor before. I've been driving on Folsom Street and noticed a lot of conflicts between transportation users. An out of towner was getting ready to merge and make a right turn. Didn't see a bicyclist. I think the Car to car has gotten more dangerous. The pilot project doesn't seem to be working the
Dane	7/31/2015	phone conversation	Folsom Street				1	negative	auto congestion		I'd like to file a complaint about the Folsom Street construction.

Diane	7/31/2015	email	Folsom Street				1	positive	safety	Better for cyclists	Thank you for making Boulder more bike friendly. I now feel safer riding with a child I care for who is 11, and as he gets a little older, he can ride on is own on these streets - much sooner that we would allow if they were not protected. This is making Boulder more accessible for the many who do not drive. Great move. Diane
Eric	7/31/2015	email	Folsom Street				1	positive	better for cyclists	safety	Hello, I would like to let you know that I am greatly in favor of the new protected bike lanes on Folsom Street. I'm a resident of north Boulder and took my 7 year old son on that stretch of Folsom Street last weekend. I would never have taken him near Folsom Street before the protected lane was included. Cyclists in Boulder need time to adapt to this new bike lane and how to include it on their routes. It's not an overnight decision that all bike riders can make to ride there that wouldn't have otherwise. It will be used though, especially when the students come back in the fall. Please give these bike lanes the full one year evidence time. Thank you, Eric
Erik	7/31/2015	email	Folsom Street				1	negative	auto congestion	safety	helped develop software used by Boulder traffic engineers for decades. It seems Boulder has forgotten all it once knew about traffic planning. I cannot believe the absurd changes to Folsom Street and the desire to spread this regressive plan to other important corridors. Boulder allowed North Boulder to more than double in size since I grew up there in 70s and 80s.... yet now they want to reduce the traffic capacity. One could maybe understand Folsom Street changes since already overloaded 28th street is nearby... but to move this 'rightsizing' fad to streets like Iris Avenue just boggles the mind. There are no alternate east/west corridors. So this isn't about pushing traffic elsewhere... but seems to be about making traffic clog up and become unworkable. Please don't use Boulder as your 'lab'. We are not mice in your mazes... we are people who have to get to work, buy supplies, transport our families and live with the absurd 'planning' you impose on your citizens just because you think your ideas are good (they clearly aren't). Have fun properly plowing Folsom Street come winter... or did you guys even think that far ahead? – Erik
erin	7/31/2015	email	Folsom Street				1	negative	auto congestion		Dear Boulder City Council, I am writing in vehement proevidence to the Living Lab project that has commenced on Folsom Street. I am an avid cyclist and a Boulder resident of more than a decade, but I have been negatively impacted by the long back-ups that have been a standard facet of driving on Folsom Street since the project began. On Tuesday afternoon I tried to get from 29th and Valmont to my home near 22nd and Canyon around 4:30 (a drive Google Maps tells me is around 1.5 miles by car) and sat in a traffic jam of over 25 minutes before I turned onto a side street in frustration—a side street packed with frustrated drivers like me who were trying to escape the cascading effect caused by drivers turning right, a stall in one lane, and confusion as to how to navigate the now unnecessarily fewer lanes on the street. That's 3.6 miles per hour. So how many much faster, newly-encouraged cyclists were able to easily navigate Folsom Street during my frustrating and sometimes dangerous drive? I counted three. I didn't have the option to ride my bike those 1.5 miles—I had a heavy package to deliver and a recent medical condition means I have to limit my time in the sun. I shudder to think of what Folsom Street will be like when confused parents arrive to drop their kids off in Boulder—or how students who have been away from the summer will navigate the road. I will add that I am still confused as to how to manage things like stalls, police and ambulances when I am unable to use my normal driving practices to sit on the right of the street near the curb as I am accustomed. This is unacceptable and not the Boulder I eagerly moved to from crowded San Diego, CA and Los Angeles a decade ago. The traffic I have encountered in Boulder due to misguided attempts at right-sizing (not to mention the still-confusing Living Lab project that forces people to make U-turns in the middle of the street so they may park end-in near the CU campus) is even worse than it was in Los Angeles. At least there I had access to a diverse community, housing that welcomed low-income residents, world-class restaurants and city council members who felt pressure to represent their diverse constituencies. Please do the right thing, admit this experiment was wrong, and free up the streets my tax dollars go to maintain for what they were meant for: cars. I know there are many residents like me who would gladly subsidize increased north-south bike lanes and paths in places where they make sense…for example, not on one of Boulder's already most crowded arteries. Sincerely Erin
Foster	7/31/2015	email	Folsom Street				1	negative	auto congestion	cost	The Folsom Street bike lane experiment is poorly thought out and poorly executed. Folsom Street was previously the best north/south artery in Boulder. Now that you have narrowed and congested it with an absurd and visually detracted miasma of green sticks, it is pushing people back onto 28th, 19th and Broadway, further increasing pollution and traffic congestion in those corridors. Narrowing Iris Avenue is also a terrible idea. Traffic currently bleeds off of Iris Avenue because the dual lanes allow cars to turn right or left and de-congest the artery while the other lanes continue to flow. Please stop with your poorly thought out attempts at social engineering. Your narrower parking spaces didn't lead anyone to purchase smaller cars, it simply increased revenue at the local body shops. Likewise, this attempt isn't going to coerce people into riding bicycles instead of driving; its only going to increase traffic congestion and drive time. Foster

Greg	7/31/2015	email	Folsom Street				1	negative	auto congestion	aesthetics	!!!!!!! You think we (taxpayers) have this kind of time and money to waste? There was already a bike lane. Why did it have to be wider? Did bikes become wider? I ride this road all the time with zero problems because I stay within the bike lane. All that has been accomplished is more traffic in an already congested area and a mess of posts and road markings that distract drivers. Boy, that makes bike riding along this route safer – NOT!! Let's distract the drivers – great idea you idiots!! A new simple solid white line marked a bit wider distance from the curb, would have been sufficient like all bike lanes are already marked. Most bike riders I see weaving in and out of bike lanes, are too busy playing with their IPhone or riding 2-3 abreast to stay within the bike lanes no matter how wide they are anyway. It looks like the Tour De France is using this section of road with dozens of stripped posts and confused road markings. THIS LOOKS HORRIBLE !!!!!! These road markings couldn't be more OVER DONE or unnecessary. Who is paying for all this nonsense? There are hundreds of other places bike lanes could be made safer - Hwy 36 to Lyons where thousands of bike riders peddle each day right next to 65mph tourist traffic. I can't recall one time in over 8 years, driving north on 36 without seeing dozens of bike riders outside the bike lane. Bike lanes are for SINGLE FILE RIDING, Bike lanes are for SINGLE FILE RIDING Bike lanes are for SINGLE FILE RIDING Bike lanes are for SINGLE FILE RIDING Bike lanes are for SINGLE FILE RIDING unless otherwise marked. Last time I checked, that was the law. Want to make things safer? Enforce existing basic bike riding rules! Require front and rear lights, give tickets to those riding outside the bike lanes, ticket those who ride on the sidewalks then onto the road, then through red lights, then back onto the sidewalk, then back on the road. Ticket people riding while on their cell phones. If you ride a bike, follow the bike riding laws period. Next we should make the dog paths wider as well right?? Come on decision makers, there's more important things to experiment and play with. Remove this eyesore. It has accomplished nothing but wasting more tax dollars and looks like a nightmare. Who was paid to design this madness of signs and painted markings?? Do you guys really have nothing in the entire city of Boulder to spend your time on? One other note – The stupid waist high Yield to Pedestrians In Crosswalk signs. I think 99.999% of drivers already know you are to yield to people in crosswalks in every single state. At Broadway and Yarmouth in North Boulder, there are four signs saying the exact same thing and road markings I would bet, no one understands. If someone wants to cross Broadway, they can easily look both ways and walk to the main cross walk from the SE corner of Broadway at Yarmouth to cross to the west side of Braodway. They don't need another duplicate cross walk with all the added signs 20 feet away at the other side of the intersection. The two (2) small Stop here for Peds In Crosswalk signs off to the side, are so small you can't see them anyway. There are already four signs that say that!!!! I live right there and have never seen ANY issue with crossing the street at the Amantes Coffee area. These signs are dangerous! Drivers eyes need to be on the road with attention to people steeping into traffic – many times on their phones. We DON'T NEED TO BE READING FOUR SIGNS as we are driving telling us what we already know. Give tickets to drivers that don't stop for pedestrians at crosswalks. The small waist high crossing signs are hard to see in the dark and now any large vehicle (buses, semi-trucks, moving vans) are forced to make an even more awkward turn around these eyesores on Broadway to go east on Yarmouth or from Yarmouth onto Broadway. At Broadway just south of Violet, by Wonderland Lake, there is one of these signs in the middle of the road. It is placed so poorly that buses and wider vehicles going south have to drift into the bike lane just to get by the friggin sign. I have seen more than a few bike riders get squeezed out because busses and trucks going south on Broadway can barely get by the waist high sign without going into the bike lane. This sign was tried here before only to get run into more than a few times in the first two months it was put up. If someone slows to make a right off Broadway at this sign and you try to go around on the left even slightly, you would run right into the sign that you can't see because it's only waist high and the turning car in front of you, blocks the sign!!! WE
Ian	7/31/2015	email	Folsom Street				1	positive	safety	Better for cyclists	I live off Folsom Street and bike or drive on it daily. I have been almost hit multiple times on my bike and even head-on because the narrow traffic and bike lanes. I'm glad the city has taken the initiative to improve the safety of the bike lanes on Folsom Street and fill the pot holes. I notice a large number of the caps on the barriers have popped off because cars have cross the white line by a foot and hit them. With the older bike lanes, such careless driving could have killed a cyclist. Thanks for creating a safer north-south bike route for bikes. However, whereas Folsom Street is not a major corridor, Iris Avenue is. A traffic jam on it may have adverse effect on surround neighborhood roads.
Ina	7/31/2015	email	Folsom Street				1	negative	auto congestion	safety	Dear Council Members. I would like to add my name to the throngs of citizens in Boulder who are incredulous about the right-sizing of Folsom Street and squarely opposed to it. It strains credulity that the council can simultaneously either approve or observe the proliferation of housing development in North Boulder and then squeeze one of the few unobstructed arteries of transportation from North Boulder to other parts of the city. Thru streets have already been rendered obstacles courses for those of us who live North and work and shop south of Iris Avenue: Norwood, Elder, Balsam, Pine and Spruce and parts of 19th are already slowing and clogging auto traffic. Boulder is clearly already a bike-friendly city. There are bike lanes throughout town. The Creek Path is virtually unwalkable due to high speed cyclists, and Wonderland Lake Trail is becoming a high speed boulevard for cyclists who aren't even polite enough to signal "on your left" to pedestrians. I don't own a bike anymore, and won't own a bike, because I can't ride one due to physical limitations, and I need my car for work and shopping. There are several stores and restaurants that have failed at 29th Street already. Do you really want to create more dis-incentives to drive there to shop? How else, but by car, can a person over 50 shop and bring home their purchases? I urge you to stop the project of right-sizing any other major arteries in Boulder and quickly dismantle the fiasco on Folsom Street. Sincerely, Ina
John	7/31/2015	Inquire Boulder	Folsom Street				1	negative	Congestion		Unreasonable delay to get from Boulder canyon to heatherwood. Signals are very well timed. The single lane throughput is creating unreasonable delay. The experiment has failed. Put two through lanes back plz
Katherine	7/31/2015	email	Folsom Street				1	positive	better for cyclists	safety	Hi, I'm writing in support of the right-sizing experiment on Folsom Street. I want to counter the reported "flood" of negative emails to council. I don't know how it will play out, but I want to write to say that we should hold off judgement and not give up on Folsom Street's right-sizing project until the hard data have really come in and everyone has had some adjustment time. For a cyclist like myself, it is a game-changer to have a fully separated lane. I don't own a car and have transported my children from birth by bicycle. You may have seen me on a recumbent adult tricycle with my infant son in a front carrier wrapped to my chest. For reasons of safety, I only travelled like that on bicycle paths and fully separated or very safe bicycle lanes, and rarely or never in any sort of traffic. If it turns out it is creating traffic disasters, let us re-evaluate then. But for right now I've heard people admit they are driving on Folsom Street for the novelty, and it must certainly be easy to perceive the travel as slower when it may not actually be so (time moves slower in a novel situation; preconceived bias; the grass is greener phenomenon, etc). Traffic patterns have not yet sorted themselves out. Give them time to settle and then evaluate travel times with scientific accuracy. The delay on starting other projects is probably good for this reason. Move slowly and be careful to have rock-solid data. Projects like this make it possible instead of impossible for people like me to get where I'm going. They may delay drivers a few seconds. Thank you,

Ken	7/31/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Hi Marni and David, I'd like to share with you my experience with the recent changes to Folsom street. I've driven my car on Folsom twice and was not delayed at all. In fact, I thought having just one lane made the traffic calmer and eliminated the frequent lane changes by the more aggressive drivers. In addition, I've bicycled the entire length of the changes on Folsom and felt better protected from auto traffic. This is the first time I've bicycled on Folsom in many years because of the narrow bike lanes. For me, the separation of the bike and car lanes makes a big difference. Overall, my experience with the changes to Folsom street by car and bike are positive. I hope you go forward with the Iris Avenue project as quickly as possible. I cross Iris frequently on my bicycle at 16th street and it can be quite dangerous. Having a center turn lane would go a long way to making the crossing safer.
Laura	7/31/2015	email	Folsom Street				1	negative	auto congestion	environment	Please bring back the Folsom Street car lanes that you down-sized. The traffic there is now a nightmare. More cars backed up, spewing more CO2 and exhaust. It is not pleasant to ride a bike there b/c of all the increased fumes. This is not helping the environment! Stop pollution, let traffic flow again! I am an avid bike rider, and never had any problem riding down Folsom Street before, in 32 years of living here. Thanks, Laura
Linda	7/31/2015	email	Folsom Street				1	negative	auto congestion	safety	Dear City Council members: I am writing about the "wrong" sizing of Boulder street lanes. After the many, many proevidences of Boulder citizens, I am glad that you have come to some sense and decided to at least postpone any action on Iris Avenue and 63rd Street Streets until you have some data on how the Folsom Street wrong-sizing affects traffic. Wrong-sizing streets in Boulder to make it more convenient for a very few bicyclers but inconvenient for the thousands of auto drivers here was very ill-conceived. It shows that you have little respect or concern for those of us who have no ability to ride a bicycle for various health reasons. I have to admit that I was shocked by your disregard for the huge majority in this community who do not want this wrong-sizing. You are our representatives and should be acting according to the will of the people, not coming up with objectionable ideas. Please do your job. Sincerely, Linda
Lynn	7/31/2015	email	Folsom Street				1	negative	auto congestion	environment	Dear city council, As one who drives Folsom Street a minimum of two times a day I would like to comment on the current changes. It seems that traffic is already backing up at many times if the day. It seems that the number of bicyclists is minimal for the amount of space sacrificed. Interesting that the changes are made "off season" while the CU students are away and public schools are not in session. I can only imagine the increase in traffic once schools are back in session. Personally, I think an error has been made. Please reconsider your right sizing soon. Sincerely, Lynn
Margaret	7/31/2015	email	Folsom Street				1	positive	safety	Better for cyclists	I am very excited about the new protected bike lane on Folsom Street. I have a 7 year old son and we have rarely biked downtown because of Folsom Street. Now it feels much more safe. I'm sure there are many more like me, and many who have the same to gain when it comes to Iris Avenue and 55th Street. I expect you all are considering how these things have worked in other communities, are collecting valid data and insisting on adequate sample sizes before you make more decisions. Thank you, Margaret
Margaret	7/31/2015	email	Folsom Street				1	neutral	auto congestion	cost	It works well when there's not heavy traffic. I've sat in backups that were worse then before. My husband avoids it all together...i wonder how many other people are simply taking other routes. I felt totally safe riding my bike on Folsom Street before it was "Right sized"! I strongly suggest the city fill all the potholes before spending more money on "Right sizing" other streets. I feel more unsafe dodging potholes on my bike. I feel very safe using the current street bike paths. In my opinion Iris Avenue will be horrific "Right sized"! Warm regards, Margaret -- Margaret
Mark	7/31/2015	email	Folsom Street				1	positive	safety	Better for cyclists	I'm strongly in favor of the protected bike lanes effort. As a motorist I don't find that they slow my morning drive on Folsom Street. As a cyclist I appreciate the safety margin. Let's do more of this! Mark
Melody	7/31/2015	email	All Corridors	1	1	1	1	positive	safety	commuting	Hello I live in Boulder and I commute by bicycle daily. I do not own a car so cycling and public transportation are my main forms of transportation to work, doing errands and exercise. I follow the rules of the road in that I stop at lights and stop signs and use signals to let motorists know my intentions. I have had many near misses with cars that come into the bike lane. I am always within the bike lane and as close to the curb as possible. Cycling in Boulder has become a very dangerous form of transportation because of the increasing volume of aggressive drivers. I believe the only solution is to expand many bike lanes so cyclists are protected from folks who choose to drive. There are so many distracted drivers in Boulder. I've noticed motorists talking on their cell phones and texting to an extreme proportion. Two days ago I was walking my bike thru a crosswalk at Arapahoe and 30tb and a driver came right into the crosswalk within inches of me. I had the walk light and they had a Red Light! Please support the safety of those of us who use a bike to commute. Thanks Melody
Michael	7/31/2015	phone conversation	Folsom Street				1	negative	auto congestion	safety	Express Extreme displeasure with Folsom Street Streeet corridor pilot project. It is causing back ups in traffic. It is a horrible idea. Please reverse it. Please do not proceed with the other corridors along Iris Avenue.

Nancy	7/31/2015	email	Folsom Street				1	negative	auto congestion	evironment	I am writing you regarding the changes in Folsom Street as well as the possible changes on Iris Avenue. The intention is good, but as they say good intentions paving the road to . . . I have lived in Boulder for about 25 years and remember the time when just timing the lights right for traffic was important. The backup on Folsom Street at any time of the day has become absolutely insane. However, if Iris Avenue were to be altered in the same manner, we would be in really bad shape. The traffic is horrific now, so I cannot even imagine the effect it would have on traffic. Iris Avenue is the only through large east-west road from Iris Avenue-north on 28th to Broadway and south to Arapahoe (Pearl and Canyon run into the malls). The idea of having an experiment on whether this works or not seems extremely unscientific. In addition, if it takes 30 minutes to get from north Boulder to south Boulder there will be so many issues on a daily basis you all will not be able to deal with them (i.e., emergency vehicles that will not be able to get across town). If people are "parked" in traffic they will be causing major pollution as well. Respectfully, Nancy
Peter	7/31/2015	email	Folsom Street				1	negative	auto congestion	environment	To the Boulder City Council, I have lived and worked in Boulder and surrounding areas since the summer of 1971, and the Transportation Department's recommendation to "right size" Folsom Street is, in my opinion, literally the most poorly-thought-through idea I have ever heard of, much less seen IMPLEMENTED! To take a functioning and serviceable local arterial road with appropriately sized bike lanes and then to REDUCE its load-carrying capacity of automobile traffic (which is by far the most frequently used mode of transportation here in town) by one half is lunacy. I cannot believe that it was approved and has been foisted off on the citizenry as having been "right-sized". I strongly encourage you to drop this unfortunate foray into making unspeakably poor use of existing multi-modal transportation corridors. Thank you for the opportunity to express my strong disagreement with this decision. Return Folsom Street to its rightful function as a reasonable alternative to the hideously unusable 28th Street corridor and don't even think about doing the same butchery to our other, similarly useful arterial streets. Peter I have lived in Boulder since 1971
Peter	7/31/2015	email	Folsom Street				1	negative	communication		I have never complained about any city decision before. Right sizing Folsom Street was poorly executed. Fix it fast or get rid of it. Peter
Ressa	7/31/2015	email	Folsom Street				1	negative	auto congestion		How do we undo the mess that is Folsom Street??? How will this mess on Folsom Street accommodate Snow Plows? How can we control the bicyclists who are taking over the streets, walkways and the pedestrian trails??? When do the bicyclists, start paying for the mess that is becoming Boulder Streets. We already Have accommodated the bicyclists to much. We do our very best to purchase all we need when in Longmont or Golden, We do have business we trade with who are in Boulder , I suppose we could find mechanics, elsewhere, that would only leave my hair dresser. Then we will be out of Boulder altogether, it that the message Boulder is sending, if you want to drive in Boulder and do you shopping you are SOL????? Ressa
Richard	7/31/2015	email	Folsom Street				1	positive	safety		Will gladly keep you informed in case you don't get to experience the R-3 shortcomings. The Southbound section of Folsom Street from Pine to Pearl is showing itself to be a problem. On the 29th at about 1:15 P and the 30th at approx 2 P, there was a two block backup in that stretch of Folsom Street to the point where traffic was stopped in the Southbound intersection of Folsom Street at Pine due to cars waiting to make a left turn from Folsom Street onto Pearl. There were so many stopped vehicles waiting to turn, that the SINGLE Folsom Street Southbound lane was blocked. And this was during a low traffic time of day. I will continue to keep you aware of further problems, particularly as a North Boulder resident. By the way, I saw one bicycle going in either direction as I drove back from McGuckin's all the way to Iris Avenue. Respectfully, RICHARD
Sheila	7/31/2015	email	Folsom Street				1	negative	auto congestion	cost	Hello, I work in downtown Boulder and live in Northeast Boulder and have commuted down Folsom Street to get to work for about 8 years. I use both a bike or a car to do so depending on the day. I would like to express the ridiculousness of this design, esp with the poles. I don't see an increase of bike commuters, but I do see a huge clog of car congestion. There aren't that many ways to get to downtown, and 28th and 30th are awful and getting worse. Taking Folsom Street away is the last thing we need and is so inefficient. Combined with the pedestrian crosswalk there, it's cluster during rush hour. Additionally, it actually crowds cyclists as it's now harder if not impossible to pass a slower bike carriage or 2-abreast. It's now dangerous as you need to get around the poles literally as you are forced into traffic lanes fully to pass. I don't think this was a smart design. The poles are more of an eye sore, look tacky and are distracting. I never felt unsafe as a cyclist to begin with on this road. Either grooves in the pavement or lit raised reflectors or brightly colored ones (Florida has a lot of those for elderly drivers) would be more than sufficient and not make that road look like the massive busy congested eyesore it currently does. I also understand that the green splashes of pavement have been in use in other cities, I road in Portland too. But I also thought they were more chaotic than sensible. The green pavement is sporatic and confusing. We need a consistent system. Thanks, Sheila
Web	7/31/2015	email	Folsom Street				1	negative	safety		Hello Council, First off, I am an avid cyclists. I moved here in 1990 as a pro triathlete and I have been biking ever since. I am a realtor at RE/MAX of Boulder, ground zero, and I bike to work on the days I don't have showings. I am voicing my opposition to the lane changes recently made because: 1. Traffic has gotten worse as you are aware. 2. The perception to many drivers is that the traffic is caused to enhance the cyclists experience and to motivate more people to bike. I feel the lane changes will backfire and cause more drivers of automobiles to have a negative perception of cyclists and just cause more anger of motorists towards cyclists going forward….even in the areas that are not affected by the lane changes. 3. The bike lanes already present before the lane changes in the area that is being evidenceed were wide enough for people to bike. Not ideal, but wide enough. 4. With the addition of the incoming hotel where many visitors will not only be creating more traffic, but also wanting to enjoy Boulder. The traffic already heavy on 28th St and now the log jams on Folsom Street, might deter people from wanting to live here if they have a desire to move. 5. I appreciate the thought of reducing car traffic, but I am worried about the aggravation motorists will have in the long term. I encourage you not to change more lanes and also to revert this evidence area back to what it was. Thank you, Wes

Will	7/31/2015	email	Folsom Street				1	positive	better for cyclists	safety	Dear members of council, I would like to thank you for the decision to move forward with rightsizing Folsom Street. This is an important step towards making our city streets safer for all users, and making it easier for more people to feel comfortable using their bicycles to get around town. For my family, it has made me much more comfortable having my kids ride Folsom Street, and much easier for our family to choose to ride our bikes when going to Sprouts and McGuckins. I know you have received criticism based on the claim that the city moved ahead with little data or analysis. Frankly, this is a rather ludicrous criticism. It is a classic case of attacking the decision making process when opponents are really dissatified with the outcome. In my twenty years of working with multiple cities across the western US on transportation planning, I have never seen another city that collects and analyzes as much data as Boulder. This decision was no exception. The city transportation staff collected data including auto travel times at multiple times of day, motor vehicle volumes , number of bikes using the corridor , turning motions, queueing lengths, 3 years worth of crash history, number of vehicles on side-streets along Iris Avenue to allow tracking of how much traffic diversion there is, and much more. After the Folsom Street pilot has been in place for a long enough period to have meaningful data, you will have plenty of information to decide whether this should be made permanent. Thanks for your leadership on this, and please keep these pilot projects going forward, Will
Zubeida	7/31/2015	email	Folsom Street				1	negative	auto congestion	safety	I drive this both ways to and from work in addition to 36. Taking me nearly an hour to go 14 miles together. Look at the 400 workers at Iris Avenue and Broadway trying to leave work at 4:30. EVERYONE needs to turn left. Someone is going to get killed. Making me hate Boulder. I have worked in town 24 years. Deplorable decisions. Sent from my iPad
Alan	7/30/2015	email	Folsom Street				1	negative	auto congestion	safety	I bet that not one of you junior Einsteins who voted for the Orwellian "right sizing" has yet bothered to drive or cycle on Folsom Street. If you had, you would see the nightmare that you have created. I have lived in Boulder since 1968 and I can say with authority that you are absolutely the worst city council since I have lived here. Probably the worst city council in the history of the city. Congratulations. You constantly do whatever you can to degrade the quality of life in Boulder for the majority of tax paying citizens and squander money worse than a drunken sailor. And that's an insult to true drunken sailors. Alan
Alan	7/30/2015	email	Folsom Street				1	positive	safety	Better for cyclists	traffic was backed up significantly on Folsom Street from Pearl St north to a block past Pine. The eastbound traffic on Spruce and Pine were also backed up because of this congestion. Short of reconfiguring the lanes the only other remediation would be to change traffic light timing. The other issue that I saw was as a biker there is no way to accommodate passing in the bike lane. There are tremendous differences in biking ability in Boulder. There will be some bike lane users going 10 mph and others going 25 mph. Typically this is handled by the faster riders waiting for a traffic clearing and then pulling out into the vehicle lane to pass the slower riders. With the Folsom Street bike lanes there are barriers in place that prevent riders from doing this. My recommendation is to remove the barriers to allow faster bikes to pass the slower bikes. Thanks, Alan
Alex	7/30/2015	email	Folsom Street				1	positive	safety		Good morning - I am writing in response to the most recent Daily Camera article regarding the proposed delay in right-sizing Iris Avenue and 63rd Street Sts following the changes on Folsom Street. It sounds like you have heard a lot from a lot of angry drivers! As a long time cyclist (commuter and recreational) and Gunbarrel resident I thought I would throw in my two cents. I use Folsom Street every day and 63rd Street street multiple times a week. I'm not entirely surprised there is some initial grumbling at the changes on Folsom Street. It is heavily traveled and has a lot of local businesses. Given time, I'm sure driver patterns will adjust, but there will always be a little de facto north of Arapahoe due to all the businesses. I absolutely do not think this is a reason to stall progress on Iris Avenue or 63rd Street. These street are completely different in infrastructure and development. The spacing of driveways and businesses along Iris Avenue and 63rd Street is much more sparse while the roads are supremely placed to provide a safe thoroughfare for cyclists. 63rd Street street in particular is desperately in need of improvement as the section in question has no shoulder. I would hope that the council would consider the different use and configuration of the streets and move ahead with the right-sizing of Iris Avenue and 63rd Street without holding up the congestion on Folsom Street as a barrier to progress. Thank you for your consideration, -Alex
Alex	7/30/2015	email	Folsom Street				1	positive	safety	Better for cyclists	I'm as much of a bike advocate as anyone and I believe our existing bike lanes on the 'right-sizing' streets are just fine. While the new deluxe lanes are nice, they're unnecessary. I applaud the decision to hold off on the other two experiments while the Folsom Street experiment shakes out. For what it's worth, my greaevidence fear as a cyclist is an angry driver. I'm afraid converting vehicle lanes into cycling lanes will result in driver anger directed towards cyclists. And that scares me a lot more than an unprotected bike lane. If we're looking to spend money advocating cycling in town, let's target those streets with no bike lanes. Thanks for your time.
Allen	7/30/2015	email	Folsom Street				1	positive	safety	environment	restaurants. Now that Folsom Street has been upgraded for bike safety it will definitely be the way to go south. I very happy project has been done and hope it eventually happens at 55 St., where I work. Perhaps I'm imagining this, but the street seems quieter too. I'm guessing the cars are going slower on average. I do wonder how snow removal will work in the winter. It would be nice if there was a pass made on the bike lanes with the bike path machines after the car lane has been plowed. If the bike lane ends up being where the snow from the street is dumped it will take a lot longer to clear. Allen

Amy	7/30/2015	email	Folsom Street				1	negative	auto congestion	evironment	The "Right Sizing" plan on Folsom Street and any place in Boulder is very sad. I saw all the congestion today on Folsom Street and couldn't believe how ridiculous it was. So very much wasted space with striping, etc. What's with that. Certainly not functional Seems we already have many wonderful "off road" bike paths for bicycles to use. I believe we need to get streets designated for cars as they were originally designed for. Let the bicyclists use the "off road" bike paths designed for bikes and cars use the roads designed for cars. Seems pretty simple to me. If the goal is truly to make Boulder a city without cars, go for it. I have not used Boulder for years except to go to work because of lack of parking and bikers. No need to spend money in a town that is not inviting to cars. I use all neighboring cities for any shopping I may have as they are just so much more "user friendly". Why bother with going to the Pearl Street Mall, the lack of convenient parking is so not inviting. Not hard for me to give up. Good Luck to you. Amy Howe
Andrea	7/30/2015	email	Folsom Street				1	positive	safety	commuting	Hello, I'm a resident of Boulder and I love these new bike lanes. I never commuted so much by bike like I do now. Mostly because of safety. I have had close calls on Folsom Street before the improvement because it was so narrow. Now, my husband and I bike that way to downtown nearly everyday with ease. I can't tell you how important this is to our community. Change is not always easy, but allowing more people to bike with ease and safety encourages a stronger community. I also drive down Folsom Street and have not had any issues with traffic. Maybe a few minutes here and there, but nothing that has made me question the bike lane addition. I want Boulder to be one of the best bike friendly communities in the nation! Thanks for letting me share. -- Andrea
Andreas	7/30/2015	email	All Corridors	1	1	1	1	negative	auto congestion	Communication	As a homeowner (and taxpayer) in the City of Boulder, I'm pretty disappointed with the Living Labs "experiment." Folsom Street has become overloaded with traffic at pretty much all hours of the day and many residents are unable to figure out how the center turning lane works, so often tremendous queues form while people wait for a car to turn. One spot in particular where there was definitely no planning taken into consideration is around Folsom Street and the space between Pearl and Walnut; when somebody hits the walk signal for the crossing at Walnut, cars traveling southbound on Folsom Street queue all the way through the intersection at Pearl and Folsom Street. Are there metrics as to the uptick in bicycle usage along this pathway? I have multiple friends who live ON Folsom Street and even with the "Living Lab" do not view it as a safe/viable commuting alternative. In terms of transparency, it would be great if the "Living Lab" was like an actual lab that uses metrics and mathematics to assess the success of "experiments." This data should be open sourced for the public to analyze and consider the efficacy of this program. For Boulder being one of America's "Smarevidence Cities," this approach is laughable. As for the expansion to Iris Avenue, I commute along this route on a daily basis. I have been diligently observing bicyclists on my daily commute and never see more than 2-3 at a time. What I do see, however, is a ton of traffic from commuters, in cars, coming to work in Boulder. I'm just wondering how this plan for Iris Avenue was developed and what metrics were used to determine that Iris Avenue does not already have enough traffic and should be reduced from 2 lanes down to 1? Thanks, Andreas
Angela	7/30/2015	email to Council	Folsom Street				1	positive	safety		I am very dismayed by all the criticism I have seen of the new Folsom Street bike lanes. I am more often in my car or running than biking, but nevertheless I think the bike lanes on Folsom Street are fantastic. They create a wonderful separation between bikers and motorists that is helpful for both types of travelers. I have driven Folsom Street multiple times since the lanes opened and cannot see why anyone would have a problem with them. I'd like to see more lanes like this on other roads in Boulder to make it easier for bikes and cars to share the road safely. Thanks for reading. Best regards, Angela
Anne	7/30/2015	email	Folsom Street				1	negative	auto congestion		Having watched and lived the Living Lab stuff — as executed to date — and lived here since 2003 after years in Chicago downtown (since 1997) and raised 3 sons there.... I am really good at asking the right questions and anticipating disaster (as a parent and a company owner for over 30 years.). Clearly, you are surrounded by those who tell you what you want to hear or those who are included in your circles of investments. Happy, any time, to help you formulate the right questions and head off the disasters you have recently created. But, of course, for the coherence and sustainability of Boulder. I am financially stable, love my little home in the Newlands, and, clearly, have a broader world view than most of you.
B	7/30/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion		I am opposed to the expansion of bike lanes on Folsom Street, Iris Avenue, or any other streets in Boulder. We live in a small town with a growing population and vehicle traffic is already undeniable. Taking away vehicle lanes will only make the traffic worse. I support cyclist but having them obey traffic laws and stay in the existing, designated bike lanes seems to be more than sufficient. -- B. Manning
Betty	7/30/2015	email	Folsom Street				1	negative	auto congestion		Despite the resizing of Folsom Street there are bikes still riding on the sidewalks endangering pedestrians.
Brenda	7/30/2015	email	Folsom Street				1	negative	auto congestion		I often drive on Folsom Street, or I used to. Since the rightsizing, I drive more on 28th, 30th or other neighborhood streets. Folsom Street is congested and often backed up. There are so many side street and parking lots turning into Folsom Street that I find it to be more dangerous. I feel bad for the people who live on the neighborhood streets I use as an alternative. When I do drive on Folsom Street, I have seen only 1 biker. At least the city has come to some sense and will evidence Folsom Street before moving ahead with additional streets. That is actually how a "evidence" should work. I also find the info on the website about how the evidence will be measured and evaluated to be useless. My reading of that info is that the council will decide what it wants. The city should be providing data on before and after bike usage, drive times, etc. Without data an informed decision can't be made. Brenda
Caren McCready	7/30/2015	Inquire Boulder	Folsom Street				1	positive	Safety		I feel much more comfortable riding my bike. Thank you for testing this!

Carlos	7/30/2015	email	Folsom Street				1	negative	auto congestion		What you did on Folsom Street disqualifies you from running this city. Three light changes are now consistently required to cross Pearl and Canyon. I've waited for the light at Pearl while sitting all the way back at Mapleton (which also means I was waiting for the light at Pine). I honestly don't know what you people were thinking. Perhaps the worst governance decision I've ever seen -- and I worked with Congress. Carlos
Carolyn	7/30/2015	email to Council	Folsom Street				1	positive	safety		I think the changes to Folsom Street are great. I hope other streets get the same changes. I live at 25th and Iris Avenue so I drive Folsom Street a lot and I don't feel like the drivability of the area has been significantly lowered. And the increased safety I feel when I choose to bike rather than drive is enormous. Thank you, Carolyn
cgarabedian	7/30/2015	Twitter	Folsom Street				1	negative	auto congestion		#Bldrlivinglab it working so well…Traffic was backed up from Canyon to beyond Pearl! @bouldercolorado #fail
Chelsey	7/30/2015	email	Folsom Street				1	positive	safety	noise	After seeing the article in the Daily camera this morning, I was glad to see who I could write to express my opinion about the larger bike lanes on Folsom Street. First I would like to say I am a bike rider. I am also not one of those people that gets annoyed with having to share the road with bikers. But this to me comes down to a traffic problem. Folsom Street has always offered an alternate route to get from south to north in boulder. At lunch or at 5pm when traffic is busier, its nice using Folsom Street. The traffic has been so backed up since taking away one of the lanes that now i want to avoid it versus using it. I do not support larger bike lanes if it affects current traffic flow in the city. Larger bike lanes should only be put into place if they can be added without having to take away a current lane of the road. That is the only option in my opinion. I do hope that with folks knowing who to write after seeing the newspaper article, that you get even a lot more feedback on this. To me this is unacceptable. You are affecting more people by disrupting traffic, than you are helping by adding a large bike lane. Chelsey
Cheri	7/30/2015	Inquire Boulder	Folsom Street				1	negative	Congestion		Because of this ridiculious living lab study....traffic has to get exactly at the intersection before able to turn right or left....the traffic CLOG at Folsom and Pearl today at 5:00 p.m. was unbelievable because of the bike lanes....doesn't Boulder already have miles and miles of bike paths OFF THE STREETS of car traffic already? I vote NO on this stupid idea....who votes on these ideas anyway?
Cheryl	7/30/2015	email	All Corridors	1	1	1	1	negative	auto congestion		it through the vote. It will so strongly impact the already poor situation around 28th street. It's such a mess getting through town on 28th; it's whole length through the city. Folsom Street is an artery that offsets the high volumes of people coming into the city on 28th. To reduce Folsom Street to one lane completely backs up traffic further. There is no need for bike lanes to be as large as a car. The size of their lanes is perfect. I'm a liberal and bike rider and I experience the bike lanes to be ample. The idea I think more feasible and useful would be to put more bike lanes are lesser used streets to diffuse the impact on streets with existing bike lanes. Please get rid of the Folsom Street bike lane! If the Council isn't going to slow growth of accommodating large companies like Goggle then you can't cut back on the infrastructure that is needed for that growth. Fix the pot holes, put the money into expanding side street bike lanes, more innovation in "the last mile" programs…all good. Interfering with much needed arteries…no bueno. It is going to highly impact the quality of life we enjoy in Boulder. Thank you! Cheryl
Chris	7/30/2015	email	Folsom Street				1	positive	environment	safety	us who do drive and must drive to work, the grocery store, God forbid the hospital that is now across town. Boulder suffers from already insane traffic congestion. From tourists, to residents, to the giant influx of students. And lets not forget now that US36 is expanded the potential for other citizens from other municipalities who may drift towards us if we still have roads to drive on. The way we are going, its likely people will begin to avoid the hassle of all the travel restriction, crowding, traffic jams which I have already noticed in places like Estes Park. Boulder is a great place, ideal in many ways, but we still need to have regular two lane (each direction) roads. I can live with Folsom Street which is already a giant pain in my #$@#$, but to even consider doing that to Iris Avenue is pure stupidity. The amount of traffic that drives that section of road in rush hour, heck regular hours, will be bottle necked out the wazoo in single lanes. I don't enjoy the prospect of having to plan for a 35 minute drive to get from north Boulder to King Soopers (4 freaking miles). Its already terrible. You won't force motorists to the use of bikes with this project, you're likely to alienate and infuriate others like me who drive and will always drive. I don't know why City Council hasn't thought about turning our sidewalks around town into two laned bike roads like Fort Collins or hey like our creek path. Seems like if you really want to keep cyclists safe… get them off the street all together and separated by a curb. Trust me that some plastic poles and expanded lanes won't stop motorists and bikes from colliding. In winter weather these changes will lead to far worse accidents when cars have no where to steer their sliding vehicles. You are not giving enough forethought to the dangers you are creating and the delays for motorists and emergency vehicles. There has to be a limit to the ridiculousness of some of these projects. Have you all ever looked into how many people have gotten killed or hurt in the flashing light street/ped crossings? That was also a brilliant idea that has led to some truly unfortunate injuries. I'm asking you all to tap into that common sense factor and realize that Boulder is continuing to grow with new condo projects and the development of North Boulder, its not fair to screw us all over for the sake of biking when we have so many bike paths already. A pissed off motorist, Chris
Christine	7/30/2015	email	Folsom Street				1	positive	safety		Dear Council I appreciate that it may take a few minutes longer to get across Boulder on Folsom Street but anything that will slow traffic and create a safe environment for not only bicyclists but for auto traffic and pedestrians as well is important. As I live off of Iris Avenue I am hopeful that the projected lane restructuring will take place. I drive the requisite speed limit down Iris Avenue and cars wiz bye. People need to slow down and be aware that they share the road. Christine LoRomer

Chuck	7/30/2015	email	Folsom Street				1	positive	safety	commuting	Dear City Councilmembers: I've had the opportunity to both ride and drive on Folsom Street since the Living Labs treatment was installed last week. I've tried to avoid biking on Folsom Street since my son was struck by the driver of a car on Folsom Street near Walnut three years ago, sustaining a fracture. The street feels much safer with the changes, and I hope proves to actually BE safer over time. I find myself actually going out of my way to travel on Folsom Street by bike now! I have driven twice on the new Folsom Street, once during the morning rush hour and once at lunchtime. I experienced no delays. I did notice that cars were driving more slowly and paying more attention to their turns, which I think will improve safety for everyone. About the same number of cars seemed to be traveling on the road, although that's hard to judge. There has been considerable public outcry about the Folsom Street lane changes. Frankly, I'm offended that people consider a minor delay to me more important than the safety of people biking. On 30th St., 28th St., and Folsom Street the number of lanes for north-south car travel between Pearl and Arapahoe has now dropped from 14 to 12 (count 'em!). This seems to be a very small concession to allow for safe, direct, and efficient bike travel on the only major north-south bike route east of downtown Boulder. I urge you to allow the full time for the Living Labs evidence (at least one year) to be complete before making any final judgements about the Folsom Street treatments. If Council makes a knee-jerk decision based on who complains the loudest and pulls up the Folsom Street demo, we will surely lose our "platinum" bike status and the city's reputation will take a serious hit. And people's lives will be placed in jeopardy for reasons of political expediency. Instead, you should wait until hard statistics have been generated, and then make a rational and informed judgement based upon the data. I thank you for your courage to withstand the onslaught of complaints, and for your service to our community. Sincerely, Charles
Cole	7/30/2015	email to Council	Folsom Street				1	neutral	auto congestion	safety	Living Lab Folks, I want to start off by saying that it's a great thing to live in a city where a committee like yours even exists. Boulder is a wonderful city, and cycling is an important part of the culture here. That being said, as someone who drives on Folsom Street St. up to four times a day, I do not think the current bike lane experiment is a good thing. My first reaction driving with the expanded bike lanes was, "Where are all the bikers?" The majority of the times I've been on the road, car traffic is slowed significantly, while only one or two people are using the space that used to be an extra car lane. This does not seem like an effective use of space, and it appears to be a large inconvenience for all drivers using the road, while only providing a benefit for a small number of people on bikes. Second, I do not understand why the bike lanes had to cut into an already fairly busy road. On Broadway, in South Boulder, there are larger sidewalks with bike lanes designated as part of the sidewalk. On campus at CU, there are similar shared pathways. And many of the trails in and around Boulder utilize a similar concept. To me, it seems like this is a great option. It takes cyclists off the streets, which I assume would reduce any accidents involving bikes, and leads to a more comfortable driving and riding experience for both parties. I believe that a similar path installed alongside Folsom Street is the best option. Of course, I can see how the space required might not be available right alongside the roads. If it is at all possible, a shared bike/pedestrian path running parallel to Folsom Street through the surrounding neighborhoods and business parks, avoiding cars and traffic and stop lights as much as possible, would be ideal. It would add even more functionality and convenience to Boulder's already stellar path system. As a citizen, I will be proud of and support whatever your committee ultimately decides is the best option, but as a frequent driver on Folsom Street, I implore you to look past the very loud minority of cyclists and do what is best for drivers as well. I believe a smart, convenient for all parties system is out there, but I don't think that this current experiment is quite that. Thank you, Cole
Dan	7/30/2015	email	Folsom Street				1	positive	safety		Hi, I am writing today in regard to the right sizing of Folsom Street. I recently read an article in the local paper saying there has been a lot of complaints about traffic on Folsom Street and would like to speak out in favor of the project. As someone who has lived on Folsom Street for years (in the project area) I have noticed some traffic backups during rush hour (8-9, 5-6), but a majority of the time there has been little change in traffic. The new bike lines appear to have attracted additional users, and the lane expansion creates an easy ride in what used to be a somewhat uncomfortable area. More than anything, these lanes appear to slow drivers down to the posted 30mph where in the past they would go 10-20mph over. I do hope that the city hears all voices when assessing this project and also evaluates the data being collected objectively rather than let a few vocal opponents drown it out. It may be that this trial is deemed a failure, but I do hope that should this happen it is done for the right reasons. Regards, Dan
David	7/30/2015	email	Folsom Street				1	positive	safety	commuting	Dear Mayor and City Council Members- I am writing let you know I am strongly in favor of the new bike lanes on Folsom Street. I travel through this corridor not infrequently, but in the past have avoided riding my bike on it because of the danger involved. I have ridden down them four times in the past week and am amazed at how excellent they are. The provide an opportunity to move across the city safely and efficiently, which I think will greatly increase the likelihood that people will use this crucial north-south corridor, particularly as it connects the Boulder Creek bike path with the Goose Creek bike path, allowing access to extensive parts of the center of the city on safe, separated lanes and paths. As I'm sure you know, women and children are far less likely to bike, primarily because of safety concerns, and I strongly believe that improvements like this will greatly increase the number of women and children biking for transportation and/or enjoyment. Indeed, I took my own nine year old son on Folsom Street this past weekend for the first time ever and felt perfectly safe the entire time. With any change comes uncertainty, and some will resist it for this and other reasons. I implore you not to give in to a vocal minority who have complained about these changes and want Boulder to stay mired in our car-centric past. These people should in no way be allowed to represent the opinion of all Boulderites, or to impede the city's plans for further broadening the transportation options of all Boulderites. Most people who bike will likely not take the time to write or let their opinions be known, which is unfortunate because this creates the misperception that the naysayers are in the majority, which I find dubious. At the very least I hope you give these changes time to at least determine scientifically what their impact is on traffic patterns, commerce, and safety. If at that time their drawbacks far outweigh their benefits then I can understand the need to consider changing them back, but until then it makes no sense to make hasty decisions before we know this information. I am not just writing you as a concerned citizen. I am a Senior Instructor in the Dept. of Psychology at the University of Colorado, Boulder, and one of the courses I teach focuses on the benefits of regular physical activity on mental health and psychological outcomes. In this course my students also learn that when cities invest in better active transport (biking, walking) infrastructure, they have seen marked increases in the percentages of people getting around by these means which then lead to improvements in air quality, reduced congestion, and significant mental and physical health benefits. If Boulder is going to continue to have an excellent and healthy quality of life, changes such as these to our civic infrastructure are important and necessary. Thank you for your time. Dr. David

David	7/30/2015	email	Folsom Street				1	neutral	auto congestion	Better for cyclists	Dear City Council Members, I have been a Boulder resident for over 30 years and have never written this type of feedback letter to the Council previously. I am also a bicyclist and a citizen concerned about the environment and public safety. Having said all this, I am very troubled by the bike lane project just completed on Folsom Street. My direct experience is that it has caused a high degree of vehicle congestion and has made what was a viable vehicle alternative to go north and south through Boulder, a chore. And, interesting enough, with the congestion, it doesn't feel safer at all for bicyclists and vehicles, but more hazardous, especially for vehicles trying to enter Folsom Street from side streets while trying to navigate the existing pedestrian cross walks. I am also very concerned with the information I have gleaned from the articles in the paper. It seems to me that the the bicycle lobbyists who were overly represented among the decision-makers really pushed this through. What really frustrated me in the last article I read in the Daily Camera was the comment from an official who said that complaints like the ones the Council is receiving about this effort are similar to ones received by other cities and that the complaints eventually dissipate as people adjust. I thought this was a misguided leadership approach at best. Of course complaints will eventually lesson and people will adjust to a circumstance, even a bad one. What is the alternative? The fact that people will move on from this bad decision, doesn't make it any less of a bad decision. With all due respect, I ask that you not continue these efforts on the other streets and reconsider the current action. David
Debbie	7/30/2015	email	Folsom Street				1	negative	auto congestion		I am writing to provide my opinion regarding the Folsom Street experiment. 1. As a driver: I don't like the extra traffic and being hemmed in on a street that is wide enough to offer a much better driver experience. There are only a few streets left in Boulder that allow good passage for commuting across town (i.e., to get to and from work). Why make it worse? 2. As a cyclist: I seldom chose to ride on this street before, as my commute is too long to be effective by bike. I definitely won't use this street now, as I find the bollards and confinement that they create to be a scary condition. I do love to ride my bike, but this tends to be a recreation for me, and I wouldn't feel safe commuting at rush hour on this street in either situation. 3. Other questions: a) How will all the sticks affect snow plowing, street cleaning? b) Why is this euphemistically termed "rightsizing"? Especially if it is an experiment, why use a name that expresses a pre-determined opinion? It reminds me of "right-to-life" and a myriad of other manufactured terms that aim to influence rather than be accurately portray a topic. Please, at least call it what it is: "car lane reduction and bike lane confinement". c) Visually, I find all the sticks, paint, and non-uniform ingress/egress points to be complex and distracting. How does this added complexity affect concentration of the older driver, the out-of-town driver, the occasional driver? d) What happens when a piece of junk lands in the bike lane? Bikes don't really have the opportunity to look over shoulder and merge into traffic lane to avoid the junk. What happens when speed riders come upon slow riders? Will they whiz by within inches instead of pulling out to traffic lane to pass. I would like to see Folsom Street returned to it's previous condition. Thank you for your consideration.
Dennis	30-Jul	email to Council	Folsom Street				1	negative	auto congestion	Communication	I've been a resident of Boulder Co. for 26 years now. Your decision for "street right sizing" is surely incorrectly named…it should be "Grid Lock Decision". I watched the most recent Boulder City Council Meeting on TV I can't say I was surprised by your actions to "kick this down the road". Appelbaum said that we need to get the feel of this before we have a public hearing-again "kicking this important issue down the road". Mr. Macon took the opportunity to "Grand Stand" about global warming rather that address the real facts, which are: 1) Unbelievable traffic grid lock that is producing a much higher level of pollutants that is traffic was moving smoothly. 2) The businesses in this area are experiencing a substantial decrease in business due to your poor traffic decision. 3) Tax revenue pays for our roads and our Boulder City Council-you need to understand that local business contribute substantially to that base. 4) You've ignored the outcries from our residents and Boulder Businesses. 5) Because of this major traffic issue, you have and will continue to effectively turn away tourists from Boulder Co. which is a major contributor to our tax base/business profitability. Everyone makes mistakes…and, that's ok as long as we acknowledge and correct them. You've made a doosie of an error in our city this time. Please correct it immediately. I am one of many that will be using the services and businesses of other cities…like Longmont, and more. Dennis
Dianne	7/30/2015	email	Folsom Street				1	negative	auto congestion		Hello I am writing to City Council for the first time in my 50 years as a resident of Boulder in response to the resizing of the bike lanes on Folsom Street. My name is Dianne Gates and I live at 2434 Mapleton Avenue. With the recent change to the bike lanes on Folsom Street I have experienced extended wait times to access Folsom Street from Mapleton going Southbound on Folsom Street. The ability to cross Folsom Street and head North on Folsom Street from Bluff is near impossible. In the past with two lanes it required patience, but currently it requires an additional substantial amount of time just to get across the car traffic, never mind if there are bikes – it's nearly impossible to see them come over the hill. The back up at the lights, and the lack of attention to synching the lights has resulted in not only long delays, but frustrated drivers who "bail" on Folsom Street and speed down Mapleton and Pine and Bluff and the alley's. I have a three year old granddaughter who visits me often, and historically the number of cars driving down the alley was small and limited to the individuals (primarily) who live on the alley….and are therefore aware of the children who live/visit there and adjusted their speeds accordingly. Since the redirection of traffic – that is no longer the case. I am concerned that this decision and change by city council could lead to someone getting seriously hurt, and strongly encourage you to consider all aspects of traffic redirection, and not just listen to the loud voice of a highly mobilized bike community in Boulder. I'm an avid runner, and biker, and walk as many places as I possibly can – so it's not that I am approaching this issue from a position of an automobile centric individual. I do not think that the slower speeds and more bike traffic on Folsom Street outweighs the increased volume of traffic and "road rage" driving on the neighborhood streets. I appreciate your considering my request to eliminate the traffic redirection on Folsom Street as well as additional expansion in the City of Boulder. Sincerely, Dianne
Doug	7/30/2015	email	Folsom Street				1	positive	safety	commuting	Hello, I'm sure there's been some push-back from a few drivers, but the Folsom Street bike lanes are really nice! I cycle everyday from North Boulder down to the University and it's been a pleasure to ride my bike on the new lanes. Thanks for installing them and please continue to give them a chance! Doug Nickel

Elaine	7/30/2015	email	Folsom Street				1	positive	safety	environment	Dear Council Members: I wanted to write in to thank you for seeing through the Folsom Street Bike Lanes. When I worked in downtown Boulder, I used to bike on Folsom Street a lot. It was a good access to get out of town and head home to the northeast. Of late, I haven't been on Folsom Street as much as it was rather busy and I was finding the path along Foothills got me around town, though more slowly. Since the lanes have gone in I have had the opportunity to use them three times. The first was a Sunday after striping and before bollards. It felt great and I really enjoyed the protection of the extra distance. My next trip on Folsom Street was midday/midweek and it was not so pleasant but it was because of a truck pulled over in the bike lane. This was before the bollards were installed so I believe that they will help prevent that type of behavior in the future. Today I was riding on Goose Creek and came up to Folsom Street to head south. In the future I will likely ride under and backtrack to return to Folsom Street as it's not easy to get across to southbound, though eventually some drivers yielded and let me in. Today's return trip going north on Folsom Street from the Creek Path to Goose Creek was also good. It was easier to continue north with cars clearly to my side for the right turn at Pearl. Cars seemed to move more smoothly to not have vehicles in travel lanes that were making left turns. And even though it was 4:30pm and I ran into a backlog of traffic on the Diagonal when I left town, there were not significant vehicle queues or delays at any of the signals between Canyon and Valmont. I appreciated being able to easily access Goose Creek from Folsom Street and will likely use that link more frequently. I'm very eager for the addition of similar lanes along 63rd Street Street. That will provide me some great commuting options. I've evidenceed the route once and found I had to just own the lane while cycling. It also only added a few minutes in comparison to riding on the Diagonal which I hope to no longer do. Thanks again for adding better and creative bike infrastructure to Boulder. Elaine
Elaine	7/30/2015	email	All Corridors	1	1	1	1	positive	safety	environment	Dear Council: I'm dismayed to hear that you are stalling on the projects which you already voted to do because a vocal minority is upset that they may be in their cars a bit longer. I've seen the data for bike crashes on Folsom Street and they are frequent. I've been riding the new lanes a good bit and am thrilled to have an area where I have more distance from cars. When I drove on the street I found it far easier to turn left. I thought you were bold in the decision to move forward on these, I'm saddened that you have lost your backbone without having any actual data to go on. Personally, I would love to see 63rd Street Street move forward sooner than later. It will not have similar conflicts of back up and turn challenges that Iris Avenue and Folsom Street may face. But it will ease the possibility for a decent bike commute between Niwot or Gunbarrel and Boulder. Right now there are a number of people who do ride on the Diagonal Highway. Let's install 63rd Street street and work to provide a safer alternative. After all, wasn't this project largely to increase safety, not just for cyclists, but for all users? Sincerely, Elaine
Ellen	7/30/2015	email	Folsom Street				1	negative	auto congestion	aesthetics	I am a 53 year old woman who has lived in Boulder for the past 15 years. I mostly drive my car, as I have a child to transport about, but I also ride a road bike and ride with my child in a bike trailer. I typically ride on the trails, but of course, ride on the streets as well. We also ride the bus. A little background about me...when I was in my 20s I lived abroad, in Florence, Italy, when it was a highly trafficked free for all with cyclists, mopeds, motorcycles, cars and trucks and more on the very narrow streets. There were no white lines on the roads to divide lanes (only yellow) and I rode my moped on those streets, along with a lot of others. I learned how to drive a car (and truck) on them as well. It was just what we did. I don't rememberer reading or hearing about many traffic deaths while living there for five years. But there could have been, of course. Flash forward. I was a bit surprised to learn of the "right- sizing" of Boulder a month or two ago. And when I heard where these pilot trials were going to take place, I was apprehensive. Traffic in this town has grown significantly since I've lived here. The population has grown. More and more dwelling places have been developed, which always means more cars. Highway 36 has been expanding for the last year (because of the increased population?) and is now even charging us to drive on certain lanes. So I have to ask the question. Why would we want to have fewer lanes on some of our major thoroughfares in town while at the same time inviting more and more motorists to live here? This town boasts some of the nicest bike paths and alternate routes for cyclists of any place I've ever lived . My partner is an avid cyclist and he is not keen on the right sizing plan at all. The bike lanes that we have in place are sufficient for our family. We also have a teenager who often rides his bike from N. Boulder to Boulder High. That there are some (cyclists) who fear the cars on the roads does not seem to me reason enough to downsize the number of lanes available to the ever growing number of cars in this town to create a "safe" buffered zone for fearful cyclists, complete with ridiculous posts and lots of white lines to "protect" them. I don't have the answer to managing our ever growing population. I wish I did. But I don't believe that buying into fear is justification enough for making the change. It seems we do that more frequently these days though, with all of our "safety" regulations, and our "safe" playgrounds. Are we making the world safer really? Personally, I find all those posts offensive, ugly and inappropriate on the road. (But I also think all of the quaint little islands with plants and trees on 28th St. [at Pearl and Iris Avenue, for example], are also absurd. If they weren't there we'd have sufficiently long turning lanes and would have better traffic flow.) but I digress. As far as "right sizing" goes, I would like to suggest we take this idea back to the planning board or let it go altogether. Perhaps what we have is right size enough and If it ain't broke, don't fix it. Thanks for your time.
Evan	7/30/2015	email to Council	Folsom Street				1	positive	safety		Dear Council: I recently had a very positiveexperience with the new Folsom Street Bike lanes. It makes me feel so much safer biking Folsom Street. I used to avoid it and ride back streets or sidewalks. I now have a faster safer ride. As a driver, I have not noticed any more congestion. I was at my barber shop near the corner of Folsom Street and Arapahoe. My Barber saw no problems with the road. He commutes in from out of town that way.
Francis	7/30/2015	email	Folsom Street				1	positive	safety	commuting	Dear Council Members, I have ridden the new protected bike lane on Folsom Street on my way to work every morning since they have been installed. It is a much more pleasant experience than riding in the old bike lanes and I have changed the route I take to work to include them. Contrary to what I read in the paper every day I see no cars backed up on Folsom Street during my commute. The street seems to be the right size for the amount of traffic that uses it that time of day. Sincerely, Francis

Frank	7/30/2015	email	Folsom Street				1	positive	safety	commuting	I am writing to praise the protected bike lanes and urge the City of Boulder to allow the evidence program to run to completion. Decisions regarding the future of the city should be based on statistical data. The city must stand confidently behind the evidence program and must not be deterred by an extremely vocal, yet non-representative, faction. On the city's website on the "Environment" page, the CoB states "Boulder is committed to acting with environmental integrity and being a good steward of the land." Converting motor vehicle traffic to bicycle traffic is a clear demonstration of this commitment. Each individual who chooses to commute by bicycle demonstrates their commitment with every turn of the crank. The attitudes toward environmental integrity of the people complaining about the protected bike lanes do not align with the views of the CoB and the majority of its inhabitants. I have ridden the bike lanes for 4 years and 2 months. I ride 3.5 miles to and from work each day from 28th and Iris Avenue, through the CU campus, to the Broadway south of Baseline, traveling the entire length of Folsom Street. I ride in all seasons and almost all conditions. I rode before the protected lanes were implemented, and I have continued to ride since. The difference in terms of the feeling of safety is astonishing. I have been run over at Folsom Street and Valmont. I was heading south one morning and a small white pickup passed me as we approached the intersection, then made a right turn directly in my path tens of feet in front of me as I traveled at appx. 15mph. Moving at that speed and with so little distance, I had no options. The driver stopped and luckily I had barely gotten my left elbow caught under the edge of the right rear tire. It was winter and my jacket had protected me. When I asked the driver what happened, he responded that "he did not see me." I was in a rush to get to class at the time and I wasn't really injured, so I asked him to be careful and took off. This story can be viewed as a minor accident or as a major near-miss. If my elbow was under the tire then my head was inches away. I have not tracked the number of less traumatic near-misses that I have had, but I can say that it has taken extreme vigilance, alertness, and defensiveness on my part as a cyclist to not be hit by cars on Folsom Street. I often have to yield to cars coming from the cross-street, turning right on red without stopping as required. At the crest of the hill between Valmont and Mapleton, I have clenched my muscles in fear as cars come within 2 inches of the left edge of my handle bars, the driver being unable to negotiate the curve of the road combined with the pitch of the hill. The level of defensiveness that I have had to practice cannot and must not be expected from all riders. Without the protected lanes, the number of bicycle commuters is limited by the number of riders willing to endure the hazardous conditions. If the city intends to promote bicycle commuting for a broad range of citizens, the protected bike lanes must stay in place. I urge the City to allow the evidence program to run to completion in order to collect a statistically significant amount of data that covers an annual cycle. The surge of student population in the fall will further demonstrate the effectiveness of the protected lanes in preventing collisions between motor vehicles and bicycles. The feeling of safety provided by the protected lanes facilitates bicycling for a representative portion of the population that is committed to transportation sustainability and the overall welfare and future of Boulder. Feel free to contact me with any questions. Best, Frank
Gabriela	7/30/2015	email to Council	Folsom Street				1	positive	safety		Dear city council community, My name is Gabriela Adler, I'm a resident of Boulder (I currently live in the family housing of CU on the corner or Arapahoe and Folsom Street st) I would like to support the new safe biking facilities on Folsom Street st , this new facility allows me to use my bike on the Folsom Street st, (Which I was avoiding before, because I didn't feel it was safe enough riding there with kids). When you consider the new configuration, please judge the success or failure of the project by accident statistics, and not by the number of drivers complain Thank you Gabriela
Gene	7/30/2015	email	Folsom Street				1	negative	auto congestion	environment	I hope someone is monitoring Folsom Street between Canyon and Pearl at peak traffic times. The past two days at 5:15 and 5:30 it has been a bumper to bumper parking lot without a bicycle insight in either direction. I am a cyclist and appreciate the intent of making cycling more safe, but I drive this section every day, and the lane restructuring is just plain dumb. There was already a perfectly adequate bicycle lane in place. Now there is inadequate provision for automobiles. Please please please restore proper balance Sent from my iPhone Please excuse Fat Fingers and Siri Slip-ups.
George	7/30/2015	email	Folsom Street				1	positive	safety	commuting	i'm very happy with the new bike lane design along Folsom Street. My teenage son bikes along there to get to his summer job and also to get to Boulder High during the school year. I've always been concerned about his safety on the old bike path. Particularly the curved portion between Mapleton and Valmont. The new design is much better with respect to safety and has reduced my concerns. I understand there have been traffic impacts at times for drivers. Perhaps these could be reduced by tweaking the timing of the traffic lights or increasing the length of some of the turn lanes to prevent backups. If it ever reaches the point that it is felt necessary to remove the new lanes I would hope consideration would be given to maintaining the new lanes on the Mapleton to Valmont section. I haven't noticed any traffic impacts in that section and the added buffer on the curved section is greatly needed. Thank-you, George
Graham	7/30/2015	email	Folsom Street				1	positive	safety	Better for cyclists	I am a lifetime cyclist here in Boulder. I would like to weigh in on the Folsom Street Bike Route enhancement. It is certainly a change that increases safety for bikes and decreases it for cars. We flipped the safety and convenience for bikes and cars. My guess is 90% of cyclists like it and the majority of drivers don't. If you use both modes for this route, you may have a perspective which may fall in the middle. For bikes: a greater sense of safety, more space, cars going by at lower average speeds due to 1 lane constraint for cars. Cars: must drive with more caution due to one lane, avg lower speeds, increase in bike traffic, channeled commute route with no options to drive faster or slower, creates a speed and culture more consistent with 19th street which is better for cyclists but more restraining for cars. In the case of commuter hours it will be slower for cars and faster for bikes. Boulder is a bike town and some tough decisions have been made over the years which favor bikes. If we want a " Anytown USA" council, public works department and citizenry then we can flush many qualities that we currently have down the drain. I applaud the risk, I know it takes time for these to get a general sense from the public if they are safe enough or deemed a enhancement to the street scape. We could do some Living Lab workshops to offer "an official" tour which may help explain how this should work. If we offered van rides and bike tours it may be well received. We should not despair over such city street updates. This is a relatively short distance. People can make decisions on choosing different times to travel, change routes or even do I dare say change modes. We all cant bike, however with more cycling means safer streets and and moving toward less cars. Many people in this town who want enhancements for bikes are enamored with the chance to look more like Copenhagen! I know public officials have traveled there and have come back with good ideas that have been found there and other places around the globe. This certainly is a response to separated bike lanes which are quite trendy in towns that are Bolder! I hope we can accept that we have a direction in this town which amplifies bikes! Please note email below.

gregory	7/30/2015	email	Folsom Street				1	negative	auto congestion		I admit that my opinion often changes, depending on whether I am behind handlebars or a steering wheel, but my feedback is this: Living Lab will continue to create problems for automobile traffic, while sort of solving a more-easily-solved problem for bikers. Folsom Street is a not a very straight road, and I can see how bikers might feel uncomfortable around drivers who may or may not be concentrated on driving. I do not sympathize, though, because when I ride my bike (alone or with others, to work or for pleasure or for exercise) I choose the route which best suits my purposes. If I feel that Folsom Street St. will be too busy, I can take 20th St. or another street to the east to one of our many bike paths in town. The same goes for other streets; Iris Avenue, 36 (north of town), Arapahoe, South Boulder Rd., etc... An extra few min. on the bike can be a healthy choice. When I take a car, I prefer to take a direct route because a might need to drive to multiple destinations during the day, or may have to drive to other towns for work. We all like our routes to be clear, we all like to burn less gas. Since the start of Living Lab's implementation, I have seen increased driving times, and slower traffic, but not many more bikers. Additionally, I have begun to choose more residential streets as routes for my purposes. If I lived on one of those streets, I might find increased traffic a nuisance. Thank you for your time. I am sure that you are receiving strong opinions on both sides of this issue. I wish you the best of luck in using all of the information at your disposal to make the best decision for our city. Thank you, Greg Bair-Caruso
Jack	7/30/2015	email to Council	Folsom Street				1	neutral	auto congestion		Hello, I just drove on the modified Folsom Street St. For the first time in 27 years I found a line of traffic on the street. I believe my travel time was at the speed limit, but was shocked by the line of traffic. There were no cyclists on the road at that time, mid-afternoon. Jack Hello,
James	7/30/2015	email to Council	Folsom Street				1	positive	safety		Dear Council, I have had the opportunity to cycle and drive on the "right sized" Folsom Street for a few weeks now and I wanted to share my thoughts directly with you. Prior to a recent move I cycled/drove from Iris Avenue to CU on Folsom Street on every work day for almost 10 years. During that time I was generally comfortable with the experience as both a cyclist and motorist. However, it always seemed that there was too much road for the volume of traffic and that the bike lanes were often impinged on by drivers-particulalrly near the curve at Bluff St. The new lane configuration is a huge improvement for cyclists an hasn't negatively altered my experience as a driver at all. I'm hopeful that the same treatment can work on other similar streets such as Iris Avenue(apparently now on hold) and importantly Table Mesa which suffers from lots of similar problems as Folsom Street. Jim
James	7/30/2015	email	Folsom Street				1	positive	safety	environment	Marni, David, I own and live on Mapleton Ave. near Folsom Street Ave. (2554 Mapleton) Thought I would send you my observations of the project on Folsom Street. First and foremost, automobiles are driving much closer to the posted speed limit now. This is a huge plus. Turning off of Folsom Street into the alley or Folsom Street is much safer. It was dangerous before. I used to avoid that left turn. I am experiencing no delays whatsoever if I am in my car. On my bike however, I am now comfortable to use Folsom Street. And I am doing more riding to the Village and across town on the bike because of this. I am noticing much more bike traffic on the lanes and this I consider a win for the entire neighborhood. I will now use Folsom Street on bike errands as opposed to avoiding it in the past. Walk ability is greatly improved. Crossing the old Folsom Street, at lights and cross walks was just plain dangerous. Folsom Street was a North South barrier to walking and slowing down cars and improving safety has really helped. All and all the entire situation is much much safer, an imporvement for Whitter I know some motorist are going to complain about any 1 -2 delay in their life and we can't solve that life problem for them. This is our neighborhood and most of these cars are just speeding thru in unsafe conditions. The project itself is a win for safety, Whittier, property values, getting people out of cars more often, etc. Remember the outcry over the roundabouts? Same thing. Non-issue now. Thank you for the foresight and continuing to make improvements that make Boulder a leading place to live.
Jane	7/30/2015	email	Folsom Street				1	negative	access		McGuckin's is really going to feel the hit, for what ... 3, 4 5 cyclists THAT ALREADY HAD A BIKE LANE. Jane
Jane	7/30/2015	email	Folsom Street				1	negative	auto congestion		Hello, My name is Jane and I live in north Boulder. Folsom Street used to be my favorite east/street. Now it is a nightmare. Even at 2:00 in the afternoon it has taken me three or four lights to get through. The single lane is backed up while there are hardly any bicyclists in the bike line. It seems crazy to me. I hope you change it back to the way it was. Thank you, Jane
Jane	7/30/2015	email	Folsom Street				1	negative	auto congestion		The Folsom Street bike experiment is not working. The traffic it has created does not justify what it creates the potential for more bicyclists, since there are so very few using it now... why not use a lesser traveled street like 19th/20th? For me, living in north Boulder, it has doubled my travel time. There are no easy north/ south streets east of Broadway now. We already had bike lanes on Folsom Street, I just don't understand why we need more, when what were really need is less congestion from auto travel. The changes have made it far worse. I know people say "in time people will accept it and quit complaining'. that is not a valid reason to keep a program that makes travel in Boulder worse. It is hard to fathom how this plan makes sense when you drive it every day and see the mess that has been created. PLEASE change it back! Disgruntled in Boulder

Jason	7/30/2015	email	Folsom Street				1	positive	safety	environment	Hi city council members, I know you are getting inundated with negative communications regarding the right sizing of Folsom Street. I want to let you know that I have not written until now for the same reason I imagine most people that support this project are not writing - it is just so unpleasant to be surrounded by so much vitriol. It is for dealing with that vitriol that I want to thank you first and foremost. But PLEASE STAY THE COURSE! Don't let the vitriol end this Living Lab experiment prematurely. And keep looking for real data and hard evidence within all of the nastygrams you are receiving. Your transportation staff will develop real evidence and your transportation advisory board will work extremely hard with staff to make adjustments to this experiment to make it work for everybody. And if the project is a disaster, we can remove the bollards and repaint the road, right? I'd like leave you with one parting thought: we need to tackle our transportation habits and infrastructure with as much boldness and commitment as our electric power habits and infrastructure if we are serious about innovating solutions to climate change. In both cases, change is required; and change often leads to concerns - real and imaginary - by my fellow citizens. When there are co-benefits, like increased safety due to right sizing, and when the cost is low, the experiment should be even easier to support. Again, thank you for being bold, managing the vitriol, and staying the course! Jason
Jeffrey	7/30/2015	email	Folsom Street				1	negative	auto congestion		I travel home each night east on Walnut and turn right on Folsom Street, make a left on Canyon and head east to my home in East Boulder. Monday night at 5:15 traffic was at a standstill on Folsom Street . It took 3 minutes to make turn onto Folsom Street and 6 minutes to get to Canyon. During that time, two impatient drivers made illegal u-turns to head back west on Walnut. The person behind me came amazingly close to splattering the brains of a bike rider who was illegally passing the car behind me when that driver decided to start an illegal U-turn herself. How would that be for irony. In the four days I have experienced rightsizing during the drive home, I have a counted a total of 10 cyclists total from all directions. This is a waste of money, causing more pollution, recklessness that will not be abated by getting use to this, and I am sure each of you wouldn't want to be members of the council whose quick acceptance of such a plan led to deaths and serious injuries. Dr. Jeff Smith 1011 Pearl St.
Jennifer	7/30/2015	email	Folsom Street				1	positive	safety	commuting	Dear Council Members, I live on Bluff Street a few blocks from Folsom Street, and I am thrilled about the recent changes on Folsom Street. I strongly encourage you to move forward with similar improvements throughout the city. The advantages for safe cycling are obvious and important, but in light of today's article in the Camara I want to emphasize that the changes are also a great improvement for driving. I drive on Folsom Street frequently, and the changes make it much safer. Far too many drivers were treating Folsom Street as a highway, whipping around the curve at Bluff Street and coming up hard behind anyone waiting to turn left. Having a dedicated turn lane makes much more sense, and the narrowed space for driving seems to be encouraging people to slow down a bit. I had been especially concerned about the recklessness I had frequently observed on Folsom Street because my teenager will be learning to drive soon. With the recent changes, I feel much more comfortable about his doing so in our neighborhood. I hope that after this initial evaluation stage, the city will also make the bike lane buffers more permanent and attractive. Yours truly, Jennifer
Jennifer	7/30/2015	email	Folsom Street				1	positive	safety	environment	I finally had a chance to adjust my route and try out the Folsom Street protected bike lanes. Wow, they are wonderful! I was inspired to finally get adjust my commute and evidence them out after hearing from a good friend of mine who works at CU Boulder. My friend and his 9-year-old son rode on the new protected lanes on Folsom Street last week; he said they used to avoid Folsom Street, but now he found it was a pleasure to ride, and told me how even with his young son, he felt "safe, perfectly safe". I finally tried them today, and it is so wonderful to ride these new lanes! I am so grateful, so happy, and I appreciate your committment to building a sustainable, environmentally-friend, human-friendly, and bike-friendly city. I appreciate all the folks in the Transportation Department who have done studies and support to make sure the implementation and impact on traffic is minimal. And I want to ask, as a bicyclist, a driver, an environmentalist, a long-time resident who wants Boulder to be an even better community -- let the protected lane on Folsom Street stay. Let the transportation counts continue. Let us give this essential technology a chance. And remember, these lanes are so important for reducing our carbon footprint. Boulder has voted and committed to do our share to reduce climate change. I'm sure you know that the transportation sector is a major contributor to our carbon footprint. Your leadership on this "Green Streets" initative will help us find our way to get our of our cars, use our feet, our bikes, our transit system, and this can have a huge impact on our carbon footprint, as well as our community and individual health. Thank you for representing me, and all the City residents who feel the same way I do!
Jerry	7/30/2015	email	Folsom Street				1	positive	safety		Hi, I just wanted to write for my support of the right-sizing initiative on Folsom Street after reading that the council had received hundreds of emails proevidenceing the initiative in the Daily Camera. Traffic does not seem any worse on Folsom Street than before and the bike lane buffers are a great thing. Keep up the good work, Jerry Jacka, 121 Eagle Canyon Circle, Lyons
Jim	7/30/2015	email	All Corridors	1	1	1	1	negative	auto congestion	environment	Having lived in Boulder since 1992 -- including at Valmont and Folsom Street -- this new configuration is an embarrassment to Boulder. While well-intended, it does little to nothing to improve the desirability to ride and creates a traffic mess. I've just been using 28th or Broadway to avoid Folsom Street. Jim

Joan	7/30/2015	email	Folsom Street				1	positive	safety	environment	change and must say it is working very well. Admittedly I do not drive on it during "rush hour", whatever that is in Boulder, and there probably are some backups then. However, I never liked the side-by-side lanes south of Valmont where people in oncoming traffic occasionally drifted on the line in my direction, and speeders who must change lanes to drive faster are forced to drive with traffic which must cut out some accidents. I hope this project works, people just need to be a little more patient. Maybe emphasizing that taking one or two minutes extra (which probably is all there is) makes for greater safety for everyone, not just bikers. I frequently drive on Iris Avenue since I live in North Boulder. I don't know how that will work; at 5:00 yesterday eastbound there was some backup at Folsom Street, going westbound at 6:00 there was little or no traffic all the way to Broadway. So, will be interesting to see if this works. Patience will definitely be a key to success there, and maybe some re-timing of the light at 28th. I went through 3 light cycles eastbound on Iris Avenue at Broadway at 5:00 which had nothing to do with right sizing, of course. It seems that eastbound is more problematic, and maybe some extra green light time for Folsom Street and 28th would mitigate that. Joan
Kathy	7/30/2015	email	Folsom Street				1	positive	safety	commuting	I've been paying attention with interest to the debate about "right-sizing" and would like to add my voice to the mix. I live off Iris Avenue at 22nd (just slightly north of Iris Avenue) in Heritage Meadows and have been looking forward to the changes on Iris Avenue. I also bike and/or drive Folsom Street daily, as does my partner, commuting to our office at 28th & Arapahoe. Since the right-sizing on Folsom Street, it's been noticeably better and, I think, safer. The 2 lanes on Folsom Street between Valmont and Pearl have been a raceway, with cars often slipping into the bike lane - especially on the curves between Mapleton and Valmont. None of this is happening now, which I appreciate. The bike lanes feel safer, with the extra space and the whatever-you-call-those poles. I don't think the extra few seconds at the Pearl Street light are problematic. I'm sure you're hearing from the drivers who have to get wherever 3 seconds earlier. But the route is reasonable, and I've driven/biked it at different times of the day. I do hope you will continue with plans for Iris Avenue (can't speak much to 63rd Street as we rarely use that street). Iris Avenue has been even more of a raceway, with excessive speeds. Just the other day, we were distressed to find a fawn that had been hit, just east of 22nd. Whoever killed it didn't even stop. I won't ride my bike on Iris Avenue because it just doesn't feel very safe (no problem, there are quieter streets on my route). So when the plan to change Iris Avenue was announced, I was happy to see Council take that step. We're hoping you carry out the plan, despite the delay. I'm looking forward to a safer, quieter Iris Avenue when you do. Thanks for listening. (My home address is 3450 22nd) Kathryn
Kevin	7/30/2015	email	Folsom Street				1	positive	safety	Better for cyclists	I personally now find Folsom Street to be a friendlier street for all modes. It feels safer and more accessible for biking and walking. Cars are driving slower and there's no more unexpected or tricky lane changes and stalls waiting for people in front of you making left turns. I did get delayed yesterday driving between Mapleton and Canyon it but it was a short delay over a short (4 block) distance. It's a small and infrequent inconvenience that I can easily deal with. Kevin
Kevin	7/30/2015	email	Folsom Street				1	positive	safety	environment	Hello City Council, Andrew, Mary and all he rest. I am an avid cyclist but am also a real estate agent who finds himself in a car much more than I would like. When I first heard about these right sizing experiments I had mixed feelings. I do believe Folsom Street was a good call, drivers could not manage to stay in the lanes on the Bluff hill and where always crossing into other car lanes and bike lanes. I have been driving Folsom Street since the project completed and it has definitely stopped the flow going south with delays at Pearl and Canyon. Maybe a re-timing of the traffic signals would help this issue. I do not feel this is a situation that rational individuals can't accept. Thank you for your efforts on this, and I look forward to riding the protected lane. On the Iris Avenue project, I really don't agree with this plan. I drive this very little, but it is a major entry and exit artery for Boulder. I live in North Boulder and ride into town all the time via Kalmia and the crossing at Hermosa then over to the garden plots and on to 13th. There is very little need for a bike lane on Iris Avenue, the shoulder we have now I do believe is more than adequate, and there are many East West side streets that are great for bikes. As to 63rd Street I do believe this is a solid idea. I do ride this way returning from longer rides and avoid it because there is no shoulder at all. I use Spine instead which is complete with bad paving and pot holes. Ultimately I don't have a strong opinion on this route. All in all I appreciate your efforts to promote alternative transportation in Boulder. If I have my choice I would never drive in Boulder, and I really don't on a social and personal level. Kevin
Kimberly	7/30/2015	email to Council	Folsom Street				1	negative	auto congestion	Communication	Dear Council, I have lived in Boulder since 1998 and never has something made me this upset as your decision to bring Folsom Street down to one lane and make plans to do the same to Iris Avenue and 63rd Street. What are you possibly thinking? Despite what you may wish for Boulder, it is no longer a small town. We live in a large city and the current infrastructure can not support the amount of vehicle traffic as it is. To reduce these major thorough fares to one lane is ridiculous. At rush hour, Iris Avenue with 4 lanes is backed up north from 28th past Folsom Street! Now you think it makes sense to bring it down to 2 lanes? I am an ex-professional cyclist and love to ride my bike. But the honest truth is that I need to drive my car for work. I take clients around in my car daily. I can not ride a bike for work. As well, we have winters and major snowstorms and people don't ride bikes on those days. Our office is located on Folsom Street directly where its been brought down to one lane, and already on a lazy Sunday afternoon, I have to wait minutes now to pull out of our parking lot onto Folsom Street because of the amount of traffic. You can't stop the inevitable. This city is way too big to try going backwards. I hope you make the decision to bring Folsom Street back to two lanes each direction and never even attempt to do that to Iris Avenue. As I said, I have never felt so strongly about a city issue in my entire time here until now. Thank you for listening. Kimberly
Kimberly	7/30/2015	email to Council	Folsom Street				1	neutral	safety		My office is on the corner of Folsom Street & Canyon Blvd. and I use Folsom Street Ave. frequently. What I have observed with the right-sizing of Folsom Street is that what was created was a buffer lane to go next to the bike lane. The bike lane seems about the same size. I was under the impression when the idea was first presented at our office was that the bike lanes would take up 1 car lane that was being lost to cars. I was surprised that all this was done just for a buffer lane. I was also under the impression that the reasoning was for more bikes to be able to be on Folsom Street. With the buffer lane having obstacles, that's not possible. For that reason I feel that this particular way of doing it doesn't accomplish very much. Why not just put the buffer poles in the road like on Baseline, east of 30th St. Thanks,

Kristine	7/30/2015	email	Folsom Street				1	positive	safety	Better for cyclists	Hello, I have commuted to the University of Colorado from my home in north Boulder by bicycle for almost 15 years now. Because of where I live, I use Folsom Street for my commute. Only in the past week have I actually felt safe riding on Folsom Street. I think the changes the city has made are great. Given that the street has only one lane of traffic at the beginning and end of these changes (from the University to Arapahoe and from Valmont to Iris Avenue) , I fail to see why these changes have generated so much apprehension. I cannot say I support the other proposed changes, e.g. Iris Avenue, but the one on Folsom Street is exactly what the city should be doing. Exactly. Sincerely, Kristine
Laura	7/30/2015	email	Folsom Street				1	negative	auto congestion		I was on the fence about the rightsizing for bikes in Boulder, but leaning toward thinking it was not a good idea. However, twice in the last week, I've come home to Gunbarrel via 63rd Street Street (from Valmont). The backup of traffic south of the 63rd Street Street light is already SO horrendous that it took me 16 minutes today to get from Valmont to Jay Road! I can't even imagine how bad it will be if 63rd Street St. now gets slowed down and backed up on the other side of the light too. I implore you to drive that route at 5pm and see for yourself, then imagine making it even worse on the other side. In addition, I've driven on Folsom Street numerous times since the "rightsizing". I experienced backup that I've never experienced before, especially at lunchtime. And even more frustrating, while driving at the speed of molasses, I watched only a couple bicycles in that new lane—passing me along the way. I just don't understand why when there are hundreds of cars, we have to be inconvenienced for only a handful of bikes? I don't ride much, but do enjoy it. But these lanes in no way will inspire me to ride more, and aren't I the demographic you are trying to do this for so we will ride more? I've lived in Boulder since 1981 and have supported "Boulder-like" stuff that whole time. The "Only in Boulder" stuff is usually wonderful, forward-thinking and correct, in my opinion. But, not this one. Thanks for listening. Laura
Lauren	7/30/2015	email	Folsom Street				1	positive	safety	environment	[illegible] but with 2 young children in a chariot, we tend to stick to bike paths and side streets. This greatly expands our options and I plan on using it almost every weekend with the family. I also regularly drive on Folsom Street and any increased traffic has been minimal and hasn't meaningfully increased my traffic times. Please consider expanding the right-sizing project. lauren
Leslie	7/30/2015	email	Folsom Street				1	negative	communication		I am re sending this previous email I sent on June 17th. I have not heard back from any of you!! In addition to the questions I ask below, I want to know why the majority of Boulder are against this right sizing and offensive over building, yet you DON'T and REFUSE to listen to us!!! I believe a government is for the people, by the people. You are NOT listening to the PEOPLE, and I want to know WHY??!! You are ruining the city I used to so love!! You each have a responsibility to listen and execute what the majority wants. Please put your own, obvious agendas away and start listening to the people and what WE want!!! The number one cause of pollution is PEOPLE!! Quit bringing so many in! Again, I look forward to a response from each of you, and please don't give me the canned, very over used line that "you will take it under consideration". That line is actually becoming offensive to myself and many, many others! Please start representing the people you are supposed to!!! Leslie
Liora	7/30/2015	email	Folsom Street				1	neutral	safety	auto congestion	Hi there, I wanted to share my experience with Folsom Street St. "rightsizing." 1. I've found that the traffic moves much slower. Yes, there is a center turn lane for people turning left, but there is no right turn lane, so when a person slows down to turn right it slows down everyone behind them (in the past if someone was slowing down to turn right you could move into the left lane). 2. The multiple bike crossings at walnut and then again by the shopping center with sprouts make driving between Pearl and Arapahoe on Folsom Street really stressful now. Between the stop lights and the bike crossings (with the flashing lights, which sometimes keep flashing even after the person/bike has crossed, confusing drivers as to whether they need to stop or not), there's just a lot to be aware of on that stretch, and the single lane crunches things even further, adding to the stress. I'd recommend rethinking this project, with all the shopping centers and bike crossings and just a lot going on traffic-wise with people turning, there just needs to be two lanes otherwise there is a real bottleneck on a major N/S route. Thanks, Liora
Luke	7/30/2015	email	Folsom Street				1	positive	safety	environment	I would like to express my VERY positiveexperience and gratitude about the new Folsom Street bike lanes. Especially the section between Valmont & Arapahoe which was a real hazard before. I ride Folsom Street most days of the week on my bike and it's a major improvement. I have ridden with my son to his preschool at Iris Avenue & Folsom Street a few times, but we alway avoid Folsom Street - now with the new lanes, it feels safer to let him ride the more direct route. Thanks for taking part in the new program. I hope the "angry driver" feedback isn't too much. People in cars are already crabby, so they are more likely to complain about the changes. Personally, I think this is a massive success
Marcus	7/30/2015	email	Folsom Street				1	positive	safety	environment	I took my kids biking down Folsom Street to hit the toy store for the first time this weekend. Awesome! Wouldn't have done that before, too dangerous. Have driven it a few times (I live off Folsom Street and Iris Avenue) and don't notice any extra hassle. Thanks for supporting it! Marcus

Martin	7/30/2015	email	Folsom Street				1	positive	safety	Better for cyclists	this is wonderful ! yes it may take me 3 more minutes to get to my destination is quality of life mesured in 3 minute units no it is great we are not killing bicyclists m. wong
Michael	7/30/2015	email	Folsom Street				1	negative	auto congestion		What a joke..... where do you get off calling it right-sized? You must have an agenda or it would at least be called an evaluation-sizing. It is just backing up traffic. If this happens to Iris Avenue I will refuse to shop in downtown Boulder. Iris Avenue is my "go-to" street to get to restaurants and downtown shopping. You are losing all grip of reality..... This may actually be a good thing in the long run for the citizens of Boulder! It will unite them to remove the current city council and replace them with some common sense folks.
Michael	7/30/2015	email	Folsom Street				1	negative	auto congestion		Just writing to express my dismay at what was done to Folsom Street. It has turned Folsom Street into a ridiculous obstacle course of signs, paint, poles, and lights for cars, bikes, and pedestrians. It might make a small amount of sense if there were not intersections all along the route. It is very difficult to enter because of long traffic lines so cars just pull out and block bike lanes. What's the point? The only thing missing (which hopefully will be added) is a lane for snowmobiles since this is going to be even crazier in winter. Stir in a few emergency vehicles for added excitement. Was Folsom Street really broken? I've driven it daily for 15 years and never had a close call with bikes, etc. It seems much more dangerous now. Michael
Mike	7/30/2015	email	Folsom Street				1	positive	safety		I was originally against the bike lanes, however I've been swayed by the number of families with small children that I've seen using the lanes. However when you are heading south on Folsom Street, and want to turn west onto Canyon, the cross over to the turn lane is too short and abrupt.
Mike	7/30/2015	email	Folsom Street				1	positive	safety	commuting	Hello, I Just wanted to send in a message that's supportive of the bike-lane changes on Folsom Street. Yesterday, I road from campus to Spruce St. with my 6-year-old, and it was a great, safe-feeling ride. It does seem that there is a car slow-down, but hopefully that will simply encourage drivers to either use the multi-lane road that is 28th street or to get on a bike! Mike
Mirabai	7/30/2015	email	Folsom Street				1	negative	auto congestion	Communication	I was born and raised in Boulder, and have lived here my entire life. I am a Volunteer FireFighter. I serve and love my community more than I can express. What you and your city council have done to Boulder is atrocious. You have raped Boulder and left it to die, as many in my community say. You have destroyed our views of the mountains and our ability to get around Boulder in a timely manner with the amount of new housing and buildings you have put in. Now you are giving the roads to cyclists that 1. don't even have to register their bikes, leaving them free to break every rule of the road without consequence. and 2. using up our car lanes, and slowing us down in an already packed town. I have been down Folsom Street multiple times and have not seen a single biker, but I see long lines of cars slowed down be the lack of lanes. I have been in emergency vehicles with lights and sirens going, and had bikers refuse to move. If they had to register their bikes, pay taxes, and pay the fines for impeding emergency vehicles, it would not be so bad, but they get off scott free, and you enable them! Maybe next time it will be your family member that needs medical assistance but we can't get to you because there are no lanes and bikers won't get out of the way. You should be ashamed of what you have done to our precious small town Boulder. You have Californicated it and turned it into a anonymous town like every other town in this country. Maybe you should start listening to the people that have been here for most of their lives instead of the people that have moved here 5 minutes ago and have no idea what Boulder is all about. Mirabai
Nancy	7/30/2015	email	Folsom Street				1	negative	access		I am a senior who lives west of Folsom Street and uses it frequently in my car to run errands south of Valmont and east of Folsom Street (McGuckin, Joanne's Fabric, Twenty-Ninth St. mall, etc.). I also use Folsom Street on my road bike for rides outside the city (several times a month) and on my townie bike from the Mapleton YMCA (three times a week). All this riding occurs during fair weather. I've rarely felt threatened cycling on Folsom Street and have found that 99% of cars are watchful of bikes. I'm also very watchful of the cars around me when cycling; I don't take chances when riding my bikes. That being said, here's my take on the Folsom Street experiment. I know what trying to make a lefthand turn in a car south from Folsom Street east onto Pearl is like. It doesn't have to be rush hour for traffic turning left to back up into a lane going straight on Folsom Street. I knew from the get go that closing a lane on Folsom Street would create a mess at the intersection of Pearl and Folsom Street. And sure enough, right after the lane changes I turned onto Folsom Street from Valmont heading south and saw traffic backed up to Pine. So I made a lefthand turn onto Pine and went east and then south through the neighborhood to get back onto Pearl using the light at 27th. I haven't driven south on Folsom Street since. So cars being shuttled through the neighborhood east of Folsom Street is a fact. I can understand that if you cycle on Folsom Street without making a lefthand turn, you might feel safer; however, I've had a concerning experience both days I've cycled on Folsom Street from the YMCA this week. I take Mapleton west from the Y and turn north onto Folsom Street. I then make a lefthand turn onto Bluff. On Monday after turning onto Folsom Street from Mapleton, there was a car backing a UHaul trailer into the driveway of a house on the east side of Folsom Street. The car blocked both the bike lane and the northbound driving lane. I was able to ride on the sidewalk around the car and trailer and get back into the bike lane; however, 4 or 5 cars (with more coming) were backed up waiting for the lane to clear. I then rode into the center turn lane to make my left onto Bluff. While waiting to make my left turn, I looked behind and saw the backed up cars entering the center lane to get around the blockage. Not a comfortable feeling for me! Today on my way home from the Y, I turned onto Folsom Street, made my way into the center turn lane to turn left onto Bluff and a semi was blocking both Bluff and the southbound driving lane. (It's impossible to know what the semi was up to.) Cars coming down the hill from Valmont saw the semi and started moving into the center turn lane anticipating driving that lane to pass the semi. The semi moved and I was able to make my turn. Once again, seeing cars headed toward me in the turn lane was not reassuring. Drivers are already impatient with the traffic in Boulder - I know because I'm one of them - and they will use the center lane if they feel it helps. On other days I've ridden home from the Y, it's been very difficult to get into the lefthand turn lane because of the nonstop flow of cars, many coming from side streets that they're using to avoid Folsom Street. So I don't feel that the bike lanes contribute to safety if you're making lefthand turns from Folsom Street on a bike. I feel less safe than I did before. Please consider how people are using their bikes and be aware that some will want to make lefthand turns. Also, many drivers now blame bicyclists for the right-sizing and I feel like I'm a moving target.
Patrick	7/30/2015	email	Folsom Street				1	negative	auto congestion		I believe that the new lanes on Folsom Street are horrible. I take Folsom Street everyday to school and the new lanes don't help at all if anything they make it more difficult for cars. It adds time for people to get places in Boulder. I understand that there are a lot of cyclists but when it's the winter their won't be a lot of cyclists and there will be more cars. It is a horrible plan and I think a lot of other people feel the same way as I do. Thanks, Patrick

Paul	7/30/2015	email	Folsom Street				1	positive	safety	Better for cyclists	HI Since the "right-sizing" of Folsom Street my wife and I have driven in both directions several times and have seen no problem. We hadn't done it during the late afternoon, however. Today we did, at approximately 4:20. We were northbound, and there was no problem. However, there was a bad backup between Canyon and Pearl going south, and right turners from Canyon, Spruce, Pine and Pearl to go south were also backed up, having only rare access to Folsom Street. Further adding to the backup were the two pedestrian crossings between Spruce and Canyon. Both were activated while we were there. I had thought that retiming of traffic lights would help, but after today, I'm not so sure, even if timing could take into consideration when the ped crossings are activated. I am suggesting considering a different solution, which may also be possible on Iris Avenue. Can the existing (on Iris Avenue, prior ones on Folsom Street) bike lanes be incorporated into the sidewalks, making for a wide multi-use path along the streets? That would mean moving curbs to the street edge of the bike lanes, and paving the area between that and the existing sidewalk. Where trees interfere, with the added width of the old street level bike lanes, the street side of the path could simply go around the tree. This would allow the four lanes to be re-established, at least where needed, like maybe only between Pearl and Canyon. I realize there are significant issues with this idea: Costs of paving and new curbing and no prior evidenceing possible where it's first done come to mind, but it may be worth considering. We did see several bikers today in both directions. I'm hopeful that there's a workable solution. Drivers straying over the center line on the curve south of Valmont were always a problem, along with those who couldn't tolerate going 30. Right-sizing takes care of both of those. Regardless of what happens, I'm very grateful you've taken the initiative to try this. Pau
Paula	7/30/2015	email	Folsom Street				1	negative	auto congestion	evidence	I normally travel to/through this area 4-6 times per month either to get to these merchants or downtown. It is already congested and a little tricky with pedestrians (who often don't obey traffic rules), bicyclists, busses and vehicles that can be surprised by disappearing lanes. This laevidence change means I will now do my best to avoid this area (and merchants) whenever I can. Frankly, from South Boulder it is easier for me to go shop in Louisville/Superior, even Flatirons some days. That's a shame, because I like to spend my money with locally owned businesses which is largely what is in this area. I also suspect that me driving an extra mile or two that direction without the constant stopping and congestion of trying to come into the center of Boulder is not any worse for the environment. I would also encourage you to look at the impact of this well into the winter weather driving months before labeling it a 'success'. When the daylight hours are short, the roads are slick/messy, many of those people you are expecting to ride in the new wider bike lanes will likely disappear, but the congested traffic will not. I would hope this is truly an experiment to be evaluated based on actual facts, but suspect like many things Boulder does it is a foregone decision with happy window dressing. Paula
Peggy	7/30/2015	email	Folsom Street				1	negative	auto congestion		most everyday. It used to be a nice, convenient street to drive on if you live or do business in this area. It is distressing to see the backlog of traffic now, sitting through several cycles of lights while the cars idle and further pollute the air. It is especially bad at rush hour but is clogged up at other times of day as well. The bike lanes are only about a foot wider. What a waste! I also really fear for what will happen if you do this to Iris Avenue. Many of us live here. This is our main artery. There is a lot of traffic on Iris Avenue now from both local people and commuters driving to and from their jobs in Boulder. It is already congested. It seems that only the bikers needs are being evaluated and not the drivers and people who live in this area. I like cycling but not everyone in Boulder is a super jock. I hope you will undo this project. P.
Pia	7/30/2015	email	Folsom Street				1	negative	safety	aesthetics	I'm sure you're getting a lot of hate mail right now for the Folsom Street right-sizing project. I just wanted to let you know not everyone hates it. Here's my views, if you want them: 1) I think Folsom Street was the perfect street to choose. While I mostly drive to work (I work in Thornton), I enjoy walking/biking on the weekends and Folsom Street has always been terrifying to bike on - particularly on the hill between Valmont and Pearl. 2) I don't enjoy the different colored cone things. When I have driven on Folsom Street, they've been more distracting than anything. I like the poles, just maybe keep them either white or green, not both. 3) I don't drive Folsom Street at rush hour, so I can't say I have the perspective of all those angry people, but I still think it was the right street (size, direction, etc). If you had tried this on 28th street or Broadway, I think there would be actual riots in the streets. 4) However, I do drive back home via Iris Avenue at rush hour in the evening. While it's never horrible (especially heading west), I does back up A LOT during rush hour and after school lets out heading east. As much as I would love protected bike lanes there, I would be afraid of how much traffic gets backed up on Iris Avenue. 5) I do think (regardless of traffic), 63rd Street street definitely needs some bike lanes. Anyway, I know your job isn't easy, but I'd like to pass along my thoughts in case they are of any use. Thanks so much! Pia
Rita	7/30/2015	email to Council	Folsom Street				1	negative	auto congestion	safety	[illegible] traffic backing up on Folsom Street, but it is making the adjacent streets (especially 28th St.) even worse. I live off Iris Avenue. We do not have a traffic light to get onto Iris Avenue. Coming from the north side of Iris Avenue, we have to wait a very long time to turn east now as it is. With it dropping down to a single lane, it will be worse. I have counted the number of bicyclists vs. autos and it just doesn't make sense for maybe 5% bicyclists vs. 95% autos. PLEASE, I beg of you, see what a mess this is already. If you cut Iris Avenue down to one lane, it will be horrible. Folsom Street needs to go back to where it was. There are already bike lanes out there. Making a useless "buffer" between an existing bike lane & dropping auto lanes down to one lane each way is absolutely ridiculous!!! Get a grip City Council. Rita

Ross	7/30/2015	email	Folsom Street				1	negative	access	auto congestion	Just took my first trip down the New Folsom Street. The verdict: 32 backed-up cars and two bikes. We are avid cyclers, and own 6 bikes for three people, including three commuter bikes. We have taken hundreds of trips down Folsom Street on our bikes. We live in north Boulder and also use the street as a way to get north-south and to McGuckins, Sprouts Market, and up to CU. I can't see how this new plan helps all that much. The stretch of 'improvements' is just not long enough to make a real difference in bike speed and safety (If the project went all the way from Iris Avenue to C.U. it might, but now it just 'improves' a few blocks in the middle part of the route); those standing stanchions are just bone-ugly; and now cars are so backed up that cars merging from the side streets have to take risks to try to jump in the crowded line. 28th street and 30th are already full to capacity, including a good deal of out-of-town and through traffic, and we Boulderites need Folsom Street unrestricted to get to some of our favorite local stores, to the high school, and to C.U.. The heavy green paint that tells cars that they are in a bike zone is a good idea. Better, clearer striping for the existing bike lanes is a good idea. Perhaps some low road reflectors in standard use on all highways would be a good idea to protect the bike lanes. The rest of it needs to be un-done. Our suggestion: If we need a commuter bike super-highway in Boulder, spend the money to turn 19th street into the local bike highway (there is a lot less commercial traffic) from Yarmouth to the central business district. We are thrilled that the project is paused, and is not extending to Iris Avenue, which would be a disaster for the local traffic. We lived on Kalmia one block north for 9 years, and congesting Iris Avenue would have a heavy, dangerous impact on that street. If the cars heading south are backed up from the light at Iris Avenue and Broadway, significant numbers of commuter cars just turn down Kalmia and use it as a commuter street. Kalmia is already narrow with parked cars, no sidewalks, moms with strollers, bikers and joggers, ball field traffic, and a resident herd of deer that were born there and never leave. Mom's set up "please stop!" signs at the stop signs at Kalmia and 16th but no one stops. Hope this input helps-- Ross
roy	7/30/2015	email	All Corridors	1	1	1	1	negative	auto congestion		I read in today's Camera that you would not be immediately implementing the 63rd Street Street and Iris Avenue lane changes until evaluating how the Folsom Street "right-sizing" is working. Finally, some common sense emerges. Yesterday (Tuesday) at around 10:30 AM, I drove on Folsom Street from Iris Avenue to Arapahoe through the maze of posts and colored markings. It was a beautiful day for cycling, yet the only bike I saw was one being ridden on the sidewalk! Admittedly, the 30 to 40 cars (many with multiple passengers) I encountered at that time of day were not experiencing much difficulty getting though, but I had to wonder if why hundreds of people in cars need to be inconvenienced for the sake of at best a handful of cyclists (or when I was there, no cyclists)? Anyone with common sense will recognize that if bikes are not on Folsom Street on a beautiful summer day, there certainly will not be any on a snowy winter day… yet the traffic congestion will be much worse. I am a little uncertain how the highway funds are acquired within the city, but assume at least a portion comes from the federal and state gas tax automobile drivers pay. Obviously cyclists also do not need to have a drivers' license or, pay for license plates, or be insured. Since cyclists pay nothing towards maintaining our highways, why do they get priority on the use of our streets? I have lived in Boulder for over 20 years and have NEVER seen a cyclist stopped by the police for any traffic violation… yet see them daily ignoring stop signs and lights, speeding through the multi-use paths and terrorizing pedestrians, going the opposite direction in bike lanes, and multiple other infractions of our traffic laws. Not long ago when my wife asked a policeman why they do not stop cyclists he said it causes too much of an outcry by the cycling community! If cyclists are using our streets they should be personally licensed to prove they understand our traffic laws, their bikes should be licensed and legally insured, pay taxes for the use of our roads, and our police should enforce traffic violations by cyclists as routinely as they do for drivers of motor vehicles. Sincerely, Roy
Sarah	7/30/2015	email	Folsom Street				1	negative	trash pick up	auto congestion	I am employed in Boulder and frequently in the afternoon (anywhere between 12:30 and 3:00) I go for a walk on a route that includes Folsom Street, between Canyon and Valmont. Since this bike lane "experiment" began, I have made a point of paying attention to the traffic- both vehicle and bike- along that stretch of road. In the least, I have counted 3 bikes using the bike lanes. Today was the highest amount of bikes that I have counted- 12. One dozen cyclists. All of them were riding within the confines of what was formerly the designated bike lane before the "right-sizing" began. And each day that I have been out, I have encountered at least 1 person riding on the sidewalk. Vehicle traffic today was the worst that I have seen. Western Disposal was collecting trash along Folsom Street and I watched cars stack up behind the trash truck with no where to go as the workers maneuvered trash cans from the curb to the truck and back. South-bound cars stopped at the light on Pearl were backed up 3 cars past the light at Pine, which also meant that cars who wanted to turn south on to Folsom Street from Pine were stacking up. This is a summer afternoon. I dread to think about what will happen when university students are back in town. Before you shrug off my comments, let me tell you that I am both a car AND bike commuter. I live in Longmont and my round-trip commute is 46 miles. Yes, I DO RIDE MY BIKE THAT FAR. Before this right-sizing vision was put in to practice, I was not in support of it. I don't think it is going to encourage more people to get out on their bikes. I believe that the bigger issue is the animosity between these two segments of the population- the drivers vs. the cyclists. I am pretty sure that as people, who are trying to get from one place to another, sit in their cars as traffic backs up because the lanes have been squeezed down, are only going to get angrier with the (phantom) cyclists. Fix the roads that are used by the people (like myself) who already ride their bikes. That is going to do more for the safety of the biking community. Sincerely, Sarah
Scott	7/30/2015	email	Folsom Street				1	negative	auto congestion		Did you even take a look at the roads you were going to put these new bike lane markers on before you leaped ahead? Do you realize you have created a dangerous traffic pattern now on Folsom Street where cars are swerving wide left and then right to make a right turn on Canyon? Who is the mental midget who devised this plan without doing the proper research first? I know I am not the only one upset by this mess you have created. You now have hundreds of complaints in your inbox about this. I drove it yesterday going home after work and I was scared to drive Folsom Street. The bike lane has caused the car lane now to be too narrow and i had to be careful not to hit the barriers. I'd advise you revisit your decision about these bike lanes as this is truly a debacle. People are angry and we will vote you out next election. The bike lane should have been brought up in a town hall meeting with both sides lobbying their side. What company was hired to put these barriers up? Is the company owned by a relative of someone on the council? That would be croney politics and nepotism with a conflict of interest if we find out someone on the council gave the contract to a friend or relative. Remove the bike lane barriers or we will vote you out. Sincerely, A car owner and driver who feels the city of Boulder has gone too far this time.

Scott	7/30/2015	email	Folsom Street				1	negative	auto congestion	Communication	How could any "planner" think that closing two travel lanes on one of the last functioning streets in Boulder that already has 4 stop lighted intersections, three arbitrary stop pedestrian/bike crossings and has functioning bike lanes, all within 1/2 mile stretch, in order to create luxury bike lanes used by a small percentage of people who choose to ride on an auto oriented thoroughfare would be feasible and yield anything but problems. When asked about snow removal and increased traffic when students return nothing but crickets from the powers that enacted this nonsense. As one council member expressed at the meeting in which this issue was decided; " it defies common sense" that such a plan would solve more problems than it would create. Hard to believe we pay people to promote such flawed, feel good nonsense. For the record I am cyclist and I would never ride Folsom Street, but choose quieter routes that have less exhaust. Leave the car routes for the cars. Environmental "group think" now controls Boulder at the expense of objective reasoning and sound analysis. Unfortunately "group thought" is no substitute for the latter. Scott
Scott	7/30/2015	email to Council	Folsom Street				1	neutral	cyclist congestion		Bike Lane yesterday for the first time. Its not the most efficient route for me to get to work but I wanted to see what all the talk was about. When I initially got onto the lane I had a huge smile, kind of like a kid in a candy store type of excitement. My own, unobstructed bike lane with protection from cars! Within 30 seconds however that changed when I realized the lane could be obstructed with residential garbage containers. This wasn't a big deal however as there was still enough room in the bike lane for me to go around the containers (which by the way are still out there). About 30 seconds later however, I came up to a slower cyclist. I wanted to pass...but...I couldn't. The bike lane wasn't wide enough without pushing me into the physical divider. In the past, I would have looked behind me to make sure cars weren't coming, then cross over into the car lane to pass a slower cyclist. Now I am stuck. I realized at that moment that the bikes bottle neck, as do the cars. I rode the bike lane again today, and it is nice, however I am not seeing a big benefit to it for the way I ride and the novelty is starting to wear off already. Just my two cents. -Scott
Shaw	7/30/2015	email	Folsom Street				1	positive	safety	environment	I am a biker who also drives a car. My commute to work is a walk along the creek path, so while I can't speak to the commuting convenience of the Folsom Street bike lanes, I wanted to share my opinion. I believe that for a town as bike friendly as Boulder, these lanes are nothing more than an eyesore. While I appreciate efforts to reduce vehicle traffic by encouraging more people to bike, I can say that with the exception of streets like Broadway where there are NO bike lanes, that I've always felt very safe on the roads commuting anywhere around town. For the most part, I take designated paths that avoid heavily trafficed streets, and wouldn't be much more inclined to bike on streets such as Folsom Street. My feeling is that these lanes are un-needed, and actually embarrassing for bikers. I appreciate that the vast majority of Boulder drivers know to be aware and mindful of bikers. Having huge, gaudy lanes with poles every couple feet is insulting to both bikers and drivers. I appreciate you taking the time to read this. Often I keep opinions to myself, but felt strongly enough to share this one.
Sonja	7/30/2015	email to Council	Folsom Street				1	positive	safety	safety	I just wanted to write to say thanks for the bike lane experiment on Folsom Street. I commute often by bike from North Boulder to South Boulder. When I first moved into North Boulder I tried all manner of options to get from north to south and back and Folsom Street quickly fell off the list of preferences because it was not very pleasant traveling through that middle part of town. However, this past week I "accidentally" ended up on Folsom Street because I had to stop at McGuckin on the way home. I was very pleasantly surprised at the change! The bike lane that is separated from traffic by the bollards makes for a much nicer ride. It's funny, because it's just a handful of blocks we're talking about but it made such a difference that I actually *chose* that path home a couple days later! The north-south bike options are not that great in Boulder, but this is a really nice improvement. Now, if we could only figure out a way to do this along Broadway. It's good from Way North Boulder to Iris Avenue and then great from Canyon to the south (at least as far as I typically commute....). If we could magically carve out something from Iris Avenue to Canyon, that would be fantastic. I know, wishful thinking. Based on the crabby comments in the Daily Camera, I imagine you have gotten a lot of complaints about the Folsom Street change, but I hope the Council doesn't cave in and cut the experiment short. It would be great to have a go at this for the full year or more, so we can see how it goes once CU is in full swing again, if there are issues in winter, etc. In any case, I appreciate all the efforts to make Boulder a bike-friendly town and certainly support additional options (e.g. tunnel under the RR tracks over by the Cottonwood Trail - hint, hint). Cheers, Sonja
Stephen	7/30/2015	email	Folsom Street				1	negative	auto congestion		Dear Mayor Appelbaum and City Council Members: I wrote the email to you below in early June expressing my concern with "right-sizing" several major arteries in Boulder. Now that Folsom Street has been reduced to one lane in each direction, I have seen the predictable negative consequences of this project. Please find attached a photo I took at approximately 12:50 p.m. this afternoon showing northbound traffic at a standstill starting at approximately Pearl Street and continuing past Canyon Boulevard. I shudder to think how much worse traffic will be once CU is back in session. I applaud your decision to postpone additional "right-sizing" until after initial assessments of traffic impacts on Folsom Street are completed and listening to feedback from the Transportation Advisory Board. I would respectfully ask that you take the additional step to cancel these projects and return Folsom Street to two lanes in each direction. Thank you. Steve Stephen
sTEVE	7/30/2015	email	Folsom Street				1	negative	auto congestion	access	While I don't live in Boulder, I do service customers there. When Google Maps shows slowdowns on Folsom Street like we're seeing now, our drivers take longer, alternate routes. This costs us time, gas, and delays service to the customers. It is an interesting experiment, but reducing two lanes to one for cars seems extreme. Please convert things back, and find an off-street path for our biking friends. Thanks.
Sydney	7/30/2015	email	Folsom Street				1	positive	safety	commuting	Hello Boulder City Council members, I just wanted to share that I ADORE the new Folsom Street bike lane, and was shocked to read in the Daily Camera today that other projects are being delayed because of complaints over this project. It's awesome - I don't typically ride on streets but it makes me feel so much safer, and I have taken my bike over my car several times already thanks to it. My only suggestion (in addition to making it permanent) is to perhaps explore replacing the green/white barriers with something more artistic/attractive-looking. I think if it looked better or was more integrated into the environment there wouldn't be so much complaining (because I drive Folsom Street all the time too, and my trips haven't changed at all). Also, it was literally just installed, and that is not enough time to evaluate anything. The reality is that the folks complaining are the ones that know how to use this process. Everyone else that suddenly finds themselves upon a new bike lane (and loving it)...and not knowing it's temporary...do not know that they should give feedback! Stop listening to just the extreme "stop doing anything in this city that affects my house/car/parking/anything else" crowd that know how to use the process. It's not fair to all the rest of us. Thank you for leading us into a more innovative future!! Sincerely, Sydney

Terry	7/30/2015	email	Folsom Street				1	positive	safety	environment	I love it both as a driver an a cyclist. The traffic still flows smoothly and the increased buffer between the bike lane and traffic feels much safer. Terry
Tiffany	7/30/2015	email	Folsom Street				1	positive	safety	commuting	Dear City Council: With the right-sizing project on hold (according to a story in the Daily Camera today), I wanted to let you know that I support the program. I typically drive on Folsom Street at least 2 times a week. Since the right-sizing, I have driven on it every day for the past 10 days or so, partly out of curiosity, and partly because it is the most convenient route given the camp my son is in this week. I read complaints in the Daily Camera about travel taking longer on Folsom Street. I see no evidence of that. My drive every day has been totally uneventful. If anything, the center turn lane between Valmont and Pearl makes traffic move faster. I also personally find the large bike lane to make the drive more pleasant. I hope you can appreciate that the number of negative complaints you get may not be representative of how drivers feel because those who have no problem will not be motivated to take the time to contact you. Also, I am dubious about individual claims about traffic delays. It is very hard to (1) know whether their drive really was slower or they just perceived it that way and (2) whether any such delay was caused by something other than right-sizing. Those who are philosophically opposed to it are going to be more inclined to encode their drive as delayed, and to attribute it to the right-sizing, but neither may be true. When I first heard about right-sizing for Folsom Street I thought it was a great idea. That was already a heavily-used biked corridor (e.g., a lot of CU people use it). It is also well-positioned in the middle of town. While there are other good bike path options, it is not feasible to expect riders to divert to all the way west to Broadway or east to the path that parallels Foothills Parkway to find safe north-south routes. I am curious to see what the objective data show. Thanks for evidenceing this out. Tiffany
boulderDanH	7/29/2015	Twitter	Folsom Street				1	positive	better for cyclists		I hope Boulder City Council is getting enough positivefeedback with #BldrLivingLab on Folsom Street. Because it's awesome. #streetsforpeeps
CAlvarezAranyos	7/29/2015	Twitter	Folsom Street				1	negative	auto congestion		The company that produces street paint remover is going to make a killing on Folsom Street. @BldrLivingLab @bouldercolorado
charles	7/29/2015	email	Folsom Street				1	positive	safety	Better for cyclists	Dear City Councilmembers: I've had the opportunity to both ride and drive on Folsom Street since the Living Labs treatment was installed last week. I've tried to avoid biking on Folsom Street since my son was struck by the driver of a car on Folsom Street near Walnut three years ago, sustaining a fracture. The street feels much safer with the changes, and I hope proves to actually BE safer over time. I find myself actually going out of my way to travel on Folsom Street by bike now! I have driven twice on the new Folsom Street, once during the morning rush hour and once at lunchtime. I experienced no delays. I did notice that cars were driving more slowly and paying more attention to their turns, which I think will improve safety for everyone. About the same number of cars seemed to be traveling on the road, although that's hard to judge. There has been considerable public outcry about the Folsom Street lane changes. Frankly, I'm offended that people consider a minor delay to me more important than the safety of people biking. On 30th St., 28th St., and Folsom Street the number of lanes for north-south car travel between Pearl and Arapahoe has now dropped from 14 to 12 (count 'em!). This seems to be a very small concession to allow for safe, direct, and efficient bike travel on the only major north-south bike route east of downtown Boulder. I urge you to allow the full time for the Living Labs evidence (at least one year) to be complete before making any final judgements about the Folsom Street treatments. If Council makes a knee-jerk decision based on who complains the loudest and pulls up the Folsom Street demo, we will surely lose our "platinum" bike status and the city's reputation will take a serious hit. And people's lives will be placed in jeopardy for reasons of political expediency. Instead, you should wait until hard statistics have been generated, and then make a rational and informed judgement based upon the data. I thank you for your courage to withstand the onslaught of complaints, and for your service to our community. Sincerely, Charles
Chris	7/29/2015	email	Folsom Street				1	positive	Safety		have to use Folsom when returning to Center Green, I would ride my bike on the sidewalk. Something about that curve in the northbound bike lane made me uncomfortable. I haven't experienced any additional drive time when traveling in a vehicle on Folsom. However, I rarely drive at 5 pm in Boulder. Chris
Christina	7/29/2015	email	Folsom Street				1	positive	safety	Better for cyclists	Dear City Council, Transport Advisory Board, Marni Razel and Kathleen Bracke I am a Boulder resident and am writing to express my full support and appreciation of the new bike lane configuration on fulsom street. It gives a much safer way to travel by bike north-south in the city, which was sorely needed before. I think safe biking facilities such as these are exactly what is needed to provide an environmentally sound transportation system in Boulder. I strongly urge you to keep this new configuration on Fulsom for the full evidenceing period of at least one year and not remove it prematurely because of pressure from motorists. Without a long evidenceing period it will be impossible to accumulate enough data to have good statistics on which to judge the merits of the system. It is essential that systems such as this be judge on data and statistics, not on who complains loudest. After all, it is natural that you will hear much more often and more rapidly from those who are dissatisfied and less from those who are ambivalent and those who hare pleased with the new system. I would like to add that, although I generally cycle everywhere I had the opportunity to drive down Fulsom more than once this evening during the rush hour as I am recently arrived from Europe and preparing to take my Colorado driving evidence. I found that the separation between cars and bikes was also helpful as a motorist and noticed that the road was not at all congested and I could easily drive at the speed limit along it. Yours sincerely Christina
e_h_smith	7/29/2015	Twitter	Folsom Street				1	positive	better for cyclists		Please do this if you bike Folsom Street. @BoulderCouncil needs to receive positivefeedback in email as well.

John	7/29/2015	email	Folsom Street				1	negative	Auto congestion	Safety	I find the recent changes to Folsom street in Boulder to be unnecessary. The city needs a few streets to get people across town and now with the slowness and backup on Folsom even 28th street is slower. This is not the right direction our city needs. That road is now ugly with all the upright delineators. I can't imagine what other backups will happen when you change Iris and 63rd Streets. I this is a failure, please change it back John
Mark	7/29/2015	Inquire Boulder	Folsom Street				1	negative			Dump the safety lane idea. Changing that section of Folsom to one lane is stupid. You could make it two again, and to protect bikers you could use those posts with reflections along the old bike lane.
Martin	7/29/2015	email	Folsom Street				1	positive	Safety		It takes me 2-3 minutes more to get to my destination not a big deal considering the thought of not running down a bicyclist as to Iris ave i have ridden on that street and seen people doing 55 mph they think they are already on the diagonal i fear for my life on iris on a bicycle it is quality of life at stake here not minutes to destination m. wong
SAlvarezAranyos	7/29/2015	Twitter	Folsom Street				1	negative	auto congestion		Dear @bouldercolorado: Your #BldrLivingLab experiment on Folsom Street has failed. Please roll it bac k immediately.
SydneyB503	7/29/2015	Twitter	Folsom Street				1	positive	better for cyclists		The new Folsom Street bike lane is amazing - #Boulder City Council - stop listening to all the whiny NIMBYs who only know how to complain #BldrLivingLab
Terry	7/29/2015	phone conversation	Folsom Street				1	negative	auto congestion	safety	I wanted to weigh in on the Folsom Street rightsizing. I Hate it. So upset about it. I think it is a discrimination thing against people that are older and need to drive a bit. I live at Balsam and Broadway. I took a picture today of cars backed up almost from Valmont to Pearl. It was backed up and is a disaster. I also am at a store on Folsom Street and they feel the same way. Also have concerns with the aesthetics and the safety of cyclists. What happens when there is an accident in the remaining lane. I feel I know the traffic patterns pretty well having traveled Folsom Street for eight years daily. I think it's less safe.
Tim	7/29/2015	email	Folsom Street				1	positive	Safety	Environment	I would like to express my appreciation for and enthusiastic endorsement of the new bike lanes on Folsom. In general, I think these are a great improvement. It did not appear to me that 2 lanes for cars on each side was ever necessary. And besides, putting the squeeze on cars a little bit should be the goal if we hope to curtail the pollution and other problems attendant upon the overuse of motor vehicles. I am a little concerned about some of the crossover points at intersections where bikes pull out to the left and right turning cars cross over the bike lane. I worry that these might be a little dangerous. I don't have the statistics, but I know that right hook type accidents are common, so perhaps despite the fact that these crossovers feel a little dangerous, they are actually safer than the previous arrangement. Sincerely, Tim
Alana	7/28/2015	email	Folsom Street				1	positive	safety		The creation of the protected bike lanes on Folsom Street has been great for me! Not only can other cyclists pass me with ease, I've also been able to haul a large cargo trailer behind my bike for errands now. Thank you for committing to this Living Labs project and looking at the data for the better part of the next year to see how things play out. best regards, Alana 2127 16th St.
Anna	7/28/2015	email	Folsom Street			1	1	neutral	Auto congestion	Safety	I am writing as a concerned 20+ year resident of Boulder about this right-sizing initiative, the execution of which frankly seems rash. I drive Iris and Folsom daily, and I have a few observations: Folsom is a fine place to conduct this "test" experiment. There are numerous bikes along that route, in my experience, year-round, and I can understand the interest in understanding how traffic adapts by widening bike lanes and creating turn lanes along that route. I note that since the experiment began, traffic is more congested along the route but I'm game to see if it increases ridership, which to my understanding, is the goal of the program. However, I am flummoxed by the idea of continuing this experiment on Iris when there has been so little time to collect data on Folsom. Worse, this will be implemented immediately following BVSD kids returning to school, so the traffic at Foothill (just south of Broadway and Iris) will be further complicated by one left turn lane, as will the intersection of 19th and Iris, for kids traveling to, and parents delivering kids to Centennial Middle School (of course, Crestview and Columbine are fairly close by as well). On the days that I drop my child with her instrument off at Centennial, we can sit for an entire cycle of the stoplight at 19th and Iris waiting to turn left due to all the oncoming traffic headed to work along the Broadway corridor. I can only imagine how bad that will be when the car lanes are reduced to one lane in each direction, and it seems counter-productive to re-route my trip to Centennial to a residential street when in fact, major routes like Iris and Folsom are intended to serve as major thoroughfares, in order to keep neighborhood traffic safe. Incidentally, I see significantly fewer bicycles on Iris than on Folsom -- by a factor of five. And when the snow piles up and there is no where to push it out of the way on Iris, how is that going to work? Why do the drivers of Boulder needs to inconvenienced to such a tremendous degree when we don't even have enough data from Folsom to be sure this is a good idea? I feel like the City and the City Council have lost sight of the fact that Folsom and Iris are two of the only major routes through town that actually work well to get across town, so why do we need to interfere with that? Now that Folsom's right sizing is in place, let's learn from it -- let's watch it through the seasons, let's figure out the pros and cons, before we move forward with Iris and 63rd. It's just common sense.
Anonymous	7/28/2015	Inspire Boulder	Folsom Street				1	positive	safety		It takes Folsom Street off my streets to drive on. On day one it was a disaster between Pine & Arapahoe
Anonymous	7/28/2015	Inspire Boulder	all corridors	1	1	1	1	neutral	auto congestion		Not working! The bike lanes were just fine before and there was plenty of room! It has taken me several times and different times of the day over 25 minutes to get from 19th and Elder to Common Threads. Folsom Street has been my outlet for avoiding 28th for years and now it is backed up for blocks at each light. Even from the east/west feeder streets (between Arapahoe and Valmont) Please reconsider! I am not a fan and I was willing to give this a try with an open mind. NOT WORKING.
Anonymous	7/28/2015	Inspire Boulder	Folsom Street				1	negative	auto congestion	safety	It is very difficult to turn right onto Folsom Street headed eastbound from the Whittier side streets. There are very few breaks in traffic long enough to merge (the intersection has a yield sign) and I found that after waiting a long time (with traffic backing up onto the side street behind me) I finally had to hit the gas hard and jump into the largest gap I could find. Forcing all of the traffic into one lane creates an almost non-stop flow of traffic, making even merging at the yield dangerous.

Anonymous	7/28/2015	Inspire Boulder	Folsom Street				1	negative	auto congestion		It makes any drive on Folsom Street take 5-10 minutes longer than before, forcing me off Folsom Street onto side streets. What a mess
Anonymous	7/28/2015	Inspire Boulder	all corridors	1	1	1	1	negative	auto congestion	safety	It seems really shortsighted. When I am using a bicycle for travel, I certainly don't contend with NYC gridlock, but traffic on Folsom Street, Iris Avenue, 28th, and 30th is always one hot mess...no matter the time of day. And you think reducing lanes is helpful? You are catering to a very narcissistic, entitlement-fueled group. One group, one very loud and whiny group,of Boulder citizens. Like any "temporary" tax imposed by government authorities, it will never go away even if 3 years from now no one is
Anonymous	7/28/2015	Inspire Boulder	all corridors	1	1	1	1	negative	auto congestion	safety	It will be a disaster for my ability to get around Boulder. The metrics were not studied carefully before implementation. This so called "right sizing" has turned into a win-lose situation. The collective ego of the City Council, Transportation Advisory Board and the Boulder Transportation Dept. has prevailed: Ego 1, Citizens 0.
Anonymous	7/28/2015	Inspire Boulder	all corridors	1	1	1	1	negative	auto congestion	safety	It will keep me out of Boulder. I used to come into Boulder from the Gunbarrel area. I will not longer do that as I do not want to deal with bike riders who do not follow the traffic laws. I am 64, when I ride my bike I do not worry nearly as much about cars (who quite often are following the traffic laws) but the bike riders who don't even know the traffic laws and that they apply to them as well as car drivers. Make bike riders follow the laws and maybe there will be fewer accidents
Anonymous	7/28/2015	Inspire Boulder	Folsom Street				1	positive	safety	environment	It's amazing, absolutely wonderful. I feel dramatically more safe biking down Folsom Street than I had ever in the past. It's also just fine for me the few times that I've needed to drive the same route. I would be so sad if this were to be temporary.
Anonymous	7/28/2015	Inspire Boulder	Folsom Street				1	negative	auto congestion	noise	Its going to make it twice as hard to get in and out of my Trout Farm condo, plus, your machines are keeping me up all night... Thanks for the all night noise pollution... SO LOUD!!!!!!!!!!! I agree with the business owners on Folsom Street St. , you are waisting money on a bad idea... Run loud machines next to your own homes all night....
Anonymous	7/28/2015	Inspire Boulder	Folsom Street				1	negative	auto congestion		I've been traveling by car on Folsom Street every morning and some late afternoons. The reduction to one lane is a very poor idea. With all the cars funneled into one lane, red lights cause traffic to back up, vastly increasing driving times -- and frustration. While there are some cyclists, there are many, many more cars. Is it a 50:1 ratio? Maybe 30:1? Anyway, the discrepancy is huge. I'm sure many frustrated drivers are taking 28th or 30th to avoid delays. How are you evidenceing this??? No to Iris Avenue!
Anonymous	7/28/2015	Inspire Boulder	Folsom Street				1	negative	auto congestion		New Project makes for worse situation I drive this route (Iris Avenue to Colorado Ave) 3-4 times a week to get to work. Right now, before students return and classes begin, there were 3 bicycles on average in both directions and near complete congestion in the car lanes. Also, frustrating and impossible to turn left off of Folsom Street. Extremely difficult for cars from the side streets to get onto Folsom Street. Slower and much more frustrating.
Anonymous	7/28/2015	Inspire Boulder	Folsom Street				1	negative	auto congestion		Poorly. No increased use by bikes. I spend more time in the car and don't detour to spend money in Boulder businesses because I don't want to spend more time in traffic. This was a solution in search of a problem and and irresponsible waste of taxpayer money.
Anonymous	7/28/2015	Inspire Boulder	Folsom Street				1	positive	safety	noise	Protected bike lanes are great! Traffic is much calmer & quieter.
Anonymous	7/28/2015	Inspire Boulder	Folsom Street,Iris Avenue			1	1	negative	auto congestion	safety	The "right-sizing" pilot project on Folsom Street is a failure. Traffic is backing up, southbound, from Mapleton to Arapahoe, making it impossible for cars to turn into the flow of traffic on Folsom Street, and clogging intersections from Pine through Arapahoe. We live in Gunbarrel and because we have two kids and I have health issues, often drive into Boulder for errands.We'll be be heading to Longmont from now on, instead: sorry, McGuckin's. You've taken a bad traffic situation and made it untenable.
Anonymous	7/28/2015	Inspire Boulder	Folsom Street				1	negative	auto congestion		The Folsom Street Right Sizing pilot has caused major delays in my commuting both on weekdays and weekends. The flow of traffic is dramatically affected between pearl and canyon, particularly southbound due to the back up of cars turning left onto canyon. Just getting through this 2 block section added 5 minutes to my drive, and I observed ONE cyclist during this time. I am all for projects that enhance the ability for different transportation options, but Folsom Street is a poor choice.
Anonymous	7/28/2015	Inspire Boulder	Folsom Street				1	negative	auto congestion		The living lab has doubled the time it takes myself and all cars to get around Boulder. It has caused major car traffic on all streets in Boulder, especially side streets where kids are playing. This traffic will only get worse when the CU students return. The "lab" planned for Iris Avenue will cause more major traffic on side streets. There are already traffic jams with two lanes and as a cyclist myself, bikers do NOT travel on Iris Avenue. It will cause major car delays for the hard working Citizens.
Anonymous	7/28/2015	Inspire Boulder	Folsom Street				1	negative	auto congestion	safety	The traffic during the afternoon rush hour on Folsom Street between Canyon and Pearl is terrible now that it is down to one lane. If the desire is to make this a bike route and have car traffic divert to other streets then it works. If the desire is to keep Folsom Street as an available street for car traffic it is a bad idea. I have to drive most days because I am the one in our family responsible for getting our child to camp, sports, etc... I will not take Folsom Street any longer
Anonymous	7/28/2015	Inspire Boulder	Folsom Street				1	negative	auto congestion		The traffic from the signal at Pearl and Folsom Street is backing up all the way through the intersection of Folsom Street and Pine. The Spruce/Folsom Street intersects feels less safe as a driver and pedestrian. Turning left onto Spruce is now almost impossible if there is traffic. This program should be scrapped.
Anonymous	7/28/2015	Inspire Boulder	Folsom Street				1	negative	auto congestion		The vertical decor at the Walnut/Folsom Street crosswalk makes it necessary to drive southbound in the right lane to have visibility. Now that lane is closed to cars. All the local traffic turning right and left, both directions, stops the entire line of single-lane traffic! This is a nightmare for those of us who have to commute this street every day! Please give drivers, the majority of taxpayers, the space they need to get to work!
Anonymous	7/28/2015	Inspire Boulder	Folsom Street				1	negative	auto congestion		This has been an absolute nightmare. I have worked in Boulder for 18 years and depend on Folsom Street to be able to get around to child care and other necessary, daytime errands where I spend my money in Boulder instead of where I live in Erie. It took me 15 minutes to drive from Walnut to Arapahoe yesterday...15 minutes. It used to take 3. This is a disgrace. You are inconveniencing so many more people in the name of helping the few. A bike is not an option for me so my dollars will go elsewhere.
Anonymous	7/28/2015	Inspire Boulder	Folsom Street				1	negative	auto congestion		This is a disaster. No rational person could have thought this would be a good idea. The traffic on Folsom Street has become impossible. How does this affect my ability to get around Boulder? It completely disables it. And Folsom Street is now more dangerous for both cars and bicycles. Congratulations on your abject failure.
Anonymous	7/28/2015	Inspire Boulder	Folsom Street				1	negative	auto congestion	taxes	This is already adding far more than 10 seconds to my commute. There are no students in town. It is adding to the cost of doing business. I have seen no more cyclists travel this route. People are lazy. This town is lazy. People will not ride bicycles because they have "wider" lanes. I am a general contractor, shuttling heavy equipment and material through town. Cycling is not an option. Please put my taxes to better use, and not experiments.
Anonymous	7/28/2015	Inspire Boulder	Folsom Street				1	negative	auto congestion	safety	This is an absolute disaster. I and many elderly neighbors can't get to the Dr. easily. No left turn onto Folsom Street. Road blocked now on northbound and lanes.Traffic for as far as I can see. All easily predictable by anyone even slightly familiar with the area.
Anonymous	7/28/2015	Inspire Boulder	Folsom Street				1	negative	auto congestion		This is an absolute waste of taxpayer money for a city that already has traffic congestion issues. This only creates more hazards for vehicles to get around town and more congestion. Folsom Street is/was the only side street that was somewhat uncongested to travel on besides Broadway or 28th. Contrary to popular belief, not everyone can or does get around Boulder on a bike. It makes no sense to punish the taxpayers who need to commute for the small minority of bikers.
Anonymous	7/28/2015	Inspire Boulder	Folsom Street				1	negative	auto congestion	safety	This is an awful idea. Whoever approved this needs to be fired. I drive Folsom Street and 19th to avoid the traffic on 28th and on Broadway. I hate this. Now you are making it congested on Folsom Street. I suppose I will take to driving on the residential streets to get around Boulder. Wait, I have an idea. Lets have the bicycles ride on the residential streets and leave the main through ways to the cars!!
Anonymous	7/28/2015	Inspire Boulder	Folsom Street				1	positive	safety	environment	this is awesome, thumbs up to Boulder for consistently considering bike traffic and evidenceing new ideas. Our 6th grade son independently rode his bike to the movies this week and a big part of his route was on Folsom Street. We all appreciated the added safety for cyclists.
Anonymous	7/28/2015	Inspire Boulder	Folsom Street				1	negative	auto congestion	taxes	This is insane! Really! Our already overcrowded secondary streets are past capacity, with added housing in our community and with nearly three times the additional traffic daily that comes here to work. Have you seen the backed up traffic up and down Folsom Street?And you want to add Iris Avenue and a few other secondary streets to this hot mess. As a resident of four decades to our lovely city, get real ! Bike lanes didn't get wider. You just wasted a lane. I live in this neighborhood. Yikes!!!!!!! NO !
Anonymous	7/28/2015	Inspire Boulder	Folsom Street				1	negative	auto congestion		This is ridiculous. Traffic in Boulder is getting worse by the day and the city is only growing with jobs and housing and we're reducing the number of lanes for traffic? Nothing about that makes any sense. Do they want us to only ride our bikes because they definitely are taking the cyclists side vs. the cars. I would love to ride my pink cruiser everywhere but that just isn't feasible because daily I'm carting around stuff I bought around town supporting the Boulder economy. Ridiculous.
Anonymous	7/28/2015	Inspire Boulder	Folsom Street				1	negative	auto congestion		This Living Lab experiment is a total disaster. It has increased my drive time home by 12-15 minutes. I have only seen 2 bicyclists in their designated lane. What used to be a viable option on Folsom Street (where I live) to get home is now a drudgery.

Anonymous	7/28/2015	Inspire Boulder	Folsom Street				1	negative	auto congestion		This project has been in place for 1 week. It is still summertime so no BVSD or CU students. My commute during rush hour has increased by 8-10 mins. Not the 12 sec increase that was advertised. I have to sit though light cycles 3 times which is unacceptable. I will start using side streets if this continues.
Anonymous	7/28/2015	Inspire Boulder	Folsom Street				1	negative	auto congestion		This project is awful so far. The traffic on Folsom Street is much worse and likely going to cause me to avoid patronizing businesses in the area that I used to frequent on average once to twice per week. I hope these businesses don't take too much of a hit, but I simply don't have the time to wait through multiple traffic cycles in order to get my errands done. Fortunately I don't have to commute through this area, otherwise I would be much more vocal and angry about this change. HORRIBLE IDEA
Anonymous	7/28/2015	Inspire Boulder	Folsom Street,Iris Avenue			1	1	negative	auto congestion		Tried to turn north on Folsom Street from McGuckin's parking lot yesterday at noon. Traffic too backed up so I circled around the parking lot to exit onto Arapahoe. Also, I have decided to quit taking music lessons at The Dairy Center to avoid having to drive there on Folsom Street which would be the most direct route. So this company has lost my business because of the mess on Folsom Street. Please do not do this to Iris Avenue, where I live!!!
Anonymous	7/28/2015	Inspire Boulder	Folsom Street				1	negative	auto congestion		Very negatively. Cars are backed up, can't cross Folsom Street from the trailer park to Bluff (on a bike), the street looks ridiculous--like a circus with so many lines, paint and posts and more lines. There were no problems on Folsom Street. This creates terrible traffic back-ups.
Anonymous	7/28/2015	Inspire Boulder	Folsom Street				1	negative	safety	auto congestion	Wow. We live off Folsom Street on Forest and have two kids ages 9 and 11. The increase in traffic has made all the drivers angry and I am now scared to ride down Folsom Street with my kids. On the way home from downtown heading north on Folsom Street we were almost hit by two different cars trying to get into the right turn lane at Valmont. As my husband put it, it really isn't the cars fault that they can't move sideways. Your civil engineers might want to take a look at the feasibility of a car turning there.
Anonymous	7/28/2015	Inspire Boulder	Folsom Street				1	negative	auto congestion	safety	You really have to be kidding. This is your idea of better driving around Boulder? This is insane! you turn a two lane heavily traveled road of Folsom Street into a one lane so Someone with a bicyle can have a nice wide birth to ride around Boulder and you have no idea how much of a traffic jam disaster you have created? So my question to you is what bicycle fan is on the City of Boulder Council that pushed this along avoiding any thoughtto traffic problems that you just created? Change this back now!!
Arn	7/28/2015	email	Iris Avenue			1		negative	auto congestion		Hello Marni, I'm writing to you as an avid cyclist. I have almost 5000 miles on my bike this year - so far - and both my wife and I love to cycle - both recreationally and to get around town when the weather is favorable. We live in NoBo - near where Linden hits the extension of 4th. My wife's car is 10+ years old and has 30,000 miles on it. She rides much more than drives. I wasn't expecting much of a change to Folsom Street - positiveor negative - but it is already worse than expected. I see virtually no benefit to cyclists and longer delays than expected to motorists. Still, this is minor to the apocalypse I expect if the city moves forward with the plan on Iris Avenue. This will severely impact motorists and won't help cyclists at all. Why would anyone want to ride on Iris Avenue - sharing a road with lots of (irate) motorists when they can ride down the center of beautiful, quiet Kalmia? We ride Kalmia all the time between 4th and Folsom Street - I'd never consider riding Iris Avenue - even with wider lanes and barriers. Way too noisy and crowded. I hope the city abandons this silly plan. There are lots of good ways to help promote cycling in the city and making it safer (IMHO, e.g. the green paint is actually helpful) but this plan is not well thought out. Sincerely, Arn Schaeffer 3750 Spring Valley Road Boulder
dkvollmar	7/28/2015	Twitter	Folsom Street				1	positive	better for cyclists		Drove yesterday the 1st time with car on Folsom Street after livinglabs instal in #Boulder. 0 delay. #vindicated
mimstah	7/28/2015	Twitter	Folsom Street				1	positive	better for cyclists		Rode to a Dr. Appt. along Folsom Street this a.m. #rightzising is working @Boulder
Stephen	7/28/2015	email	Folsom Street				1	negative	auto congestion		I just saw an email from Macom Colwes "Studying" Folsom Street traffic. This is getting ridiculous that we are doing changes to Folsom Street and then "studying" traffic patterns when CU and Boulder High school are out of session. Please put off the traffic study and further "Right- Sizing" until after a month of complete traffic studies when traffic patterns are back to normal load in this area. Everybody, except T.A.B. & some City Council members, don't seem to know that traffic is much more congested during the school year. This project is giving the City Council and the T.A.B. a black eye. The least you can do is gather full and accurate data before proceeding. Non-Engineers should not be making traffic engineering decisions! *I bike, walk and/or drive a car in the area every day. Maybe get somebody that does the same to advise the Council, not somebody that lives miles away and doesn't normally use this corridor or doesn't even own a car. ** Sections of Folsom Street still need to be re-paved between Canyon and Arapahoe. After every storm, large potholes open up in the bike lane. The new paint is pretty, but it doesn't help with rider safety.
Steve	7/28/2015	email	Folsom Street				1	neutral	evidence		When you are provided analyses of the impacts of "right sizing", it's important that you get measurements of traffic volume as well as travel times and delays. And of course bike numbers. What seems to be happening already (which should have been expected), is that people are shifting their behavior, and moving their driving to other locations. So congestion is leveling off, but not necessarily because "right sizing" was the right size, but likely because there are simply less cars in those locations, but more in others. Of course, other analyses/explanations are possible. So...vehicle counts (e.g. both on Folsom Street and on adjoining streets) are an important pieces in understanding of what is happening. Regards, Steve Pomerance
Thomas	7/28/2015	email	Folsom Street				1	positive	safety		Marni, David, I greatly enjoy the new protected bike lanes on Folsom. I feel much safer. I think the flexible bollards are the most important part. The wider bike lane and buffer zone are great, but I think that even with the old lane sizes, the bollards would have been a huge improvement. I can see how the narrower vehicle lanes probably increase safety by decreasing vehicle speeds. Regardless, I would encourage the city to install these bollards on other bike lanes in other parts of town (with or without re-striping). One small critique: I was turning left from west-bound Valmont onto south-bound Folsom and found it somewhat difficult to enter the bike lane due to the placement of the bollards. I assume the triple bollard placement at this intersection is to direct right-turning vehicles, but it also make the entrance to the bike lane very narrow. Feel free to reach out if you have any questions. Thanks,
BeZeroWaste	7/27/2015	Twitter	Folsom Street				1	positive	safety		bouldergobldr I ride just about everyday now! Folsom Street is fantastic!!! Even my husband rides now!
bweb	7/27/2015	Twitter	Folsom Street				1	positive	safety		I love the new traffic arrangement on Folsom Street in #Boulder...As both a biker and a driver I feel much safer! #Bldrlivinglab

cinda	7/27/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion	Communication	Dear Boulder City Council members: We are 35 year city residents of Boulder and CU alumni. We were skeptical about the right sizing experiment but have had a open mind to see how it plays out. The recent implementation of Folsom Street, however, makes it very clear what a huge mistake this project is. Traffic is backed up in both directions causing drivers to often sit thru 2 cycles of red lights (adding to pollution) and the average speed has been reduced from 30 mph to less than 20 mph....cars often moving more slowly than bikes....was that your intent? We strongly urge you to reconsider implementing the Iris Avenue portion which will cause north boulder residents virtually no efficient way to get around town. We foresee drivers choosing to drive thru neighborhood streets to avoid traffic jams thus jeopardizing the safety of families living on side streets. Perhaps it would be safer for bikers and residents to have bikers mainly use the side streets and not the main city thoroughfares. We are disappointed with the whole city council and the process used to implement this right sizing project....it felt like your minds were made up and you weren't listening to the valuable input and concerns against the project. You have time to redeem yourselves which we suggest you do...or you run the risk of the whole lot of you being ousted in the next election.
Cynthia	7/27/2015	email	All Corridors	1	1	1	1	negative	auto congestion	safety	The web page said you wanted to hear from the public. Here are my observations. I live in the neighborhood and walk and drive different sections of Folsom Street quite a few times a day. The traffic from the light at Pearl and Folsom Street now backs up through the Pine St/Folsom Street intersection multiple times a day. (9:45 am, 11:30, 2pm, 6:40 pm) Turning west on Spruce is difficult because the south bound traffic on Folsom Street does not always see this as an intersection and blocks the right of way onto Spruce. If this continues more drivers will clog the westbound Pearl instead of taking the dogleg into the neighborhood. Trying to turn south on Folsom Street from Spruce is backing up. It used to usually only back up a car or two; now it backs up four to five cars. Many of those car then block the bike lane in an attempt to get into the backup traffic already traveling south on Folsom Street. The pedestrian intersection of Spruce and Folsom Street is scarier to navigate because the cars are more focussed on trying to get through the intersection. I have seen more incidences in the past few days where the drivers ignore the flashing yellow lights. Since the traffic on Folsom Street is reduced to one lane the turning and through traffic on Pine at the light at Folsom Street and Pine is backing up even more than normal. The access to the turn lane from traveling north on Folsom Street turning east on Valmont gets backed up if there are 3 cars or more waiting to turn. Many of the cars are just moving into the bike lane. Cars are often ignore the lane changes at the same intersection as the travel south on Folsom Street. There are also issues with turning cars not moving completely into the turn lanes and partially blocking to only lane of traffic. The turning onto Folsom Street across essentially a lane and a half is awkward. It changes where, as a driver, one focusses to see oncoming traffic and pedestrians. With time one might get used to it, but Boulder is a town with many non-resident drivers. Setting up awkward situations seems to reduce the ability of those drivers to negotiate the cyclist and pedestrian traffic flow they might not be used to. Why were no orange signs posted warning drivers that the lanes markings had changed? Will the green and white delineators need to removed each year for the Bolder Boulder? Will these lines need to be repainted yearly? The new bike lanes with buffers on Spruce and Pine did not make it through last winter well. Boulder has many ways to transverse the city from east to west. It is counterproductive to put more restrictions on one of the few descent ways through downtown to transverse north to south. I agree with the goal of trying to make Boulder a city that encourages commuting by walking and cycling, but I
Deborah	7/27/2015	email to Council	Iris Avenue			1		positive	environment		Dear City Council, I know I should ride my bike more for many reasons; my health, to save money, and to reduce my carbon footprint. Buts it's too easy to jump in the car believing that I'm saving lots of time compared to bicycling. In reality I'm saving only a handful of minutes. All the reasons I named should be enough encouragement to bike, but I have to admit, I need discouragement to drive. Right Sizing does that. I have yet to ride on Valmont since the change but I have driven on it. I travel on Iris Avenue almost every day. Strangely, I'm looking forward to Iris Avenue being Right Sized. It's just what I need to push me to bicycle more. I used to work downtown in an office where everyone was given an Ecopass and a parking space. No one took the bus or bicycled to work except me. They all drove. One of my young co workers drove only 7 blocks from home when he didn't need to have a car to perform his work. I was a member of a neighborhood group whose mission is to help each other live more greenly. We met at each other's houses, all within 5 blocks. Most members drove to the meetings. I live near many CU professors who don't normally need to have a car during the work day but they drive to work when they could easily take the SKIP. I'm guilty of the same behavior. Once I get used to biking more than occasionally I believe I won't think anything of jumping on the saddle rather than getting in my car. Making more thoroughfares safe for bicycling can only encourage this change. While Right Sized roads will be congested initially, eventually we'll recognize that bicycling is easy and drive less. One can't ignore the huge benefit of having more people on bikes to reduce Boulder's carbon impact. There's been a lot of grumbling about Right Sized Valmont. Right Sizing is the right thing. Give it time.
Lois	7/27/2015	Inquire Boulder	Folsom Street				1	neutral			How will you decide if the living laboratory on Folsom, Iris et al meet your criteria? No matter how hard I look, I can't find any baseline data nor can I find any specific goals nor can I find how you will measure something that seems to be unstated. Please at least provide me with specific baseline data , a timeline and specific goals that would equal success. Thank you

Rob	7/27/2015	email to Council	Folsom Street				1	negative	auto congestion	Communication	1 If you want to do something useful in this "experimental corridor", the 'Folsom Street Project', have a large sign put up on the North West corner of Folsom Street and Pearl which would make bicyclists more aware that they don't have to ride West on Pearl from the intersection where there is no room for either a bike lane, or, bike riders, unless one rides the gantlet for two blocks at 20 mph with buses and cars following close behind. The 'alternative' is to take the path parallel to Pearl on the North side of the ditch. This runs for two blocks and takes them far enough on Pearl Street into the wider sections and past the vulnerable gauntlet zone. Nowhere else in Boulder is there a more safe and tranquil bike path, which is well gardened by the Town Home's along it. There is one place, just before the first driveway from the North where the removal of an obscure tree would allow for better viewing of potential bike and vehicle traffic, and where a simple filling in with concert might make this location straighter and safer. A sign designating this path on the West end of it would also be useful to make cyclists aware that this is available would also be useful. 2 The situation is the same at Pearl and Folsom Street on the South side of Pearl Street while approaching Folsom Street from the West. Again here there is no bike lane, and, no room for one in front of the Boulder Chamber of Commerce. Here you would have to apply a different kind of creativity. Work in concert with the Chamber and have them deed a set-in (like setback) by 'condemning' perhaps six feet of their lawn and garden allowing for a safe bike lane and equivalent pedestrian new side walk. Since both of these situations I would consider hazardous, especially so when the Buses which travel this route frequently, along with commercial trucks entering the high density East Central Boulder 'Zone'. These rather simple solutions could truly make a difference for bike riders and reducing the potential for accidents. I took photos of the described area a few days ago, but rather than sent them to you I would encourage you to visit there and take in what I'm describing and proposing. I'm simply amazed how little time it took for the City to begin construction regarding the truncating plans along Folsom Street, after the City Council took into public consideration and moved forward with plans and funds available.
Rorowe	7/27/2015	Twitter	Folsom Street				1	positive	safety		Yay! Bldrkidicalmass! And Thank you bouldergobldr for helping us get there safely. #LivingLab
David	7/26/2015	email to Council	Folsom Street				1	negative	auto congestion	safety	First, let me register my objection to the City of Boulder's preferred feedback mechanism on the Folsom Street "right-sizing" project via the Inspire Boulder website, which requires creation of an account, the terms of use for which are not visible due to malfunctioning of the website itself. This seems an unnecessary impediment to citizens wishing to provide feedback on the project. It also reflects a lack of awareness by staff, who evidently (though not surprisingly) gave little thought to the user experience. Such fundamental disregard for the intended user and the absence of evidenceing of the site confirm a disturbing tendency to forge ahead without proper research or evaluation. Second, having now had the opportunity to traverse the Folsom Street demonstration site by bicycle, I can tell you that it does nothing to enhance my sense of safety. Meanwhile, it is ugly and visually confusing, especially at intersections where the risks of collision might be expected to be highest and the need for simplicity greaevidence. Solid and dashed automobile lane markings, bicycle lane buffers and delineator poles, and pavement painting combine as a distracting assault on the senses. I pity those who live along this corridor. And I could not shake the fear that all the traffic markings had the potential to increase my risk as a cyclist by bewildering automobile drivers, who encounter this rapidly changing visual backdrop at a faster rate than do cyclists. I note that during my exploratory ride to view the demonstration on July 26th, I was the only bicyclist traveling in either direction over the entire length of the experiment. I look forward to early removal of this allegedly temporary experiment, though I suspect my anticipation will prove to be in vain.
John	7/26/2015	email	All Corridors	1	1	1	1	negative	auto congestion	safety	Dear Council:I SHOULD NOT BE TO DECIDE THE RIGHT SIZING PROJECT ON IRIS AVENUE AND FOLSOM STREET. YOU really want to accomadate a handful of bicycle riders over literally thousands of drivers then expand the sidewalks along these streets and turn them into bike/pedestrian paths.Maybe you will have to cut down some trees,pull up some sod-so be it.For 20 years I did not drive a car-I rode my bike and took the bus when needed but because of age(64)and my wife's insistence I bought an old clunker,so I am not a car fanatic but I do know that right sizing these streets will result in more ballot initiatives that effectively strangle the councils ability to act.When you don't actually represent the people(lazy and self indulgent as they may be)you lose your job.Respectfully john
Martin	7/26/2015	phone call	Folsom Street,Iris Avenue			1	1	positive	safety		I personally think it is absolutely fabulos. It makes sense. Iris Avenue is currently a freeway right now. If they put policd there keeping peole down to the correct speed. Things would be much better. This is actually an evern better idea. We have safety for people who ride on bicycles. I've been so long, so scared for people who ride with a trailer on the back of their bicyc le. What a tradject it would be. It would be so simple for them to be run over by someone goin g55 in a 35 mile zone. I can't speak for Folsom Street. It's always been pretty good. I really appreciate
Ron	7/26/2015	email	Folsom Street				1	positive	safety	Better for cyclists	Dear Council members, City staff, and Transportation Advisory board, While the bike friendly retrofit on Folsom Street has only been in place a short time, I wanted to take a moment to thank you. I live in South Boulder, and frequently travel to activities, events, and commerce in the central and north parts of town. While I try to bike whenever possible, our family owns and drives two cars on a regular basis. Last week, I traveled on the redesigned Folsom Street during peak rush hour both in my car, and on my bike. When traveling by car during rush hour, I sat in traffic for at least an extra minute or two but I saw no difference at all when driving off peak. It seems to me to be very appropriate to trade a few minutes delay during a few hours of the day for the benefits the new bike lanes offer. This represents a major improvement in our ability to travel as a family in this important north-south corridor. We now have a family friendly bike connection between Boulder Creek Path, and Goose Creek Path which has until last week been problematic (forcing us to drive when we otherwise would have preferred to bike). I suspect it will take some time for people to learn how to incorporate this new bike route into their daily travels, but when thinking about transportation planning in Boulder I believe that it is important to consider a fairly long time perspective. We are not just trying to accommodate the transportation patterns of today as much as trying to ensure a vibrant city in the years to come. I really appreciate your willingness to challenge the status quo and take the steps that will guide us to a comfortable, safe, efficient, and sustainable city. Sincerely yours,
Virginia	7/26/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion		I strongly recommend that every member of City Council who voted for the "right-sizing" pilot project for Iris Avenue Ave be required to travel on Iris Avenue everyday in both directions to really understand the problem you are causing for all drivers in the North Boulder area. It can be a very good thing to change one's mind. Virginia
ConnorTD	7/25/2015	Twitter	Folsom Street				1	negative	auto congestion		bouldercolorado someone took a can of paint and butchered the lanes on Folsom Street. Should probably fix that. #justthoughtyoushouldknow.
Kim	7/25/2015	Twitter	Folsom Street				1	negative	auto congestion		bouldercolorado, what r u thinki with 'right sizing' on Folsom Street st? Few bikes-bad traffic. Waste of taz payers $$. #notafan
Aliisago	7/24/2015	Twitter	Folsom Street				1	positive	safety		bouldercolorado, go some sexy new bike lanes on Folsom Street
Anonymous	7/24/2015	Inquire Boulder	Folsom Street				1	negative	Congestion		Volume between pearl and canyon very heavy and the one lane will not be suitable for the area.

Anonymous	7/24/2015	phone call	all corridors	1	1	1	1	neutral	auto congestion	safety	Live along corridor near Folsom Street. This is the type of project that creates an us versus them mentality. Take something away to improve something else. Additional traffic on 20th Street in Whittier neighborhood due to Folsom Street project. New facilities do not feel safe. Want traffic along the adjacent corridors to be measured to evaluate Heavy traffic at 6 and 7 p.m. when there is no construction going on along the corridor. Going from two lanes to one cuts capacity in half. Concern for congestion along 28th and 30th Street. These corridors already back up and need to be open for emergency access. These are important thoroughfares. How the city allocates its fund is an important issue. Squandering money that could be used for other projects that could be help make our city more livable. When I contacted the Transportation Advisory Board they made clear that the other streets would not be monitored. I'd be surprised if these corridors are being monitored. Going from four lanes to three lanes is inaccurate. Ignores the fact that the center turn lane can't be used as s through lane. Protected bike lane on baseline is the sort of improvement that community members can get on board with because it is not taking something away from vehicles. This project is an in your face project that undermines efforts to have improve cyclist and driver relationships. Idea should be to share the road. Not to take it away from other users. Traffic is bad already and CU community is not even back in town. Traffic in our community feels as though it doubles when the students are back in town. Don't appreciate buying in a residential neighborhood and having it made a thoroughfare. Please go experiment in someone else's neighborhood.
Beth	7/24/2015	Inquire Boulder	Folsom Street				1	negative	Congestion	Diverted traffic	Traffic was backed up from canyon back through k north of pine and folsom through the lights…can't imagine what will happen students return…I am already using 19th more.
Bob	7/24/2015	phone call	Folsom Street				1	negative	auto congestion		Folsom Street project. Tried to drive down Folsom Street on Mon. 7/20 at 5 p.m. Jammed all the way and back. From campaus. I think someone made a mistake. I don't like what you've done. Need to give our lanes back.
chaspinrad	7/24/2015	Twitter	Folsom Street				1	positive	safety		Grow some patience #Boulder! Wondering if traffic light timers need to be adjusted on Folsom Street. Bouldergobldr
Eleanor	7/24/2015	email	Folsom Street				1	positive	environment	safety	Change is really hard, even when its positiveand necessary. We all experience a sense of loss for what is familiar and 'normal'. Ask anyone who has had a new baby, renovated a much loved building, conquered an addiction……or driven down the newly right-sized Folsom Street. The rearranged lanes between Valmont and Canyon remind us that we need to change our attitude towards the car. And that is uncomfortable. Decades ago, when we were kids, the car represented freedom, it represented being an adult, it represented the American dream. But now we know that that love affair has contributed to obesity, physical and mental health issues, lack of community, financial strain, poor air quality and environmental damage. It doesn't feel good to be reminded of that. But unless we want to join the Trump brigade and deny climate change, then we all know that change is necessary and urgent. We are quick to denounce our national politicians for not taking the tough and necessary steps to protect our planet and our health but how do we react to similar changes at a local and personal level? Like right-sizing Folsom Street, to make commuting by car marginally less convenient (by a matter of a few seconds) and bike commuting a whole lot safer, more visible and more attractive? Change is an inevitable part of life, so let's react by embracing it, dusting off the bike and giving the new bike lane a go. Take the opportunity to create a new 'normal' for your commute around town, and you might just find yourself loving it!
Hkoren	7/24/2015	Twitter	Folsom Street				1	positive	safety		#bldrlivinglab @boulder Driving Folsom Street actually feels easier now because you don't worry about getting caught behind a car turning left.
Jane	7/24/2015		Folsom Street				1	positive	auto congestion		I bike commuted every day this week! Thanks @bouldergobldr for making Folsom Street safer for bikes!
Joyce	7/24/2015	phone call	Folsom Street				1	negative	auto congestion		Turn arrows at Mapleton and Bluff are incorrect and confusing.
mslibcat	7/24/2015	Twitter	Folsom Street				1	positive	safety		I have no idea how much I rode on #Folsom Street this week. But I do know that it was way more than before. Bouldergobldr #rightsizing
Peggy	7/24/2015	email	Folsom Street				1	negative	auto congestion		7/24/15 TWO thumbs down to what Folsom Street is today. Traffic is a chaotic mess AND an obstacle course. The street is filled with mediation devices enough to distract a World War II pilot. We want to know who of such lofty importance lives on Folsom Street and wants traffic diverted to other surrounding roads? Hmmmmm … Peggy
RealMatSmith	7/24/2015	Twitter	Folsom Street				1	negative	auto congestion		Traffic backed up like nobody's business on Folsom Street. Boulder, Colorado, this project is a JOKE!
Rex	7/24/2015	email to Council	Folsom Street				1	negative	auto congestion	safety	I wish to express my dismay at the trial Folsom Street project between Canyon and Valmont. It was entirely congested at 12:30 a.m. Friday, and is hazardous in the extreme. Since the single south bound lane was completely congested, I saw drivers wishing to turn on to Folsom Street from Pine waiting in the bike lane, trying to beg access from the southbound drivers. This situation is very dangerous for cyclists. The south bound lane could not clear, because of all the cars stuck in the left turn lane going onto Pearl. There is now no break in the north-bound traffic for these cars to make a left turn (because they are constricted to one lane). Those lined up to turn at Pearl left extended clear into the south-bound lane, so the entire street was blocked. Granted, Folsom Street was problematic before, but this is impossible. I understand that this is a trial. Please, let that trial be considered a failure immediately and return to the prior configuration. I am concerned that our transportation engineers paid so little attention to the traffic count studies - it seems any analysis would show this to be unworkable. Thank you for your attention Rex
Rex	7/24/2015	Inquire Boulder	Folsom Street				1	negative	Congestion		This project is a disaster. Yes, Folsom had problems with turning left, but at least there was accessibility and movement. Now the single auto lane is completely congested. Cars attempting to turn onto Folsom are stopped in the bike lane, requesting other drivers to allow them in. I saw this at Pine and Folsom. Heading from Pine to Pearl on Folsom, the left hand turn on to Pearl was completely blocked with cars. This entirely blocked the southbound Folsom lane. I know you are calling it an experiment, but I would think the smallest amount of thought and study would persuade you this is unworkable. Please abandon this as quickly as possible. Tomorrow would not be too soon.
William	7/24/2015	phone call	Folsom Street				1	negative	auto congestion		Boulder resident. Turning onto Folsom Street from Pearl to Canyon. Took 5 minutes to get the small couple of blocks. Didn't see one bicycle rider go by. Think someone should give some second thought for what they are doing. Traffic situation in Boulder is ridiculous now. To take away the expediaent pathway for vehicles so that the few cyclists don't through a hissy fit. And I've cycled in Boulder for years. Got first bicycle here in 1969 and helped Mo Segal start the Red Zinger and the Coors Classic a long time ago. This is really uncalled for. There were bike lanes there already. WE've done a lot to make bike lanes in Boulder County and the city of Boulder. I've been on Facebook.
Andrew	7/23/2015	Inquire Boulder	Folsom Street				1	negative	Congestion		My business is located between pearl and canyon on Folsom. After the bike lane expansion I have seen only bumper to bumper traffic all day long. The bikers are so confused by the lanes, because they differ from the entire city bike lanes. So they bike on the side walk. The wasteful lack of space is way more dangerous for pedestrians bikers and drivers alike. Nobody can enter or leave my place of business because of the grid lock traffic jam that is constant. How are the snow plows going to be able to do their job with one lane. When an accident occurs the entire street closes? Please go back to the old 4 lane system with the regular bike lanes alike to the rest of boulder. this would decrease the confusion and make it way less dangerous to everyone on the roads. Do we have to wait for a death of someone or many traffic accidents before this goes back to normal.
Andrew	7/23/2015	Inquire Boulder	Folsom Street				1	negative	Safety		The new extra large bike lane on Folsom between canyon and pearl has done more damage than than good. The bikes are so confused that they end up on the side walk and not in the bike lane. It has just been bumper to bumper gridlock at all times of the day, The bike lane isn't even bigger its just a misuse of space completely. With the giant line of never ending traffic I have been put out of business completely no one can enter my place of business or leave. the Grid lock of traffic has not helped the bikes. It has just made more confusion and is way more dangerous to bikers and drivers alike. Watching the traffic 8 hours a day for every 300 cars maybe there is one bike. Please go back to two lanes.

Edwin	7/23/2015	email	Folsom Street				1	negative	auto congestion	safety	Dear City Council, I am writing to express my extreme outrage at the new lines on Folsom Street St. Boulder has a serious traffic problem when traveling north to south and vice versa. My wife and I live in South Boulder and my wife's business is in North Boulder. It can take longer for her to get from Table Mesa and Broadway than it does to get to Denver. Given that there is frequent construction on Broadway, 28th St., and Foothills Parkway, often simultaneously, Folsom Street St. has been the safety valve that allows an alternative path. Cutting its volume capability in half is frankly one of the most idiotic decisions in a city which has many serious traffic problems caused by poor decision making. It looks like a lot of money and effort has gone into this, ostensibly for the protection of bikers, but given that there are now no traffic zones wider than the bike lanes, bike traffic throughput will not be increased and we will have a big increase in the number of frustrated drivers who will make hasty turns into the bike lane, which could increase the incidence of collisions. You can rest assured that this letter represents not only my displeasure with this development, but the displeasure of many friends and acquaintances. I appreciate that there is a motivation to create disincentives for the use of cars, but perhaps using a carrot instead of a stick might be a better way to serve the citizens of the city and its visitors. Working to bring down the cost of RTD busses would be a much better move. Sincerely,
John	7/23/2015	Inquire Boulder	Folsom Street				1	negative	Congestion		I noticed this past Monday that between Pearl St and Canyon driving South on Folsom St that this part was turned from a two lane street to a one lane street to give bicycles more room I would guess. This, in my opionion is a very poor decision. In the short time that I drove it on Monday people were honking at other trying to get into the one lane. Others were speeding up to cut over into the one lane. People were yelling at each other. There will be many accidents as well as all out road rage and fights if the City does not change this part back to two lanes. Oh yes, Walnut that comes into that area, usually there is maybe one or two cars waiting to turn onto Folsom. This time there was at least 10 cars waiting. There is a pedestrian cross right there and with everyone trying to change into one lane then I see one of these peds will get hurt bad. The traffic jam was unbelievabl e. Please change back and as I said before this is really a poor decision from the City of Boulder. Wow.
Anonymous	7/22/2015	Inspire Boulder	Folsom Street				1	neutral	maitenance		Are they planning on repaving sections of the bike lane? Potholes after storms force cyclists out into traffic.
Anonymous	7/22/2015		Folsom Street				1	negative	auto congestion		It seems really short sighted. When I am using a bicycle for travel, I certainly don't contend with NYC gridlock, but traffic on Folsom Street, Iris Avenue, 28th, and 30th is 2 always one hot mess...no matter the time of day. And you think reducing lanes is helpful? You are catering to a very narcissistic, entitlement-fueled group. One group, one very loud and whiny group,of Boulder citizens. Like any "temporary" tax imposed by government authorities, it will never go away even if 3 years from now no one is
Anonymous	7/22/2015	Inspire Boulder	Folsom Street				1	negative	auto congestion		It takes Folsom Street off my streets to drive on. On day one it was a disaster between Pine & Arapahoe
Anonymous	7/22/2015	Inspire Boulder	Folsom Street				1	negative	auto congestion		It will be a disaster for my ability to get around Boulder. The metrics were not studied carefully before implementation. This so called "right sizing" has turned into a win-lose situation. The collective ego of the City Council, Transportation Advisory Board and the Boulder Transportation Dept. has prevailed: Ego 1, Citizens 0.
Anonymous	7/22/2015	Inspire Boulder	Folsom Street				1	negative	safety		It will keep me out of Boulder. I used to come into Boulder from the Gunbarrel area. I will not longer do that as I do not want to deal with bike riders who do not follow the traffic laws. I am 64, when I ride my bike I do not worry nearly as much about cars (who quite often are following the traffic laws) but the bike riders who don't even know the traffic laws and that they apply to them as well as car drivers. Make bike riders follow the laws and maybe there will be fewer accidents
Anonymous	7/22/2015	Inspire Boulder	Folsom Street				1	negative	auto congestion	noise	Its going to make it twice as hard to get in and out of my Trout Farm condo, plus, your machines are keeping me up all night... Thanks for the all night noise pollution... SO LOUD!!!!!!!!!!! I agree with the business owners on Folsom Street St. , you are waisting money on a bad idea... Run loud machines next to your own homes all night....
Anonymous	7/22/2015	Inspire Boulder	Folsom Street				1	negative	auto congestion	safety	It's pretty hard to drive North and South in Boulder already. Folsom Street is one street that moves fairly easily. Why mess with it? I use my bike on it regularly and yes you have to be extra cautious, but you have to be extra cautious even on the bike paths.
Anonymous	7/22/2015	Inspire Boulder	Folsom Street				1	negative	auto congestion		I've been traveling by car on Folsom Street every morning and some late afternoons. The reduction to one lane is a very poor idea. With all the cars funneled into one lane, red lights cause traffic to back up, vastly increasing driving times -- and frustration. While there are some cyclists, there are many, many more cars. Is it a 50:1 ratio? Maybe 30:1? Anyway, the discrepancy is huge. I'm sure many frustrated drivers are taking 28th or 30th to avoid delays. How are you evidenceing this??? No to Iris Avenue!
Anonymous	7/22/2015	Inspire Boulder	Folsom Street				1	negative	auto congestion		The Folsom Street Right Sizing pilot has caused major delays in my commuting both on weekdays and weekends. The flow of traffic is dramatically affected between pearl and canyon, particularly southbound due to the back up of cars turning left onto canyon. Just getting through this 2 block section added 5 minutes to my drive, and I observed ONE cyclist during this time. I am all for projects that enhance the ability for different transportation options, but Folsom Street is a poor choice.
Anonymous	7/22/2015	Inspire Boulder	Folsom Street				1	negative	auto congestion		The vertical decor at the Walnut/Folsom Street crosswalk makes it necessary to drive southbound in the right lane to have visibility. Now that lane is closed to cars. All the local traffic turning right and left, both directions, stops the entire line of single-lane traffic! This is a nightmare for those of us who have to commute this street every day! Please give drivers, the majority of taxpayers, the space they need to get to work!
Anonymous	7/22/2015	Inspire Boulder	Folsom Street				1	negative	auto congestion		This is an absolute waste of taxpayer money for a city that already has traffic congestion issues. This only creates more hazards for vehicles to get around town and more congestion. Folsom Street is/was the only side street that was somewhat uncongested to travel on besides Broadway or 28th. Contrary to popular belief, not everyone can or does get around Boulder on a bike. It makes no sense to punish the taxpayers who need to commute for the small minority of bikers.
Anonymous	7/22/2015	Inspire Boulder	Folsom Street				1	negative	auto congestion		This is an awful idea. Whoever approved this needs to be fired. I drive Folsom Street and 19th to avoid the traffic on 28th and on Broadway. I hate this. Now you are making it congested on Folsom Street. I suppose I will take to driving on the residential streets to get around Boulder. Wait, I have an idea. Lets have the bicycles ride on the residential streets and leave the main through ways to the cars!!
Anonymous	7/22/2015	Inspire Boulder	Folsom Street				1	negative	auto congestion		This project has been in place for 1 week. It is still summertime so no BVSD or CU students. My commute during rush hour has increased by 8-10 mins. Not the 12 sec increase that was advertised. I have to sit though light cycles 3 times which is unacceptable. I will start using side streets if this continues. 4

Cynthia	7/22/2015	email	All Corridors	1	1	1	1	negative	auto congestion	safety	The web page said you wanted to hear from the public. Here are my observations. I live in the neighborhood and walk and drive different sections of Folsom Street quite a few times a day. The traffic from the light at Pearl and Folsom Street now backs up through the Pine St/Folsom Street intersection multiple times a day. (9:45 am, 11:30, 2pm, 6:40 pm) Turning west on Spruce is difficult because the south bound traffic on Folsom Street does not always see this as an intersection and blocks the right of way onto Spruce. If this continues more drivers will clog the westbound Pearl instead of taking the dogleg into the neighborhood. Trying to turn south on Folsom Street from Spruce is backing up. It used to usually only back up a car or two; now it backs up four to five cars. Many of those car then block the bike lane in an attempt to get into the backup traffic already traveling south on Folsom Street. The pedestrian intersection of Spruce and Folsom Street is scarier to navigate because the cars are more focussed on trying to get through the intersection. I have seen more incidences in the past few days where the drivers ignore the flashing yellow lights. Since the traffic on Folsom Street is reduced to one lane the turning and through traffic on Pine at the light at Folsom Street and Pine is backing up even more than normal. The access to the turn lane from traveling north on Folsom Street turning east on Valmont gets backed up if there are 3 cars or more waiting to turn. Many of the cars are just moving into the bike lane. Cars are often ignore the lane changes at the same intersection as the travel south on Folsom Street. There are also issues with turning cars not moving completely into the turn lanes and partially blocking to only lane of traffic. The turning onto Folsom Street across essentially a lane and a half is awkward. It changes where, as a driver, one focusses to see oncoming traffic and pedestrians. With time one might get used to it, but Boulder is a town with many non-resident drivers. Setting up awkward situations seems to reduce the ability of those drivers to negotiate the cyclist and pedestrian traffic flow they might not be used to. Why were no orange signs posted warning drivers that the lanes markings had changed? Will the green and white delineators need to removed each year for the Bolder Boulder? Will these lines need to be repainted yearly? The new bike lanes with buffers on Spruce and Pine did not make it through last winter well. Boulder has many ways to transverse the city from east to west. It is counterproductive to put more restrictions on one of the few descent ways through downtown to transverse north to south. I agree with the goal of trying to make Boulder a city that encourages commuting by walking and cycling, but I
Devin	7/22/2015	email to Council	All Corridors	1	1	1	1	positive	better for cyclists		Dear Boulder City Council, I moved to Boulder because it was one of the country's most bicycle-friendly cities, and I've been bicycle commuting ever since. Thank you for continuing to make Boulder better for bicycling. Everything you do for bicycling has many unintended positiveconsequences as well, for noise, pollution, health, etc. Sincerely, Devin
Gail	7/22/2015	Inquire Boulder	Folsom Street				1	negative	Congestion		i've used Folsom twice since you restricted it to one lane, both times driving to Sprouts from North Boulder to buy groceries. I will not be shopping in the Boulder Sprouts again as it is a nightmare to drive on Folsom now. I had 4 large grocery bags and cannot use a bike to transport my groceries. But there is a Sprouts in Lafayette on my way home from work and I'll be shopping there now.
Julianne	7/22/2015	email	All Corridors	1	1	1	1	negative	cost	Congestion	issues. I am reaching out to you now, hopefully to clarify any misperceptions you might have, my thinking, bikes, etc. I am aware of the success Copenhagen Denmark has with a thriving biking culture. It is appealing and a model Boulder should strive for. Nonetheless, Boulder's elevation, terrain changes, and our employment center status resulting in SOV commuters - we have different issues than Copenhagen. Our solutions will be different too. The right sizing debate needlessly pitted bikes vs. cars. Please see the Caplans' guest opinion today's Camera. It feels like everyone in the City woke up to a "fait accompli" decision made by biking zealots and staff. You were an advocate for this decision. Your interest in all things bikes qualifies you to be on the Transportation Board. But, considering the Transportation Board's decision on right sizing, your bias was obvious. This detracts from the purpose of "hearing". Your attitude caused a lot of the push back the Board experienced. If you feel this strongly about your ideas, consider lobbying. My hope, we'll spend the next five years reducing SOV traffic, especially commuter traffic, in Boulder. IF we get people out of cars, multi-modal transportation will be encouraged. In this sense I favor bikes and walking and mass transit (public or private).I am aware of the "Sustainable transportation infrastructure investments and mode share changes: A 20-year background of Boulder, Colorado". It is a 2012 article published in Transport Policy by Henao, Piakowski, et al. The Fig. 2 graph at pg 68 explains what I've suspected for a few years. Boulder has funded bicycling compared to transit by three times as much money, for years. This leads me to my real concern. Boulder needs more money for transportation planning. Council will probably put an employee head tax on the ballot, its discussion indicated using the proceeds for more eco-passes or ? Regardless, I do not think we are going to slay the SOV dragon with more eco-passes. RTD's bus service in Boulder is a relic of 1970s bus service. RTD is focused on light rail. Its rider numbers have been flat for years even with 80% subsidy per ride. Politically I doubt if RTD can change. More important, all of our FasTrack sales tax forward will only support Denver light rail. We need this money for Boulder County transportation planning. Our mass transit planning must become technology oriented, crowd sourced, flexible
Katie	7/22/2015	email	Folsom Street				1	positive	safety	commuting	Just wanted to thank you for installing the protected lane on Folsom. I always do what I have to do to get around by bike (riding is my main mode of transportation) but I have to say I really feel relieved and happy when I get to the new section on Folsom. It really feels good to have that extra lane space to ride through with a little less worry. Looking forward to testing the other new protected bike lanes. Best regards, Katie

Lauren	7/22/2015	email	Folsom Street				1	negative	auto congestion		I really try to be respectful in both my business and my personal communications, but I'm finding it extremely difficult when I'm agitated and want to scream in my car every time I leave my house. As a general rule, I'm a big fan of both council and our local government, and I'm not a big complainer. Generally speaking, I have found you/them caring, thoughtful, and forward thinking. And I know you have the illusion that this "right sizing" concept fits that bill, but it's taken all of 48 hours to experience in actuality what was obvious to me on paper was one of the City of Boulder's STUPIDEST IDEAS EVER. If the goal was to convert Folsom Street from smoothly flowing, reasonably uncongested 35 mph traffic into stop and start, backed up at lights, slow and aggravating traffic, a la 28th Street - well congratulations. Your plan has succeeded brilliantly. With the exception of nighttime driving, my travel time has increased by 25-100%, and the aggravation factor has shot through the roof. You have successfully turned the single best N/S thoroughfare in town into 28th Street Jr. On Monday, it took me a full 15 minutes to get from 29th and Valmont to the library. Why? Because even in the middle of the day, with only one lane in each direction, traffic is crawling and backing up at the lights. I was stopped at a red light at Pine AND at Pearl AND at Canyon. In the 15,000 (not exaggerating) or so times I've driven Folsom Street in the past 15 years, with the exception of during construction or an accident, that has NEVER happened. Honestly, I strive to not spend a lot of time in my life angry about and agitated by "stupid shit." But congratulations. This is so stupid, so ill conceived, so counterproductive, so ineffective, and so aggravating, that I find myself yelling out loud in my car every day, and spending my time writing this email. Please fix this. This is a first world nightmare. Thank you for your consideration. Apologies for letting my frustration shine through, but believe me, this is radically tempered from what I really want to say to you people about it.
Steve	7/22/2015	email to Council	63rd Street,Iris Avenue		1		1	negative	existing Bike lane	auto congestion	Yesterday I rode my bike on both sides of Iris Avenue -- east on Kalmia and Linden (which are to the north of Iris Avenue), and then west on Hawthorne and Grape (which are to the south of Iris Avenue). I saw 4 cars total in motion in all that distance. Both these routes are perfect for cyclists who don't want to have to ride next to traffic. The short transition between the E-W streets on the alternate routes couldn't have added more than 20 seconds total. And for those who want a perfectly straight ride, the bike lanes on Iris Avenue are already plenty wide, bigger than many others in town. Along 63rd Street, there is a perfectly adequate bike path right next to the west side of the 4 lane part; I've ridden it any number of times from Lookout south. A little feedback I got today -- at around 2 PM, Folsom Street was backed up from Pearl past Spruce, people were waiting multiple light cycles at Pearl, and traffic was backed up on Spruce waiting to turn. And CU is not yet in session nor are the schools open. No doubt most people will now respond, not by shifting from driving to biking, but by driving on alternative routes that are now relatively less congested, just moving the emissions elsewhere. A bit more feedback from a number of people -- this (plus the Housing Boulder debacle) is creating significant collateral damage for a much more potentially beneficial project -- the muni. All your actions are being seen through the filter of these decisions, and that there never seems to be any public acknowledgement of any of the obvious mistakes or omissions, or the need for course corrections. So the competency of the council to handle something as complex as the muni is being seriously questioned by a lot more people. So...you might consider, as they say at the Legislature, "P.I.-ing" (postponing indefinitely) the downsizing of the other streets. Not much if anything to be gained, but a lot of downside for a really worthwhile project and a definite undermining of a lot of people's hard work...
Todd	7/22/2015	Twitter	Folsom Street				1	negative	auto congestion	environment	bouldercolorado. The Folsom Street 'right sizing' is insane. Really guys what data did we use here.
Van	7/22/2015	email	Folsom Street				1	negative	auto congestion		
wanek	7/22/2015	Twitter	Folsom Street				1	positive	safety		Think I'll bike Folsom Street tomorrow just to support bouldercolorado 'rightsizing.' Terrific to see all the bike traffic in the lane!
	7/22/2015	Inspire Boulder	Folsom Street				1	neutral	safety		As a motorist and cyclist this idea does not benefit anyone. It only increases the chance of motorist vs cyclist violence, and we know who loses that battle. Biggest problem I see is what do you do with your bike when you get where you are going? Already had bike stolen down on Pearl street. Fix the entire problem before you close lanes of traffic.....
	7/22/2015	Inspire Boulder	Folsom Street				1	positive	safety		I am so happy you are installing protected bike lanes on Folsom Street. I ride this road every day and it is dangerous for bicyclists. Cars are always going over the speed limit. This will make the road safer for all users.
	7/22/2015	Inspire Boulder	Folsom Street				1	negative	auto congestion	safety	I live on Folsom Street and the road had a perfect bike lane, it is an accident waiting to happen leave it alone!! it creates more congestion that is not necessary, i'd hate to see a student get run over because our city council are idiots! if they want a new project work on getting the the freekin bums on every corner of this town out of here!!
	7/22/2015	Inspire Boulder	Folsom Street				1	positive	safety		I love it. I live at Folsom Street & Iris Avenue and even though the project isn't even quite complete, I already feel a lot more comfortable riding my bike down Folsom Street. I am more confident that cars will see me at intersections. I am no longer at risk of a speeding driver swerving into my bike lane as they pass (on the right) someone hanging out in the left lane to turn left. Drivers are going the speed limit. This project has immediately made the street far more safe and pleasant.
	7/22/2015	Inspire Boulder	Folsom Street				1	positive	safety		I rode the new widened bike lane today on Folsom Street from Walnut to Canyon today, and was very impressed at how much more comfortable cycling was in that section.
	7/22/2015	Inspire Boulder	Folsom Street				1	positive	auto congestion	safety	I suspect that the Folsom Street Living Lab will make it MUCH easier for me to get around Boulder. I live at 24th and Mapleton, so this change will not only effect my bicycling around town, but also my commute to Broomfield when I drive to work. The extra wide bicycle lane will make it easier for me to leave my house and get to Whole Foods, 29th St Mall, Target, and my bus stop when I use the bus to commute to work. I am VERY excited about that.
	7/22/2015	Inspire Boulder	Folsom Street				1	positive	safety		I was skeptical from news reports that it'd make much difference; it didn't sound like much extra space. But it felt very different on a bike today-- thanks so much for doing this! I only wish Folsom Street was configured this way all the way to the creek path.
	7/22/2015	Inspire Boulder	Folsom Street				1	neutral	unknown		I would occasionally bike on Folsom Street
	7/22/2015	Inspire Boulder	Folsom Street				1	negative	cost		Interesting concept and the drawing of the biker/lanes and cars look beautiful. However, the reality is that our business will now suffer due to congestion and people taking an alternative route :(. The economic impact should have been considered (not sure if it was, but we already feel the impact - and this is after just two days.
	7/22/2015	Inspire Boulder	Folsom Street				1	negative	auto congestion		It affects it incredibly. I ride a bike when I can, however, when I have to drive on Folsom Street it is because I have to get to my other JOBS and cannot take a bike. The traffic, the awful timing of lights makes this a horrendous experience already. I have to now leave my first job at least 10-15 minutes earlier so I can get to my second job hopefully on time. This is getting worse. Taking a bus is not any better, because the BUSES are stuck in the SAME traffic and the SAME issue with LIGHTS.

	7/22/2015	Inspire Boulder	Folsom Street				1	negative	auto congestion		It is an unmitigated disaster. Getting to McGuckins used to be a breeze. I was stuck at Pearl Street for three light cycles because of the folks that were unable to make the left turn on to Pearl this morning. The merge to take a right on Canyon from Folsum is also a mess.
	7/22/2015	Inspire Boulder	Folsom Street				1	positive	safety		It is going to make it safer and easier to get out of my neighborhood and out to my health club on my bike! Mapleton to Folsom Street is the most direct route heading east. Having to only deal with one lane of traffic in each direction simplifies my crossing. Having a wider bike lane/bollard protection means that I a When I am driving on Folsom Street, I do not expect any significant change in my driving time and the change will not make me less likely to go to McGuckin Thanks for taking this project on.
	7/22/2015	Inspire Boulder	Folsom Street				1	negative	auto congestion		You have taken the best north south route in Boulder and you have ruined it. It's a disaster.
anonymous	7/21/2015	phone call	Folsom Street				1	negative	auto congestion		Was traveling northbound on Folsom Street. Stopped at three lights which has never happened to me before. I saw 2 or 3 near accidents. Most notiably I didn't see a single bike from Canyon to Valmont. I am a bit frustrated.
Chloe	7/21/2015	email	Folsom Street				1	negative	auto congestion		I was informed that this is where I write to give feedback about the new lane configuration on Folsom Street. I do not understand the thinking behind this rearrangement, especially when so many drivers use Folsom Street as an alternative to the traffic shit storm that is 28th. If bikers felt uncomfortable riding on Folsom Street, there must have been another option to slightly widen the bike lane without completely removing the second driving lane on each side. From Mapleton to Canyon is now even more backed up because of the short light at the pearl intersection and the multiple pedestrian crosswalks. I sincerely hope this change was just a trial, even though that makes it an even bigger waste of money. The council needs to focus on improving traffic in this town as its population grows, not making it worse. -Chloe
Fred	7/21/2015	email to Council	Folsom Street				1	negative	auto congestion	safety	I understand the "Right-Sizing" of Folsom Street is an experiment. I would like to offer my experiences driving south on Folsom Street at 5:45 PM last night. 1. South-bound traffic came screeching to a halt in the vicinity of Pine Street, because an elderly man was turning left and did not get completely over into the turn lane. This, of course, would have happened in the road's previous condition, but it raises the question whether the road is actually safer. 2. Traffic backed up at the stoplight at Canyon Boulevard, past South Street; it took 2 light changes for me to get through the intersection. 3. I estimate that the additional time to travel from Iris Avenue to Canyon was 4 minutes, considerably more than the "12 seconds" put forth by Staff. While vehicle traffic was congested, there were very few bicycles. Thank you for your consideration. Fred
Leora	7/21/2015	email	Folsom Street,Iris Avenue			1	1	negative	safety	auto congestion	I just wanted to make sure you're following the comments section in the Daily Camera regarding the "right-sizing" (very funny!) of Folsom Street. The community, as you call it, is strongly against these changes. Does anybody in City Council care?? I've already submitted a specific comment about Folsom Street to Living Labs. If you proceed with Iris Avenue, the congestion during morning and evening commutes will be unbelievable. There is no good alternative to Iris Avenue. Cars will be speeding through neighborhoods while kids are walking and biking to school. There is nothing safe in what you're doing. And your metric will not show the impact on our neighborhoods!! Leora
Roger	7/21/2015	Twitter	Folsom Street				1	positive	safety		Re: New Folsom Street Bike Lanes. A+ Nice work.
Stephanie	7/21/2015	email	Folsom Street				1	negative	auto congestion		Ironically while I've been idling in traffic, I have not seen one cyclist. After idling in traffic for double the time I usually do, I am now 10 minutes late picking up my son. It frightens me to think how bad traffic will be when the CU students are back and people are back from summer vacation, since right now it's terrible! I'm not sure why the bike lanes were added for only a few cyclists, but it's making traffic worse. I don't understand why the City didn't use the money to fill the hundreds of potholes in Boulder. We have a car sized one in front of our house that the City will not fill. Hopefully in the future the City will use the tax payers money better and make Boulder a better, not worse place to live. Stephanie
Steve	7/21/2015	email	Iris Avenue			1		positive	public transit		As a neighbor and also parent of a student at Foothill I was interested in hearing about the project Iris Avenue and B. Margaret actually took time to meet me on several mornings to look at the impact of traffic on the school in the mornings. The traffic never did back up to the entrance to the project. I also learned that the impact of traffic will be less than the former medical use or if another medical use was to use the property. I am a supporter of density and think this will help to make the public transportation more efficient. Residents will be able to hop on the RTD or take a bike on Broadway or Iris Avenue. There will also be a significant portion of funds that will go towards supporting affordable housing as well. The project looks attractive and is well thought out and will be a wonderful place to live and work. Thank you for your consideration. Steve LeBlang 303-638-8927 Steve
Tony	7/21/2015	email	Folsom Street				1	negative	auto congestion		I am a concerned citizen of Boulder writing to you about the right-sizing program. I oppose it!! I'm so angry about it this is the only thing I could think to tell you. I was born at home here in boulder in 1985 and have lived in boulder all my life. Last year I became a proud homeowner in boulder. The first though thing that went though my mind when I drove on the new lane of Folsom Street was,I need to move out of this town! Tony
Ben	7/20/2015	phone call	Folsom Street				1	negative	auto congestion		Seeking information on construction along Folsom Street. Don't understand reason for only one lane in each direction. Congestion along Folsom Street at Pearl traffic signal had to wait three cycles. Lives along Folsom Street. He shared his frustration about increased congestion along Folsom Street. In particular he indicated that he has experienced delay at the intersection of Pearl Street (I think while heading southbound) having to sit through three signal cycles.
CAlvarezAranyos	7/20/2015	Twitter	Folsom Street				1	negative	auto congestion		Folsom Street at Pearl backed up well beyond Pine. 9:05 a.m.
Dave	7/20/2015	phone call	Folsom Street				1	negative	auto congestion		Folsom Street is backed up for a good mile from Canyon past Pine. Don't know what genius thought of this idea. But, it is really stupid. Feel it's a total failure. Decreasing the number of lanes is counterintuitive to me. During peak travel times you can't get through. I'm a carpenter that carries a lot of tools. Will not bicycle. Encourage the bicyclists to use other corridors that aren't along the main throughfares. Need to find an alternative that doesn't take away from the cars. Can't beleive that the city is going to do this along Iris Avenue. Takes me 10 minutes to get from Pine to Arapahoe. Boulder needs to look at expanding its streets not making them smaller. Comments at Council meeting were from cycling community. Comments since have been negative. Concern that comments will stop being made because no action is taken - no one listening. Comments now are people's real reaction. Iris Avenue will be worse. Folsom Street is a corridor I can drive. I'm going to go down other corridors without lights instead. It's a terrible idea. Taking away from auto traffic to give to bicycle's isn't an advantage. I live in Boulder but not in town.
Hilary	7/20/2015	email	Folsom Street				1	negative	auto congestion		City of Boulder: your plan for Folsom Street is a complete disaster. At 5:30 this afternoon, (and mind you, most of the students are gone) there was a backup from north of Pearl St. all the way to Arapahoe. Your behavior will never get me to ride my bike in town. PLEASE do not ruin the other streets you are targeting !!!! Stop the nonsense!!!! Hilary

Jerry	7/20/2015	phone call	Folsom Street				1	negative	safety		Congratulate the engineer on the brilliant design of Folsom Street. But, It doesn't work. Expressed concern for the turning radius at Canyon. Shared an experience of a cement mixer truck on SB Folsom Street turning right onto west bound Canyon Blvd. Two bicyclists were queued on the left side of the right turning vehicle. The truck was encroaching into the bike lane.
Joe	7/20/2015	Twitter	Folsom Street				1	positive	safety		And as a biker AND a driver, I'm okay with losing a car lane to have a safer bike lane. #Folsom StreetRightSizing
Lynn	7/20/2015	email to Council	Folsom Street				1	negative	auto congestion	cant bike	Dear City Council, I live off of Folsom Street and I am absolutely horrified to see what they have done and are still doing to one of the last main thoroughfares that was not congested all hours of the day, but now is. I think what you have done is literally a CRIME. Boulder is only going to get more populated and to take out driving lanes is absurd and not preparing for a happy driving future for residents. Not all of us are 20 years old and can ride a bike everywhere. This feels a lot like Boulder after the flood....it's a total disaster. And will make going to work and the store a challenge every day. I cannot believe that anyone in their right mind would make a decision to create such a driving hazard. Shame on somebody. And when it snows and there are all those bars up on the side of the road, where will the snow go? What an absolute nightmare! This just cannot be happening. Wake me up. Take it all down and change it back. It's just horrible. How did this ever happen.
Omar	7/20/2015	email to Council	Folsom Street				1	positive	safety		I would like to express my support for the new bike lane installation on Folsom Street St for the following reasons: 1) I like the new configuration 2) Safe biking facilities like this need to be encouraged if we are going to move to an environmentally sound transportation system 3) The Folsom Street project should be allowed to undergo its full evidenceing period of at least one year 4) Rely on data and statistics, not the loudness of those who complain, to judge the success or failure of the project Thanks! Regards, Omar
Rorowe	7/20/2015	Twitter	Folsom Street				1	positive	better for cyclists		Drove down Folsom Street this morning, Peaceful (even with the work crew in the center turn lane) Nicely done, boulder, colodado.
Mary	7/19/2015	email	Folsom Street				1	negative	auto congestion	safety	Spent about 20 minutes trying to get from Arapahoe to Valmont on Folsom Street. Felt really sorry for the folks trying to get out of the Village Shopping center or trying to access Folsom Street from the side streets, as the bumper to bumper cars only let a few in at a time and the idle time at stop lights was very long. The good news is that we actually saw someone on a bicycle! Mary
CMikeJ4	7/18/2015	Twitter	Folsom Street				1	positive	safety		My wife and I rode our bikes down Folsom Street today. Thank you for making it so much safer.
Joe	7/18/2015	Twitter	Folsom Street				1	positive	safety		Hey Boulder Colorado, loving the new wide bike lanes on Folsom Street. Now after 12 years of biking I won't feel like I am going to get hit by a car
CAlvarezAranyos	7/17/2015	Twitter	Folsom Street				1	negative	auto congestion		Dear Boulder Colorado, not sure what your idea was, but what you did on Folsom Street is inexusable. Period.
CAlvarezAranyos	7/17/2015	Twitter	Folsom Street				1	negative	auto congestion		The bike lane experiment on Folsom Street has failed. Ten minutes to go three blocks.
Ericmbudd	7/17/2015	Twitter	Folsom Street				1	positive	better for cyclists		I drove on Folsom Street (has to get a rental car for my trip to Durango) at 6:10PM. Very little traffic.
Jack	7/17/2015	phone call	Folsom Street				1	negative	auto congestion	safety	Boulder Living Lab. Oppose Folsom Street project. Massive pile ups and accidents. Only main road going north south. It is totally idiotic.
Lynn	7/17/2015	email	Folsom Street				1	negative	auto congestion		right mind take OUT STREETS? Boulder is already short on streets. You all are CRAZY!!! Sorry to be so blunt. But I have to use Folsom Street to get to work. Now it is a major traffic snarl, outright dangerous and a hazard. Are you insane? How could anyone in their right mind plan this fiasco. One more stress to cope with. And how much did it cost to make our lives more stressful. I wonder. Fiolsom was fine the was it is, except for the yellow lights every few feet. Change it back!!!!!! Thanks for creating more misery in our lives. Lynn
mslibcat	7/17/2015	Twitter	Folsom Street				1	positive	safety		I saw more bikes on #Folsom Street tonight than I've ever seen! Excellent work. #rightsizing bouldergobldr
bdegroodt	7/16/2015	Twitter	All corridors	1	1	1	1	positive	safety		Thank you! #rightsizing
Highenttopy	7/16/2015	Twitter	Folsom Street				1	negative	auto congestion		how tf can you justify making Folsom Street 2 lanes instead of 4? Are you retarted?
Jim	7/16/2015	phone call	Folsom Street				1	negative	auto congestion		Would like to have a discussion about rightsizing discussion and try to understand the numbers and reasoning behind it.
Ross	7/16/2015	Twitter	Folsom Street				1	negative	auto congestion		I'm not happy about this new Folsom Street horseshit. How do I drive across town now?
Stuart	7/16/2015	phone call	Folsom Street				1	negative	auto congestion		Diaster on Folsom Street. And you'll do the same thing on Iris Avenue. People who want to go south on Valmont use the gas station and it's a mess.
Earl	7/15/2015	phone call	Folsom Street				1	neutral	safety		No opinion yet about the changes. Need to make the traffic enforcement of cars and bikes equal. Bikes need to be as respectful as the cars
Joyce	7/15/2015	email	Folsom Street				1	negative	auto congestion		I appreciate all of your efforts. I know it is a thankless job. I cannot believe that you are going through all of the expense and inconvenience to so many residents by "right-sizing" so many main streets in Boulder. I was awakened in the middle of the night (Tues., July 14th) by road crews working on Folsom Street St. to remove stripes and make other changes. It was disruptive and expensive. I can't believe you couldn't come up with a more temporary solution to mark the lanes than to have crews working all night to remove the stripes. I live in Horizon West off of Folsom Street and it is difficult enough to turn left onto Folsom Street as it is with 4 lanes and difficult enough to turn right onto Folsom Street at some times of the day, so reducing the lanes to one lane each way will make even it more difficult and timeconsuming. I am sure this will be true for residents all over Boulder where you have decided to "rightsize". The traffic congestion in Boulder is horrific much of the time. I am able to walk to a lot of places but sometimes I have to drive if I have to purchase heavy items and it is a nightmare to get around Boulder most of the time. It is unfair to businesses who will lose business because drivers won't want to drive down the streets you have chosen to reduce lanes in. I am all for people riding bikes, taking the bus and walking but you have gone too far with the "right-sizing". It will create an unworkable, frustrating, and I think more dangerous situation because drivers may become so frustrated that they take chances driving that they would not normally take because of the added congestion. You have really gone off the deep end with this experiment. Please reconsider and forget about the whole thing. It would save everyone a lot of time, aggravation and expense. Best,
Steve	7/15/2015	email	All Corridors	1	1	1	1	negative	neighborhood cut through		should read the TAB minutes about "rightsizing". They are 100% about selling the scheme to the public, and 0% about the importance of setting up quantitative metrics for determining success or failure, considering alternatives (such as using/expanding current bike paths like on 63rd Street, or using alternate streets like for Iris Avenue, or looking at widening the sidewalks to allow parallel bike/ped use on Folsom Street as exists on S. Broadway), clarifying what the downsides might be, or ensuring that the current data is adequate for doing a comprehensive evaluation. Steve Pomerance see the minutes on Agenda Item 4 from the May 11 meeting -- unfortunately these City's web pages don't permit cutting and pasting of text, so here are the screen shots

tim	7/15/2015	email	Folsom Street				1	negative	auto congestion	evidence	I have yet to get a response from any memeber of Counsil or staff regarding the questions posed below. If you have not done so already, I suggest members of council visit the 55th Street Street "right sizing" labratory project from 5 to 6 any Monday through Friday to see the results of your experiment (cars backed up for blocks while a bike or two trickles by every few minutes). It is more than a shame that city leadership has taken it upon themselves to take taxpayer paid for - north/south and east/west automoble through ways used by the large majority, for a small number of bikers who already have an underutilized/ dedicated bike lane and sidewalk system in place. Per below, I would like to understand: 1). Imperical data that supports leaderships "right sizing" these major arteries (i.e. Car vs bike traffic on these routes). 2). The imperial data on bikers injured on the routes being right sized (#1 and 2 have ate definately ing the problem that leadership is trying to solve). 3). The imperial data on the increased emmisions as a result of the right sizing experiment (again, ease visit the 55th Street st experiment, Folsom Street and Iris Avenue will be twice the mess) 4). Can City Council legally remove lanes from roads paid for by city, state, and registration taxes for utilization of a minority of users who pay no fees without a vote by the taxpaying citizens. A direct and prompt response is requested. Thank You, Tim
Tim	7/15/2015	email	All Corridors	1	1	1	1	negative	auto congestion		exist along these routes. As requested, I am looking for the data from the traffic study that your decision was based upon (cars vs bikes on these routes). Does the City Council have any actual data to support your decision to spend taxpayer monies to remove conjested automobile lanes to widen the under-utilized bike lanes that exist on these routes. Again, this information is pre-requisite to understanding what problem are you trying to fix. I, like most I have spoken to on this issue, would like to understand if City Leadership has any data to support a decision that will lead to an increase in automobile traffic and emissions. I assume that leadership has the data that supports this expendature as a fiduciary responsibility, and look forward to you or a member of staff providing it as requested. Thank You, Tim
Jo Ann	7/14/2015	email	Folsom Street,Iris Avenue			1	1	negative	safety/Taxes		How can 7 counsel members change how the whole city of boulder will be driving on the streets. This idea makes no sense, when some one gets hurt or killed i hope that the city will be held responsible. This should of been put to a vote by the people for the people. Will the bikes have to pay their share of the road taxes? we have to pay a large fee when we renew our plates, will the bikes have to pay road taxes? Please rethink this whole idea terrible idea so many of us are going to start going to longmont to do our shopping.
Jerry	7/13/2015	Inquire Boulder	Folsom Street				1	negative	Congestion		Re: "Right Sizing" issue. This seems to be a very expensive solution in search of a problem. I suggest someone in Boulder with transportation and traffic engineering experienc read "Integrated Transportation Planning," (an abstract of which appears here: http://trid.trb.org/view/658565) then report findings to City Council. We don't need another Arapahoe Ave. SNAFU.
Nancy	7/13/2015	email	All Corridors	1	1	1	1	negative	auto congestion	safety	I didn't receive an e-mail response from even one City Council member! I wrote this letter to you about 3 weeks ago, I think. I still would like to have some of my valid concerns addressed, including what is Plan B if this turns into a traffic nightmare; what's the plan in the winter when there are few bicyclists on these "right-sized" thoroughfares; and why aren't you willing to evidence it out on one street before making the structural changes to all three? I've never seen you move so fast on an issue in all my years (38+) here in Boulder. Nancy Wigington Dear City Council members, I, like I'm sure many Boulderites, only heard about the issue of "right-sizing" for the first time in early June. I had been following some of the feedback, which I intended to join, and then read that City Council had already made a decision on June 16th. Talk about fast turnaround, when normally big issues get debated for quite awhile before a vote! I am a resident of the Whittier neighborhood, and Folsom Street is the main artery I use for getting across town. I can tell you from personal experience that there is LOTS of traffic on that road for the entire day, less at night, and even on the weekends it's busy. I am also an occasional recreational bike rider, but I have had to cut back on that due to various joint issues. I have ridden up and down Folsom Street on my bike for the past 35 years, and I never have felt threatened riding in the bike lane. At intersections I am just very aware of the car traffic around me to make sure they see me, and that if someone doesn't, I can react quickly. I am extremely wary of your "right-sizing" idea for Folsom Street and Iris Avenue. I don't know enough about the overall traffic level on the other proposed street. Whenever I drive on Iris Avenue it is also usually heavily trafficked. It's obvious that many of you City Council members feel that we should all get out of our cars and bike everywhere, but that just isn't feasible for a large segment of the population. I try hard to be a responsible driver, and combine errands as much as possible around town. I am not going to now hop on my bike and start picking up groceries, or other supplies. It's not feasible for me, or thousands of other people in this town. I hope I'm wrong, but I anticipate a traffic nightmare on Folsom Street, and probably on Iris Avenue. Going down to one lane on each side will have traffic backed up for blocks at a time, which in addition to adding to air pollution, will also increase people's time getting around, driver's stress levels and tempers (perhaps leading to some road rage directed towards bikes, since they'll be in the lane that used to be for cars). I'm also fearful that drivers will begin cutting through neighborhoods at higher speeds than posted to
Bonnie	7/10/2015	email to Marni	Folsom Street				1	unclear	safety		I am a 77 year old woman who bikes in Boulder and am willing to give this bike lane experiment a try. However, when an article appeared in the Daily Camera on July 8 with photos of riders on Folsom Street St., none of the riders were wearing helmets!!! I thought this was about safety, yet none of these bikers seemed to care about their own safety. It makes me wonder. What is it really about? Bonnie
e_h_smith	7/9/2015	Twitter	All corridors	1	1	1	1	positive	safety		bouldercolorado: It can be done! :) #BoulderCouncil. #BldrLiving Lab. TWC News Austin - About 40 Austin Streets will soon feel a bit cozier than before., as the city aimes to '

George	7/9/2015	email to Council	Folsom Street				1	negative	evidence		Dear Mr. Kemp: I was kind of surprised to read that the transportation department has started its right-sizing construction on Folsom Street. Although I opposed right-sizing, it mollified me somewhat that it was to be an experiment. Presumably, as an experiment, there would be some proposition to be evidenceed, which would then yield some quantifiable results, in this case benefits and burdens, which could then be evaluated by the political process to see whether the experiment justifies making the right-sizing permanent. My problem is that immediate construction eliminates one of the crucial requirements of an valid experiment: establishing the initial conditions of the process to be experimented on. Without knowing the initial conditions, I don't see how we will ever know whether right-sizing improves or damages what we've got now. I was at some pains to explain what I think a valid experiment would entail in a prior email to the Council Toward the goal of improving the experimental process, I'm including that email below. I'd be glad to supply further particulars if that would help. Good luck with your experimental endeavors.
Jeff	7/8/2015	Online Comment form	Folsom Street,Iris Avenue			1	1	negative	evidence		I was one of several folks who voiced concerns about this project at one of the meetings, especially with regard to Iris Avenue and traffic diversion through the neighborhoods. However, I am also someone who very much agrees with the broader goals of the plan and hopes to see it succeed. As I stated at the meeting, I am a daily bike commuter and should be this project's biggest fan...but I have concerns over whether the changes are being made in the right place and with the proper planning/research. So, this is my written plea to you to take extra care to do this well. Please be spot on in your efforts to track (before and after), and respond to, diverted traffic. Please post and evaluate comprehensive traffic diversion statistics for the Folsom Street area before continuing on to the Iris Avenue portion of the project. Iâ €™d also encourage you to post now the pre-project traffic stats for neighborhoods likely to be affected by diversion. The more transparent the decision-making can be, the more buy in you will get from the community. Also, please donâ€™t respond with speed bumps â€" nobody likes those. I think we all can agree that the changes are expected to increase safety on the targeted streets. But if even one child is killed by diverted traffic or bike/pedestrian safety is compromised in the surrounding neighborhoods, then the overall project will be a resounding failure. No one wants to see that happen. Please be vigilant in your planning and take careful action to make the experiment one that everyone can support. And thanks for looking at creative solutions to improve transportation in our town! Thank you,
Katie	7/8/2015	email	55th Street	1				negative	auto congestion		Please do not reduce 55th Street Street to two lanes. This planned change to 55th Street Street will greatly and unnecessarily increase traffic outside of Flatiron Park, especially given the substantial bike path framework that already exists on 55th Street 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 Street 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 Street, is downright foolish. Please rethink this plan.
Lieschen	7/8/2015	Online Comment form	Iris Avenue			1		positive	better for cyclists	safety	I just want to say I am excited for construction to start. I know that my neighborhood has created a strong voice against, but, based on our neighborhood email exchanges, I also know that the neighbors eager to see what happens and in support are similar in number and simply quieter as they are not concerned. Looking forward to the Living Lab! Lieschen
Peter	7/8/2015	email to Council	All Corridors	1	1	1	1	negative	existing bike lane	auto congestion	I hope this email message reaches the Boulder City Council as I want to express my strong opposition to the "right sizing" traffic project, especially the Iris Avenue portion from Broadway to Folsom Street. I am sure that you have heard many reasons from many people that oppose the project, but this summarizes my reasons: 1-Current bike lanes are more than wide enough (I've ridden them on my bike). 2-Iris Avenue vehicle traffic is already very heavy and the idea that this project will somehow get people out of their vehicles and on to bikes is illogical. 3-If bicyclists don't like Iris Avenue, they can take side streets. There can't be a good argument that taking side streets inconveniences or causes their trips to be longer. Bicyclists have chosen to take more time by riding. 4-Most people that need to travel can't ride a bike either because of travel distance, physical limitations, need to carry cargo or many other reasons. Therefore, limiting lanes for vehicles unfairly discriminates against a majority of street users. 5-If bicyclist safety is the main concern, then the bike lane can be separated by the use of plastic posts, such as those on Baseline and University. If this project is an experiment, I truly hope that it will be evaluated honestly and terminated if there is not a significant increase in bicycle traffic and significant reduction in vehicle traffic. Thank you for your consideration.

Tim	7/8/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion	existing bike lane	I would like one or more of the city council members to help me understand how removing a lane paid for by state, city and taxes levied on automobiles use is being taken for the purpose of widening an under-utilized bike path. 1) Will I be required to register my bike to pay for this new facility the city has deemed is in my interest ? 2) Given automobile traffic on these routes far exceeds that of bikes, and the existing path more than accomodates the number of riders today, what is the purpose of removing a car lane 3) Given there is never a bike traffic issue on the routes being "right-sized" by city leadership, automobile traffic will increase once these two lane throughways are taken away and carbon dioxide emissions will increase significantly, why does the city feel this is in our interest. 4) Is it legal to take away these lanes, paid for, in part by taxes levied on automobiles, without voter approval. Given there is not a bike traffic issue on these routes, and I am unaware of any statistical justification based upon biker safety, I would like to understand why you feel increasing carbon emissions to increase bike lane width on public roadways is necessary. I use the Folsom Street bike path on a daily basis from my house North of Iris Avenue to Colorado on a regular basis. I've never seen a traffic issue. I would say the ratio of cars to bikes is WELL over 100/1. More - so on Iris Avenue to Broadway. Not once have I ever seen bikes backed up. Nor are they emitting gases. I would like to understand your analysis of the traffic (car to bike) on these routes that suggest what you are moving forward with makes one iota of common sense. As city leaders, I look forward to reciept of the rational/simple math you have utilized in your "right - sizing" these routes (taking car lanes away on main thourofares for the purpose of widening underutilized bike paths). Sincerely,
Gloria	7/7/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion		Thanks to Mary young for writing the editorial on right sizing streets. I know this takes time to do but you might want to consider when you have so much negative response. Many times people do not fully understand what you are trying to accomplish. I want to let you know that I support a development impact fee. Development should pay it's own way. I also support a short term rental tax but am against short term rentals of less than three months. I would not like to feel that my neighborhood is a motel with people coming and going. I feel a head tax is long overdue. I am extremely disappointed in the lack of architectural design in many of the buildings in boulder. I appreciate density and desire to live in a walkable city. Walkable cities deserve interesting buildings and great landscaping. Perhaps a public art program for ALL new development will help but so would setbacks and interesting architecture. All attempts to get cars off the road and people into public transportation, walking or biking will get my support. I support higher parking fees, less parking spaces, free city buses, ecopasses, etc.
Katie	7/7/2015	email	Iris Avenue			1		negative	safety		I am writing with concerns about Boulder's bid to re-purpose vehicle lanes and "right size" roads for bicycles. I applaud the interest in making this bike friendly city even more of a bike haven, but I am concerned the current proposal misses the mark. I fear that your effort to create safer roads will redirect traffic to our neighborhoods and create more unsafe conditions. Your project targets increasing biking for "older people, women and families with children." My daughter Lucy just recently mastered her two-wheeler; we decked it out with a bell, tassels and basket from U-Bikes just last week. My son Sampson tries to keep up with his big sister on his Strider bike. It is a joy to watch young children master the bicycle, and I want nothing more than for them to have a lifetime of smooth safe bike routes. When kindergarten starts in August for Lucy, we will walk and bike to our neighborhood school-Foothill Elementary. safety is my first priority for my kids. We live at 1394 Kalmia Ave. The reduced lanes on Iris Avenue will have a direct impact on our street. When there is construction on Iris Avenue or Broadway we always see increased cut thru traffic on Kalmia. (The increased traffic that Kalmia sees has led transportation department to put portable speed signs, a recognition that the nonneighborhood traffic does speed.) The section of Kalmia from Broadway to 16th street has NO sidewalks. It is already unsafe for pedestrians and bike riders, and this project will dramatically increase risk to families with children and older people on this side street, and no doubt other perceived short cuts in the neighborhood. I readily agree that Iris Avenue and Broadway is a dangerous and very congested intersection. An underpass there would be a very welcomed upgrade to the neophyte bikers in the neighborhood heading to Foothill Elementary. (Does this project outline increased sidewalks, overpass or underpass for Iris Avenue and Broadway where the school children cross or a flashing light at the crosswalk of 15th and Iris Avenue?) It would be a travesty if your vision of creating a safer Iris Avenue corridor in reality creates dangerous neighborhood traffic. Please first create a safe corridor before you experiment with "right sizing" on
nathansobo	7/7/2015	Twitter	Folsom Street				1	positive	safety		Proud to be returning home to a city that values livability and human beings over cars.moving fast. @Bldrlivinglab
Tracy	7/7/2015	Online Comment form	Folsom Street				1	negative	evidence		The dates when the city will evaluate the effect on traffic on Folsom Street do not occur during when school is in session and therefore will not give an accurate picture. Also, please consider the cars turning right on Canyon from southbound Folsom Street. That lane gets very backed up during rush hours.
James	7/6/2015	email to Council	All Corridors	1	1	1	1	unclear	evidence		A city council member claimed this weekend in the Daily Camera: http://www.dailycamera.com/guest-opinions/ci_28423265/mary-dolores-young-purpose-is-safety that the "road diet" proposed by staff is in accordance with FWHA guidelines, saying "Boulder's selected road segments meet the criteria set forth in their guidebook.". In fact at least on Iris Avenue the project seems to go against FHWA guidelines according to city traffic data. The first comment on the article about the approval: http://www.dailycamera.com/news/boulder/ci_28320818/right-sizing-debate-hits-boulder-council shows with links that the city's traffic data indicates Iris Avenue isn't appropriate for a road diet based on federal guidelines. The 3rd comment on this page http://www.dailycamera.com/letters/ci_28325656/sharon-larocque-talks-about-road-diet-did-air links to other sources indicating Iris Avenue is even further above the level where a road diet should be considered. I don't see data for Folsom Street so I have to wonder if the planners even had the data they needed to see if a road diet is viable. There are many good arguments in comments on letters about the topic on the Camera like on this letter: http://www.dailycamera.com/letters/ci_28402201/sam-schramski-dismayed-and-bemused-by-oppositionroad and here: http://www.dailycamera.com/letters/ci_28408213/leslie-lacy-get-out-your-cars indicating these routes aren't good choices and questioning whether the planning department did a good job

Daniel	7/1/2015	Online Comment form	Iris Avenue			1		negative	existing bike lane	auto congestion	I have lived in Boulder my whole life and have found the bike path system to be extremely good in allowing me and my family to ride throughout Boulder in a safe manner. It seems that there is a hatred of cars in Boulder that is unreasonable and an attitude that we cannot tolerate the people whole cannot afford to live in Boulder from coming into town to provide the service we all enjoy. I do not appreciate that someone wants to turn my home into an idealistic experiment. Iris Avenue is bordered on both the north and south sides by very good bike paths, and it is my opinion that people with a desire to ride on busy streets simply to prove a point are foolish. In the last six months I have twice been nearly run over by bicyclist who have run either stop signs or red lights while I was in a cross walk, in the first case I was then cursed at for impeding their travel. We talk of sharing the roads, but many bicyclist take an attitude of entitlement. The level of traffic on Iris Avenue is extreme even with two lanes in each direction. Once we eliminate these lanes, it seem likely that people will simple bypass Iris Avenue and spend more time traveling on residential street which is the opposite of what is desired. I enjoy the peace and tranquility of riding on residential streets and find that the marginal savings in time by riding on major roads is not worth the trouble since there are so many much better alternative routes to Broadway, 28th, Iris Avenue etc. For these reasons I am opposed to this experiment and feel the city could better serve the citizens by encouraging development of housing that will allow more people to live
E.D.	7/1/2015	Online Comment form	Folsom Street				1	unclear	auto congestion		of Folsom Street between Canyon and Arapahoe. It seems this is to preserve the southbound double left turn lane onto Arapahoe. But I don't understand why two car lanes must be kept on northbound Folsom Street too. This will require a "crossover" bike lane to be installed at the intersection with Canyon, where a traffic lane ends and becomes a turn lane. These places where a bike lane weaves across a traffic lane are the scariest points in the bike network. There's one on westbound Colorado at Folsom Street, and it's really terrifying because I can't make eye contact with drivers coming up behind me and I have no idea whether they will respect my right of way. With the new lane configuration I was really looking forward to the removal of this feature on northbound Folsom Street at Valmont, but that doesn't help much if you're just putting in a new one in at Canyon.
Stephamie	7/1/2015	email	Iris Avenue			1		positive	safety		lives in North Boulder off of 19th and Iris Avenue. We're excited about the change. My husband bikes to work every day and it is often harry and scary to ride his bike across Iris Avenue to get to the south side of Iris Avenue. He rides during the snow and we've had some near misses and some accidents with there is snow covering the area. Our family is very excited including our family who we don't let ride on Iris Avenue. If you'd like to speak to us please call me or my husband Tod
Suzy	7/1/2015	Online Comment form	Folsom Street				1	unclear	safety		Possible funding opportunity http://www.peopleforbikes.org/pages/grant-guidelines
Brook	6/30/2015	Online Comment form	Folsom Street				1	unclear	auto congestion		directly on Folsom Street. I'd like to request that the particular problems of my driveway access be considered for the final details of rightsizing Folsom Street. Description My property is on the east side of the S curve between Mapleton and the hill by the trailer parks. With the low sight distance and high speeds it is TERRIFYING to pull into the driveway as a driver must slow down to almost to a full stop to turn in, as typical for a residential driveway. On Folsom Street it means almost being hit and certainly being honked at by rushed drivers who do not expect someone to slow down so significantly in the travel lane. As with any residential driveway, if I didn't back in I have to back out… right onto Folsom Street. It's terrifying and not at all safe. I imagine that with rightsizing that the traffic will flow more smoothly and more constantly, rather than in the current fast groups of cars followed by little to no traffic for a short period of time. The more constant flow of rightsizing may present another problem of having a longer wait for an opportunity to pull into traffic, which could make it extremely difficult to have an opportunity to back out onto Folsom Street and get into the northbound travel lane. Request I'd like to ask that the need for safe driveway entry be incorporated into the rightsizing street design. Perhaps omitting the bollards for a certain distance from the east side of the street south of my property so that the bike lane and separator lane might serve as a deceleration lane for entering the driveway and as a space to back into and wait for an opportunity to enter the travel lane before traveling north? However, in this case the bike lane is now being blocked. I would be interested to know what solutions come to mind for you, and to discuss possible solutions that will work best for all users. Thank you very much for your consideration.
Joseph	6/30/2015	Online Comment form	63rd Street		1			negative	auto congestion		As a working employee in this area, I'm concerned about the impacts of this project will have on the intersection of 63rd Street and Spine road. Currently making a left turn onto spine from North bound 63rd Street is difficult due to the lack of a left turn arrow. The gaps in traffic are currently difficult to make this turn safely due to the traffic volume at peak traffic times. Reducing the number of lanes to one will make this more difficult / dangerous. As part of this project please add a left turn arrows for this critical traffic intersection.
Andrew	6/29/2015	email to Council	Folsom Street,Iris Avenue			1	1	negative	auto congestion	existing bike lane	To Whom It May Concern, I am very concerned about the proposal for right-sizing roads on Iris Avenue and Folsom Street in Boulder. I am both a bicycle and car commuter depending on the day and I think that there's simply too much traffic on these roads to make right-sizing a viable idea. There are also many alternative paths for bicyclists to take that do not require riding on the road at all. I think that the Boulder City Council should focus on expanding bike routes where they are not shared with roads wherever possible. I feel it is generally much too dangerous to ride on many roads in Boulder, with the exception of smaller streets like the path along Balsam between the Broadway and Folsom Street area. I very much enjoy riding on the many bike paths in Boulder as they are very well maintained and get me where I need to go. Many times I can get around town faster riding along the bike paths than I can in a car. It would be great if I could ride without ever having to ride on the street until I am very close to my destination. I think that biking along roads is generally very unpleasant no matter what you may do to try to improve the experience. While I agree with the Council's vision to decrease car use in Boulder and make the town more bike friendly, please, focus on expanding multi-use paths around Boulder - not on trying to change city streets. Bike paths are the real way to get people to bike more in Boulder. Thank you for your time and attention. Sincerely,
Scott	6/29/2015	Online Comment form	Folsom Street,Iris Avenue			1	1	unclear	evidence		Where is the baseline data for Phase 2? Where is the performance analysis for Phase 1?
Gail	6/27/2015	email to Council	All Corridors	1	1	1	1	unclear	auto congestion		City Council members : I would like one of you to tell me what I need to do to apply to you for a traffic signal at Kalmia and Broadway. With the "right sizing" of Iris Avenue, I expect our standard 2 minute or more wait to make a turn onto north bound Broadway from the west end of Kalmia will significantly increase and I would like to start gathering the needed information for such a request. Gail
Jo	6/26/2015	email to Council	Folsom Street,Iris Avenue			1	1	negative	no bikers	auto congestion	I have lived in North Boulder for almost 30 years and I can't tell you how much I oppose any efforts to reduce car lanes on Iris Avenue and Folsom Street. There are very few bikes seen on Iris Avenue while that is a major crosstown route for cars. This part of town has both growing numbers of seniors and families with small children. Neither should be forced into a single lane on a wide street under all kinds of weather conditions to make more bike lanes that would be unused most of the time. Folsom Street is different — many more bikers, much narrower street. I can see where bikers need more protection there but can't imagine the traffic on Folsom Street being constrained into one lane. I think most drivers will choose 28th and 30th as an alternative, but those streets have more traffic than they can handle as well.

Cooper	6/25/2015	email to Council	All Corridors	1	1	1	1	positive	better for cyclists	safety	Hello! I would just like to say that I am very much in support of the rightsizing project. I commute nearly exclusively by bicycle. I personally find it quite exhilarating to ride in traffic or in close proximity to motor vehicles, but the majority of the biking population does not. Rightsizing will allow many more Boulderites to feel safe while riding their bikes. Thanks! Cooper
Gina	6/25/2015	phone call	Iris Avenue			1		negative	auto congestion		Calling about proposed change for Iris Avenue Avenue on behalf of many neighbors of Iris Avenue Court, which is the only access to our neighborhood. Iris Avenue is one of the few east-west corridors across town and used to get onto Folsom Street, 28th Streets. Please consider it carefully. It would be a problem to make it one lane
Holly	6/25/2015	email to Council	Folsom Street,Iris Avenue			1	1	negative	auto congestion	no bikers	I wanted to express my opinion about the proposed changes to narrow Iris Avenue and Folsom Street to two lanes in certain areas. I am completely opposed to removing any traffic lanes. The traffic in town gets worse all the time and narrowing these roads will exacerbate the problem. We are not going to encourage additional bike and bus use by making the traffic worse. This is a mistake and I hope you will not vote to do this. I have lived in Boulder since 1969 and think we should be improving roads and adding lanes, not removing them. Who decided to remove the right turn lane at 9th and Pearl streets? That has created problems in the intersection and traffic backups. Thank you, Holly
Renee	6/25/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion		I would expect that each and everyone of you council members and the city government workers to immediately get out of your cars and get on your bikes. Even in the winter months. As a Boulder resident, I feel I am once again being "gamed". First, we were promised light rail (and why didn't one of the city's gifted engineers notice that the proposed terminal site didn't allow the trains to turn around?) and that was taken from us, but we get screwed by the new U.S. 36 roadway. Then, without any citizen input, you decide, in your infinite wisdom, to turn 4 major streets into single lanes to accommodate cyclists who are required to pay a toll for this fine new feature. In fact, they are not required to purchase a license plate! Once again, it's dark in there folks. Get your heads out of the sand. Renée
Robert	6/25/2015	email to Council	All Corridors	1	1	1	1	negative	Future Growth	auto congestion	Regarding the City Council's proposition to shut down Folsom Street between Colorado and Valmont, Iris Avenue between Broadway and 28th St to just two lanes of car traffic and to be designated for bikes only, I wonder how any rational person would even think of this. The interior corridor between Valmont, 30th, Colorado and Folsom Street is becoming the most congested car traffic corridors anywhere in Colorado and perhaps even in the Nation; in part due to the Councils decisions regarding development, including the soon to be constructed Google Complex at Pearl and 30th. Not to mention the additional cars poring into Boulder as the construction on HWY 36 nears completion. I'm now labeling Boulder as, "A mini Manhattan surrounded by open space". Can't change whats all ready occurring. If Folsom Street is shut down to two lanes of car traffic, for one drivers will begin to hate cyclists, and there will be no way to transit around the traffic on the West side of this monstrosity. Now that this corridor is rolling to a stop, and largely due to poor planning and foresight, the Boulder City Council's now thinks that 'Bike Lanes' are the answer and that this is part of the larger concept that brought about, "Boulder Junction" etc, so, we still surviving Boulderites should get on out Bikes to further 'environmental efficiencies'. Obviously the inmates are now running the asylum!!! I ride a bike a few hundred miles a year in Boulder Proper, and after being the first witness and res-ponder to a terrible Car/Bike accident where a car turned left in front of a Cyclist at Folson and Taft one block South of Arapaho, in which the Cyclist probably won't survive, or regain consciousness (this accident never made it to the pages of the Camera), and after reading about the Council's proposals; not to mention closing down Car traffic lanes on Iris Avenue and 55th Street Streets, WHAT?, these are not heavily traveled Cyclists routes that already have safe designated Bike Lanes, I looked over and took photos of the Folsom Street situation section, and recognized that there could be many improvement made there for Cyclists, especially considering the Bike Riders to and from the University along this heavily traveled route, the most useful being CONES; VERTICAL 2 INCH CYLINDERS FURTHER SEPARATING THE CAR AND BIKE LANES WHICH REQUIRE NO MAJOR CHANGES BUT STILL COULD MAKE CYCLING ALONG THIS LOCATION A LOT SAFER, AND, WIDENING THE BIKE LANES WHERE THEY ARE CONSTRICTED AT OR NEAR THE MAJOR INTERSECTIONS.
Tom	6/25/2015	email to Council	Iris Avenue			1		negative	existing bike lane	neighborhood	Dear council members: I live at 22nd Street, just south of Kalmia. The Folsom Street revision to wider bike path makes sense. Iris Avenue does not. I urge you to rethink this to consider the data and impacts more carefully. There is a well-used, safe bike corridor via Kalmia from Broadway to 26th Street past Parkside Park, just two blocks north of Iris Avenue. That in turn connects into a trail system under the Iris Avenue tunnel and then all the way south. That is not broken - to create parallel bike lanes on Iris Avenue based on the volume, and the seasonality factors, seems to be based more on magical thinking than a combination of existing Bike lanes and safe corridor, data, unbiased analytics and a full understanding of consequences once the proposed changes are put in effect. The first consequence will be to drive cars bailing out down Kalmia and then jog to Meadow over to 26th. What is the impact on safety and quality of life to those affected neighborhoods? To a lesser degree, the same will occur on the streets south of Kalmia. Second, I am astonished that no notification, much less communication by the city to homeowners and residents in neighborhoods directly affected has not been made. It is inexcusable that we read of this in the newspaper or by word of mouth. This is not the definition of leading-edge, forward-thinking government. I'm very disappointed. My hope is that the council of the future has a stronger ability and orientation to evaluate a total cost of operation/ownership, whether it is a bike path, utility, crosswalks or most any initiative.
Carol	6/24/2015	email to Council	Folsom Street,Iris Avenue			1	1	negative	auto congestion	Neighborhood	Iris Avenue is a BUSY street, as is 55th Street and Folsom Street. Where will all the cars travel—into the residential streets where kids play? Yuk!
Driver	6/24/2015	Online Comment form	Folsom Street				1	negative	auto congestion	no bikers	I don't like the idea. Too much traffic already. It will be as bad as Arapahoe is now. 6 lanes wide and only 2 lanes to drive in. you never see a bus or bike in those wide UNUSED lanes.
Lee	6/24/2015	Online Comment form	55th Street	1				negative	existing bike lane	auto congestion	I am opposed to removing one lane of traffic from 55th Street and expanding the size of the bike lane. I ride my bike on that section of road between Arapahoe and Valmont frequently and have never felt unsafe. This seems like an unnecessary use of tax money and would simply increase congestion for a year. On the other hand, the road could use re-paving. It's in pretty bad shape.
Merrill	6/24/2015	Online Comment form	All Corridors	1	1	1	1	positive	better for cyclists		I am very supportive of your plans to make Boulder more bike friendly and keep traffic at safer, steady speeds. I do have a skeptical friend, who believes Boulder is the only city trying this, and it can't possibly work. I recall attending a Right Sizing walk through on 13th, and the staff saying that a number of other cities have successfully implemented similar plans. To answer my friend and other skeptics, could you email a list of the cities who have experimented with Right Sizing, and if they have any results, could you send those as well. Thanks!

Stephanie	6/24/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion	Cant use bike	Dear Council members: I understand why you want to expand bike lanes on four roads in Boulder. Unfortunately, Boulder's road are already extremely congested and taking lanes away from cars will only worsen the problem. I grew up in Boulder and remember the days you could drive around town without people honking and getting irritated with each other. As Boulder has grown, the roads have become quite congested causing drivers to get frustrated and angry more easily. Additionally, a large number of the people driving on Boulder roads are people who commute to Boulder for work. I don't think most of these people are physically capable or want to ride their bikes in from Louisville, Broomfield, Lafayette and Longmont, especially in the winter. I could see the bike lane expansion being feasible based on the traffic flow during the weekends when there are no commuters in town, but I don't see it working during the work week when people are commuting in from long distances. Also, if the council believes that Boulder's population has stopped increasing, then perhaps the bike lane expansion will work. But based on the number of homes being built, I don't believe this to be the case. Finally, a large number of people cannot use bikes as their main mode of transportation. It is hard for the elderly, large families and physically handicapped people to use bikes on a regular basis. Personally, as a mother of 3 boys, we will not be using the expanded bike lanes on a daily basis. It is just not feasible for us. Also, my parents who are in their late 70s, cannot use bikes to get around. Even though it would be wonderful if everyone rode their bikes, the reality is it is not going to happen. Taking lanes away from cars is only going to worsen the traffic problems in Boulder. If you have driven around town at 5:00 pm during the work week, you know what I mean. I hope the council considers what I have said and realizes that the bike lane expansion would cause more problems than it would solve. Thank you.
Tom	6/24/2015	email to Council	55th Street	1				negative	auto congestion		on 55th Street Street. Traffic is already very congested around the Ball Aerospace campus and 55th Street has become an important alternative route. Foothills / 36 is very problematic, Cherryvale is now temporarily closed, and Arapahoe's congestion eastbound was not solved by the construction that took place over the last couple years. As a result, 55th Street becomes an important commuting option for our employees to go north or south, as well as to commute east via Baseline, South Boulder Road, or Valmont. I understand the importance of bike accessibility and support the efforts. But causing even more car congestion and frustration on major routes will not enhance the public's support of the biking community, and will only diminish the attractiveness of working in Boulder. We were involved in discussions about long term improvements of the East Arapahoe corridor at an early stage, and only received late notice of the Living Labs proposal, which would have immediate and significant impact on our employees. I urge Council to take a better look at this. Thanks, Tom
Andy	6/23/2015	email to Council	Folsom Street,Iris Avenue			1	1	positive	maintenance		Hi, The project seems very promising, and as a cyclist who rides year round for recreation and daily commuting, I'm excited about it. I did have one question that I hope has been answered in your planning: What happens in winter, on snow days, with plows? 1. Will the lanes be plowed just as the car lanes would be? 2. Will plows avoid or chop down the reflector poles as seen in the visual mock-ups of these bike lanes? Thanks!
Kristen	6/23/2015	Online Comment form	Iris Avenue			1		negative	auto congestion		I'm a Boulder native and I love biking in Boulder. I've watched Boulder change a lot through the years and I love many things about it. But I HATE Boulder's traffic problems and congestion. I'm TOTALLY against closing ANY lanes on Iris Avenue. This will create MORE traffic congestion and create more commuting headaches. I drive Iris Avenue several times a day and I cannot support this project. Please don't do it.
Shelley	6/23/2015	email to Council	Folsom Street,Iris Avenue			1	1	negative	evidence	auto congestion	As a 30 year resident of the Green Meadows neighborhood, which is in the center of this area, I would like to request that the Council give this proposal further consideration. I am no aware of any traffic studies on the projected affect of continuous growth in the city. I already hear people continuously upset over the increased traffic and time it takes to cross town. Shouldn't the city be planning on how to handle this continuous growth before reducing traffic lanes? Or considering how to best improve mass transit....not 1 bike rider at a time-rather multiple people, year round-not just when the weather permits. Shelley
Anita	6/22/2015	email to Council	All Corridors	1	1	1	1	positive	safety		http://www.washingtonpost.com/blogs/innovations/wp/2015/06/22/why-cycletrack-networksshould-be-the-next-great-american-transit-project/
Anne	6/22/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion		Citizen who gets a much bigger picture—and has great ideas. The bike lane thing for this 64 year old with back issues will lose votes for some of you http://www.dailycamera.com/guest-opinions/ci_28348255/linda-wisler-how-will-rightsizing-look-this Consider, please. Anne
Ken	6/22/2015	email to Council	All Corridors	1	1	1	1	positive	evidence		I am writing to express my support for the 'right sizing' pilot project. I have read that similar policies have worked elsewhere. I do not know whether it will work in Boulder. However, I applaud your giving it a try. I have also noticed the intense whining that has erupted over this limited program. Sad to say, the whining reveals to me that this city is rapidly losing its progressive character as it continues to grow and grow and grow. As more relatively wealthy folks, the only ones who can afford the high housing costs take over, you will see less and less of what made Boulder unique in a progressive sense. Middle class people like me and Donna will be exiting this place in increasing numbers soon as we retire and find the place unaffordable with our lower retirement incomes. However, I urge you to carry on with attempt to change the car culture here. Ken
Larry	6/22/2015	Online Comment form	Iris Avenue			1		negative	no bikers		I drove eastward on Iris Avenue around 2:00 pm, from 19th to Folsom Street. No bicycles going in either direction. Then I drove westward on Iris Avenue around 3:10 pm, from Folsom Street to 19th. No bicycles going in either direction.
Larry	6/22/2015	Online Comment form	Iris Avenue			1		negative	no bikers	auto congestion	bicycle traffic needing to be accommodated on Iris Avenue (for example, I just drove from 28th to 19th around 10:15 AM and did not see a single bicycle, while all car lanes were pretty busy.) Peak hours draw some bicycles and of course, more cars. The biggest problem I see is for bicyclists turning from Iris Avenue left onto Broadway. Sometimes they have to get out between a lane of cars turning left and a lane of cars turning right. Channel all left-turning car traffic into a single lane and it looks to me like we're going to see longer wait times and/or longer green lights to go left. The second problem I see is with all eastbound traffic getting pinched at the crosswalk between 15th and 16th streets. The third problem I see is eastbound car traffic on Iris Avenue having to wait for cars to move in the Folsom Street-28th segment before they can get across Folsom Street when a light turns green. I don't see how squeezing car traffic into a single lane (each direction) is going to solve any of these problems.

Madelyn	6/22/2015	email to Council	63rd Street		1			negative	existing bike lane		Sunday, June 21st I drove 63rd Street Street southbound from the Diagonal (Route 119) to Valmont Ave. There is a separate cement bike path on the west side of 63rd Street St all the way from the Diagonal past Jay Road, which go under 63rd Street St at the one curve to a stone walled underpass and connects at Valmont to a east-west bike path to downtown Boulder and another north-south bike path to South Boulder Rd and beyond. I and many other Boulder citizens, don't want our tax dollars spent on 63rd Street to "right-size" it from a 4 lane divided highway to a 2 lane vehicle road, when this is NOT needed. 63rd Street will have the same emergency vehicle access problem to the Boulder Reservoir and Diagonal from the Fire Station located on 63rd Street, as Folsom Street and Iris Avenue. Why have we spent millions on the existing Bike lanes? To make biker safer, if one wants to appeal to emotions. Bikers should use the bike paths that have been provided for them at a huge expense and non of our existing street configurations should be changed. I would say $20M budget needs to be spent on our roads. I have lived in SW Table Mesa for 45+ years. As was pointed out in the Daily Camera letters today, several years ago, a westbound lane was "right-sized" away from vehicles for bike use. The east bound lanes of Table Mesa (between Lehigh and Broadway) are marked for the right lane FULL USE FOR BIKES. All of this presents a very dangerous situation. Vehicles westbound use both lanes for several blocks with the left lane trying to beat out the right lane to the point where the two merge. East bound bikes are VERY hard to see in the morning hours because of the angle of the sun through the street lined with shade trees. I encountered 3 in their racing suits at 7a on June 18, 2015 racing down from NCAR. At the bottom of the eastbound hill, bikers have to cross the vehicle traffic to continue northward on the west side of Broadway bike path. Well thought out indeed!! I would think that the westbound lane that was taken for bikes could be used for both east and west bound bikes, after all a bike doesn't use that much horizontal space and has clear visibility of each other. But that might be too much common sense.
Shelly	6/21/2015	email to Council	All Corridors	1	1	1	1	negative	no bikers	neighborhood	The bicycle traffic on Iris Avenue is minimal. Iris Avenue is a main artery for East to West traffic in the city. Is Edgewood Drive to become the next traffic artery? City Council needs a recall. City Council should go away! Shelly
Hilary	6/20/2015	email	Folsom Street				1	negative	auto congestion		City of Boulder: your plan for Folsom Street is a complete disaster. At 5:30 this afternoon, (and mind you, most of the students are gone) there was a backup from north of Pearl St. all the way to Arapahoe. Your behavior will never get me to ride my bike in town. PLEASE do not ruin the other streets you are targeting !!!! Stop the nonsense!!!! Hilary
Leonard	6/20/2015	email to Council	All Corridors	1	1	1	1	unclear	auto congestion		Council, Below is the info Lisa requested after my evidenceimony last week re Right Sizing. http://cp.mcafee.com/d/5fhCMUg3x8idEIcIfececL6XCTHIe9I9CTHIe9LFCQXIIcI6z8dS4SDuX3ybbVKRmUmAu2y5mPQfzqFZoWxnydj9IxlIZ3USGvmeElUzkOrgt8ceffLZvCkhPdShTnKnjpv7sUPtBxB7BHFShjlKYDOEuvkzaT0QSyrhdTVeZXTLuZXCXCOsVHkiP2D8hGlgG7YLBcfvGptEGF_tO2S1nWMSa02eUTFoK2V4isNWtNygFa14uDu5pCPWGWm1iKByVqk2-NIjBfXjrz_bCS6n7zobAh9Pd4592AE4jh1a3Jjh17NpLWjdFLCVjzw_SfGuFqaes.pdf?dl=0 Leonard
Aaron	6/19/2015	Online Comment form	55th Street	1				negative	existing bike lane		The Year Baseline and Foothills and work at 55th Street and I can. I commute by bike and by car on different days. I feel more negative about this idea on 55th Street. While it is a more direct route from my home to my work I find it more enjoyable to take the bike routes that are already in place. I can already traverse this route by going along the Boulder Creek Bike Path. I think the main issue you should address is the flooding of these paths. If bike's are so important in Boulder then why are the bike paths flooded and the streets are dry. Invest money to raise these paths up or install flood walls. In addition it would be nice to see a path from Gunbarrel to the rest of boulder that one could travel on without dealing with cars. This was a major deterrent from us looking at Gunbarrel when buying a house. Then while you're doing that try to extend it all the way to Longmont.
Amaraja	6/19/2015	email to Council	All Corridors	1	1	1	1	negative	communication		While being at the June 15th meeting, I noticed that 90% of those in favor of the project were single males with no kids. This clearly indicates the Living Lab project is not targeting or engaging the intended democratic and doesn't have the right plan in place. Once you do see at least 70% responses that are positivefrom the parents, senior citizens, and women, then the right plan has been presented and can be executed with confidence. The Living Lab Project Staff didn't engage (which is a missing E) the parents who drop off their kids at the local daycare centers and schools. If it had been done, then new ideas and support would have evolved, instead of going with the cookie cutter approach by just following what other cities have already done. As a 40-something full time working mother (your targeted demographic) I humbly suggest the following: • I strongly urge and encourage our city council & board to shift it's efforts from the Living Lab project for bicycle lane expansion, to more robust, accessible, and enticing multi-use sidewalks / paths, and install a state of the art non fossil fuel dependent public transportation system. • The current bike lanes on Iris Avenue Ave between Broadway & 28th Street, could all be expanded to become multi-use sidewalks, which would take bicyclists off the roads for more safety, and these multi-use sidewalks could be used by ALL residents of Boulder, not just serving the able bodied bicyclists, which doesn't represent the entire populous and is short sited. By placing such concentrated efforts on a system, that is already Nationally recognized, gives me the impression of discrimination towards those who are not able bodied (wheel chair bound, blind, deaf, old age, too young) or have a mental impairment that prevent them to ride a bicycle. It gives the message to the world, "Here in Boulder, we really only prefer to accommodate those who can ride their bike first, before those who are not able to". • Multi-use sidewalks / paths and public transportation can be used by, and serves all residents, with public transportation being available in all kinds of weather conditions.

Ben	6/19/2015	Online Comment form	All Corridors	1	1	1	1	negative	cost		As a commercial driver who earns a living on the roads of Boulder, I would like to offer my opinion regarding the designated bike lanes project. In 2011 a NH motorist crossed the white line, striking my father and his friend while cycling. My father suffered a severe traumatic brain injury along with multiple bone fractures, permanently compromising his mobility and speech; his friend was killed. I am an advocate for bicycle safety. However, I also realize motorists pay a lot of money (both commercial and non) for highway space, maintenance and repair, through vehicle registrations. So why not mandate that all cyclists purchase a registration sticker? Similar to a dog license or park entrance fee? Additionally, many bicycles cost more than a car. There is little reason motorists should have to both subsidize this project and have their travel lanes compromised, often making their jobs more stressful. If the City is going to encourage cycling, have a way to subsidize it; proceeds could be used to purchase lane markers and even to widen roads in some areas. Enforcement could easily be done via roadside scanner, no different than an EZpass, HOV lane, or toll camera. I truly admire the collective spirit of the residentâs of Boulder to lead a safe, fun, healthy lifestyle! If you would like my opinion further on this project or anything else in the future, feel free to contact me. Sincere Regards,
Jo	6/19/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion		Your rush to implement significant changes to major roads in the City of Boulder is so ill-conceived that it is hard to imagine that this isn't a joke. You really think that it is a good idea to reduce that traffic lanes on Iris Avenue to two and there will be no down side for drivers. The traffic is already problematic and what about pollution and congestion? Where are the studies done to fully understand the impacts. The idea that this is a evidence or under study for the long term is also a good example of backward thinking. Please rethink this very poorly thought out decision. Thank you Jo
Lauren	6/19/2015	email to Council	All Corridors	1	1	1	1	negative	existing bike lane		Dear Council Members, I'm deeply dismayed enough about the current "right-sizing" plan to be spending my time reaching out to you. I am pro-bicycle. I think providing bike lanes and paths is an important part of our transportation planning. I use them. My kids use them. That said, I think the plan to REMOVE traffic lanes on roads that ALREADY have bike lanes is ill-conceived. The minimal increase in bike usage compared to creation of traffic problems on some of this town's best thoroughfares, is just foolish. I'm sorry, but it really is. I know the bike community is a well organized political action lobby, but this is not a good plan. As a general rule, I'm a fan of the work done by the City Council and our local government. This plan is an exception. But rather than spend my time re-inventing the wheel, I'd like to reprint for you what I thought to be an excellent Letter to the Editor in today's Camera. I don't know this guy, but I think he's spot on. Please see below. Oh, and I'd like to add one more item to his list - expansion of the existing Boulder Creek Path (which does not impede car traffic). I'm an almost daily user of the Creek Path (love it), but in in the "good weather" months, it's usage is pretty much beyond capacity. Expanding THAT would be a MUCH BETTER use of our limited resources. Thank you for your consideration.
Anonymous	6/18/2015	Online Comment form	55th Street	1				negative	auto congestion		Horrible idea!!! There is so much traffic on 55th Street st now, that it is frustrating in the morning and late afternoon. This is almost a worse idea than whoever approved the Arapahoe mess from 65th to 75th. Only 2 lanes under the railway tracks is horrible and gives everyone road rage in the morning with the fools that wait until under the tracks to merge. Then all that wide street and only 2 lanes for traffic. Why ruin 55th Street as well??
Commuter	6/18/2015	Online Comment form	63rd Street		1			negative	auto congestion	Communication	Folsom Street is a major street. There is Broadway, Folsom Street, 28th that will move traffic north and south. Why would you want to turn 63rd Street into another mess like Arapahoe is between 63rd Street and 75th? These lane changes are bad ideas! Employees already don't like commuting to Boulder and this is making it worse, along with the 55th Street St proposed changes. Why don't you just stripe the streets through September and lets see how long that lasts before public outcry of not being able to drive across town in less than 50 minutes!!! At least you wouldn't be wasting millions of dollars on BAD PLANNING, with NO PUBLIC input because you only announced these bad plans a week ago, AND Arapahoe is a mess... when will that be made better??? TERRIBLE IDEAS!!!
Frustrated	6/18/2015	Online Comment form	All Corridors	1	1	1	1	negative	auto congestion	Communication	The city may as well let WALDMART build at both ends and shut down Pearl Street. Because that will be the effect when your planners get their way of slowing traffic flow..... NO ONE will want to be downtown because of all the road rage. Who dreams up these messes and pushed through QUIETLY with NO public input because you didn't want anyone to complain or give their HONEST feedback????? Why isn't someone looking out for us business owners that are having trouble keeping employees because the commute into Boulder and through Boulder is UNDESIREABLE at best?
George	6/18/2015	email to Council	All Corridors	1	1	1	1	negative	evidence	auto congestion	of several major in-City arteries. The good thing is you tried it as an experiment. Please let me recommend the way I hope you'll evaluate the results of the experiment. Overall, it seems to me the arguments in favor of right-sizing boil down to these: 1) the volume of traffic on certain major arteries makes them dangerous and hard to use by those using other transit modes; 2) encouraging or enabling other transit modes on those arteries is a positivepublic good; and 3) slowing down the traffic on those arteries will encourage/enable and make safer those other modes (thus increasing that public good); and 4) auto traffic on those arteries can be slowed down without reducing its volume so much that the good of increasing the other non-auto uses outweighs the bad of constricting the current heavy traffic flow somewhat. As on every other issue, both sides make assertions and assumptions about what will (or ought to) happen if its side prevails. Each side cites authorities supporting its assumptions. I'm the same way. I'm a biker, but I oppose right sizing of major arteries. Let me share my assertions and assumptions with you. I assert that high arterial volumes are a considerable public good. Traffic volumes on arteries exist because the public needs that volume to get around. If people didn't need those arteries, they wouldn't be crowded. And it's precisely those volumes that take traffic off neighborhood streets. I agree that encouraging alternate transit modes is

Hannah	6/18/2015	email to Council	All Corridors	1	1	1	1	positive	better for cyclists		Hi Everyone, I was so happy to see your general support for the right sizing projects! I am grateful for your consideration and support for this important improvement. I know staff has worked incredibly hard on this issue and I am very excited to be a Boulderite right now! Thanks again! Hannah
James	6/18/2015	email to Council	Folsom Street,Iris Avenue			1	1	negative	existing bike lane		As a resident of Boulder I'm very skeptical of this idea to reduce traffic on Folsom Street and Iris Avenue. That said, I'm all for safer, and easier bike access, as I bike downtown from my neighborhood at least once a week in the summer. The existing Folsom Street bike lanes are very "tight" and I don't enjoy riding them (that's the case for 30th Street along with about any road out there) However, reducing a lane of car traffic in each direction cannot be the ultimate solution. These are our city's main North / South and East / West arteries. There is a bike path, "Elmers Two Mile" that connects down to "Goose Creek Path" I use all the time. This path will dump you out on Mapleton if you know how to cut through the trailer park and allow you to completely avoid Folsom Street and Iris Avenue. The point is I think biker education along with enhancing our bike paths is the way to go. Last, why not totally remove the bike lanes on Iris Avenue and Folsom Street and add a wide bike path / enhanced side walk on one side of the road like they did on Pearl Pkwy? This allows traffic lanes to remain and keeps bikers safe at the same time. The traffic issues in Boulder are going to continue and reducing lanes will solve nothing. Most of the vehicle traffic in Boulder comes from external residents coming into work, so how are these bike lanes going to reduce any CO2? If all those cars sit in traffic for an extra couple minutes each day how much extra CO2 is going to be produced? People aren't going to bike in from Erie, Louisville so we really aren't removing any vehicle traffic. I just don't see any logical argument backed with sound data behind this project? It's frustrating to see Boulder make emotional decisions when it comes to transportation. If it truly is just a "Living Lab" then I guess we can wait and see what happens and judge it after the fact. I'm worried though this is a "soft" approach to introducing permanent anti-car policy. Going to try
Mary	6/18/2015	email to Council	63rd Street, Folsom Street, and Iris Avenue		1	1	1	negative	auto congestion	emergency response	RE: Changing the traffic lanes on three Boulder streets. One concept that is incorrectly being used to support these changes is that it is just fine to trap south-turning Norwood drivers for several minutes as cars stream uphill on Broadway in single file during heavy traffic times (morning, noon, and evening). I hope you are worrying about these likely effects of the changes: Longer emergency responses (especially if middle lane is blocked) Hazardous turning of bikes and cars across long lines of cars No additional protection for bicyclists at driveways and cross streets More pollution from idling cars I'm copying some data below that I hope you will take to heart. It is not too late for you to back away from this wrong-sizing of our streets. Let's have some civil conversation and more analysis and see what other possibilities would be better. Thank you, Mary
Phil	6/18/2015	email to Council	All Corridors	1	1	1	1	positive	safety		Dear Mr Karakehian, Your exchange with Mr Shoemaker the other night shows a level of self absorption that is deeply disturbing. I don't care if it's 12 seconds, 12 minutes, or 12 hours of your time due to increased traffic. A disruption of "your time" is still far less valuable than a single human life. I have been traveling through England, France, Spain, and Iceland for the last few weeks. Protected bike lanes are everywhere in cities from ~50K people and up. They are also extremely prevalent in the enormous cities of London and Paris as well as all over the country of Iceland which has a total population of ~390K. Millions of bike commuters use these paths on a daily basis even when the weather is horrendous as it has been during my visit in Iceland. The auto traffic in places like London and Paris make Boulder's traffic look minimal. If the bike lanes were removed in London and Paris the increased auto and bus traffic load would cripple those cities. Having lived in Boulder since 1993 I've watched the auto traffic get continually worse and the number of auto / bike incidents increase. It's about time we try something that has been proven to work elsewhere so the north / south bike commuters can travel more safely. Karekehian thought the entire plan was deeply misguided and "an assault on common sense." That led Shoemaker to respond, "It's an assault on common sense to not trade 12 seconds for a human life." "We'll see if it's 12 seconds," Karakehian said.
Schuyler	6/18/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion		I think the curmudgeon's Daily Camera piece on 6/16/15 is on target. Right-sizing is going to flood neighborhood streets with commuters. Your social-engineering attempts are stupid, insulting and more importantly Boulder is a town of cats & everyone knows you can't herd cats. P.S. The curmudgeon is Bob Greenlee. sky
Tired	6/18/2015	Online Comment form	All Corridors	1	1	1	1	negative	access		Did anyone in Boulder read the new proposed costs of driving 36 to Boulder from Denver? ? The Colorado Department of Transportation has unveiled the new toll proposal for the first phase of the U.S. 36 Express Lanes â and drivers without passes could be paying nearly $14 to use them between Broomfield and Denver. So you want employees to pay $14 or more to drive here, then not be able to get across town in less than an hour, and someone thinks this is a good idea??? What is wrong with the planners that they DON"T take businesses and employees into consideration when worrying about people wanting to ride their bikes?? A lot of bike riders obey the laws and are not a problem. There is a large contingent of bike riders that ride against traffic, start on a sidewalk and jump to the street in the middle of a block, don't wait for stop lights, don't wait for walk arrows when they are already on the sidewalk... How about charging them a fee and letting the rest of us get to work on time. Just as bad is flat irons Subaru that the city CONTINUES to let them park on cherryvale street UNDER THE SIGN THAT says NO PARKING YOU WILL BE TOWED...
Brian	6/17/2015	email to Council	All Corridors	1	1	1	1	positive	better for cyclists		Thank you very much for your support of the city's Living Lab Phase 2 projects. I appreciate that you acted on the facts, and not the emotions and fear-mongering about what might happen. These and other Living Lab projects are a sensible solution that can be undone should they not meet the community's standard of success. I was pleased that you've approved that staff move forward with multiple corridors, as each are unique, and there will be many lessons learned from each individual project. I hope that 55th Street Street will be reconsidered in the future as I ride on that road often and the vehicle speeds and close calls with automobiles make it a very unsettling experience. Thank you for your service to our community. Sincerely, Brian

Eleanor	6/17/2015	Online Comment form	Folsom Street				1	positive	safety	Better for cyclists	Folsom Street. We live in n. Boulder and would love to ride the whole length of Folsom Street regularly with kids, at rush hour etc. It would make a huge difference to us to have a direct and safe route into town/cu/ creek path etc. Right sizing will massively improve the south part of Folsom Street, but I'm worried that the section from Iris Avenue to Valmont will prevent us from riding with kids, which is such a shame. The bike lane in that section is really narrow, and so is the car lane, so you feel squished between parked and moving cars. And there is the constant and real danger of being doored by the parked cars. Is it possible to eliminate the parking lanes? All the houses have big driveways and garages so they dont need on street parking. I cant see that that should be a big issue. Right sizing this section would make a 'complete' and direct north/south route and would be SOOOO much more valuable than some pieces of it. (north of Iris Avenue is low traffic and fine as is). I'm very worried that without a safe route from Iris Avenue to Valmont, you might not see the increase in biking that you would like and so the whole program might get shelved. Right sizing the whole route would make it really inviting. Could you comment on this and let me know what the options are?
Franfes	6/17/2015	email to Council	Iris Avenue			1		negative	existing bike lane	no bikers	There are already bike lanes on Iris Avenue. Why would reducing the number of car lanes improve the situation? At university between 9th and Broadway, bikers seem to prefer the car lane rather than the super protected bike lane there. also, i have almost never noticed bikers on Iris Avenue between Broadway and 23rd which I travel on at least once per week. Frances
Kaye	6/17/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion		Hey city council! This about says it! Bad, bad, decision by council re: right (wrong) sizing for the majority of Boulderites! http://www.dailycamera.com/editorials/ci_28325209/editorial-ban-cars-boulder
Leslie	6/17/2015	email to Council	63rd Street		1			negative	Future Growth	auto congestion	to hear back from each of you when the last time you were in Gunbarrel? You have dumped an excessive amount of apartments here! We have an active business community as well as residential. Many, many people commute in to BI, Covidien, Lockheed Martin, Spectra Logic the new Avery Brewery(which has its own driveway to 63rd Street) amongst many others The traffic is INSANE in the mornings and in the evenings! We were told (By our fair city) our traffic would be diminished with all these apartments because everyone would be moving there then walking to their jobs! This was based on a study done at Berkley! REALLY???? Many semi trucks use our roads 24/7. Taking left hand turns both ways on Spine. It appears you have an agenda that does not benefit the masses. I would like to know the advocacy groups involved and how many are out of state groups. I'm tired of myself and many others being made out to be "the bad guys" because we drive our cars!! I love my car and I love where it takes me! I will NOT give up my car! I am extremely concerned about the access for emergency vehicles getting through. Weaver states that people can wait an extra 12 seconds to save a life. What about the people who require emergency assistance, which would include cyclists??!!! This will slow down emergency response for sure. Please provide me with your research that you conducted that shows this 12 second delay since it seems so "official" I bet Berkley did one!! Guess you don't care what the fire chief has to say. You have a responsibility to protect all the publics safety!! Not just the cyclists!! Let's be sure to remember the 63rd Street street project is in front of not one but TWO fire stations!! I do NOT understand how you could put so many at risk of a slower response time! But I guess 12 seconds isn't that big of a deal? Cars taking left hand turns and hitting cyclists while being on their cell phones is terrible. Why are you not regulating cell phones? Many cities have laws about cell phones that are strongly enforced!! Seems right up your alley telling us all how we should live our lives. Let's also remember that the car is not always the one at fault. What I see from many many cyclists is a lack of respect for the rules. I have to be licensed to drive a car yet any yahoo can ride a bike. I pay taxes, and car registration and yet the City Of Boulder can't maintain our roads, yet you can be frivolous enough to build these special bike lanes? Please, help me understand! I feel like I'm speaking to my children. You can't do the fun stuff until you take care of the important stuff. The roads are in unbelievable shape, yet your going to spend my money to slow down mine and many others commutes for a small percentage that rides to work. Almost all the cyclists I see are not going to work but riding
Shyna	6/17/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion	cost	I'm just back from a trip in my car that included travel on Folsom Street and 28th Streets. Thinking about how traffic will change due to the upcoming lane changes to accommodate cyclists, it's very likely more traffic will end up on 28th Street. Driving on 28th Street is a dangerous endeavor as cars slow, duck and weave to avoid pot holes, cracks, crumbling pavement and sunken manhole covers. Every once in a while a crater size pot hole will be filled and the quick fix lasts a couple of weeks as the cheap repair turns out to be a complete waste of money. BEFORE spending taxpayers' money on a new road project, I think the city council should do the responsible thing and fix the streets that are already in disrepair that will be negatively impacted by these changes. I was taught to take care of what I have and it will last. Boulder, take care of your streets! Shayna
Tim	6/17/2015	email to Council	Iris Avenue			1		negative	cant bike	auto congestion	Gentlemen/Ladies, for those who approved killing lanes (like Iris Avenue) for cars over bikes- are you delusional? Why in the world would raise the driving pressure of 90% of our population for maybe 1% of the population(bike riders)? Do you really think we will park our cars and carry 6 bags of groceries in the snow, rain, heat, cold etc. on bikes? As a Boulderite for 45 years I have seen "good intentions" on the part of city council come to good AND ill the difference I have observed is "Common Sense". I see no common sense in making Iris Avenue two lanes where there is two 4 foot bike lanes now and must say rarely used at that. If you drive a car you have noticed more bad manners and rage more than ever seen before- its "frustration". Why would you raise that level for no practical reason? As a representative body I expect you to represent the majority not the minority! I know you all have long hours but must say this kind of foolish decision making, to me, does not encourage me to vote a pay raise as being contemplated. Additionally related, I have given up in supporting downtown business because lack of access to reasonable parking places, you have to drive around and around defeating the very idea of traffic mitigation. Also it seems stalls continue to decline with new large concrete islands, then killing more street stalls for bike racks when they could be combined? Again is the thinking cars will magically disappear ? Yes they- will with the paying citizens. It seems to serve the citizenry you would support finding more convenient parking not killing them.....just don't get the apparent short sightedness, someone please help me understand, I'm missing the thing I came here

Amaraja	6/16/2015	email to Council	All Corridors	1	1	1	1	negative	cant bike	existing bike lane	walked to school, took the school bus, road my bike, and walked everywhere. There just wasn't a need for me to get a drivers license or a car until I turned 21. So I know very well how to get around town without a car. It wasn't until I switched jobs, and lost the ability to get the ECO-Pass, that I was enticed and convinced to learn how to drive and get a car. The bus system was just too expensive as a regular resident of Boulder, and I couldn't walk or ride my bike in the Monsoon down pours, high winds, and snow storms. Yes, we have more than one season here in Boulder Colorado. As a long time Boulder Native and resident, my take on the Living Lab project for expanding bike lanes is the following: • Expanded bike lanes only serves bike able individuals, which doesn't represent ALL of Boulder's demographic of residents. • Boulder is already recognized as one of the top bike-able cities in the Nation. Been theredone that. • Apparently our sidewalks need more help than the bike lanes, since more and more runners, have started to take to the bike lanes on the roads, instead of the sidewalks. • We need to re-align our efforts to serving ALL of Boulder's residents, not just the able bodied, by maximizing our options and efforts, for a top of the Nation public transit system and pedestrian accessible city. • I strongly urge and encourage our city council & board to shift it's efforts from the Living Lab project for bicycle lane expansion, to more robust, accessible, and enticing multi-use sidewalks / paths, and install a state of the art non fossil fuel dependent public transportation system. • The current bike lanes on Iris Avenue Ave between Broadway & 28th Street, could all be expanded to become multi-use sidewalks, which would take bicyclists off the roads for more safety, and these multi-use sidewalks could be used by ALL residents of Boulder, not just serving the able bodied bicyclists, which doesn't represent the entire populous and is short sited. By placing such concentrated efforts on a system, that is already Nationally recognized, gives me the impression of discrimination towards those who are not able bodied (wheel chair bound, blind, deaf, old age, too young) or have a mental impairment that prevent them to ride a bicycle. It gives the message to the world, "Here in Boulder, we really
Bill	6/16/2015	Online Comment form	55th Street	1				negative	auto congestion	access	I drive on the 55th street street section every day to and from work. Traffic is generally light but at 5 pm when everyone leaves it can be a nightmare. The double turning lane onto Arapahoe confuses many motorists and causes a lot of issues. There should be signs way in advance of the light. Cyclists do not seem to have an issue here with the normal sized bike lanes. Me and about 10 people from my company ride those bike lanes a couple times a week and we do not have an issue with safety. Generally cars drive pretty slowly along this 55th Street street section. If you want to fix something, fix the horrible pavement around the train tracks. People have to slam on their brakes to creep over the uneven concrete where the tracks cross the road.
Dan	6/16/2015	Online Comment form	55th Street	1				negative	auto congestion		I would much rather see 55th Street stay two lanes in each direction with a multi use path on the side instead of the road losing a lane in each direction. Traffic during rush hour is bad enough on that road already.
Dan	6/16/2015	email to Council	All Corridors	1	1	1	1	negative	evidence	outreach	Hello Boulder City Councilors, I regret I can't attend tonight in person, I couldn't get sitters for my kids. You've heard so many pleas around the Living Labs project, from outrage to cheerleading to confusion and plenty of good questions. I want to reiterate my request you put this on hold for a base and very real concern: this is a recipe for tension in the community between various demographics and pointedly between drivers and cyclists on any roads. The reasons and rapport between the negatively affected parties and those who like this idea is simply not fully baked yet. Since everything is theoretical - pro and con - and this isn't urgent, please put this Living Lab on hold. With all that is also going on re: density, neighborhood rights, comp plan and housing visions, etc., this is an unnecessary and very tangible, confusing and seemingly punitive anti-car flash point. Thanks for your consideration and listening to all the views tonight. I respect your efforts to address all these details. Sincerely,
David	6/16/2015	email to Council	All Corridors	1	1	1	1	positive	better for cyclists		my comments and the commentary that appeared June 6 in the Daily Camera. On the comments, the final bullet I didn't have time for…some motivation to get to something like a form-based approach to bike-friendly street design. Cheers, d. ———————— Comments for 15-June: I was surprised and excited to read about plans for Phase II of living lab a couple weeks ago. I'm on the Daily Camera Editorial Advisory Board, and we decided to write about the subject in the June 6 edition…so additional thoughts from me are available online. In that commentary I mentioned the dramatic increase in enjoy-ability of visiting cities from NYC to Paris and Berlin since they have started redesigning their streets to be more bicycle and pedestrian friendly. My home-away-from-home is Amsterdam (long story), so I've spent a lot of time looking at how The Netherlands led the way in smart design for bicycle traffic. In The Netherlands, they have an excellent tradition of reality-based decision making through input and discussion among parties with vested interest in the issue at hand. This process, recently dubbed the "Polder Model", may not always lead to complete consensus, but I like to think about it as leading to "cooperation despite differences". Executing Phase II in a smart way, with good outcomes analysis, should help mitigate polarization and negativity from those who are skeptical, so let's do this right. I live right along the Baseline Phase I isolated lanes, and just love how safe I feel along that stretch compared with the critical 30th Street north/south route. Right now, those white "Bollards" (a word I just learned from Living Lab) are serving their purpose, but I'm really looking forward to when we can have more attractive dividers. Think brickwork and landscaping. It's really serendipitous that the other major subject for this evening is form-based design. This approach is also perfect for creating safe and attractive biking corridors. In The Netherlands, isolated bike lanes adjacent to sidewalks are easily identifiable by the color of the paving stones, so cyclists just follow the reddish path while pedestrians stay on the gray.
Jared	6/16/2015	email to Council	55th Street	1				negative	no bikers	auto congestion	I have seen many signs around 55th Street and Central asking for feedback on the new proposal: If I must be honest, I do not see a need to expand the bike lane in this area. There are not many riders on this road to make this worthwhile. However, there is an abundance of cars and trucks that use this road very often. I think by making these changes would only cause the traffic to be worse which could pose a threat to bicyclist more so than how it is now. This is my opinion. Please let me know if this message has been received. Thank you, Jared

Jeff	6/16/2015	Online Comment form	55th Street,63rd Street	1	1			negative	cant bike	auto congestion	How layme it would be if we could all live within a few miles of where we work in Boulder and bike to work riding down monstrous bike lanes, but the reality is that many people who work in Boulder need a car throughout the day for their jobs, or they commute from neighboring communities. Have any of the people deciding this fate for the city driven on these corridors during rush hour? They are already backed up with cars for blocks and blocks. I feel Boulder already has a much better biking situation than most cities I've visited, with plenty of bike lanes completely separated from traffic and running along gorgeous creek and mountain views. Boulder has overpopulation and overdevelopment issues, so to me taking away lanes of traffic on a couple of the very few ways in and out of town will cause huge delays, frustration, and smoggy traffic jams.
JM	6/16/2015	Online Comment form	55th Street	1				negative	cost	auto congestion	city limits. There are still a lot of people commuting from outside of Boulder that will probably be hit the hardest with increased traffic by shutting down an entire lane. What's wrong with expanding on the bike paths we have now? The cyclists already don't use caution when cycling on the road, how will this make things better? It would be far more simple to expand on the paths that exist or create more than close down lanes on existing streets. Especially with the bus system, you would have people stuck behind a bus for miles if this is implemented. I can't even imagine the kind of road rage that would result from this. It would be great if we could all bike into work or use the buses but that system isn't even fully available. For instance, I live in East Longmont, there is no bus I can take directly from my house to get to Boulder in a timely manner. Unfortunately, the best option is to drive. Now, when I lived IN Boulder it made sense to take the bus or bike everywhere. But again, not everyone can afford to live here. This proposal is highly inconvenient to the working population. Lets fix the roads, extend the existing bike trails (not on the roads) and expand the bus system with all of that tax money.
Katie	6/16/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion	Cant use bike	I have been a member of the Boulder community since 1994 and I am a working mom of two young boys. I have concerns about the potential changes to Iris Avenue avenue. I live at 4059 Dawn Court in north Boulder. I am worried about delays in coming to work. I can only drop my boys off at daycare at 7:30 in the morning, which only allows me to have 10 minutes to get to work. I am unable to bike due to these tight time constraints and trying to haul 70 pounds of children in a timely fashion. I am also worried that decreasing the lanes of Iris Avenue could back up the morning traffic even more. Currently 28th and Iris Avenue Avenue are very busy around commuting hours. Furthermore, I am a practicing physical therapist and treat a large community of people with injuries. Many of them are unable to bike commute due to their deficits. I hope that you will take my concerns into consideration. Sincerely, Katie
Lacie	6/16/2015	Online Comment form	55th Street	1				negative	auto congestion	access	Making 55th Street street from Arapahoe to Pearl a two lane road would be a disaster. At 5 o'clock in the afternoon the right lane heading towards Pearl street is already backed up to Flatiron Parkway because of all the people trying to go straight and turn right. I drive down 55th Street toward Pearl street in the left lane because I turn left onto Pearl street. If everyone had to wait in that same lane to go anywhere, we would be stuck there for a long time and we would all be very unhappy. I support cyclists and the other roads that will be modified, but I cannot support 55th Street street being modified. Thank you for your time.
Madelyn	6/16/2015	email to Council	All Corridors	1	1	1	1	negative	cost	existing bike lane	comments and the various council comments. Most of the council members were appealing to emotion by using the "safety issue" as the main reason for voting for this project. George and Lisa made the most sense for the rest of the community, other than the bikers, which of course turned out in full force for the citizen portion. One of the citizen comments stated that temporary cones could be installed to block off the lane for bikers as a much less expensive solution for a trial period. Of course it is easy to spend other people's money. One knows that if $140K or more is spent to reconfigure Folsom Street the same people will bulk down the road to spend a similar amount to undo the changes if this experiment doesn't work. No mention of this happened with the various council member's discussion following the citizen input. Lisa is very correct that the citizens of this city have had soooooo much shoved at them over the past number of months, which begins to feel like it is on purpose because the citizens have no time to fight back. I hate to open the Daily Camera anymore to see what the city headlines of the day are. I've lived in Boulder 45 years and living here used to be fairly non stressful from a city government point of view. Not anymore and frankly I am getting VERY tired of putting up with this and paying high taxes to support the various experiments. An alternate bike path was suggested for 63rd Street - but continually skirted by the council members. The same with Iris Avenue and 55th Street. Folsom Street is a main north-south artery, even though most council members seem to put it at the top of the list to do first. I guess I will find 9th street now instead of Folsom Street and other's will probably do the same. On Broadway we have multiple busses to skirt that essentially turn it into a 2 lane street most of the time. Table Mesa from Broadway east to the turnpike exit is the same problem with left turning traffic into Martin Acres and Magestic Heights and busses in the right lane. Bottom line is we have some real messes with traffic problems in the city of Boulder that have existed for years.
Mary	6/16/2015	Online Comment form	Folsom Street,Iris Avenue			1	1	negative	safety	auto congestion	If the purpose of this project is to make biking easier and safer for older people, women and children in my opinion it would be much better to designate a bike path way on Valmont/Balsam from Folsom Street to Broadway and eliminate street parking and make the bikepath where cars would normally park. This could also be done on a street such as 19th from Iris Avenue down to Pearl. The speeds on these streets is much slower which I would think would make the bike rider feel safer. I would think this could be accomplished by no parking signs and painting in the bike lane. Or maybe some other kind of barrier between the traffic lane and the bike lane. I think this would be much more preferable for cars and bikes.
Randy	6/16/2015	email to Council	Iris Avenue			1		negative	cant bike		To Council Members, Weaver, Young, Jones, Cowles, Shoemaker, Plass, and Morzel: It really stinks what your doing to Iris Avenue Ave. I hope this is evaluate without biased towards the bike lobby. Excerpt for Morzel I don't think any of you really know what the traffic is like on Iris Avenue. I love riding my bike but not everyone can ride a bike to work, etc. Randy
Rebbecca	6/16/2015	Online Comment form	55th Street	1				negative	auto congestion	no bikers	south of the proposed area and into surrounding neighborhoods. I travel on 55th Street every weekday during my commute to Flatiron Park. On any given day, I may see 2-3 bicyclists. Although the âRight-Sizingâ is only proposed to be between Arapahoe and Pearl, the impact will be mostly felt south of the proposal - between Baseline and Arapahoe and other neighborhood side streets. An example of this is the increased traffic due to the current Cherryvale closure. An additional 10+ minutes has been added to my commute since the Cherryvale closure, leading to more idling and thus more exhaust. There are already adequate pathways for pedestrians and cyclists along 55th Street. In the immediate surrounding areas there are an abundance of trails. Additionally, 55th Street between Arapahoe and Pearl has sidewalks on both sides of the street, as well as shoulders. Due to the already high traffic volume, the disproportionate amount of pedestrians and cyclists to vehicles, and existing trails/sidewalks/shoulders, âRight-Sizingâ 55th Street street at a high cost to tax payers just does not make sense.

Rosemary	6/16/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion	Cant use bike	I am very distressed by discussions to close lanes to cars especially on Iris Avenue and Folsom Street. In a city that already has gnarled corridors backups, this would make what is already unpleasant experience more untenable. Rather than driving through Boulder given the traffic and parking challenges, I find it's often easier to leave town to shop. Additionally, if you're considering ways to become more environmentally conscious, there are many more effective and viable options to to cut greenhouse emissions. Not everyone is capable of biking. Many of our senior citizens cannot. Please don't make living in Boulder increasingly difficult for those who don't have the leisure or capability to bike. Rosemary
Sandy	6/16/2015	email to Council	Folsom Street,Iris Avenue			1	1	positive	safety	Better for cyclists	I occasionally use Iris Avenue and Folsom Street to bike to work, but the lanes are too narrow to feel truly safe, so I am often stuck using my car to commute. with the protected lanes, I would probably ride to work 100%, and also feel safe taking my friends and family for bicycle rides on these streets. The protected lanes project is a wonderful advance in Boulder's infrastructure! Sandy
Susan	6/16/2015	Online Comment form	55th Street,63rd Street	1	1			negative	emergency	existing bike lane	What an absolute nightmare. I hardly know where to start, so I will start with the fact that our rural fire dept. has just built a new facility on 63rd Street street, in part because it is a 2-lane street on both sides. This ensures that their trucks can get out in the event of an emergency. 63rd Street is also a main artery in and out of Boulder from the Diagonal, which includes commuters from Niwot, Longmont, and further out. They are obviously not likely to ride a bike that far every day. You know that. And there already IS a bike path on 63rd Street, which is safe from traffic, but rarely used. Lastly, there have recently been hundreds and hundreds of dense housing units built in Gunbarrel, with the siege still going. This will add thousands of people to this small area, with 63rd Street street being the main road to Boulder and other outlying areas. Did you factor that in? As for 55th Street, that street too already HAS a bike path, safe from traffic, and rarely used. In addition, there are train tracks that cross 55th Street with trains backing up heavy traffic several times a day. Imagine the nightmare of this with 2 lanes gone. This proposal serves a small minority, and projects your opinion that we should all somehow figure out how to ride our bikes instead of driving. For me, I do both, but last time I checked, I had the choice. What will happen is that you will create traffic so backed up on all these corridors, that cars will be forced to find alternate routes, i.e., through neighborhoods, where our kids like to ride their bikes in safety. You're forcing a square peg here - find a way to widen the existing bikepaths, which are already
Adli	6/15/2015	Online Comment form	63rd Street		1			negative	existing bike lane	cost	How on earth was the section of 63rd Street street included in this project? Its inclusion makes me doubt that any research was done at all in choosing the roads for 'right sizing'. There is a perfectly good bike path that is separated from the road along the whole proposed section. I ride it to/from work almost every day and there are no issues with crowding. Was any actual research done for this project? Why waste money and cause traffic problems on a street that already has an excellent bike path?
Alan	6/15/2015	email to Council	All Corridors	1	1	1	1	unclear	evidence		I am writing about the recent initiative to "Right Size" four major road lanes in Boulder. Linda and I are urban residents, lakers, bikers and property owners in downtown Boulder and concerned about the very limited information and community involvement regarding this initiative. Boulder is such an inclusive community and prides itself on involving all view points in the extensive planning and development process we were very surprised and concerned with the swiftness of this important change. Many questions remain open and unanswered: - Will there be numerous public hearings? - What are the safety implications of this change with the expected addition of bikes and compression on autos? - What are the financial implications? - What are the expressed goals? Justifications of these goals? - What are the benchmark baseline metrics to measure and evaluate the progress and success or failure of this project? - How is success defined? - What is impact on the associated businesses in the area and downtown? - What is the impact on the affected residents? - How does this initiative fit into the overall Boulder master plan and vision? - How were the users, bikers, drivers, residents, business owners, and homeowners brought into the development and planning of this initiative? We are delighted to be a part of the most wonderful Boulder community and greatly enjoyed living downtown! I am a member of the DBI board. Most respectively, Alan
Alana	6/15/2015	email to Council	All Corridors	1	1	1	1	positive	safety	environment	Dear City Council, As a cyclist of moderate timidity, I often ride on the sidewalk after dark, in the rain, or anytime snow is on the roads. Rightsizing streets provides a safe space for cyclists, and this is still something desperately needed along Boulder's main transit corridors. You know that data suggests increased safety for all travelers and increased numbers of cyclists, but I also want to point out the ways rightsizing plays out in the context of the psychology of changing habits. Upon reading this article (10 things to know about human nature if you're fighting climate change), I see a lot of connections: -We are wired to refute imperatives and therefore are averse to change, sometimes even if it's relatively harmless and beneficial for the greater good -We're vulnerable to peer pressure - so improved infrastructure can facilitate getting more people on bikes (as is our TMP goal) AND Boulder will continue to raise the alternative transportation bar in the region -We're motivated to take action on behalf of vulnerable populations - like those targeted for increased cycling rates after the rightsizing modifications -We will maintain the stats quo, even if we know it's problematic, until there is a realistic alternative: Protected lanes make cycling a viable option for a greater swath of the public. Hooray! thanks for supporting transportation choices in Boulder!

Alex	6/15/2015	email to Council	All Corridors	1	1	1	1	positive	safety		I am a Boulder resident of 7 years, and I would like to express my very strong support for the four right-sizing projects proposed by Staff and recommended by TAB. Before I moved to Boulder from out of state, I really only biked recreationally, and not very often- maybe once a month. My high school was only 3 miles from my house, but no one biked to high school and the thought never would have occurred to me. The day after I moved to Boulder however, I purchased a bicycle. I was starting CU in a few days, and my parents were definitely not going to buy me a car. They did however give me enough money to buy a bike. The first bike I owned in Boulder (and all of my subsequent bikes) was (were) my ticket to independence. I discovered that I could get around relatively easily and quickly without needing a car. I also discovered that biking was faster than riding the local buses in town, and even faster than driving- if I was going to the Hill or downtown. Being able to ride my bike freed me from needing rides from friends or forcing me to buy my own car. Seven years later I still do not own a car, and my bikes are still my principal means of transportation (in conjunction with regional transit to get to Denver/Longmont/Golden). I chose to stay in Boulder after graduation because I have come to love the freedom that bicycling gives me. I save thousands of dollars every year by not needing to own a car, and I am undoubtedly healthier than I would be living almost anywhere else in the country. I am very appreciative of the bicycle network that Boulder has. However, I am a young male and there are not too many road conditions that deter me from riding. I would very strongly encourage you to consider that the freedom and independence provided to me by the current state of Boulder's bike infrastructure is not equally shared by all members of our community. I recently biked on Iris Avenue (in the bike lanes). Between Folsom Street and Broadway, I passed two families: a dad with his kid, and a mom with a kid in a trailer and another kid biking on their own. None of them were in the bike lanes- they were all riding on the sidewalk. It is very unfortunate that our current infrastructure does not allow cyclists of all ages and abilities to feel comfortable riding around town. These families, and many others like them, clearly want to bike but are terrified (or terrified on behalf of their children) of riding in the on-street bike lanes. Instead, they cram themselves onto sidewalks not designed or intended
Alex	6/15/2015	email to Council	55th Street	1				negative	safety	auto congestion	Dear Boulder Council, I am a biker and Boulder resident who also works along the proposed 55th Street street corridor where improved bike lanes have recently been proposed. While I certainly think that the bike lanes on 55th Street deserve to be improved, I do not think the proposed redesign will be helpful for bicyclists or other traffic on this major connector street. Things I think the proposed realignment lacks: 1. Routing of bicycles and cars to prevent frequent conflict - where there are numerous business accesses, for which the bike lane must be crossed. By separating the bikes from cars along here, the possibility of being cut-off by an unaware car increases dramatically. 2. Enough space to handle rush hour traffic on this street that connects to many businesses 3. Fixing of the rough railroad crossing 4. Accomodating rush hour traffic back-ups due to trains on this street Personally, I ride my bike to this area frequently but I prefer to use the trail system to do so. I feel the city would be better served by improving bicycling transporation that would have the following features: 1. Improved drainage along trails or overpasses (instead of underpasses) to prevent the recent flooding events 2. "Bicycle Boulevards" with speed limits of 18 mph or similar, where bikes and cars are expected to share the same (slow) pace. Walnut street and 55th Street south of Arapahoe would be ideal candidates for such bike boulevards 3. Protected / ample bike lanes on streets without frequent turn-offs or Again, I would like to voice my support for continually improved biking in Boulder, but my familiarity with this street has convinced me that "family friendly" biking will not come to it easily. Thank you,
Allen	6/15/2015	email to Council	All Corridors	1	1	1	1	unclear	bus delay	auto congestion	Although I either ride my bicycle or take a bus to my job at the University of Colorado on every working day, I have some reservations about the plans to "right size" several streets in Boulder. Has any thought been given as to what will happen to buses on those streets. There is only one bust stop between Arapaho and Canyon on Folsom Street, but it is a very heavily used stop. At rush hour the delays would, be considerable. A few years ago I was severely injured when hit by a car while riding my bike in the bike lane on Folsom Street. I no longer take that route home. The problem is not traffic, but rather the large number of entrances to the street from driveways. I was hit by someone coming out of a parking lot. Very truly yours, Allan Franklin
Amy	6/15/2015	email to Council	All Corridors	1	1	1	1	positive	safety	Better for cyclists	Dear City Council, I am writing to express my support for the protected bike lanes projects. While I often use a bicycle for transportation, I don't consider myself a fearless rider, and I have not felt very comfortable on each of these routes or enjoyed my experience in riding on them. I bike on them because they are often the most direct route, but would take another path if it was possible. Being pregnant this last year and now having a young baby (otherwise we would be attending the hearing), has provided me with a new perspective. We live off of Folsom Street and I have frequently used Folsom Street to bike to places. Looking forward to when my daughter is old enough to be in a Burly or on a tag along, I would not feel comfortable with biking along Folsom Street. Folsom Street is a key bike north-south bike route, and the current design isn't safe for most bicyclists. I have frequently seen less experienced bicyclists on the sidewalk instead of in the bike lane, and I can understand why. It does not feel like a safe route. Additionally, as the proposal for Folsom Street has a middle turn lane, I don't believe the this design will negatively impact traffic flow. I drive along Folsom Street as well, and turning vehicles are what slow down traffic. I support the other locations as well, as I have biked along these roads and believe the projects will improve safety. I have cc'd my husband who is also in support of these projects. We have discussed how great it would be to see the proposal along Folsom Street go through. Thank you for your time. Best regards,
Andrea	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion	Cant use bike	As a business owner and city resident- I am strongly opposed the proposed "Right Sizing" of Folsom Street & Iris Avenue. Our city streets are fast becoming "grid lock". As a voting tax payer- I expect that ALL groups in our community are equally represented. It is evident that the biking community is getting preferential consideration with regards to Transportation projects and engineering. Many of us do not have the option of leaving our cars at home. I urge you to consider the rest of our community- the families , the workforce, the 60,000 plus employees whom commute into Boulder for work- these are folks whom don't have the luxury of a biking choice. There are plenty of bike ways incorporated within the city limits. Thank you for your consideration- Andrea -- Andrea Farinacci

Andy	6/15/2015	email to Council	All Corridors	1	1	1	1	positive	safety	Better for cyclists	I am writing on behalf of the League of American Bicyclists to express our support for the bicycling improvements proposed for Folsom Street and Iris Avenue, 55th Street and 63rd Street. Protected and buffered bike lanes on busier streets like these make all the difference in the choices people will make as to whether to ride or not -- this is an important opportunity to make Boulder more bikefriendly and maintain it's status as one of the best cities for bicycling in America. Just as you will be discussing in relation to form-based codes, these decisions affect the way public space in Boulder is used; we know what the outcome will be of these changes. There is no question that if you install protected bike lanes and buffered lanes in these locations more people will ride and ride more safely, walking will be more pleasant and safer, the driving experience will be more predictable and safer, and the streetscape -- the public realm -- will be more equitably allocatd for outcomes that the city wants. As a Platinum-level Bicycle Friendly Community, the City of Boulder has the responsibility to lead -- and many other communities will follow your lead -- and also to have the humility to learn from other communities. Across the country, protected bike lanes are proving to be effective and popular tools that improve traffic flow, livability, economic activity, and safety. We urge your support for these improvements.
Andy	6/15/2015	email to Council	All Corridors	1	1	1	1	positive	safety		you for your consideration: Open Boulder supports policies that facilitate and encourage convenient, sustainable and safe transportation in and around our community. Open Boulder also believes in the use of data and empirical evidence to make decisions in this and other policy areas. The proposed "rightsizing" pilot project provides an opportunity to evaluate the effectiveness, traffic impacts, and safety implications of rededication of road lane space to bicycle use. We support the benefits "rightsizing" hopes to attain, and conditionally support the pilot project with clear expectations of the City. Namely, the City must: (i) pre-establish its criteria for evaluating the pilot project (Note that the "criteria" listed at https://wwwstatic. bouldercolorado.gov/docs/Attachment_G_Project_Evaluation_Criteria-1-201506051615.pdf are not criteria, per se, but instead outline data collection methodologies. So, for example, what are the criteria against which these data will be evaluated to determine pilot success or failure?); (ii) be transparent with the data and feedback received during the pilot project; (iii) be responsive to needs that may be identified during the project, including the needs of drivers and businesses that depend on other modes of transportation (e.g., maintaining existing dual turn lanes); (iv) explore and evaluate every available option for adding new, dedicated bike paths in lieu of rightsizing existing roadways; and (v) be committed to the inherent "temporary/date-certain" nature of the pilot project, and be fully prepared to revert to previous lane configurations and usage should the data and feedback suggest this. Ultimately, even if it proves successful, "rightsizing" should not be a be-all and endall solution. The City needs to continue to explore other – perhaps even more effective – ways that we can reduce the need to drive and encourage more people
Anita	6/15/2015	email to Council	Folsom Street,Iris Avenue			1	1	negative	environment		streets. I see bikes and cars co existing well. However, sidewalks are in disrepair. Pedestrians must share sidewalks with bikes and bikers do not yield to pedestrians. Seniors and children walk at risk in our neighborhoods. Barcelona and other European cities do a great Jo. Integrating pedestrians, bikers, mass transit, etc. I suggest further study before action is taken. And any plan must include a comprehensive program for expanding walking in our city. It is, after all, the most ecologically friendly form of transportation. Regards, Anita Oswald
Anna-Marie	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion	noise	section of the BOULDER DAILY CAMERA. Hopefully, members of the Boulder City Council take the time to read it, too. He has legitimate questions which I would appreciate your members answering. One additional item I will add: if the "right sizing" project is approved, I hope the first consideration will be to require licensing (with visible plates on each bicycle) for all bicyclists using these adjusted lanes on our streets. The growing number of bicyclists include many scofflaws who need to be held accountable for following the rules of the road/lane. As of this date, whether an individual is a pedestrian or motorist, there is no way of identifying those who speed or recklessly travel on their bikes. Giving bicyclists more access requires following the rules to assure safety for all of us. Anna-Marie
Anonymous	6/15/2015	online comment form	55th Street	1				negative	access	auto congestion	55th Street 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.
Anonymous	6/15/2015	Online Comment form	55th Street	1				negative	existing bike lane	auto congestion	I commute to work via 55th Street Street and do not think the widened bicycle lane is necessary. The current bike lane appears to be sufficient as there is not a great deal of bike traffic. There is, however, quite a lot of car traffic on 55th Street particularly between Arapahoe and Pearl during rush hours. The proposed construction and decreased number of lanes will make car traffic worse and there are no alternate routes to accessing the Flatirons Business Park.
Arthur	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	evidence	data	Dear Council, I agree with Sean Maher's point that this whole "right sizing" process feels rushed. I urge the council to defer approval for a period to enable pros and cons to acquire information to be presented to you. I would make the point somewhat differently. If I understand correctly, these lane closures are being promoted as an experiment. The results of the experiment will then indicate future policy. If this is to be an experiment, then it should be carefully designed to yield the information desired. That in turn requires that council and staff have a clear notion of what they wish to accomplish so that the information acquired will be relevant to a decision. Is the issue here increased safety for cyclists, with the hope that this will increase ridership? Then would you not need a baseline showing the incidence of accidents involving cyclists on the streets to be affected? You can then measure the reduction in accidents during the experimental period to determine how effective this measure is in improving safety. You would also need a baseline of existing bicycle usage in the experimental areas so that you could judge the effectiveness of the closures in increasing bicycle usage. I am not trying to design the experiment. These are just examples of the factors that will need to be examined. If the council defers implementation and uses the additional time to educate the staff as to the kind of experiment it would find helpful, I think it would be very useful. Of course, if this is not an experiment but is being presented as an action that is ready to be put in place, then the matter is quite different. I must say that labeling "lane closures" as "right sizing" does suggest that the matter has already been determined.

Bailey	6/15/2015	Online Comment form	55th Street	1				positive	better for cyclists		Hello, Im a Boulder citizen who works off 55th Street. I would be very pleased if the city moved forward with this project. The bike lane now is adequate to be sure, but widening it would make for a much more comfortable ride for morning bike commuter like me. The extra space would also do much to help disperse road debris. This is actually a huge problem on 55th Street. For whatever reason this bike lane accumulates an unusual amount of rock, glass, and litter, especially near the railroad crossing. ...Speaking of the crossing, the lane over the tracks is alarming bumpy and certainly dangerous for cyclists. If this project moves forward it would be great to fix this..... another point I would like to make: I commute from downtown to 55th Street (Flatiron Parkway). I take Boulder Creek Path everyday, except for in the spring when the path is flooded in several places for months at a time. During these times I have no fluid alternatives to get to 55th Street, so I just take Pearl Street all the way East. The section between Foothills and 55th Street is THE WORST SECTION IF ROAD IN BOULDER FOR CYCLISTS - rocks, potholes, and ZERO shoulder space. The lane here needs widening badly for these flooded times. In my opinion this is a tremendously more pressing issue than widening 55th Street - though I also do support that effort.
Barry	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion		"right – sizing? As usual we've got an inappropriate term to describe the intent or goal. We believe that the concept although interesting, has not been thought through. Is this a band aid solution where there is no existing wound or problem? We're told that this is a safety solution, for what specific problem? Is there proof of the large (30%) demand for these supposed new segment of cyclists? Does the ends justify the means in this case? Boulder has been steadfastly attempting to reduce traffic for decades, and getting people out of their cars. Is this the best they can come up with? As this process appears to have has been rushed forward via a transportation department consisting of many cyclists, has the community or council really had an opportunity to reflect upon its impact? No figures on bike traffic, yet we've heard that each of the streets already has 15,000 to 20,000 vehicles per day for a hoped for 30% increase in bike traffic; seems unbalanced. Certainly, those streets, and vehicles will be impacted. Maybe we just end up spreading that traffic around to other neighborhoods and streets, to interrupt a process that is currently working. The cyclists do contribute a lot to our community and yet if there is an existing safety problem, the one seen most frequently is their intent to not follow the rules of the road. How frequently do we see cyclists running stop signs, and even intersection that are light controlled? Are they in some way so special? A special interest group seems to be desiring to create this circumstance. In speaking with some local cyclists they don't see a significant enough benefit on these streets. We don't see any evidence supporting an increase in safety or a response to a demonstrated need? The goal seems more like a limited wish or hoped for resolve unbalanced from the reality of the current situation. Gives more evidence to that old phrase "Boulder, sixteen square miles surrounded by reality." Must we create conflict? Have we nothing better to do with our time, ideas, and money? The whole idea rings of haste, and confusion, from start to finish.
Barry	6/15/2015	email to Council	55th Street,Folsom Street	1			1	negative	access	auto congestion	...is an idea that doesn't fit in Boulder. Please consider the following: Businesses on Folsom Street would be negatively impacted (think lowered sales tax revenue). Vehicle traffic would be reduced on the "right sized" streets but that traffic would simply be moving to side streets. Overall traffic would not decrease. Reducing the number of vehicle lanes and increasing the bike lane size would do little to provide safety to bicyclists. The ongoing battle between drivers and bikers would only get worse. Have any of the council members travelled on 55th Street street during rush hour? If not, please do and think about the gridlock "right sizing" would have. Boulder does not have a subway system and residents will always be dependent on cars to some extent to meet their needs. My guess is that new Google employees will all have cars and will use them when necessary. If Boulder continues on their binge thinking of making it harder and harder for people to drive vehicles, at some time in the future, people will simply stop visiting Boulder (think sales tax) and businesses will relocate outside of Boulder (think sales tax). I urge you to at least consider moving slower on this "right sizing" concept. I think if you take a step back and look at all the negative impacts, you'll agree that "right sizing" is not an idea that fits the city of Boulder. Please vote "NO" on this very radical and ill conceived plan. Consider the facts. Represent all the citizens and don't be swayed by all of the young and vocal residents with vision that looks pretty clouded to me.
Ben	6/15/2015	email to Council	All Corridors	1	1	1	1	unclear	safety		
Ben	6/15/2015	Online Comment form	55th Street	1				negative	Future Growth	auto congestion	and am working off of 55th Street and Flatiron Pkwy. I drive 55th Street from Valmont / Pearl to Flatiron Pkwy. While a project like this may look appealing on the surface, it is sure to negatively impact all commuters using the road and the surrounding businesses. As business in the area continues to grow, traffic will grow with it. The city should be facilitating that growth, not deterring it. Additionally, the residential development in the area east of 55th Street will only contribute to this potential problem. The city of Boulder should have the (obvious) foresight to accommodate for growing populations in the area. Limiting or scaling back what has become a vital throughway in the area makes no sense whatsoever. If the city is just looking for ways to spend its annual budget, I can think of a dozen different projects that would better benefit the community.
Beth	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion	winter maintaince	Please read Sean Maher's (the voice of reason in Boulder) column about right sizing BEFORE the vote tonight. I think he asks all the right questions, and they should all be answered before the vote is taken. As a 58 year old woman and a property tax paying resident in Boulder, I vote NO to this absurd idea of removing existing lanes on major streets and creating yet more gridlock in Boulder to accommodate a small percentage of bicycle riders. BTW, what happens in the winter when plows push snow to the sides of the street. Will the bike lanes be closed, or will they require mini-plows to remove the snow in their 'protected' space? If additional funds will be required to keep the bike lanes clear of snow, where will these funds come from. Can we please repair the potholes in the streets and maintain our open space first! Beth Merckel'

Beverly	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	neighborhood cut through		Dear Council, I am writing to comment on the proposal to change the four streets to increase the size of the bike lanes and decrease the vehicle lanes. I am opposed to this proposal. I commuted to my job on the Pearl Street Mall for over two years (until GoLite closed) which took me along Iris Avenue for a brief distance until I could duck into a neighborhood. I am a 64 year old femalepart of your target group. Although the few blocks on Iris Avenue was my least pleasant part of the commute, it was fine and there was a crosswalk that I could use to get the bike path. And it didn't deter me from the commute. My point is that I believe that the best resolution to getting more people comfortable with biking is to educate the potential biking population about using the neighborhoods and paths rather than directing them onto the main traffic arteries. My concern is that the vehicle traffic will avoid the currently used main streets and use the local neighborhood streets-adversely affecting the quality of life in those communities. I would much prefer that those streets be utilized by the bikers. After being stuck behind a bus or Western Disposal a few times on Iris Avenue and not being able to pass, a vehicle driver will soon find another route to get from Broadway to 28th. And that will be through a now peaceful neighborhood-full of dog walkers, kids with training wheel bikes, etc. Thanks for considering my comments.
Bill	6/15/2015	Online Comment form	55th Street	1				negative	noise	train	I work just off 55th Street between Arapahoe and Pearl. the amount of LARGE trucks that uses that corridor, along with the railroad crossing would seem to my mind to be plenty of reason NOT to include this street in your "experiment." Please do not take away lanes for motorists. We are already crippled by all of the laws for the selfish bikers and ignorant and uncaring pedestrians. If lanes are taken away, during a train crossing, the traffic WILL back up all the way to Arapahoe.
Bill	6/15/2015	Facebook	All corridors	1	1	1	1	negative	auto congestion		My tax dollars already clearly don't go to cleaning the streets of snow, and now I get to pay for something I will not use. It's a publicity student and it will wreak havoc with an already terrible traffic situation.
Bill	6/15/2015	Facebook	All corridors	1	1	1	1	negative	auto congestion		I couldn't be more against this. We're already crippled by laws in favor of selfish bicyclists and oblivious pedestrians.
Bob	6/15/2015	email to Council	All Corridors	1	1	1	1	positive	environment	access	Contrary to the opinion of the Boulder Chamber of which I am a member, I applaud the city council who are obviously noting the congestion on our streets and are encouraging citizens to get out of their MOTOR CARS and onto the saddles of ZERO emission bicycles ... This is progressive thinking! And it will be easier for citizens to get off those bikes and find parking and SHOP tell they drop... Which the Boulder Chamber should endorse. We live in a finite area and MOTOR CARS are not the best way to navigate our town. I can't image way the Boulder Chamber felt compelled to oppose this experiment? I think it is timely and on the money for encouraging alternative transportation in Boulder, CO - The city that is moving toward municipalization! Best regards, Bob Carmichael
Bob	6/15/2015	email to Council	55th Street	1				negative	train	auto congestion	Boulder Business Owner since 1999 in the Flatirons Technology Park I have been using 55th Street Street for over 15 years. I have no doubt that reducing the lanes will cause very serious issues for this area: 1.) 55th Street 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 Street and Arapahoe intersection. 2.) 55th Street 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 Street. 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 Street. 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 Street 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 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. Any improvements should be focused primarily 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 Street with the elimination of the detached sidewalks and reconfiguration of the existing sidewalk and bike lanes into a shared pathway. If there is not enough room, focus the bike/pedestrian on the east side of the road where the bulk of commuters are likely to travel and provide safe crossings at the lights for access to the businesses on the west side of 55th Street. In addition, this is moving way too quickly. Outreach to us came via our Property Manager just a
Brandon	6/15/2015	email to Council	All Corridors	1	1	1	1	positive	safety	Better for cyclists	have lived and commuted by bike in Boulder since 1990. I adopted this type of lifestyle because the bike lanes and bike paths in the city were incredible. I felt as if I could get anywhere safely and quickly. In 1990 there were approximately 84,000 people in Boulder. In 2014 there is an estimated 105,000. Population has increased significantly over the last 25 years, but the bike path and bike lane infrastructure has not. It feels more dangerous to ride around Boulder than ever before. This needs to change. If we do not create safer opportunities for people to commute by bike they will not do it. They will opt to get in their car and drive. I'm sure you'll agree with me road congestion in Boulder is at an all-time high, too. My guess is accidents on the rise as well. Please do what is right and make Boulder a safer place to commute by bicycle. Thank you! - Brandon -- Brandon Dwight
Bruce	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion		bicycles? These are just isolated sections. Getting to and from the sections won't change. There's no reason to believe it will get more people to start riding in a major way. I won't be one of them. What effect will it have on traffic flow? Instinct tells me that if you reduce the lanes in one place the cars will go to another. Folsom Street is bad at rush hour now. If two lanes are taken away, cars will take alternate routes. My guess would be to 28th Street, adding to its rush hour traffic. Boulder is seeing a great amount of growth now with all the new, ugly apartment/condo complexes. I don't think now is a good time to cut back our major roads. Bruce Gladstone
Bryan	6/15/2015	Facebook	All corridors	1	1	1	1	negative	auto congestion		It's nothing more than an 'agenda' item for a council clique and friends. Unfortunately, when idealism and reality come face to face, common sense and truth are both the soonest losers.

C	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	cant bike	auto congestion	corridors. There are many alternatives that have not been fully analyzed and make more sense than this project. The vast majority of citizens cannot commute via public transportation or bikes. They have children with many activities, a growing adult population that cannot use any transportation other than an auto. If you make it difficult for people to access services and shopping you will find they will easily travel to another community that is welcoming. Tax dollars will erode. This whole project is Big News. However, no resident living in the area of these improvements has been notified by mail. I and others cannot believe this is going on and none of us knew about it. How do you expect the citizens to participate if they are not allowed information? What you are planning to proceed with is very wrong. C. Miller
Carol	6/15/2015	email to Council	55th Street	1				negative	auto congestion	existing bike lane	Please do not move forward with this ill-conceived plan to reduce the number of automobile lanes on 55th Street Street. I have driven on this road every day for years to and from businesses along 55th Street Street and Flatirons Park, not just six times as the transportation consultant did, and I am amazed that such a plan is even being considered. It is difficult enough to turn in to/out of businesses and side streets along 55th Street Street during rush-hour times as it is. I question the validity of the study the City performed as well as the City's motives. There is already a bike lane on 55th Street Street that doesn't get much use, and there are plenty of existing bike paths in the area. Besides, what real use is an extra-wide bikeway that is only a mile long and goes to/through an industrial area (i.e. no shops or restaurants)? It is a faulty assumption to think that a significant number of commuters will switch to biking to work at Flatirons Park instead of drive, as many workers such as myself are commuting from surrounding communities, not to mention that many of us are physically incapable of biking even short distances. "Rightsizing" 55th Street Street will cause longer delays at train tracks and stoplights and spew more carbon emissions into the air. Also, buses are required to stop at train tracks, which will cause further backups when there is only one traffic lane in each direction. Plus, 55th Street Street is heavily used by large trucks which need double lanes due to wide turning radiuses. If the "rightsizing" plan is implemented there will be greater traffic headaches on 55th Street Street during snow events, while there will be no bicyclists in sight. Certainly it is unreasonable to adversely affect thousands of automobile drivers who are required to travel 55th Street Street to and and from work every day (there's no other way to get to Flatirons Park) just so a couple dozen bicyclists can take advantage of a wider bike lane on good weather days. For the above reasons the "rightsizing" plan for 55th Street Street is wrong.
Carol	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	communication		and does not have sufficient metrics to justify an immediate decision. The proposal, for the most part unknown to the general public, appeared only recently in Daily Camera coverage and is being moved along by the Council almost as if this is a "done deal" and "no brainer". Perhaps this concept was included in the original steps taken over the last few years, but if so I would still be concerned that time and numerous other issues have displaced this from people's minds. There should be more time for review, for people to have the opportunity to go to the streets to be impacted and observe the conditions (traffic flow, traffic density, bicycle density, etc.), more time for businesses to weigh in on potential impact to their revenues. I am not against bicycle transportation improvements but I do not see enough information about this proposal to allow the City residents and stakeholders to reach an informed opinion. - What other streets/routes were considered? - What are the baseline metrics today - by gender, age, family status (since these are the groups that the City has defined as afraid to bike)? - What is the magic number of increased bicycle traffic by these groups that would be considered a success - or a big enough success to make the pilot permanent? Metrics that show a large increase in bicycle traffic during the pilot period are not meaningful within the goals and "needs" as defined for this specific initiative if that traffic increase is predominantly young professionals or recreational riders. - What is the accident rate that can definitively be attributed to "inadequate" bike safety lanes? - What percentage reduction will be used as the metric to evaluate success? What is the rush on this? Why can't more time be given and a broader effort undertaken to survey and document responses by business owners and the other stakeholders? I will try to get to the meeting tonight as well but want to register my questions and
Carrie	6/15/2015	email to Council	All Corridors	1	1	1	1	positive	safety	Better for cyclists	Hello, Council members, I support the living labs project 100%. Go Boulder! We are leaders; other may follow Carrie Simon,
Chelsea	6/15/2015	Online Comment form	Folsom Street,Iris Avenue			1	1	negative	auto congestion		car traffic on several of the main corridors in Boulder. After hearing all sorts of chatter from both sides of the argument, I have to agree that I don't think the proposed changes will have the desired outcomes. I think that the city should revisit the plan and the goals of this experiment. I bike to work more often than I drive. I already find the commute (car) traffic in Boulder to be inconvenient, and I cannot imagine why you would add to it (by reducing lanes on main roads). As somebody who bikes to work often, I have always felt perfectly safe with the available bike routes. There's a lot more that could be said about this and I'm sure you've heard most of it before. I just wanted to let you know that, as a Boulder resident who both bikes and drives to her job downtown, I am opposed to this proposed project.

Christina	6/15/2015	email to Council	All Corridors	1	1	1	1	positive	safety		Hi Council, I'm writing in support of protected bike lanes in Boulder. I'm currently out of town on a bike trip but I'm really excited about the prospect of more protected bike lanes in Boulder. I just biked through San Sebastián in Spain which has well over 30 kms of protected bike lanes that crisscross the city center and spread out like a web to the surrounding areas. I was so pleased to see the diversity of people on bikes - young kids with parents, older folks, people running errands with full bags in their baskets. All of their bike lanes were protected in one form or another - either in the center of a large road with parked cars on either side, or on their own path with either cars or barriers. Sometimes when I'm biking down 30th to get home from downtown or heading to work I feel glad that at least I have my little bit of the lane and it feels unsafe sometimes but I'm quite a stubborn biker so I do it anyway. But if I had kids I would never take them biking down that road. Or many of the other roads in Boulder right now at their current state. I would love to be a car-free Boulder parent one day and it would be great to have more than a few ways to get around town without having to imagine any skulls being crushed by the cars whizzing by a little too close. Although Spain isn't particularly known for its awesome bike infrastructure I've been shocked at how much better it is. I have many other even more bike friendly places to go along this trip so I can come back to Boulder a more informed (and maybe more annoying, depending on where your sitting) bike advocate. Thanks and happy cycling!
Crystal	6/15/2015	email to Council	All Corridors	1	1	1	1	unclear	evidence		Read this for the Short Message: Of course I am in favor of making our streets more bike, and walking, friendly and safe and this proposal is intriguing - but just do one street now. Read this for the Longer Message: I picture a human scale street with a canopy of trees, safe crossings for kids going to school and lots of people — but considering the questions and doubts that many in the community have why not just start with one project? Sure you have done this to other streets but something about four at a time seems a lot. Please do not buy into the rationale that you should approve all four streets to avoid "having this fight four times". You really need to develop community support so start with one — and make it a model of community input from all the users as well as property owners. A few other considerations: Develop metrics as Susan O suggested in her email to you. Contact all the property owners, via letter, as you did with the Living Lab on Spruce where I live. Let them know how they can have input on the project once it gets started and how they can make suggestions to staff. Most importantly — once the Living Lab trial is finished please follow up and ask what worked and what didn't and listen to their suggestions before staff makes a recommendation to TAB. Set up a system to analyze if traffic will be diverted to adjacent parallel streets (this is a big one) and how you are going to be proactive in dealing with that in conjunction with the Living Lab project. A few things specific to the Whittier neighborhood: Will 20th Street, right thru the heart of the Whittier Neighborhood, get traffic from Folsom Street and what will you do about it if it occurs? 20th is a major access to Whittier School. Will you remove the ped/bike crossing on Folsom Street at Spruce? I hope not since it was just put in with American Recovery Act "shovel ready funds" and is wonderful. Ditto for the Walnut and Folsom Street ped/bike crossing. Keep the flashing lights! And finally:
Dan	6/15/2015	Online Comment form	55th Street	1				negative	auto congestion	access	trips down this street for the last 4 years. The proposed project for 55th Street street is one of the dumbest transportation ideas I have ever heard. There is already a lot of vehicle traffic on 55th Street with all of the businesses on either side the street since 55th Street provides the only access any of those buildings or streets. At times when trains come through, traffic backs up in both directions for many blocks. If there were only one lane each way, waiting cars would be backed up into Pearl and Arapahoe crossroads. With a bus stop and the BDT on the corner of 55th Street and Arapahoe, another lane is necessary to keep traffic flow normal while cars enter or exit the BDT or while the bus is stopped there. I routinely see cars backed up waiting to turn from 55th Street onto a side street or from a crossroad to get onto 55th Street, filling the entire turn lane, and spilling into traffic lanes because of poor traffic management and a high volume of cars. If traffic was restricted on 55th Street it would only exacerbate that problem. There is already a bike lane going each way that I have never seen full in my 4 years of daily trips down 55th Street. A year of construction will completely mess up all traffic on this road, which provides the only access to many of the other roads and buildings in the area. $1,000,000 is a steep price for taking a perfectly good road and making it slow and congested. Boulder Creek has turned into a trash conveyor and looks disgusting. The money would be much better spent cleaning up Boulder and turning it into the environmentally friendly place everyone thinks it is, like picking up the heaps of trash laying in every wooded spot and flowage, or educating residents and tourists about better recycling and composting practices, not making it more difficult to drive through the city hoping this will force people to bike instead of drive. Increasing congestion makes people's commutes longer and makes them run their cars longer. This does not reduce CO2 emissions, it increases the emissions. I am extremely disappointed that this project is even being proposed. It does not solve any problem, only creates more. The traffic in Boulder is already one of the worst I have ever seen in a town this
Dana	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	existing bike lane		I am opposed to this plan: Not enough careful thought has been given to alternative roads There are plenty bike paths for those who already ride This will not encourage new bike riders- I do not ride because it is not functionally safe for my body to sit (flexing back, internally rotating arms, and anterior hip for longer than 5 mins is precisely why so many folks already suffer from neck, back, shoulder and wrist conditions- bike riding is NOT good for anyone's body- walking is only safe activity anyone should be blanket recommending for anyone else (and trained body workers and trainers , IF ANYONE, are only folks who should consider doing so). I am a massage therapist who has treated clients with shoulder, hip and knee issues from cycling. I am local owner of locally-owned Boulder Wine & Spirits- located at 28th & Iris Avenue : most riders will have tough time managing wine and liquor bottles on a bike so our sales may be negatively affected- your sales tax revenues I am in favor of safety for those who already ride but resent the micro-managing by Council members of mine and others' daily decisions The best way to reduce traffic congestion in Boulder is continue to improve RTD system - more frequency, more reliable Read Sean Maher in Daily Camera today: all his reasons to NOT support a vote tonight are sensible and correct. Btw: I live in Erie and will not attend meeting as I don't wish to add to the traffic and riding a. lke at night is long and unsafe.

Daniel	6/15/2015	Online Comment form	55th Street	1				negative	existing bike lane	trucks	comfortable bikes lines in both directions in 55th Street. It is an industrial park area. A lot of semi trucks trafic come and go from that park every day. There are factories that produce real stuff over there and they received row materials and ship finish products every day. There is also a warehouse with a lot of fedex trucks . There is a high increase of workers from two new companies that are being located in that industrial park and there will be in operation soon. It will be an increase of around 500 more people in the park. Can you imaging the access and exit of that park will looks like in pick hours? The worst will be the slow down having to share the line with the big trucks. Why don't invest in new bike paths that are inconclused like in Gunbarrel area to have better connection to downtown, this area is getting more populated. Rather than work in an area like 55th Street that it is all ready alright for bikes. Also it is all ready surrounded by a lot of bike path alternatives. I can't believe this proposal!
Dave	6/15/2015	email to Council	All Corridors	1	1	1	1	positive	better for cyclists		As a Boulder resident and entrepreneur who frequently commutes by bike, I wanted to personally applaud the city's efforts to expand bike lanes and reduce auto lanes. Thank you for forward thinking! Thanks Dave
Dave	6/15/2015	Online Comment form	Folsom Street,Iris Avenue			1	1	negative	auto congestion		Taking away automobile lanes to make wider bike lanes is not a good idea. If you want to increase bicycle usage in Boulder, do projects that are good for cycling, instead of ones that are bad for cars. Iris Avenue and Folsom Street in particular aren't streets I want to ride my bicycle down, yet they are critical for car and truck traffic, Iris Avenue in particular. This will only increase congestion, waste fuel and increase emissions, and frustrate residents, while doing nothing to improve bicycling.
David	6/15/2015	email to Council	All Corridors	1	1	1	1	positive	environment		Dear Council, Please consider my opinion when deciding this issue. I support creating more space for bicycle traffic in Boulder. If that space comes at the expense of space for cars that is OK with me. I live and work in Boulder. I intend to live here the rest of my life. Along with my fellow Boulderites, I believe in cleaner air, quieter streets, and a healthier lifestyle. It is our choice. Thank you, David Mikelsons
David	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	communication	neighborhood	From my own service on the Transportation Advisory Board, I assure you that 50 citizens showing up to evidenceify at a TAB meeting signifies a major controversy on which there has been inadequate public outreach and, usually, incomplete and often highly biased staff work. The "right-sizing" proposal now being floated is another example. I urge you to reject this debacle in the making for several reasons: No public need has been clearly articulated beyond vague, feel-good promises of improved feelings of safety for elders, women, and families. Talk about ageism, sexism, and transparent tugs on the heartstrings! Whichever staffer thought up that approach to advertising this experiment should receive some social awareness training. No criteria for evaluating the results of this experiment have been developed. How will we recognize wild success? And what are the specific characteristics of model projects in other cities that have been alluded to that make them relevant to the sites in Boulder? No timeframe for removal of the experiments has been specified. Nor, I suspect, has funding for removal been included in the planning. None of the previous "living laboratory" experiments have been removed. This applies to the almost entirely unused "fortress" lanes on Baseline that merely duplicate safer and far more pleasant, offthoroughfare multi-use paths and frontage roads mere feet away, as well as the back-in parking on University that only displaces the need for cars to back into traffic from the end to the beginning of the parking period. (This latter project, of course, has been judged a success despite large fractions of cars still being parked in contravention of the nonsensical scheme.) Several stretches selected for the experiments don't actually serve destinations with unmet access needs. Where will the elderly riding with their grandchildren along 55th Street north of Arapahoe be going? These experiments ignore the reality that bikeways succeed only as networks, not in isolation. No consideration has been made for traffic diversion. This oversight parallels the way the city ignores its own data showing a minimum of 50 percent diversion from every street where speed bumps and ill-designed traffic circles were installed. The city has many more pressing needs on which to spend tax dollars.
Deborah	6/15/2015	Online Comment form	55th Street	1				negative	auto congestion	existing bike lane	55th Street street is much to busy to take away a lane. Any time street maintenance is done, traffic backs up for many blocks which affects residential areas as well as traffic flow. The only options for avoiding 55th Street require driving many extra miles which pollutes and addes to congestion on other streets. Boulder has excellent bike paths which provide safe access for cyclists and pedestrians as well as the handicapped. I have used all modes of transportation to get to this area and see no need for another bike lane on the street when the bike path access is excellent.
Dianna	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	access	Cant use bike	To Whom It May Concern, I am unable to attend the City Council meeting this evening. However, I have seen several posts (in social media) and articles in the Daily Camera to be somewhat enlightened to the situation at hand. I am completely in alignment with the Boulder Chamber on their recommendations to do further research on the impact this project could have on the business (and residential) communities before implementing the experiment. As you can see from the address in my signature below, my office is in the Flatirons Business Park off of 55th Street (between Pearl and Arapahoe). I would be directly affected by reducing that road to single lanes in both directions. We have FedEx as well as other distributors that have large trucks entering/exiting our complex. To not be able to pass these potentially below the speed limit moving vehicles would cause great congestion on 55th Street. Not to mention the back ups that can occur due to the train tacks that dissect 55th Street. My other concern is the main cause for this project to encourage more use of bicycles as modes of transportation. I live in Boulder Heights at the top of Lee Hill Rd. I have two young boys (ages 7 & 9). It is unfeasible and unrealistic to assume a family that lives 4.5 miles into the mountains to travel via bicycles. There is no bike lane on Lee Hill, therefore I would NEVER force my kids to ride a bike up and down it every time our family needed to get somewhere. Of course this also brings into account that Boulder is too expensive to live for many people that work here. Therefore, you are also assuming folks who live in outlying locations will start riding their bikes 10-20 miles each way. That too seems unrealistic. I'm not a scientist, nor am I experienced on studies such as this, so I must rely on my common sense. By reducing the amount of vehicle lanes, you will increase congestion, which in turn will create more pollution. Then cyclists will not want to ride on those roads as it will be hard for them to breathe. Of course, concerns such as these will come to light with more extensive research which should be done BEFORE implementing the project. I applaud Boulder for being such a forward thinking community and constantly keeping the welfare of our planet top of mind. I diligently do my part to the best of my capabilities to be as environmentally conscious at all times. Therefore, I recognize where the basis of this project comes from, however, all affected parties need to be heard.

Dina	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion	environment	To the Boulder City Council members: I am writing to express my disgust with the so-called "right-sizing" proposal. I have lived in the Boulder County foothills for over 13 years and have worked at CU-Boulder for almost as long. I am a big believer in "No taxation without representation." Since I am unable to vote in Boulder City Council elections, I think I will start voting with my feet, mouth, and money. If you decide to reduce vehicle lanes on the 4 proposed streets, I will decide to BOYCOTT BOULDER! I will vote with my feet by going to an L-town to do all my shopping, especially more expensive items. I will vote with my mouth by telling everyone I know to do the same - BOYCOTT BOULDER! I will vote with my money by never shopping or buying anything in Boulder ever again! Between food, gas, concerts, restaurants, McGuckin's, home repairs, etc. I spend a lot of money in this town and therefore pay a lot of city tax. I do not want my taxes to pay for an experiment that is backed by an anti-car zealot and that is being forced on the citizens without being put to a vote. You have already succeeded in driving the weird out of Boulder. Now you are trying to drive out the middle class. Wait, "driving" is a bad word in this town. Make that PEDALING the middle class out of Boulder. Lately, so many things about Boulder make me feel like I'm living in Bizarro World. In what reality does reducing traffic lanes in a crowded, growing CITY make any sense? Bizarro Boulder, that's where! BOYCOTT BOULDER! BOYCOTT BOULDER! BOYCOTT BOULDER! Thank you (if you took the time to read), Dina P.S. I truly believe that TAB and BCC already made the decision to implement this plan regardless of public opinion. In my mind, this means you are not doing your ELECTED jobs correctly. You should listen to your constituents and work to support what your community members want and need. You should not assume that you know what's best for the
Donna	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion	environment	I don't really believe that City Council listens to citizen input, but I'd like to take the time to express my opinion about the "right sizing" of city streets issue. I don't believe you are listening because there is already constant complaining about the difficulty of getting across Boulder. I don't believe you are watching because streets are already jammed regularly – Broadway, 28th St, Foothills. Boulder is getting closer and closer to road-rage levels. More and more people are running red lights in frustration; less and less people are showing any consideration on the highways. My biggest fear is that you will cost us things that we really need. Lying on a treatment table at Boulder Medical Center, I remember listening to Boulder's best surgeon complaining about the difficulty of getting to his different appointments. He can't ride a bicycle between surgery locations I fear you will end up costing us good doctors. Businesses like McGuckins and downtown restaurants depend on customers who come in by car. I fear you will cost us sales tax income. Small business people work very hard, often working long hours, and depending on key appointments with bankers and potential investors. I fear you will cost us our entrepreneurial vitality. I don't really believe you care about the environment. If you did, working on traffic light timing would be one of the most productive things you could do to reduce pollution in Boulder. What you care about is forcing everyone who lives in Boulder to fit your image of the ideal Boulderite.
Elisabeth	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	access		City Council Decides TONIGHT on evidence Changes to 55th Street, 63rd Street, Iris Avenue and Folsom Street The City Council is considering a plan to reduce auto lanes and improve bike lanes along stretches of 55th Street, 63rd Street, Folsom Street and Iris Avenue as part of a twelve month "Living Labs" experiment. Perhaps you've read about it in the Daily Camera. The Boulder Chamber did some direct outreach to businesses along the proposed Living Lab corridors and the response leads us to the conclusion that the City needs to better understand the specific questions and concerns of those impacted before deciding to take on an experiment like this. For this reason, as our policy statement outlines below, we oppose moving forward at this time. Whatever your position on this Living Labs project, we urge you to tell City Council how these changes would impact you. Here's the most impactful thing you can do - Sign up to speak at the Public Hearing TONIGHT You must sign up with the Clerk in person, beginning at 5 pm in the Municipal Building at Broadway and Canyon. The earlier you sign up, the earlier you can speak. The City Clerk will give you some indication of what time your item is likely to come up, but it's a good idea to have some flexibility in your schedule as delays are common. Here's the next best thing - Email your opinion to City Council:council@bouldercolorado.gov Here's what the Boulder Chamber will be saying: We oppose moving forward with the Living Labs project at this time, primarily because we feel more comprehensive and targeted outreach is needed to ensure a successful experiment. Outreach to the business community regarding the Living Labs project has been inadequate, particularly to those employers on impacted corridors. When alerted regarding the Living Labs project, business community representatives have expressed well-considered reservations regarding project's technical feasibility, operational benefits and safety implication.
Ellen	6/15/2015	email to Council	All Corridors	1	1	1	1	positive	evidence		Great idea . At least give it try for 6 months or so and see. Ellen stark
Emily H.	6/15/2015	Facebook	All corridors	1	1	1	1	positive	safety		Great Video, City of Boulder Colorado Government. I hope folks watch the video before they comment to understand how 1) this is an experiment and a process, not an all or nothing situation and 2) this would be a step in making more transportation options easier, safer, and more accessible for Boulder residents (such an important goal!).

Eric	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	environment		there are way too many mitigating issues involved for me to consider the sudden "Rightsizing" projects as appropriate or valid today. First, the city keeps looking at other metro areas of five to ten times our size, where secondary streets are used for these changes, and geography along with other prior constraints have not already severely limited the options motorists have for travel across and into town. Wise use of quieter streets would provide the same safety and separation without obvious further limiting the few major remaining arteries. Second, as with many other projects (notably the flashing yellow left turn arrows), there is no trustworthy "before" data for reference, and so claims of success will be hard to either justify or refute. Logic expressed by advocates, including several who are on the City payroll as coordinators or planners, seems dubious and unrelated to any of the observations I or my friends have seen, relative to human behavior or traffic flow. Third, while funds may be coming from sources outside our budget, there are still many vital corridors like Table Mesa Drive which are dangerous to even experienced cyclists and need immediate repairs; the inconsistency in concern for bicyclists reveals more anti-car, than pro-bicycle sentiment. I am very disappointed that Council continues to press on with social engineering decisions which fail to respect the majority of citizens' daily needs and practices, as demonstrated by actual behavior. Al Bartlett's words have been forgotten by our Council, and many residents as well. When he said "Growth never pays for itself," he also said "Whether the growth is smart or dumb, the growth destroys the environment," and "Regional solutions to problems already caused by growth will work only if the growth is stopped." The City governing bodies have failed to respect the current residents, in favor of new, transient, or hypothetical future residents. The greaevidence failure of Boulder will have been mistaking other social issues as more pressing than growth; this is the one arena we have available to make a statement and impact for others to emulate, and if a small smart city like Boulder cannot deal with this, certainly no one else will.
Eric	6/15/2015	email to Council	Folsom Street,Iris Avenue			1	1	negative	safety	auto congestion	I would like to go on the record as a vehement NO to the Living Lab Bike Lane additions being proposed on several of Boulder's busiest thoroughfares. This idea is extremely risky to all involved, I would not put my children's or my elder parents lives on the line with an added lane on either Folsom Street or Iris Avenue, as it is, I recommend side roads and less traveled thoroughfares. What happens in the winter when I never see a cyclist??? As it reads now, the only reason to do this is to make driving more inconvenient which in turn hobbles businesses, hurts the employees, and endangers the lives of those in need of critical EMT care. I have lived here my entire life, and I have never had to write to council before, but this is the last straw, if you want to encourage bicycle riding or alternative transportation, make it more inviting by either paying people to get on a bike, or enhance our public transportation. Please do not do this. Sincerely Eric Patzer
Fern	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	access	data	Sean Maher's newspaper column this morning about the proposed "right-sizing" accurately summarizes the concerns of the business community in downtown. I agree with Sean that this experiment should be fleshed out before it is implemented. Briefly: The critical elements of this experiment should be to establish goals, ascertain the current status of bike ridership and use of cars on the subject streets, and then have quantifiable metrics to measure change over a defined period of time. It is also important to explain to the public why this is the chosen experiment as opposed to making secondary routes more biker-friendly which may encourage bike use without causing negative consequences for car users. This model, where cars essentially cede half of their designated space to bikes, tends to pit both groups against one another and discourages cooperation. Thank you for your consideration. Fern Fern
Fred	6/15/2015	email to Council	55th Street	1				negative	auto congestion	environment	Dear Council, I would like to remind you that early this year we had an "experiment" in lane restrictions on 55th Street while road repairs were being done. The traffic backups were horrendous. If you like to see cars backed up at lights, spewing out their CO2 then continue with this elitist folly. If you've got any sense, learn from the experience earlier in the year, and unless you've got hard data that makes you think the experience on other roads will be different, put this lane closing proposal in a proper grave. Thanks, Fred
Fred	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion	safety	lanes on 4 city streets. While I support efforts to make our streets "bicycle-friendly", I do not support reducing the automobile capacity of these major streets. I believe traffic congestion is one of the largest concerns for Boulder residents; to eliminate traffic lanes seems to be a very poor idea. To support this "right-sizing", I would need to see overwhelming information that: (1) bicycle use would be significantly increased, and (2) that automobile traffic would be significantly decreased. I would also need to see that all other alternatives had been considered. Thank you for considering my opinion. Respectfully, Fred Thrall
Geoffrey	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion	neighborhood cut throug	Dear Council Members: As a Boulder Native and Business Owner for the past 35 years or so, I have obviously watched with great interest how our transportation system in Boulder functions and interplays with needs of the business community and residents. It seems to me that taking an already congested system of arterial roads and downsizing them is the wrong direction for Council to take. If the issue at hand is bicycle safety, then perhaps it would be worthwhile to investigate the expansion of our current system of bike paths and trails. I for one, would even support a referendum on the ballot issuing bonds or collecting additional sales tax perhaps to fund additional bike/pedestrian paths. Closing lanes to automobile traffic will more than likely: A. Add to congestion, adding drive time to automobile trips thereby increasing pollution. B. Drivers will find ways using residential streets to avoid driving on the "Right Sized" over used congested streets. C. Businesses will avoid locating in areas which have been made more inaccessible by "Right Sizing". D. Conflict between bicyclists and motorists has the potential to increase as more automobiles are squeezed into less and less space. In summation, I think we need to come up with a better plan for both bikes and automobile traffic. Right Sizing needs a lot more study, no proof exists that the community as a whole will benefit from closing lanes. Right Sizing is clearly the Wrong thing to do! Thank you for taking the time to consider my opinion.

Gerry	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	access		Please do not move forward on "right sizing" our busy streets. I am a small business owner/contractor that has to use his vehicle everyday for my work. Making our streets more congested will not get me on a bike, ever. If you go through with this dubious plan please take, record and share the results of increased traffic congestion (air pollution because of idling) versus increased bike use. I'm sure the bicyclists riding next to all these idling vehicles would like to know the results also. BTW: Broadway from Arapahoe to Iris Avenue DOES NOT have a bike lane. Please discourage bicyclists from using Broadway. Redirect these foolish folks to 13th street. It's much safer. Thank you for your consideration. Gerry Karnish
Harriet	6/15/2015	Inquire Boulder	All Corridors	1	1	1	1	negative	safety	congestion	The closing of lanes on several of Boulder's busiest streets. If you do take away lanes on those streets you can expect more accidents, more road rage, more anger at the city, but not more bike riders. Please reconsider.
Harriet	6/15/2015	Inquire Boulder	All Corridors	1	1	1	1	negative	auto congestion		The closing of lanes on several of Boulder's busiest streets. If you do take away lanes on those streets you can expect more accidents, more road rage, more anger at the city, but not more bike riders. Please reconsider.
Irene	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	evidence		I am unable to attend this evening's meeting, but I urge you to vote against this proposal. There has not been enough public input nor in my mind enough consideration given to the traffic congestion that is going to be created by this ill-conceived scheme. Irene Shaffer
Jack	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	cant bike	auto congestion	I've lived in Boulder since 1976 and am totally against reducing the traffic lanes on our major throughfares to 1 lane! I know there is a strong bicycle contingent in Boulder pushing for this but what about us older people who may not be disposed to climb on bikes? Will business be taken elsewhere as a result of traffic tie-ups? How does this play into fire and police using these routes to protect citizenry? I think you understand where I'm going with this; not enough information or planning or public feedback before this vote. I urge you NOT to pass Right Sizing. Thanks Jack Sasson
Jamison	6/15/2015	email to Council	All Corridors	1	1	1	1	positive	Better for cyclists	safety	My name is Jamison Brown and I live at 20th Street in downtown Boulder. I am an avid cyclist, both recreationally and for basic transportation. In fact, I moved my design practice from Detroit to Boulder to take advantage of Boulder's incredible commitment to cycling. I even sold my car upon arrival and commute a comfortable distance to work via bicycle everyday. Specifically, my design practice has been focused on the development of bicycle and pedestrian infrastructure around the nation. Additionally, I am the chair of the Boulder design Advisory Board, although today I write you as a citizen. Needless to say, I have a unique perspective as a user, citizen advisor and professional. I was impressed immediately upon my move to Boulder with the accommodation for bikes and peds on off road paths, and along quitter residential streets. I also think the use of mid-block crossings and underpasses help tremendously to encourage and promote safe travel for alternative modes. However, I will be frank in saying I was very surprised at the strong bias toward automobiles on important streets used by commuters to get to job centers and shopping. Incredibly wide roads with little or no accommodation for bikes feel dangerous and the reliance on side paths IS statistically the most dangerous form of bicycle travel resulting in serious car/bike crashes. In fact, just two days ago a colleague was struck by a right turning vehicle. I urge you to continue the City's forward looking trend and right-size streets to provide PROTECTED LANES so that bicyclists of all ages and abilities can feel comfortable joining me on the roads. Thank you for your consideration!
Janet	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	existing bike lane	future growth	A follow up to the Sean Maher editorial today in the Camera regarding right sizing. As an over 60 couple, who worked for the school district for 30 years and are now retired and trying to enjoy our north Boulder location, another "experiment" comes from the staff and council who all live under a dome of "utopia." Maybe staff should become acquainted with all of the bike trails through north Boulder and see a rider does not need to ride directly on Broadway, there are alternatives on 4th or 9th. I do not see commuters on Broadway, they all head toward 4th. Not sure where your scientific numbers came from to support such a change, oh is it from this "experiment" staff wants to conduct to try and put another notch in their belt of look what we can do to our citizens in Boulder. Broadway is very busy. A new housing development plus those individuals who have the audacity to drive into Boulder to work has created an impact on wait times. We do not mind waiting for the traffic to clear because like us, they are the working class just trying to make ends meet. The city of Boulder seems determined to bully the citizens onto their bikes. It is not going to happen by forcing us into smaller lanes in the morning. Not all of us can ride our bikes to our traditional jobs nor want to, so how about fixing the roads, also called the infrastructure, and stop catering to whatever social experiment you are on this year and start taking care of the citizens who do drive and ride bikes. While this is a social experiment to you, these are our lives so how about trying to make them better. Hoping you will not rush to make changes to our roads and listen to the thoughtful and important questions that Mr. Maher asked in his article.
Jay	6/15/2015	email to Council	Folsom Street,Iris Avenue			1	1	negative	auto congestion		I oppose moving forward with the street "right-sizing" project at this time, especially with regard to Folsom Street and Iris Avenue. I am a cyclist, and in general support cyclist-friendly initiatives, but reducing Folsom Street and Iris Avenue to one car lane in each direction is simply ill-conceived, will greatly increase commute times by vehicle, and will not likely make those streets safer for cyclists. Jay
Jill	6/15/2015	email to Council	All Corridors	1	1	1	1	positive	safety		the northwest part of Boulder, I regularly ride on Folsom Street and Iris Avenue, while doing errands for work or personal needs and also ride 55th Street, or 63rd Street street to access recreational rides. I support the pilot project reallocating some road space from cars to bikes and installing protected and buffered bike lanes because of safety issues. I was the victim of a serious bike/truck accident many years ago and revisit that unfortunate experience every time I ride. A protected bike lane would be such a relief for me and other Boulderites committed to cycling and leaving their cars at home. I would also support a better separation between cyclists and pedestrians on the creek path. The path is a huge asset for Boulder, yet feels completely unsafe for pedestrians due to the high number of cyclists. As a driver as well, I would welcome the separation from cyclists and a left turn lane. And, at rush hour, it is not unusual to be stuck behind a turning car for long periods of time. I see a turn lane as a sound way to keep the traffic moving. Let's give the pilot project a try. We won't know if it's the right thing to do unless we give it a try. Best, Jill McIntyre
Jim	6/15/2015	email to Council	Folsom Street				1	positive	safety		Bicycling is the best and most appropriate means of transportation throughout Boulder. Unfortunately, my 88 yr old "dad" and his great grandkids are too afraid of traffic to bike here. He biked across the US several years ago but moved to Boulder 2 yrs ago to live just off Folsom Street. The idea was that he could walk and bike wherever he wanted. I don't really understand why he doesn't feel safe biking down Folsom Street but he does and wouldn't in a protected bike lane. Jim D

Jim	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion		Dear City Council, I'm writing to let you know I'm against the proposed changes to the above roads. I live at 20th and Alpine and ride my bike virtually every day to our office off Broadway and Arapahoe. I love biking all around Boulder, but I do not think these proposed changes are warranted. I'm very concerned the increase in traffic congestion will outweigh the benefits of being more biker friendly. I suggest that you experiment with making the change to just 1 way on one of the roads as an initial evidence. Regards, Jim
Jim	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	evidence	outreach	The Right Sizing theory (or pipe dream) should not be approved nor implemented without further analysis, including, in addition to the questions discussed in Sean Maher's article today: 1. What problem are you trying to solve, including actual specific and precise data verifies there is a problem? 2. How will Right Sizing solve the perceived problem, including projected specific and precise data which supports this as a solution. 3. How will you measure the effectiveness of Right Sizing before proceeding with more and similar changes? In the meantime, since we believe this advise will likely be ignored and you will vote to proceed with Right Sizing prior to leaving for your summer sabbatical, my wife and I are planning alternative Longmont so we can avoid the likely negative impacts to the already grid locked Boulder driving scene. P.S. We are both very active recreational cyclists, but wouldn't consider using our bikes as an alternative to or car for shopping trips, even in the best non-threatening weather. And from a safety standpoint we wouldn't dare ride our bikes on any of the Boulder streets, even those such as Baseline with the experimental sheltered bike lane. And being from Chicago, and still having relatives back there, we are aware the only save cycling in that city is the bike path along the lake shore line, far from any automobile traffic.
John	6/15/2015	email to Council	All Corridors	1	1	1	1	positive	safety		Thanks you for considering protected bike lanes for Boulder. As a year-round bike commuter, having bike lanes and bike paths is essential for safe commuting. My biggest concern with riding on streets is being hit from behind by a driver who is not paying enough attention to their surrounds. Protected bike lanes will aid in reducing the potential for a distracted driver from accidentally driving into the bike lane. Please make protected bike lanes a reality in Boulder. Regards, John Gress
John	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion		As a 40 resident/taxpayer of Boulder I am opposed to the shrinking of our streets in efforts to "get people out of their cars". Although that may be a worthy goal to some, this effort is only going to increase driver frustration over the increased congestion and increased commute times. I need to drive everyday as a part of my job and with two active children we need to drive them to soccer and swim practices 5 days per week, we are not going to put them on bikes and send them in the direction of Pleasantview field or to the various locations for swim team. I believe I speak for thousands of families that you do not see at Council meetings who are busy with careers and raising their families. Please reconsider this foolish endeavor, John McElveen
John	6/15/2015	email to Council	55th Street	1				negative	auto congestion	existing bike lane	As a business owner and landlord in Flatiron Park off 55th Street, I am very much opposed to losing one lane. My tenants feel the same way. We already have great bike paths to and from Flatiron Park in several directions. John
Joni	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion		Dear Boulder City Council, The most evolved and progressive method for behavioral change in humans and animals alike is positivereinforcement, not negative reinforcement. As much as many of us would like to give up our vehicles and instead walk or bicycle most places, for the sake of the environment as well as our personal health, many of us cannot do so, for many different reasons. The proposed "road diet" on Iris Avenue, 63rd Street, and 55th Street mostly, and Folsom Street secondarily, feels, to many drivers, as if we are being punished -- negative reinforcement -- for being average Americans with busy lives, taking care of family members and working full time jobs, who don't have the privilege of abandoning our vehicles at this point in time in our lives. We hope it is not intended as such, but it feels like punishment. It feels like the philosophy behind these proposed changes is to make our driving lives so miserable this summer that we will abandon our vehicles, finally, and take up cycling, despite your stated desire to make wide bike lanes for retired people and stay-at-home moms with their kids. Please do not remove lanes on these already-congested streets. Please, instead, reinforce cycling on parallel roads that are less traveled, at least for now, until these proposed changes can be studied in more detail and in a more transparent manner. Thank you.
Jordan	6/15/2015	email to Council	All Corridors	1	1	1	1	positive	safety	Better for cyclists	some road space from cars to bikes and installing protected and buffered bike lanes because it will make it safer and more pleasant for me and others to ride bikes in the city for everyday transportation. Feeling safer riding my bike will help me to use my bike more frequently. Please let the pilot 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. In addition, it is much better for the environment and since we are in the midst of a drastic change in our climate, increasing bike lanes will increase the likelihood of additional people riding bikes. Sincerely, Jordan Fox

Judd	6/15/2015	email to Council	All Corridors	1	1	1	1	positive	auto congestion	evidence	i'm writing to express conditional support for the "right sizing" pilot program. I say conditional, because although I have several concerns regarding the implementation of this program I strongly support safe, sustainable and diversified transportation options. My main concern is--as many have expressed--is that already awful traffic conditions will become worse. Moreover, I have some concern that there has not been sufficient metrics established for what equals success. Without good evaluation tools I worry that we will end up with "rightsized" roadways that minimally meet the stated goals, while further impeding commuters who cannot be full time bike commuters. I do think that the relatively simple suggestions associated with Open Boulder's recent release could greatly ease concerns and help ensure good decisions are made. Those additional suggestions are: i. pre-establish its criteria for evaluating the pilot project (Note that the "criteria" listed at https://wwwstatic. bouldercolorado.gov/docs/Attachment_G_Project_Evaluation_Criteria-1-201506051615.pdf are not criteria, per se, but instead outline data collection methodologies. So, for example, what are the criteria against which these data will be evaluated to determine pilot success or failure?); ii. be transparent with the data and feedback received during the pilot project; iii. be responsive to needs that may be identified during the project, including the needs of drivers and businesses that depend on other modes of transportation (e.g., maintaining existing dual turn lanes); iv. explore and evaluate every available option for adding new, dedicated bike paths in lieu of rightsizing existing roadways; and v. be committed to the inherent "temporary/date-certain" nature of the pilot project, and be fully prepared to revert to previous lane configurations and usage should the data and feedback suggest this. Thank you,
Judy	6/15/2015	Online Comment form	Iris Avenue			1		negative	auto congestion	existing bike lane	I am both an auto driver/bicyclist. I moved here in 1976 and have lived in same home west of Broadway, west of the Foothill School path, so I understand this corner metric you have put up, and see potential traffic flow, and can say â it will congest Broadway more than it already is at rush hour and school times, which is practically â ALL DAY LONG!! Bicyclists utilizing this area already know it is best to avoid Iris Avenue and use the VERY MANY streets and bicycle designated paths and leaving Iris Avenue Avenue alone to motorists âreason you will not see/count that many cyclists on it now. AS SAID< Iâve lived here almost 40 years! You will be willing to impact Iris Avenue, the best east/west mid town artery for traffic, on a social experiment that wont affect those of us who already choose, if/whenever we have time - to take a bicycle for shopping or whatever needs â this program gets my NO VOTE! IT is not worth the usage of our tax dollars. PLEASE reconsider this idea!! I can only speak for my area of town I have known for almost 40 years- I DONâT BELIEVE enough research, study, or feedback has gone into this proposal for a vote tonight. Sincerely Yours, Judy Oxley
Judy	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion		To all Council Members: Please take time to read the piece in today's Daily Camera Business Plus edition on page 9. Sean Maher has thoughtfully presented several points worthy of your consideration. I read and then re-read his article, and would hope that each of you will consider his 5 well-worded points regarding this "right sizing" issue. Thank you for knowing that many Boulder residents are rightfully concerned about the outcome of this proposal. Judy Williams
Karen	6/15/2015	email to Council	Folsom Street,Iris Avenue			1	1	negative	auto congestion	winter maintaince	Regarding the Proposal to widen Bike lanes on Folsom Street and Iris Avenue: I am all in favor of safer bike lanes and encouraging that mode of transportation. I do not however support the current proposal to remove a lane of traffic and widen the bike lanes on Iris Avenue and Folsom Street. For residents of North Boulder those are major thoroughfares to downtown, Broadway and west Boulder. Given the constant congestion on 28th and 30th, many of us use Folsom Street Av or Broadway to get to town and to take kids to schools such as Boulder High. The hope is that this proposal will "improve the flow of traffic" and that it will be more appealing to elderly and families. I can't see either of those populations choosing to travel more on these particular streets; there are bike paths in existence nearby and side streets that are less busy. I am surprised that anyone who drives those roads regularly would think that removing a lane in each direction will help the traffic. And of course, best case scenario for this proposal assumes good weather conditions. On bad weather days, you can be sure most people will be in their cars backed up in traffic waiting to navigate these roads. I hope City Council is open to changing its mind on this proposal as many of us expect it will have the reverse effect than what is intended. Regards,
Kate	6/15/2015	Online Comment form	Folsom Street				1	negative	auto congestion	future growth	I am not convinced that this has thoroughly been thought out and I'm not comfortable moving forward with the project as it stands today. There's already a ton of car traffic along my commute on Iris Avenue and Folsom Street, I shudder to think how this will further tangle up traffic particularly with the construction on Foothills which is shunting more cars onto the Diagonal. Thank you.
Katherine	6/15/2015	email to Council	All Corridors	1	1	1	1	unclear	evidence	outreach	Iris Avenue, Folsom Street, 63rd Street, and 55th Street. The drawings on the city webpage are too small to see the details. Regarding the center shared turn lane: Does this mean the mature trees in the median of Folsom Street between Canyon and Arapahoe will be cut down? And that other landscaping will be lost? Will the two left-turn lanes from southbound Folsom Street to eastbound Arapahoe be replaced with one shared lane? Westbound Iris Avenue to southbound Broadway? What about the intersection of 55th Street and Pearl? These are all pretty high-volume intersections, as is Arapahoe and 55th Street. There are three mid-block pedestrian crossings between Valmont/Edgewood and Arapahoe on Folsom Street, which have islands in the middle of the street. I assume these islands will have to be removed on account of the shared turn lane, unless in fact there isn't going to be this turn lane in places. Doesn't this make the street much less safe for pedestrians? There are pedestrian crossings on Iris Avenue as well. Who will have the right of way in the enhanced bike lanes where they cross the pedestrian crossings? Or are the mid-block crossings being removed entirely? I'm all for the increased safety of cyclists, but I do worry that the removal of turn lanes will back traffic up rather badly. For example, southbound Folsom Street already backs up badly at Pearl, and not just during rush hour. But my biggest concern is ensuring the safety of pedestrians, especially if wider bike lanes encourage faster speeds for cyclists. I also fear that physical barriers between bike lanes and automobile lanes will make it even more difficult for drivers to see pedestrians if visibility of the sidewalk is blocked. I wonder if it wouldn't be a good idea to postpone making these changes until more complete information about the proposals can be disseminated. Thank you,

Kathleen	6/15/2015	email to Council	55th Street,63rd Street	1	1			negative	cant bike		Dear Boulder City Council, This message is a plea to put your plan on hold to "right-size" four streets in Boulder to make it safer for bike riders. This is an ill-conceived plan that was brought forth to the public with no advance warning. Now that you are ready to go on vacation, does this mean that this plan is a "done deal?" I live in Gun Barrel but drive into Boulder daily for my job on Central Avenue just off 55th Street. Two of the proposed street narrowing sites are on my route to work---63rd Street and 55th Street. Additionally, I must take Iris Avenue and Folsom Street in order to get to my church and doctors' offices without going way of my way. I am a senior, and incapable of biking. There are many of us in Boulder, by the way. Have you looked at a study of the amount of retired people in Boulder? It might surprise you. Currently, bike riders do not have to obtain a license to ride in Boulder. Nor do they have rules to obey. There is no ticketing if they endanger a motorist by darting out in front of them at night with no light, or not bothering to stop at a stop sign. Of course if anything were to happen to the biker, it would be the the motorist who would be fined, or sent to jail. Why doesn't the City Council write some rules for bikers and find a way to make sure that they are followed? Hopefully, this letter gets to you, and if it does, thank you for reading.
Kathy	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion		The following letter from Jeff Schulz to the Daily Camera captures my own attitude toward the "right sizing" proposal for increasing bike use in Boulder…I am not a fan, and the proposal sounds ridiculous to me. The proposed changes will most definitely increase car congestion on the targeted streets, but they are not likely to increase bicycle use. What is the function? My best guess is to punish resident and non-resident drivers who do not conform to Boulder's utopian (or is it dystopian?) visioning. Thank you for your consideration, Kathy Tegtmeyer My residence is located at 3111 Washington St., Boulder, CO, 80304. My place of employment is Formation Environmental LLC at 2500 55th Street St., Boulder, CO, 80301. My total car mileage per year is approximately 7,000 miles. I like to ride my bike, but that is not always practical for a full-time working professional. ********** Jeff Schulz: A dystopian look at our 'right-sized' future Posted: 06/14/2015 07:25:25 PM MDT As the flammable liquid tanker car derails at Pearl and 30th Street and rolls through the lobby of the new, smart-growth tower, thankfully, all residents safely evacuate. Just as the last bearded hipster squeezes through the exit without spilling his latte, a fire erupts. The Boulder Fire Department is ready to roll, but, unfortunately, it's rush hour and the recent lane reductions combined with all the flashing crosswalks have caused perfect gridlock everywhere. Knowing that they can access water once on the scene, the can-do firemen commandeer several B-Cycles and pedal over to the calamity. They quickly discover that the electric water pumps won't turn on because the muni hasn't installed those backup power circuits yet. The east county fire squads are called in, but, bummer drag, large potholes on the unmaintained county roads are causing unanticipated delays. Smoke can now be seen from the downtown treehouse where council members are playing rock-paper-scissors to decide on whom to train their high-powered bureaucracy cannon at next. Will it be insensitive trailer-park owners or hapless Boulder Creek rock stackers? Over in Central Planning, the disaster has everyone reconsidering the wisdom of locating high-rise apartments on rail curves. During the press conference, the mayor states that the real disaster here is
Katie	6/15/2015	email to Council	55th Street	1				negative	existing bike lane	auto congestion	I am an for safe cycling in our city, but feel that taking out two lanes on 55th Street will cause a huge issue with traffic and is frivolous spending of taxpayer's dollars. There are perfectly good bike lanes on that road. Removing two lanes will back up traffic and cause an issue with the turn lane from Arapahoe onto 55th Street. It will also back up traffic into the neighborhood across from 55th Street over Arapahoe. Not to mention what will happen when a train is blocking 55th Street. Please don't fix what is not broken!
Katie	6/15/2015	email to Council	55th Street	1				negative	evidence		Dear Boulder City Council, I am commuting both by bike and car from various points all over Boulder/Gunbarrel/Longmont, and unfortunately cannot attend the meeting tonight due to work obligations. I did attend an outreach meeting in the Flatiron Business Park last week thought, and am just appalled at some of the logic behind the Living Lab "experiment". The biggest points I have at the moment are: I feel that the Chamber's announcement to state that they want to delay this decision as of this afternoon is a good one. There needs to be much more research done before pulling the trigger on any of this, especially because you are going to piss off a LOT OF BUSINESSES in Gunbarrel and East Boulder by impeding our traffic, and a LOT of Boulder's core businesses doing national and international distribution are the ones that exist out here. You don't want to encourage us to move out of your city/county. One of the only "real" arguments for turning 55th Street into a living breathing parking lot that was brought up in the outreach session last week by the people who did the research and wrote the Living Lab Proposal was that it's not safe for entire families with children to ride down 55th Street when they need to get to the Humane Society and adopt pets. ON BIKES. Children adopting pets on bikes. That's a REALLY large population of people compared to the over 3,000 that work just in the business park 5 days a week! The people who did this research and are making the arguments to "rightsize" 55th Street are a complete joke. The rest are bullet points to validate personal experience I have from once being a commuting cyclist/now car commuter due to distance that may interest you further. I feel the places I have lived and biked from and now commute from and the reasons why should have impact on your ultimate decision. • First, I am a card-carrying/kit-wearing member of the women's Ten20 cycling team for the last 4 years. I am definitely a recreational cyclist only, and rarely ride more than 10-20 miles at a time, but I do enjoy riding. • I have lived in the Grove Circle area, Central ONoBo (19th and Edgewood), Iris Avenue & 34th area,
Keith	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion	noise	Dear Council Members, I read Sean Maher's op-ed in today's Daily Camera Business Plus with great interest. As you probably have already read, he raises five very relavent and thoughtful questions regarding your new "right sizing" program. I hope these questions will be raised and answered in your meeting tonight. You are moving way too fast on this proposal. It seems that you know it has no broad support from the community so you are rushing it through in response to pressure from a small but vocal, special interest group. Keith Jenkins Boulder

Keith	6/15/2015	email to Council	Folsom Street,Iris Avenue			1	1	positive	access		Honorable city council members, I am writing in support of the rightsizing effort on several Boulder roads. Although I am primarily motivated by safety concerns while riding on Folsom Street and Iris Avenue (two roads I often use for my daily commute), I also wish to add some facts to the debate. Most of the rhetoric I've seen from the opposing side has focused on the negative impact rightsizing will have on local businesses; however, no study has shown this to be the case. In fact, adding protected bike lanes and improving pedestrian infrastructure at the expense of motor vehicle lanes either boosts or has no effect on business. I direct to you two to summary reports, one from the League of American Bicyclists and one from Boulder-based People for Bikes: http://www.advocacyadvance.org/site_images/content/Final_Econ_Update(small).pdf (League of American Bicyclists) https://www.sfbike.org/wpcontent/ uploads/2014/04/Protected_Bike_Lanes_Mean_Business.pdf (People for Bikes) Please note, you can find source material cited in both files as the two reports are synopses of current research. In summary, rightsizing these roads will enhance rider safety while also benefiting local businesses and the greater Boulder economy. All too often, Folsom Street and Iris Avenue are thought of as highways and little regard is paid to the speed limit. Hopefully, the enacted rightsizing measures will provide an all-around positiveimpact to our great city of Boulder. Sincerely,
Ken	6/15/2015	email to Council	All Corridors	1	1	1	1	positive	better for cyclists		I am writing to support the proposed protected bike lanes. We are significant real estate owners in Boulder and have owned and managed ski, bike, running and sporting goods stores in Boulder over multiple generations. The protected bike lanes will further the leadership on Boulder in terms of making it a more livable, pleasant and balanced transportation community. It will continue to help Boulder attract talent and business because of the intelligent option to much of the rest of our country. Protected bike lanes help everyone but especailly the more cautious bike riders get comfortable and thereby contribute to the usefulness of the entire Boulder bike network. Ken Gart
Kevin	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	evidence		Folks; Some questions regarding the proposed change to lanes used by cars to increase the size of bike lanes..... 1) do you have any hard statistics about the number of bikes vs cars on these streets on which the changes are proposed that goes across a large sampling of time, ie. weeks and months? 2) have you considered the fact that in winter months and during bad weather bike travel gets smaller for all but the hard core bike users and the number of cars increases and travel on the roads is slow enough. 3) have you consider making the change on just 1 road to start , not 3 or 4, and evaluate the outcome and then see if your hypothesis about 1) that these changes will make the road safer for bikers and 2) that the assumption that more Boulder citizens will use their bikes instead of cars if the street(s) are more user friendly is in fact real? I do not categorically oppose the change but for me to feel that it is a positiveinfluence to this city you need to your "homework" in much more comprehensive and objective manner and then get further citizen (and business owner) input based on these findings. In short, ladies and gentlemen, be careful what you ask for you may get it and then when you find that all is not what you presumed it would be, changing it becomes difficult. Slow down, do not rush this decision and make a recommendation that benefits ALL Boulderites not just a select few! Thank you and be well, all.
Kim	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	existing bike lane		To City Council: As a cyclist who lives in Lyons but works in East Boulder, I ride to Boulder several times a week. Cyclists like me look for options that get them off the main arteries-- so rather than Iris Avenue...I ride Kalmia or Hawthorne to the gardens then to 19th etc Even when I get on 19th (not busy or scary... but kind of a pain on garbage collection day)... I quickly (as fast as I can) get on the Goose creek Path... it's more fun, friendly and feels safer than heading down Valmont. Also, I often turn off US 36 at Palo Parkway rather than navigating Iris Avenue/28th traffic light to try and get to 30th and Valmont... I take a bike path... I go under Iris Avenue and ride along side 30th and then head back (on a small Iris Avenue st) towards 34th... cut through less traffic & neighborhoods etc. I never like to see cyclists going down broadway (no bike lanes and plenty of traffic)...but some do, however the vast enormous majority do not. (Most however are male). It's so easy to pop west at Iris Avenue, go over the creek and behind the elementary school and head south on 9th... and less stressful too. Or alternatively, turn at Iris Avenue and immediately head south on 14th to Hawthorne and head east... Plus, cyclists have brakes and feet (which we can put down and we can unclick) and we can stop... and we should whenever necessary. I don't think bad or not good cyclists should affect the four streets you propose. Cyclists and drivers both have a shared responsibility. Most cyclists, but not all are good cyclists. I feel the same with drivers, most are good, but not all. I think the city plan is craziness! In my opinion it will not help bike safety at all and will only frustrate drivers. The pedestrian underpasses are much smarter and more effective (like goosecreek path going under 30th, 28th and Folsom Street) While your intent may be good, I think the idea is wrong.
Kim	6/15/2015	Online Comment form	55th Street	1				negative	train	auto congestion	Please don't drop 55th street to a 2-lane highway. It is an extremely busy thoroughfare which is often at a standstill due to the train. I sat 20 minutes last week at 5:00pm waiting to get on 55th Street from Central because the traffic was so backed up. In addition, Flatiron Industrial Park, on 55th Street and Central, is packed with 18-wheelers and FedEx trucks. Changing 55th Street to a 2-lane will create a nightmare for all of us who work in this industrial park. We'll never get out! Traveling south will become impossible. Thanks.
Larry	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion		Please read Sean Maher's article in the Camera today. He makes some excellent points. Thanks Larry

Laura	6/15/2015	email to Council	All Corridors	1	1	1	1	positive	safety		Now that I live in North Boulder (in one of those high-density condo developments that old-time Boulderites despise), I am car-free. I depend on my bicycle, the bus, and an occasional e-go car share to get around, and I am writing in support of adding more bike lanes to Boulder, with some caveats. -Bus service must improve in Boulder if you want to get more people out of their cars. Only the most hard-core will bike to work in the snow. The SKIP line is the only one that is consistently reliable. I used to live on the 208 line, and I couldn't stay downtown (where I work) after 6:30 PM or get around on Sundays. -On a related note, the Eco-pass system must be expanded. If everyone living around you is a CU employee, you are unlikely to be able to get enough neighbors together to get a neighborhood pass, and this feels inequitable. I get a free Eco-pass from work but would be happy to pay a subsidy if it helped trailer park residents or high school students get passes. -Bike riders should be given some incentives, like the Trip Tracker program. Discounted car share memberships, Eco-passes or Bike-share memberships would be nice. -Since so much of the additional traffic seems to be incoming from people who don't want to pay the "Boulder tax" and live close in (or can't buy houses in town because they aren't independently wealthy), perhaps a "zone toll" like the one implemented in London would help pay for more improvements. Car drivers don't realize how much driving is actually subsidized by all of us. Finally, my biggest fear is angry, inattentive drivers. I have observed an increase in this category over the years. Please don't pit the bicyclists against the cars. Regards,
Laura	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	existing bike lane	Cant use bike	I am strongly opposed to your plan to eliminate car lanes in order to make bike lanes larger. I have been an avid bicyclist in Boulder since 1983. This plan will NOT lead to an increase in people riding their bikes. Boulder is already one of the most bicycle-friendly towns in the country. Most people that want to ride already do, and do so safely. Why would you inconvenience 20,000 cars a day for the sake of a handful of bike riders? Biking, for most, is a recreational activity that we fit in when we have the time to do it. Even though I live and work in Boulder, for me to commute by bicycle takes me 45-50 minutes by bike, but 10-15 minutes by car. I do not have the time to do that. For me to do errands by bicycle is very unlikely as well. It would take 3-4 times as long, and I would only be able to run the errands that do not require me to carry anything more than one bag of groceries home with me. I do not ride my bike when it is raining. I do not like to ride my bike at night. I do not ride my bike when it is below 40 degrees outside. If this is indeed an "experiment", then what are your measures of success? How many bikes go up and down these routes daily? How many more bikes would have to be added to this tally in order for you to consider your experiment a "success"? How may more pounds of CO2 will be put into the atmosphere by the cars who will have longer travel times on these routes? Folsom Street is probably the busiest street on your list to experiment with. When CU is in session, I will see about 8-12 bicycles on a given trip down the length of Folsom Street. When CU is not in session, I see ZEOR to ONE bicycles. When it is dark, there are ZERO to ONE bicycles. When it is snowing or raining, there are ZERO to ONE bicycles on this route? How can you justify the increase in CO2 emissions to benefit, on average, only a handful of people? If you really want to make this an "experiment", do it with one street with temporary lane closures for 6 months and measure the number of new bikers that take advantage of it. Don't do it on 4 major thoroughfares with permanent structures until you are sure it will increase ridership a significant amount. I know that Community Cycles is giving you a petition with hundreds of signatures on it. I urge you to
Laura	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion	noise	I am a long time resident (36 years) and am strongly opposed to widening bike lanes and narrowing roadways. I'm actually shocked this is even a consideration considering the congestion and speed problems in this town! I ride a bike to work everyday and I'm still opposed!!! 1. Roads were made for cars, not bikes. Cars go fast and cars hurt people. Accidents are called accidents for a reason 2. I for one hate riding in traffic and breathing in all the pollution from the cars which exacerbates my health issues and would much rather see separation between cars and bikes. 3. The more bikes on the road the more accidents are likely, not unlikely, regardless of room on the shoulder. This includes small children that parents allow next to speeding heavy metal objects. 4. We've been experiencing more severe weather (snow & rain) and will likely continue with weather changes. Hills with snow and ice are classic danger zones. (Folsom Street) 5. It won't force people out of their cars just onto neighborhood streets that are already experiencing speeding and reckless driving. 6. The roundabouts (a whole other bad idea) don't work as designed. They are dangerous and I haven't seen a study or any information as to their effectiveness. All I know is I'm almost hit, literally, just about every day when I drive down 23rd St and go through the Pine St. roundabout. Adding yet another ill implemented traffic plan without correcting existing traffic congestion, dangers, etc. is not wise. 7. As people age they don't have the strength or energy to ride their bikes or to weather the rain or cold. 8. Putting a bandaid on the symptom is like taking a battery out of a smoke detector during a fire. You don't hear the warning anymore, but the fire is still raging. 9. People classically mismanage their time and that won't change. Commuters will be in a hurry and make poor decisions. They'll be on auto pilot. It's human nature. 10. Boulder only has 3 roads that get them through town in any direction. To block one (which it will be congested, there's just no way around it with the population we have) is suicide. Broadway and 28th Street can not handle more traffic during many hours of

LeeAn	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	evidence	access	Dear Council Members, As a downtown business owner, employer, and 16 year Boulder resident I am strongly against moving forward with the "Right Sizing " program at this time. To move forward with this program before we have considered all the potential impacts seems rushed and foolish. Boulder is incredibly fortunate to have a vibrant and unique downtown that truly is the heart of our city. We retailers do all we can to make downtown Boulder as fun and inviting to both locals and visitors as possible. We need to support and maintain the infrastructure that allows all to enjoy our incredible city. The perception issues surrounding the lack of hospitality of downtown Boulder to outlying communities that we are already dealing with as Downtown Boulder merchants will be exacerbated by rushing into this. Please review and consider Sean Maher's thoughtful response to this "Right Sizing" proposal. Rather than echo all the main points in his letter, I suggest that we slow down and consider all our options before leaping into a hasty "solution" that will impact us all for years to come. Respectfully yours,
Leon	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion	safety	Another couple of questions for your consideration. How long has it been since Boulder last repaved a street in this town vs. throwing out some asphalt and backing over it to pack it down? What has happened to the size of the staff in that road department in that time frame. I am guessing that it hasn't gotten smaller. How much money have we spent on consultants in the last 18 months to tell us what we want to hear? PLEASE, let's concentrate on public safety, libraries, water quality,etc. Put those things at the top of the "to do" list and ignore the shiny things in the monkey cage that distract us from our primary responsibilities. I would really appreciate that. Leon Midgett
Lind	6/15/2015	email to Council	Iris Avenue			1		negative	auto congestion		I am out of town and unable to attend tonight's meeting, so would like to communicate my concern about the proposed living lab project for Iris Avenue Road. I live in the Melody Catalpa neighborhood, for which this is a main arterial when we need to drive. I believe Shaun Maher captured the concerns well in his editorial. I love that boulder encourages bicycling and other methods of travel, and enjoy the network of paths including Kalmia to 19th or elmers two-mile. We need to relocate the crossing on Iris Avenue to 16th, where bike traffic tries to cross north and south, but much less need to enhance bike lanes on Iris Avenue itself. I fear this is going to create a traffic nightmare...as well as further increase traffic already cutting through our neighborhood. We need a way to measure these and respond, but have been told there is "no budget" for any of this. Perhaps we are trying to do too much too fast. Thank you for your consideration, Lind Olsson
Lisa	6/15/2015	email to Council	All Corridors	1	1	1	1	positive	safety	Better for cyclists	Hello City Council, I'm writing to express my support for the "right-sizing" street project that includes protected bike lanes. Here are a few reasons why. 1. Single lanes of car traffic (rather than 2 lanes each way) and more people walking and biking make for a nicer neighborhood experience for everyone: shop owners, car drivers, pedestrians, and cyclists. 2. I live in south Boulder, but my niece and nephew (10 and 12 years old) live in north Boulder. I am nervous to bike with them on Iris Avenue and especially on Folsom Street. I would love to feel more confident and relaxed when biking with them. Having protected bike lanes will help with this. 3. Protected bike lanes will help more people on bikes feel safer and will thus encourage more people to bike and even walk. This will also help car drivers. I am nervous when driving a car on 30th, for example. The car lanes and bike lanes on 30th are very narrow. It would be a much more pleasant car driving experience to have protected bike lanes, too. 4. This is an experiment. Let's give it a try! Thanks Boulder! Lisa Seaman
Lisa	6/15/2015	email to Council	Folsom Street,Iris Avenue			1	1	negative	cant bike	auto congestion	As a 40+ year resident of Boulder County and a small business owner who needs to drive a car on a daily basis but cycles for pleasure when time permits, I'd like to voice my opinion on a few issues. I have observed over the years that there is a segment of the population which speaks loudly but does not always speak for the majority and it's time the majority start to speak up. Of course we all love Boulder and love raising our kids here, but it is impossible to keep it thriving if we continually stymie progress and smart development with views of "no growth". Regarding housing, density, etc....I think the majority of people are interested in smart growth, not "no growth." If we shut our doors to development, jobs and economic development, our community will wither. I think we are going to have to finally give up one of our "sacred cows" of density, height limits or certain sections of the planning board's map. The current backlash against "ugly development" I think stems from the amount of building that is happening now. What most folks don't realize is that much of this development has been on the books for years and just now is able to be fulfilled with the improving economy and financial resources available to developers. Lord knows I was on a citizen's TRG with Housing and Human Services regarding affordable housing when the then called "Transit Village" was being planned about a dozen years ago! Here are my feelings on some of the issues at hand: 1.) Municipalization – I live in the County and have some concerns but will stay out of this fray 2.) Developments – Developers have been "paying their way" through inclusionary zoning for years 3.) Affordable Housing – A one-time fan, I have had too many real world experiences in reselling permanently affordable units to know that there is not a sufficient market for folks willing to accept the restrictive covenant on the deed to warrant the continuation of trying to sell these units. Money for this program should be used for rentals only or some form of downpayment loan that gets paid back to the City with interest upon the re-sale (at market rate). I also think the City should have a salaried Realtor on staff that markets these properties in the MLS, so that 2.5% co-ops can be earned by the selling Realtor in the sale.
Lori	6/15/2015	Online Comment form	55th Street	1				negative	auto congestion		of this plan where 55th Street is concerned. Turning 55th Street between Arapahoe and Pearl into a 2-lane road is the most ludicrous thing I have ever heard! Obviously, the members of counsel and their supporters of the preposterous idea have never been in line waiting to exit either of the two exits in the industrial park during the 5pm rush hour, during a severe snowstorms, or when the train is passing through. One has to have a lot of patience at the corner of Flatiron Pkwy and 55th Street when trying to merge onto 55th Street heading north, while the cars inch slowly towards the east turn onto Pearl/Valmont. Not that many years ago, in 2010 or so, it took an hour, (no kidding) to get to Arapahoe and 55th Street, using the Central Ave exit out of the park! I wonder, who is footing this bill? US? Have you sold our City streets to the highest bidder, like Hwy 36? I've lived in Boulder nearly 25 years and this is the most pathetic use of tax-payer money I have ever seen. Big waste.

Lynn	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion	existing bike lane	Please listen to those who live and drive and cycle longterm in Boulder. We do not need to jam up major roadways across town into a single lane in the hopes of encouraging a few more cyclists. The lanes on Iris Avenue and Folsom Street feel safe to us cyclists already. Besides, less busy streets are so much more appealing to ride on without all the traffic. Also important to stress is that the vast majority of people in north Boulder drive!! To work and day care and for groceries and to take aging parents to appointments. Please consider that this drastic change will not benefit the majority and only serve to make the necessary driving exceedingly frustrating. Thank you for your consideration. Lynn Kimball
Lynne	6/15/2015	email to Council	Iris Avenue			1		negative	cant bike	auto congestion	I have been a resident / home owner living in North Boulder for 38 years. From all 3 of my residences Iris Avenue has been and continues to be my main access to everything I do. Busses and bikes are not an option for me. Since learning of the proposal to reduce the number of car lanes in favor of bike lanes I have been even more aware of the traffic congestion on Iris Avenue. I can not believe that such a plan has even been proposed. CHANGING CAR LANES INTO BIKE LANES IS A RIDICULOUS IDEA !!! Bikes and busses don't work for most people and the weather in Boulder in unsuitable for those modes of transportation 6 months out of every year. Boulder's population will continue to grow and Boulder definitely needs more and better transportation routes and routing for everyone but be reasonable in finding solutions and don't be swayed by to the biking minority... Lynne Dannenhold
Margaret	6/15/2015	Online Comment form	55th Street	1				negative	auto congestion	train	I approve the idea to reduce vehicle lanes to one way each direction, both from the lanes each direction. Really? Does living laboratory actually visit the area in question? Do they visit during peak and off peak hours? How about at 5:00 pm when the train is crossing at 55th Street? Cars are lined up back to Arapahoe and Pearl St, with cars waiting to get onto 55th Street from both entrances to Flatiron Park. This with two lanes in each direction. This stretch of road is used by lots of big rigs visiting light industrial locations in Flatiron Park. Forcing all northbound or southbound traffic to line up behind a few 18 wheelers, will create multiples of incidents in one day of traffic backing up to and through intersections. There is already a northbound and southbound bike lane. There is also the bike path which connects with 55th Street at
Marion	6/15/2015	email to Council	Iris Avenue			1		negative	auto congestion	emergency response	Please do not go forward with this poorly conceived and poorly thought-out plan. It is already difficult for those of us in the neighborhoods along Iris Avenue to turn onto Iris Avenue, what it will be like with only one lane in each direction is hard to imagine. The idea that "the elderly" will suddenly decide to ride bikes is ludicrous. In a city with an older tending demographic consideration of older people by the Council might be a good idea. I have seen no info on bike traffic on Iris Avenue now or number of bike/car accidents or what "safer" might mean. What happens with emergency vehicles in this scheme. Buses? In the winter the snowplows pile the snow in the middle of Iris Avenue effectively reducing it to one lane so now there will be no lanes I presume. It also is not clear why the very vocal biking community seems to be the driver in these sorts of decisions. Dr. Joel and Marion Selbin
Matt	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion	access	Dear Council, I am opposed to this effort, which for Iris Avenue will cause significant cut-through traffic in neighborhoods nearby, without realistically increasing bike access. In fact, it is likely to make biking on relatively quiet side streets like Grape and Kalmia more dangerous by increasing auto traffic on these streets. On 63rd Street and 55th Street, it will cause significant traffic problems at rush hour. There is an existing Bike lane two blocks east of 55th Street, and a sidewalk/path running next to 63rd Street. If you are determined to try an experiment, Folsom Street is the only street that might make sense if this is about biking. I'm not convinced it will reduce bike accident rates and near misses, because traffic will still be turning across bike lanes. It may even make things worse by decreasing effective visibility. On the other hand, if this is actually about making commuting and/or shopping more difficult for people who live outside of Boulder, then you may want to consider what the tax impacts of 50,000 fewer vehicle trips into Boulder every day will be. If each of those trips is worth only 25 cents, tax revenues will drop by about the amount you are currently spending on municipalization (roughly $4.5 million). I have lived in Boulder for 40 years, and have run several businesses here. If you make it painful enough for their employees who live outside of Boulder, believe it or not, businesses will move out of town. If that's your goal, there are probably more straightforward ways to achieve it. Sincerely,
Matt	6/15/2015	email to Council	All Corridors	1	1	1	1	positive	better for cyclists		Hi there City Council, I am a Boulder resident who doesn't own a car and bikes everywhere in the city. I love the new style bike lanes on Baseline Rd. by Williams Village and especially the ones on University Rd. on the hill with the parked cars protecting the bikers from moving traffic. Please make more of these changes! Thanks, Matt P
Megan	6/15/2015	email to Council	All Corridors	1	1	1	1	positive	safety		Good morning! I just wanted to send a quick note of my support for evidenceing out the protected bike lanes around town. Even though I drive more than I bike around Boulder, I think that protected bike lanes are a great idea -- definitely worth at least trying! As a driver, I feel nervous around bikers because sometimes they don't have enough room in the bike lanes, especially if cars parked along the street are not close enough to the curb, or have their doors open, or are just pulled over in the bike lane. As an occasional biker, I feel fearful of the drivers who are not paying attention, or who are blocking the bike lanes. Having to merge with traffic, even if only for a few seconds, is stressful and can be scary. Living in Boulder only since October, I have seen several bike-car collisions that I believe could have been prevented if there were protected bike lanes on busy streets. I know there are concerns that creating a protected bike lane would cause terrible traffic for the drivers, but if that does happen, I think more people will be encouraged (and feel safe) to bike rather than drive. With an increase of bikers, there may be enough of a decrease in drivers to counteract the loss of a driving lane, as many cities with protected bike lanes have seen. As a city that is dedicated to health, fitness, and protecting the environment, I believe Boulder should encourage and protect bicyclists, not risk their lives for the sake of cars' convenience. Thank you,
Michael	6/15/2015	Online Comment form	All Corridors	1	1	1	1	negative	communication		I personally saw no pre public process done prior to the announcement of this phase 2 pilot project. Would appreciate if you could share what was specifically was done and what were the results. Thanks
Michael	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion		Hello! Why do you continue to try to keep us from going anywhere? During one of our recent rainstorms I was watching how the bikers handled it. They didn't! I did not see one single biker on the road. Bad for business! Bad for Boulder! Thanks, Mike Elliott

Michael	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	noise	auto congestion	I am a resident in Boulder and business owner, employing 30 people with an office in downtown Boulder. I wanted to reach out to express my feelings regarding the proposed "bike lanes" to be added/expanded on certain streets in Boulder. In researching the issue to outline my thoughts I came across this article by Sean Maher in the Boulder Daily Camera. http://www.dailycamera.com/business-columnists/ci_28300676/sean-maher-concernsquestions-about-boulders-bike-lane?source=pkg Mr Maher's positivefeelings about cycling in Boulder mirror mine. Also, the concerns and questions he asks align very well with my own. Please take these points seriously and answer the questions for us before proceeding with any changes. This seems like good due diligence in making the right balanced decision for our community, and good politics as addressing these questions help the citizens of Boulder (no matter what side of the issue they may take) feel as though you acted prudently and listened to their concerns. In addition to those questions I have a few other comments/questions/concerns: 1) I do support experimentation. As Boulder grows we need to use our assets to manage that growth effectively so as to retain the best quality of life possible in our community. Experimenting with those assets (in this case our streets) to see what we can make work better make sense. 2) While I agree with experimentation, why does the pilot need to be 12 - 18 months? I don't understand why that is necessary and believe it could result in a situation where the experiment fails (which is fine) but it fails and causes trouble for a really long time. 3) I will disagree with those who say (as referenced in the above article) that such a program worked in New York or Chicago and use that as evidence for what that implies for Boulder. Those are very different cities, with very different people and culture. They also begin from very different starting points in terms of their physical makeup, population size, and commuting habits. I've spent enough time in those cities to know the reasons that such approaches might work in those cities would be very different for how/if it would work here - the most important difference being that those cities have evolved such that commercial/retail real estate is much more highly integrated with residential real-estate. It's easier to go to dinner or pick up some groceries on a bike in a place where you are only riding a few blocks
Michelle	6/15/2015	email to Council	All Corridors	1	1	1	1	positive	safety	Better for cyclists	As a working mom of twin toddlers, I fully support the Right-Sizing pilot project. I regularly (at least twice/week) pull my kids in a double Chariot (bike trailer) around town and I would bike even more if it were safer and more convenient. The project is not perfect but I believe it's a step in the right direction. My double Chariot is quite wide and I often do not feel safe riding on sections of roads so we currently limit our family bike travel to Chautauqua, the Farmer's Market, Main Library and Pearl St. where we can take bike paths or lightly-traveled residential streets. Protected bike lanes would allow us to expand our bike travel around town, leaving our minivan at home. While it's not always the most convenient way to transport temperamental passengers, they love being outdoors and I love that I can model sustainable transportation for them. They will soon be biking around town on their own. My hope is that there will be more protected bike lanes in place around the city before that happens! Thank you! Michelle Estrella
Michelle	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion	existing bike lane	Hello, I want to voice my opposition to widening the bike lane from Broadway to Iris Avenue. I live on Broadway in North Boulder, and can tell you that the congestion during the morning rush is quite bad at the intersection of Broadway and Iris Avenue. Cars waiting to turn from Broadway onto Iris Avenue are often waiting in a long line that causes more traffic on Southbound Broadway. Iris Avenue is one of the main roads connecting the west side of Boulder with the East and with the increased development of North Boulder, there is bound to be more traffic that needs to get across town and connect with Foothills Parkway and routes leading out of Boulder. Reducing Iris Avenue to one lane in each direction is simply put a bad idea. I have spoken to several others, including my parents who live off of Linden and they are also opposed to any idea that increases congestion on Broadway and Iris Avenue. There are other "back" routes for bikes to take to get across this part of town. I want to say that announcing that you are meeting on important issues on the day that you are meeting does not allow concerned citizens enough time to plan to attend the meeting. Thank you for your time and consideration,
Mike	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion		Dear Boulder City Council, I am not in favor of the current plan of right sizing. I agree with the position of Sean Maher in today's Daily Camera. Please do not support this concept. I bike, drive and vote. Thank you Mike Gurrola
Mike	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion		I must strongly oppose the current proposal of narrowing traffic lanes to make room for bikes. I must say I find it foolish to be polite, what have we spent all this money on bike paths for? Automobiles are a necessarily, we live in the West where thing's are spread out! Not in some large city where this kind of thing makes some sense. Try as you may you will only get a small minority out of their cars and on bikes, most of us do not have the luxury of simply riding to and from work. I find this to be a vary idealistic, elistic approach, when are you folks going to start dealing with the real problems of the city, you are not the moral voice of the community run the city for all not just the interest of a small minority. Thank-you Mike

Miki	6/15/2015	email to Council	All Corridors	1	1	1	1	positive	safety		Dear Mayor and Council: I completely support implementing the protected bike lanes in Boulder. I support moving ahead on all the proposed corridors so that staff and policy makers can evaluate and analyze impacts specific to these corridors and our community (though protected bike lane research in other communities have demonstrated success and improved safety). The project is consistent with the Transportation Master Plan (TMP) which council and the community enthusiastically endorsed, including the living lab projects which included protected bike lane pilot projects. We need to improve the safety for bicyclists on out roads. At the national level, it is clear that cell phone use in not going to be banned while driving. There are significant distractions new to motorists--gps systems, smart phones, texting, etc. All these new tools that many motorists use seriously add to driver distraction. I've had so many near misses on my bike, typically someone on their cell phone not looking, or perhaps at night where visibility can be an issue. I am a middle aged woman who prefers to ride my bike, use transit or walk. I also drive my car. I do not believe that this project will negatively impact the road network for cars and buses. Most important to me, as a woman bike rider, I do not want to ride my bike on the boulder creek path or many of the other more isolated, dark paths at night if I am riding alone. I simply do not feel safe, and many of my women friends have echoed the same concerns. My experience with the living lab demonstrations around town have helped me to feel much safer riding "on street" and I believe will encourage other people in the community to increase their bike use by feeling improved safety on the road network. We need our wonderful Boulder bike network to implement what other communities are already doing around the country. We need the boulder bike network to 'up it's game' and go to the next level of safety: implementing protected bike lanes. So many other communities have implemented this already--boulder is being left behind. If Paris, France; Chicago; New York City; Granada Spain; can repurpose travel lanes for protected bike lanes in very crowded, high volume automobile and bus heavy cities, surely a small, smart and savvy community as Boulder can repurpose travel lanes to make it work. It's a pilot--let's try it!
Mira	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion	future growth	Dear Council Members, I am writing to ask that you do not move forward with the proposal to take away car lanes in Boulder. In the 4 years that we have lived here, traffic gets worse every year. I attribute the problem to the huge increase in new housing popping up all over town. How about controlling housing growth? Boulder County mountain residents do not have the luxury to pedal our children around town. Making us sit through even more traffic so that folks from town can feel good about riding around on their bikes is really offensive. People work in places outside of Boulder. We cannot all afford the outrageous prices of homes in town...there are thousands of us who would be negatively impacted by this. It comes across as a very elitist, feel good project for the young, active and rich in Boulder. Please step back and think through this proposal. Boulder is not New York City. A huge portion of people driving and spending money in town are mountain residents. We are commuting in cars because we have NO ability to hop on our bikes to get around. This proposal penalizes anyone who cannot for any variety of reasons (health, financial, location..) hop on a bike to take our kids to school, shop, go to work..etc.. Thank you.
Ned	6/15/2015	email to Council	55th Street	1				negative	communication		Hello Council, Businesses on 55th Street were given 2 day's notice last week for a Stakeholder meeting regarding rightsizing. Transportation sent a flyer out, and it had the CC'd email addresses listed as contacts for questions. Well I couldn't attend a meeting with 2 day's notice so I emailed the contacts, but no response at all and it's been a week. Ned Endler
Nolan	6/15/2015	Online Comment form	55th Street	1				negative	auto congestion		The proposal to make 55th Street a one lane (in each direction) road is a terrible idea. There is already a lot of slowdown from high volumes at various times of the day, and reducing the number of lanes would only make this worse. I don't believe this worsening would be negligible either. Let's take one instance of when a train comes through, stopping traffic. It's not uncommon for this to cause a backup of traffic all the way to Arapahoe (to the south), and almost to 55th Street (to the north). With a single lane, this backup would certainly increase and impact traffic flow on Arapahoe on regular basis (vehicles attempting to turn north on to 55th Street would have to wait, blocking west bound traffic and even east bound when the turn lane gets filled). Increasing the quality of the bike lanes would be nice, but there is far too much impact to vehicle traffic to consider it a good trade-off. I urge you to pursue other avenues. I'm actually quite angry that this proposal has made it this far, and I'm being kind in my comments. Why don't you spend some money on fixing the railroad crossing on 55th Street so that vehicles don't slow to <5 mph in order to pass over it?
Pamela	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	existing bike lane		I recently returned from being away and was surprised to learn about the changes that are being proposed with regard to "right size" for Boulder. It is seemingly becoming more evident that if you don't ride a bike in Boulder, you are no longer welcome. Iris Avenue already has 2 bike lanes, one for east bound riders and one for west. I don't live in Boulder but because my business serves Boulder and Boulder County and because I shop in Boulder and have use Boulder doctors and health care facilities in Boulder, I drive on Iris Avenue every day, some days several times. I rarely see bikers use Iris Avenue, probably 25 or less a day. In the colder months, that number drops to probably 5 or less and when there is snow, the number drops to zero. How does that justify blocking off needed lanes for car traffic? Not everyone can be a biker in Boulder. As someone who has a Boulder business that requires a vehicle, I appreciate when the spring and summer months come because of the greater increase in bike users which means less car traffic. Also, the traffic becomes less because most students are away for the summer. Unfortunately, Boulder's congestion increases, both bike and car, when students return. I would ask you to keep in mind that not everyone can be or become a biker. I can't because of my Boulder business, some can't because of disabilities or health issues, others can't because of living in the county too far away to bike, some of the aging population no longer feel safe or no longer are qualified to ride a bike, and our changing weather sometimes makes it problematic for many biking situations. It is obvious that council needs to take a more through look at what you are planning on doing to the total population in Boulder and not just one small group. Just because something can be done, doesn't mean it should be done - especially in the case of Iris Avenue Avenue where biking privileges already exist and aren't being used to any great extent.

Paul	6/15/2015	email to Council	Folsom Street				1	negative	existing bike lane		Please don't pursue any dramatic road overhaul because you expect bike miles to increase due to wider bike lanes. I ride Folsom Street between Valmont and Arapahoe on a regular basis. It is more than adequate as is. As for the rest of proposal I have no opinion because I just heard about it yesterday. I bike commute when weather is good and use the car when it isn't. The number of bike miles in Boulder is miniscule compared to car miles travelled. I'm thankful Boulder has invested in great bike infrastructure. Too bad it isn't used more. Lots of recreational use in afternoons which is nice to see. But major arteries like Goose Creek are lightly used in mornings and deserted in winter. Guess I'm puzzled why a major transportation upheaval has had so little public airing. A simple thing like allowing electric bikes took 2 years and countless meetings and an unnecessary staff busy work. At outset we told staff they wouldn't be able to count electric bikes because it is very difficult to tell difference. After a year pilot programs they concluded there aren't many electric bikes because they didn't count many. Just among my immediate circle of friends there are 7 and there are hundreds in daily use. Sometimes it seems the gap between city hope/belief about transportation is quite divorced from daily reality. Leave well enough alone on Folsom Street unless there are really compelling benefits
Paul	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	access	auto congestion	I find the idea of the lane closings of streets that were originally designed as two lanes each way because the thinking at the time was that was what was needed is not very well thought out.b I think that I am a very practical person. I believe that the average age of the Boulder population is increasing. With that in mind those folks are not very likely to be a good audience for potential bike riders. Also, as we age our peripheral vision is not as efficient as it once was. With that one consideration a bike lane as wide as you are proposing does not seem like a wise decision. Another strong point is that we as business people and the city as tax collectors like to attract outsiders to come to our city to shop. Let's not give them reasons not to come. The number of bikers in Boulder as a percentage is a very small. This is happening way too fast. Paul Turley
Peggy	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion	Cant use bike	area and these are the main streets we use to cross town. They are already congested but not YET as congested as 28th and 30th. Iris Avenue is the only good east/west route in this area. We also like to ride bikes and are certainly not opposed to them. These streets already have good bike lanes and we have a city filled with a lot of good bike lanes. Most of us still use cars for our daily lives - driving family members, going to work, shopping, helping people in need of assistance, night time activities, etc. The weather in Boulder is not conducive to cycling all year for many of us. I hope you reconsider this hasty idea. Sincerely, Peggy Papper North Boulder
Peggy	6/15/2015	email to Council	Iris Avenue			1		negative	auto congestion		Dear Council, When I read of the proposed changes to Iris Avenue Avenue I was heartbroken. As a senior citizen living west on Poplar Avenue, I drive Iris Avenue east and west everyday more than once usually. This is a necessity and already the traffic on this road is congested. I implore you to consider the needs of older citizens living in Boulder when you create more congested roads in our city. Thank you, Peggy Phillips
Pete	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	communication		Dear Boulder City Council, • I strongly oppose moving forward with the Living Labs project at this time, primarily because I feel more comprehensive and targeted outreach is needed to ensure a successful experiment. • Outreach to the business community regarding the Living Labs project has been inadequate, particularly to those employers on impacted corridors. • When alerted regarding the Living Labs project, business community representatives have expressed well-considered reservations regarding project's technical feasibility, operational benefits and safety implication. • I support complete streets that are beneficial for all transportation modes and serve other environmental and quality of life goals. • I am aware that similar projects have been successful elsewhere, and I could support an appropriately scaled pilot project guided by a full and complete public process, including extensive outreach and full consideration of business concerns. • Input from a more complete outreach effort should drive the final engineering and scope of the Living Labs project. Thank you,
Pete	6/15/2015	email to Council	All Corridors	1	1	1	1	positive	better for cyclists	safety	I am 100% in favor of RIGHT-SIZING OUR STREETS! Protected bike lanes are the only to get more people walking and cycling and out of cars. They are so much safer than painted bike lanes and are way better for kids and other people who feel too scared to ride on streets, which is like 90% of everyone. Putting 4-lane roads on a diet is better for walking, cycling, public spaces, and has been shown in studies to not effect car traffic since it moves more efficiently. safety for all is a no brainer! I have visited Copenhagen and Amsterdam where 40% of trips are by bike. How did they achieve this? With protected bike lanes and right-sizing their streets of course! Pete Webber
Peter	6/15/2015	email to Council	Iris Avenue			1		negative	auto congestion	existing bike lane	I have lived along Iris Avenue Avenue, just east of 19th street, for 22 years. In that time the traffic has increased exponentially. It is a direct east-west corridor through the northern part of Boulder. As such, I believe that your proposal to take away 2 lanes of traffic, to encourage citizens to ride their bicycles more, is a misguided idea, and smacks of hubris. You are, again, trying to impose on the people that elected you, something that you think is better for us. We have had minimal notice and chances to voice our views on this. Even though these widened bike lanes would go directly past my home, I will not use them. There are nearby, dedicated, off-street bike paths which are considerable safer, quieter, and more scenic. I cannot imagine what your proposal would do to the traffic congestion during commute hours. Please reconsider implementing this bad idea without further study and input from the communities which would be directly affected. Peter Stout

Phil	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	existing bike lane	auto congestion	I wish I had time to write a coherent, well reasoned letter about the "right-sizing" issue before you tonite, but I don't, so this missive may be a little briefer, and more emotional. This solution (?) has dubious objectives to begin with; is shotgun in its approach with absolutely no sense of how you will accomplish any benefit, or measure it eventually. I cycle recreationally all over town, and occasionally commute to work by bike. There are plenty of safe routes that are direct, scenic, and less traveled than the streets you propose to improve. This solution only aggravates the auto user on these roads and pushes them somewhere else, probably on a road already congested. Please stop this war on the auto, a device that actually makes some of our lives more convenient some of the time. I am fine delivering cycling services and infrastructure that improve my cycling experience, but do not approve of modifications to streets that actually deteriorate services for the auto. At a minimum, get serious about investigating this completely, but I would prefer you direct staff to abandon its pursuit of making the City impassable in both the north-south AND the east-west thoroughfares. I don't know how much further we must go to have a balanced set of goals for bikes, peds, and autos, but this is not the way. This may be worse than the blinking crosswalks, which are categorically unsafe for peds, cyclists and autos equally. By the way, in my informal survey of friends and associates, no one can figure out where this came from, or why we haven't heard from all the cyclists who've had "narrow misses" on Folsom Street or Iris Avenue. Its crazy, we don't think there is an issue here to solve. Turn down this initiative and get back to fixing real problems,
Rachel	6/15/2015	email to Council	All Corridors	1	1	1	1	positive	better for cyclists		I am writing to express Boulder County Public Health's support for the right-sizing projects that are being discussed at tonight's council meeting. Improving access to active transportation among young children and their families is one of our agency's key strategies to increase physical activity and reduce obesity throughout Boulder County. The proposed right-sizing projects will create a lower stress and safer network for those riding bikes in Boulder, encouraging more members of our community to engage in active transportation. Thank you for your consideration, Rachel
Ray	6/15/2015	email to Council	All Corridors	1	1	1	1	positive	better for cyclists	safety	Dear Councilmembers, Attached is PBC's letter of support for the Right-Sized Street projects you are considering at tonight's special meeting. Regards, Ray Bridge,
Richard	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	access		Dear City Council, Here are a few further factors for your consideration that have not had much mention - Boulder's location, geography, density and transit support system. 1. Central Boulder has half the normal metropolitan draw of other cities that are often used in bike transit comparisons. That is, one half of our metro access is missing, replaced with mountains. The most frequent visitors to any Downtown are those who live closest. We have half the normal real estate from which to draw. This is the basis for Community Health's move. Their success required more central and convenient accessibility. The further east people are from city center, the more attractable they are to competing, closer alternatives. Having half the area and half the arterials makes crimping any few remaining access roads, doubly restrictive. This will definitely reduce a customer's convenience and impact the economics of our vibrant city core. 2. Often referenced towns and cities such as China, New York, Holland and Denmark are flat, and make for easier come and go pedaling. Just getting back up the University Hill with goods and groceries makes cars more practical. 3. When people are spread out, distance and time become frequent factors in choosing transit modes. Those charmed bike commuters most often live in much higher densities than our city thereby reducing bike commuting distance and time. 4. When there is strong supporting transit: subways, rail, trolleys, and comprehensive bus networks, the bicycle makes the last miles easier, more practical and a more frequent choice. Thank you for this consideration,
Rick	6/15/2015	email to Council	55th Street	1				negative	auto congestion		Respectfully, For someone who has worked on this industrial zone area for 17 years, this plan does not make common sense. I love to encourage anything that helps ecology, however it must make business sense then common sense. This is a business location with business people and including trucks. It should not encourage people to be put in harm's way with this current plan. Please reconsider this plan for the safety of Boulder residents and the people who work in these areas. Thank you! Rick
Rodney	6/15/2015	email to Marni	55th Street	1				positive	better for cyclists		I work near 55th Street St., bike commute from Louisville almost daily from May through October, and a few times a week, weather depending, the rest of the year. 55th Street St. is a problem – it's high traffic, cars and buses turning from one busy street on to another major thoroughfare (Arap) it's more industrial, vehicles are NOT looking for bikes, vehicles turning in and out of the office park and often not the best road conditions -- I avoid it when possible. Would love to see an experiment tried on 55th Street St. Marcia Rodney
Roger	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	evidence		I believe that postponing the vote on this controversial issue would be a very good idea until more research is done on the desirability of such a wide reaching plan as this. Sean Maher's opinion piece was to the point as for some of the specific questions which seem to unanswered at this time. I strongly urge council to delay this decision so that more facts may be found. Roger Cohn

Sally	6/15/2015	email to Council	55th Street,Folsom Street	1			1	negative	auto congestion	existing bike lane	I am strongly opposed to TAB's plan to reduce the number of automobile lanes on Iris Avenue, Folsom Street and 55th Street Streets to essentially ONE lane in each direction. This is a very controversial plan. Many people who voiced reasonable concerns and objections to this plan at the Transportation Advisory Board's public hearing last Monday were essentially ignored. I believe that any plan to reduce vehicle lanes on major streets in Boulder should be decided by voters in the next general election because it will impact tens of thousands of drivers who use these roads daily. My main objections & concerns are: 1. The vast majority of people who drive will continue to drive. 2. Boulder already has many miles of off-road bike paths for cyclists. 3. Folsom Street and 55th Street Streets are major "north-south" routes. Reducing them to ONE lane in each direction will result in major congestion. 4. I'm concerned about slower emergency vehicle response times along those routes. 5. I'm concerned about longer commuting time along those routes. 6. Driver safety & maneuverability will be lost unless there are "passing lanes" along these routes: how will you pass a slow-moving vehicle or get out of the way of a speeding tailgater or a distracted driver when you only have one lane in which to drive? 7. What about winter snow removal? How will that impact bike lanes? 8. How will you measure the success OR the failure of this experiment? In my view, the Transportation Advisory Board does not adequately and accurately represent the views of the majority of people in this town. Let the voters decide!
Sama	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	access		Dear Boulder Council, I'm a bike friendly business owner(37 yrs.) in downtown Boulder. You council members are increasing population density and reducing diving access. Have you forgotten that small business supports the city though sales tax revenue. Parking ticket revenue is also because of small business . Think about what your doing. Thanks, Sam Sam Sussman
Sandy	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion	no bikers	Dear Boulder City Council, I would like to voice my opinion that Council should vote against reducing busy Boulder streets to 2 or 3 lanes. We have too much congestion on those streets during rush hour as it is and no evidence that bike use would increase if we increased the size of the bike lane. Concerned, Sandy Novak
Scott	6/15/2015	email to Council	Folsom Street				1	positive	safety		and taking away a traffic lane in each direction. I drive Folsom Street every day because I sadly have to drive to Broomfield for work, and AS A DRIVER I think this change would make Folsom Street better and safer for both bikes and cars. I also do not think it would add any significant inconvenience in travel speeds for the cars. One of the biggest issues on Folsom Street for cars is the lack of turn lanes, and cars are constantly changing lanes to go around other cars that are trying to turn. We will never know if the proposed alignment is better or worse unless we try it. I also am an avid bike, and I completely avoid Folsom Street now when I ride, especially with my child and family, because the cars are too close to the bikes, and the cars travel too fast. Having protected bike lanes would make a huge improvement to safety and increase the appeal of riding. for short trips. Most of our short trips in town, probably 80% or more, involve at least a few blocks on Folsom Street. Scott Curry
Sharon	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	evidence		I have lived in Boulder for 40 years, and for the 22 years prior to May 2015, I was a partner in the downtown Boulder law firm Caplan and Earnest LLC. I therefore have the perspectives of a resident and a business owner about the idea of "rightsizing" Boulder streets to enable more bike transportation. It certainly is hard to argue with the general notion that bike transport is a good thing. Having raised two children in Boulder, however, and now supporting the transportation needs of my 93 year old mother, I wonder how many non-cyclist commuters have been asked about the feasibility of bike commuting in their family situation. It simply is not feasible to carry a 2 and a 6 year old in a Burley carrier during a wet spring snowstorm, or at 10 degrees, or 100 degrees, nor is it feasible to ask a 93 year old to ride a bike or wait for infrequent bus transportation. I am quite familiar with the Folsom Street route under "right-sizing" consideration. From my office at One Boulder Plaza, I would take that route to the south after leaving downtown Boulder on Walnut (which comes to a deadend and prevents access to 28th Street). Southbound Folsom Street auto traffic is often backed up with the current two lanes. There is a pedestrian light at McGuckins that is frequently triggered. At both the Canyon and Arapahoe intersections, clumps of pedestrians on the west side of the street tie up the west turning traffic, which backs up the through traffic. If there is only one auto lane each way on Folsom Street, the tie ups will be even more significant. As a business owner, I was pleased to see that many of our employees were bus transport users. The RTD pass for downtown Boulder was a terrific incentive to take a job in that district. But people do have to drive sometimes. The hassle of transportation in and out of Boulder is a disincentive for the workforce and we did lose employees who would comment on their goal to avoid making the trek in on 36 or the Diagonal. They avoid 28th and 30th Street due to the congestion. Will we now see them also state that travel on even more of Boulder's streets adds many minutes to their commute time and leave them in their idling cars? Moreover, we often heard from clients that they were reluctant to come to Boulder to meet with us due to the challenge of auto transportation in and around the city. And when I ride my bike around the city, I always have to take care to watch for cars that are unfamiliar with Boulder's "bike friendly" streets. There have been many times that the yellow lights are flashing but the cars just keep coming. How much more confusion will Boulder create, and how much safety will be lost thereby?
Siga	6/15/2015	email to Council	Folsom Street,Iris Avenue			1	1	negative	communication	evidence	Dear Council, Being a mom and working outside of the home, a two-week notice regarding this narrowing idea is not enough time for me to digest and yet you decide to discuss. Our neighborhood will be affected and we have been left out of the equation (as have others!). I agree with Sean Maher that we need to see numbers and we need to be given time as well as input. Let me ask you this: how many of you have elderly parents who will not bike? How many of you drop kids off on one end of Boulder and rush to work on the other end? How many need to get to daycare on time because daycare charges if you are late? How many of you have clients at all ends of Boulder and depend on drive time to see them all? I am not sure you are putting yourselves in the shoes of those who live around you. I am an avid cyclist and would love to have the time to run all of my errands and work by bike. It is not practical to have kids, work, be the grocery shopper, the appointment limousine, the-emergency pick up when something happens to your kid-mobile, and live in a place that is already squeezing parking (and visitors) out of its downtown. You are paid by our tax dollars to serve us — have you forgotten?? You serve US — the people in this city. Stop telling us what you are going to do and start having dialogue about our needs! Enough!

Steve	6/15/2015	email to Council	55th Street	1				negative	noise	auto congestion	I fully support and encourage efforts to migrate more of Boulder from automobile to bicycle traffic. That said, my observations on the 55th Street Street corridor are that it is busy - even backed up at rush hour - with two lanes for automobiles while I see only an occasional bicycle on the existing bicycle lanes. If bicycle traffic was heavier or there was some empirical evidence of a need for more bicycle capacity I would opt for that over automobile lanes. However that is not the case.I do not believe that "if you build it, they will ride." My only experience is with 55th Street, so I can't speak to the other corridors being considered. But I travel 55th Street daily - sometimes by car, sometimes by bicycle - and there has been no outreach that has touched me prior to the Daily Camera article. When the train crosses 55th Street, vehicle traffic backs up for many blocks in both directions, blocking intersections and increasing congestion. Rush hour alone has the same effect with traffic backing up from the light at Arapahoe. If the automobile traffic lanes were cut in half, those problems would only be exacerbated. And I have never seen more than a few bicycles at any given time on that stretch of road, in spite of the excellent access from the Boulder Creek path to the north. Perhaps you have done other research with the companies along 55th Street and their employees have indicated that they would choose to ride rather than drive if bike lanes were widened or you have some other strong evidence to support this experiment's success that I am not aware of, but without such evidence I fear this kind of experiment would not only hurt local businesses but it could prove to be a very public failure of a pro-cycle initiative and stifle future initiatives. I think research and public outreach should be done with those living and working in the recommended corridors to have a high confidence that automobile traffic would be converted to bicycle traffic to ensure a successful experiment. Best Regards,
Steve	6/15/2015	email to Council	Folsom Street,Iris Avenue			1	1	positive	safety		Please support the proposed pilot projects to right-size Folsom Street and Iris Avenue. I regularly use my bike to transport myself and my 7-month old son around town. Currently, a route through campus and down Folsom Street (headed north) puts me on a dangerous section of Folsom Street (between Arapahoe and Valmont). I'm reluctant to ride this corridor with my son and feel that infrastructure improvements through rightsizing our city streets will make bicycling more accessible and safe for me, my family, and my neighbors. Thanks, Steve Lommele
Stu	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	evidence	outreach	As a Boulder resident, I am concerned about the proposal to "right size" four of our major streets by eliminating auto lanes to make wider bike lanes. And I would like to add my voice to those who appropriately question the speed with which the "right sizing" proposal is being handled. There are simply too many unanswered questions to allow the Council to put this issue to an up or down vote at this time. In his excellent article on page 9 of the Business Plus section of today's Daily Camera, Sean Maher, CEO of the Downtown Boulder Business Improvement District, poses five very legitimate questions that should be answered before the Council votes on this issue. Similarly, a friend recently sent you an e-mail in which he poses many of the same questions as Mr. Maher and makes the following very constructive suggestion: "The City should experiment first by closing down some of the proposed lanes temporarily with traffic cones for a couple of days at a time to observe what actually happens. This is an ideal and inexpensive option to determine the ability of the traffic model to provide reasonable results." The municipal planners responsible for this proposal have failed to do due diligence and are guilty of poor staff work. The Council should direct them to go back to the drawing board to 1) define objectives, 2) establish metrics, 3) solicit input from all stakeholders, 4) identify and experiment with various options, and 5) assess and clearly articulate the impacts of implementation so the Council can make a fully informed decision. If necessary, I stand ready to assist the municipal planners with any or all of those five steps. Bottom line: postpone a vote on this issue until Mr. Maher's questions have been answered and the five steps I outline above have been completed. Thanks and kind regards,
Susan	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	access		the bike lane proposal. As CEO of downtown Boulder business improvement district he is very familiar with small businesses and as a bicyclist knowledgeable along that line too. Downtown businesses are at the very heart and center of the economy and identity of our lovely town. He suggests taking time to look at the whole situation and not rushing into anything, the economic situation downtown seems to be on an upswing as I have a small business downtown, The Ritz, and am against this proposal to make several major arteries smaller to accommodate more bike lanes. I can just imagine how angry and impatient drivers are going to be trying to negotiate these limited lanes. If the drivers use different routes they are not as safe as it involves lots more stop signs rather that lights to direct traffic. Or as Sean suggests folks will avoid downtown. This is not a wise decision for the council to make so quickly and I'm against it!!!! Further consideration needs to happen! Most folks who bike do so in good weather. We do have winter weather as well as rain! This is not a wise move. What's the rush? Susan Nutting
Suzanne	6/15/2015	Online Comment form	55th Street,63rd Street	1	1			mixed	safety		Because the bike lane ends abruptly between the diagonal and Gunbarrel, it feels as though I'm taking my life into my hands along that stretch of road going either direction. I look forward to having a safer bike commute to/from Hygiene along that stretch. Also, auto traffic on that road would not be gravely disrupted because it doesn't ever seem to very congested along that stretch. The 55th Street Street project is an entirely different situation. I work on Western Avenue at Conestoga and have to take 55th Street to pick up my carpool mate on Central Ave. Traffic between Valmont and Arapahoe is always backed up during rush hour and if a train comes by you can almost forget getting across 55th Street to head north from Western Ave. I feel that bringing 55th Street down to 1 lane each direction for auto traffic will be disastrous due to the high volume of people who work along this corridor. When cycling I use the bike path, unless it is flooded, which it is too much of the time in the spring. I would rather see the money go to doing something about improving the bike path in such a way that it doesn't flood as easily. I'm not an engineer though, so don't know if that's even possible. Thank you for letting me express my views.
Suzy	6/15/2015	email to Council	55th Street	1				negative	access		Please DO NOT approve plans to decrease lanes of traffic on 55th Street Street because this decision would greatly impact my small business which is located at 2400 Central in the Flatirons Business Park. Thank you. Suzy

Tamah	6/15/2015	email to Council	55th Street	1				negative	existing bike lane		I am a Boulder city resident who has worked on a street off of Central Ave. (which is off of 55th Street) for about a dozen years. Also, my parents lived in San Lazaro, which is near the Valmont Post Office for at least 5 years. Additionally, when the weather is nice I generally take a walk in the neighborhood or on the bike path near my office (that heads towards Stazio softball fields and runs along the west side of the lake across from Western Disposal). I have therefore had many years to observe the traffic--foot, bike and car--in the neighborhood of 55th Street between Arapahoe and Valmont. I am wondering if the parties are looking at all the options. There are fairly wide pedestrian walkways on the west side of 55th Street Street which are not used a great deal. I would like to request that the City Planners look carefully at these walkways. Perhaps the grassy bump between the sidewalk and the street could be pushed into the current bike lane, and the sidewalks could be widened and made into multi-use paths such as at CU on the east side of Broadway or on the west side of Broadway in front of the Bureau of Standards. It might even be possible to buy or obtain an easement from the businesses on the west side of the street if necessary to widen those paths. This might require the loss of some trees, but new ones could be planted. While I am in favor of safe bike lanes, I do not think the bike traffic I have seen is anywhere near justifying the loss of car lanes. Traffic going south from Arapahoe to Baseline during rush hour, which is a single lane in each direction, backs up and the drive takes 4 times longer than without traffic. When trains go by (N of Arapahoe and S of Valmont) traffic also backs up for a long time. I think the congestion, which is manageable today, would become extreme. And yet there appears to be lots of room on both sides of the road to enlarge the sidewalks. Please research these options. Thanks,
Terry	6/15/2015	email to Council	All Corridors	1	1	1	1	positive	safety		My husband I intended to come to the hearing as originally scheduled (tomorrow) but we are not able to come this evening. I hope that it is not too late for you to consider a few things I'd like to say about rightsizing the roads to accommodate all users. First, I am a small business owner and have had my main office on Pearl East Circle near Foothills Parkway for almost 8 years. I am a year-round bike commuter, commuting 14 miles round trip from my home near 75th & Baseline. I utilize both surface streets and bike paths on my commute, and regularly bicycle on 55th Street and 63rd Street. During the last three years, the vehicle traffic has become increasingly very heavy, and for the first time in my life it is frightening to be on a bicycle in Boulder. Especially on a weekday during morning and evening commuting hours. I attribute the increased traffic, as well as unsafe driving practices, to 1) influx of drivers from the east (mostly single occupancy vehicles); 2) people driving very large vehicles -- they are taking up too much space, esp with just one occupant; and 3) it has been proven that wide lanes only makes drivers less careful, and conversely that narrower lanes necessarily makes drivers more aware and cautious. Why has it become frightening out there as a bicyclist? Besides the over-sized vehicles, 1) many people have poor driving skills, and as a bicyclist I am constantly watching them veer into the shoulder section where the bicyclists ride -- especially where there are wider lanes; 2) many drivers are distracted -- from what I can tell it's mostly by kids and phones, thus adding to the dangers mentioned above. What are some solutions? 1) At hand tonight is the matter of protected bike lanes, and I encourage this. It works beautifully in other cities where I have ridden. They make everyone more aware of sharing the road, which makes everyone safer. If bicyclists feel safer, more people will ride. 2) Encourage drivers who need to commute from the east to carpool or vanpool when they can; and 3) Enhance public transportation and human powered transportation options for people coming in from the east to work.
Tim	6/15/2015	email to Council	55th Street	1				negative	noise	auto congestion	To whom it may concern: I am the president of Black Roofing. We operate 55 trucks every day on the streets of Boulder. In addition I was born and raised in Boulder. My primary customers are the University, the City, and BCH. It is my opinion that reducing traffic lanes in favor of bike lanes will not work! You will never get the participation from the bicycle population that you need to reduce the traffic flow. I predict that this change will be a disaster for Black Roofing and the City! Can you imagine heading south on 55th Street, turning east on arapahoe on a cold rush hr at 5PM? The traffic will back up to Valmont! Sincerely. Tim Black
Tim	6/15/2015	email to Council	All Corridors	1	1	1	1	positive	safety	Better for cyclists	City Council, On behalf of PeopleForBikes, the largest U.S. bicycling advocacy organization (which has been based in Boulder since 2004), I am writing to encourage City Council to move forward

Tim	6/15/2015	email to Council	Iris Avenue			1		negative	auto congestion		I am deeply concerned about the Living Laboratory proposal to restripe Boulder arterials, particularly the Iris Avenue corridor. As an able-bodied bicyclist myself, I understand the need for safer bicycling lanes; but not at the expense of people with disabilities. Please do not vote to advance the Iris Avenue corridor proposal at this time. The SmartHome, a home for Boulder citizens with disabilities, is located at 1806 Iris Avenue. It houses people with physical and cognitive disabilities. Many of the residents are in wheelchairs; all of them are dependent on motor vehicles for transportation. Some of them, like my younger brother, can occasionally make trips by bus. When I called out transportation staff to make sure that there was a plan in place to mitigate their transportation needs, I expected to hear something like "Don't worry, we are planning a Do Not Block" striping in front of the SmartHome's parking lot egress. After all, staff is proposing to funnel two lanes of traffic that currently back up at the light at 19th enough to block egress and ingress to the SmartHome into a single lane--further impairing the mobility of our citizens with disabilities. Instead the response I received from staff was "What SmartHome? A residential group home for people with disabilities on Iris Avenue? What's the address?" Staff had done no outreach to the community of people with disabilities. Nor have the citizens on the TAB, whose duty it is to represent all Boulder citizens, ever voiced a concern about the effect of this proposal on people with disabilities--such as those who live in the SmartHome. This injustice should be redressed--the affected residents and the caregivers who transport them need be invited into the planning process. Staff should also be instructed to do outreach to Imagine, Boulder Via, LaborSource, CORE, and other agencies that serve the disabled to obtain their input on these proposed changes. In addition to egress concerns, staff has also said that RTD stops in the corridor may need to be relocated. Our citizens with disabilities should be consulted as part of that process. We may find that this community have other concerns with these proposal--but only if we actually engage wtih I believe that this transportation planning process has thus far completely failed our community with disabilites. I am asking you to vote against this proposal, or at the very least send Iris Avenue corridor Living Laboratory proposal back to TAB and to staff with explicit
Timothy	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	evidence		Council, I believe you all are rushing into a very complex and devisive issue without a thorough enough analysis. Please consider a more paced and thoughtful approach, perhaps starting with just one of the less traveled routes to start with and seeing how that goes. Too much is changing too fast around here right now, and this is just another BIG step, take a small one instead. Boulder Resident Timothy Bertola,
Tina	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion		I am very upset about the right sizing idea regarding "safe cycling" along a few of our main arteries in Boulder. I have been told that statistics show the roads you may convert to less lanes for cars and more for bikes have already shown to be free of cycle accidents. How can your proposed plan make them safer than the statistics already show? My husband is a big cyclist and yet it still would not be practical for him to bike to work regardless of it being safer. We have four children and I would not be able to move my children around to school and their activities on bikes no matter how safe you make it. I also am concerned about the increased emissions of cars waiting in traffic due to your decreasing the number of car lanes. Those emissions certainly won't be good for the environment. Please reconsider this ridiculous plan. Tina Di Scipio
Tom	6/15/2015	email to Council	All Corridors	1	1	1	1	positive	Better for cyclists		Dear City Council, I am writing to encourage you to support the right-sizing streets experiment. Similar shared turning lane designs have worked very well on Table Mesa and North Broadway, despite vocal concerns prior to implementation. Bicycling in Boulder needs all the help it can get, as the city becomes older and richer due to super-expensive housing the bicycling mode share will decrease unless action is taken to support cycling. Thank You For Your Public Service, Tom Volckhausen
Tom	6/15/2015	email to Council	Iris Avenue			1		negative	auto congestion		I am strongly opposed to reducing the number of car lanes on Iris Avenue to widen bike lanes. While I support bike usage, the benefits will be reaped by the few and the inconvenience will be felt by the many. Keeping traffic moving should be kept as a high priority. Alternative bike routes are already available for those bike riders who prefer to avoid high traffic routes. Tom Wilke
Ty	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion		I'm writing about the living labs Experiment. Please do not close additional road space to give to bikes. I would like instead for you to figure out ways to help traffic navigate the city more easily. It is so hard to get from one side of the city to the other in the morning, lunch time or in the evening and closing lanes is only going to make things worse. Please stop investing in winding roads just for bikes and instead when you widen a road for bikes also make room for traffic. Your stubbornness about forcing people out of their cars is not working and its making the city more difficult to work and live in. Your goals as planners should be 'How to make it easier and rewarding for your continuants and employers in your community to do business and commute" I feel like your current goal is how to force people out of the car. I vote you stop doing this. I'm fine with investing in bike paths and creating shoulders for bikes on rural roads, but taking space out of already overcrowded city lanes is CRAZY. 99% of the traffic is cars in these areas. Even your silly video says that, so why would you reduce the traffic area for less than 1% of the people? Its crazy talk. I love to ride my bike and love to have my kids ride bikes. I feel like the city has invested heavily in bike paths and underpasses. I find it pretty easy to get around town on bike paths and roadways. We do some errands on bikes and the kids community to school on bikes some days. But we are not a "BIKE every day family" 95% of our trips are in a car. I pay for the roads with my sales tax dollars, auto tax dollars and my federal tax dollars. I want to get a vote for what my money goes to and I vote you don't make it harder for me to commute in my car by taking away roadways and giving to bikes who are not there. I have 50 employees. We have invested in Bike racks and encourage them to ride to work. However; some of them live in Arvada, Broomfield or Longmont and commute into the city. We offer bikes for them to ride at office but they still choose to drive because it's just too far for them to go and get a lunch or to go to a clients home for a meeting. It is not possible for us to do our job via bike when its freezing cold, hot, or threating rain. We can't ride form 55th Street and Valmont to Tin cup in table mesa with everything we need for a project. We can't show up at a customer's home hot, sweaty or soaking wet and have a discussion about Architecture or construction. It's not professional. It's not practical haul all of our tools and supplies via Bike. Let's look at you lab locations

Ulla	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	access	auto congestion	I live at the intersection of 55th Street and Baseline, just a block South of Baseline. I won't be impacted by the lane reductions, but feel with the poor people who work in the Flatirons Industrial park. They pour out of there at the end of the day heading South creating long lines to get either out East on Arapahoe or Baseline; on Baseline the line often goes from Cherryvale all the way to 55th Street. I feel truly sorry for them. Also for the truck drivers that need to get in and out of the industrial park. I used to bicycle to work 2-3 times a week, but now work from home (the lowest carbon footprint). I bicycled on the Boulder Creek bike path along the East perimeter of the Flatirons Industrial park. I suggest bikers take the existing Bike lane to get to work instead of 55th Street where we have a railroad crossing. Just a reminder, delivery trucks cannot use a bicycle. Thanks for listening Ulla
Valerie	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	existing bike lane	neighborhood cut throug	I'm all for more biking options in Boulder but I think adding more bikes onto already congested thoroughfares doesn't make sense. In my opinion, what makes more sense is to define and enhance bike routes through quieter neighborhoods - this would be safer for everyone and less harrowing. I live on Riverside and a bike path under Broadway connects to my street. Lots of bikes go west/east from there to 28th Street on side streets and avoid the car traffic just fine. I don't have any doubts that more congestion on the main streets will drive cars to the side/neighborhood streets so why not circumvent that problem by sending bikes there? Sincerely, Valerie Berg
Wendy	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	communication	data	However Boulder is ramming this right-sizing proposal through without enough input from the very population they want to encourage. Why do we not bicycle more? We have errands where we need to carry items that are heavy, awkward or need refrigeration. We're transporting people that can't ride a bike. We have injuries that preclude us from riding a bike. Casual clothes or bicycle wear isn't appropriate for where we are going. We don't want to ride in snow, freezing temps, or rain. We don't feel safe riding at night. We don't have enough time to travel by bike. For all of the reasons listed above, many of us will not bicycle more if you put wider lanes on Folsum and Iris Avenue. Based on what I have read in the paper, the proponents of this plan are already cyclists. Naturally they are thrilled with this proposal. Unfortunately many of your target population will be unhappy with the traffic congestion on Folsum and Iris Avenue. If this proposal is passed it will be another reason for me to avoid downtown and anything in the central part of Boulder. Wendy Rico
William	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion	emergency response	traffic signals. On Iris Avenue, the lights at 19th and Folsum will back up with only one lane through instead of the present two. Cars start slowly when the light turns green. Many will then wait 2 or 3 cycles causing outrage. The second problem is that mail delivery, trash pick-up, RTD bus stops, school bus stops, tree and utility maintenance vehicles will park in the expanded bike lanes. What will drivers and bikes then do to pass without a second lane? These issues were not considered. Additionally, the goal of getting people to bike instead of car trips is unrealistic. Many Boulder residents use bikes, myself included at age 76, when practical. But no non resident commuters, a significant fraction of the traffic, use bikes in Boulder. I believe that this right sizing proposal is very poorly thought out and strongly urge you to reject it.
Zach	6/15/2015	email to Council	Folsom Street,Iris Avenue			1	1	positive	safety	Better for cyclists	and 9). I strongly support the pilot project re-allocating some road space from cars to bikes and installing protected and buffered bike lanes because it will make it safer and more pleasant for my family and others to ride bikes in the city for 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. Regards, Zach Noffsinger
Zachary	6/15/2015	email to Council	All Corridors	1	1	1	1	positive	safety	Better for cyclists	55th Street, or 63rd Street]. I support the pilot project re-allocating some road space from cars to bikes and installing protected and buffered bike lanes because it will make it safer and more pleasant for me and others to ride bikes in the city for everyday transportation. Feeling safer riding my bike will help me to use my bike more frequently. Please let the pilot 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, Zachary
Zoe	6/15/2015	email to Council	All Corridors	1	1	1	1	positive	safety		I am writing in reference to the proposal to pilot buffered and/or protected bike lanes on four city streets while reducing lanes for motorized traffic. I strongly support this pilot project. I live in the Melody-Catalpa neighborhood (north of Iris Avenue, between Broadway and 19th Streets) and work at PeopleForBikes, a national bicycle advocacy organization. In my role as Grant Manager at PeopleForBikes, I award grant funding to all types of bicycle infrastructure projects, including on-street improvements such as protected and buffered bike lanes and other treatments that make it easier and safer for people to ride and walk. I speak with transportation planners, traffic engineers, local advocates, and other community leaders constantly about funding and installing bicycle infrastructure. I've also read every post on a very active neighborhood email conversation about the proposed changes to Iris Avenue. While I understand the concerns of my neighbors about traffic delays and increased use of our neighborhood streets for drivers looking for a shorter route, I can tell you this: the worst fears rarely, if ever, come to pass. I spoke last week with a transportation planner in a college town similar to Boulder. This city has been steadily redesigning 4-lane roads to incorporate bike lanes, sidewalk bulb-outs, pedestrian refuge islands, and a middle turn lane with a single travel lane in each direction. The result is exactly as predicted (and as Boulder's Transportation Department predicts): slower speeds, fewer crashes, more people on bikes, more people on foot, and a 10-second delay for motorists. I asked if they had deemed any of these changes a failure and removed them. Her answer was, "No. Not one." Boulder is looking ahead to more density, more workplaces, and more people. We cannot manage this growth with more roads. We need better use of our existing streets. These pilot projects are an essential step in the right direction. With regards,

Michael	6/14/2015	email to Council	All Corridors	1	1	1	1	positive	safety		I support proposals to "right-size" four Boulder streets. As a serious cyclist for 40 years (180,000 miles +) from commuting to touring, I consider bicycle facilities essential to healthy urban places. And yes I do own a car, raised kids active in sports leagues, ran a business in Boulder, and drive when necessary. Study after study demonstrates the economic and social value of improving our pedestrian and bicycle environment--despite initial fears. The most dramatic example was the debate over whether to re-erect San Francisco's Embarcadero Freeway after the 1989 earthquake. Many feared the city would go to ruin if the freeway was not rebuilt. The opposite happened as San Francisco rediscovered the Bay and covered the waterfront with new promenades, housing, art, the Ferry Building food market, Giants ballpark, Mission Bay biotech park, and much more positivesocial and economic investment. In recent years, similar concerns were raised in Manhattan when the city (under that radical Michael Bloomberg) removed car lanes in favor of bike lanes and public seating. The return to the city in livability, vitality and public safety (and at very low cost) has overridden the critics. Local businesses have also profited. In our own city, concerns over traffic circles led to a referendum on the issue in 2000. The naysayers were defeated, and the circles (often delightfully landscaped) have only made neighborhoods safer and more pleasant. My Boomer generation is more wed to using the car for everything. My grown children and their peers are open to every transportation option. Let's build for the Boulder of tomorrow and not for the concerns of today only. Even those who don't own walking shoes, or have unused, flat-tire bikes in their garages, should support the right-sizing pilots. This technique truly makes a better city for everyone.
Betsy	6/14/2015	email to Council	All Corridors	1	1	1	1	positive	safety		Dear Council members, I am in total support of the 4, limited, experiments in rightsizing to make our streets safer for all users, not just bikers. I hope you will support this modest project. Thank you Betsy Jordan Hand
Brad	6/14/2015	email to Council	Iris Avenue			1		negative	auto congestion		Council members, I am strongly opposed to reducing vehicle lanes on Iris Avenue or anywhere else. Iris Avenue is one of only a few east/west through streets between 28th and Broadway, and it makes no sense to hinder this access. I live in North Boulder off of Broadway and work in Denver. It is already difficult getting through Boulder in the morning and afternoon commute hours. Travel from NoBo south or east is already made worse by the huge increase I residential properties that have been built in the last few years. Additional access restriction will only make this worse. Please consider the interest of all residents before you move this irrational direction. Brad Gabbard
Christopher	6/14/2015	email to Council	Iris Avenue			1		negative	cant bike	auto congestion	Councilmembers - I very much hope that you will vote NO on the proposal to cut Iris Avenue to one lane and similar squeeze measures across the city. People drive cars for good reasons as well as bad ones, and many have no practical alternative. Trying to make lives difficult for such people is not the answer. We need some through streets and Iris Avenue is an essential east-west corridor for thousands of people. Squeezing it will produce congestion and hardship for many. Thank you for considering my view. Best wishes, Christopher Mueller
Dawud	6/14/2015	email to Council	63rd Street,Iris Avenue		1		1	positive	safety	Better for cyclists	Hi, my name is Dawud Miracle. My 4 young kids (5-11) and I regularly ride on Iris Avenue, & 63rd Street. I strongly support the pilot project re-allocating some road space from cars to bikes and installing protected and buffered bike lanes because it will make it safer and more pleasant for me and my kids to ride bikes in the city for everyday transportation. While Boulder has done an excellent job to date with bike lanes, this project gives us parents an even greater feeling of security and safety for our kids riding in bike lanes. One of the reasons we moved to Boulder 5 years ago was because of the biking community and the progressive, forward-thinking support the city pays to cyclists. Accepting this pilot project would continue to display Boulder's support to cyclists of all types - and families specifically. As I understand this project I can see my kids and I using our bikes even more frequently. This project, and its future possibilities, more fully supports my desire to share with my kids a lifestyle of riding their bikes as daily transportation. So safer streets would assist our family in making that more possible. Please let the project move forward. I'm looking forward to an informed discussion — based on our experiences, and actual before-and-after data — about whether this kind of infrastructure is right for Boulder in the long-term. Thank you for your consideration and for helping move this proposal forward. ----------
Elizabeth	6/14/2015	email to Council	All Corridors	1	1	1	1	positive	safety		My name is Elizabeth Zajicek, and I regularly ride on the Folsom Street, Iris Avenue, 55th Street, and 63rd Street street corridors. Two years ago in August, my family got rid of their second car, and primarily bike as transportation around town (we currently only have 5,000 miles on our primary vehicle after two years!!). Shuttling our one and three year old children to activities, buying groceries, getting dog food, exploring the city parks, and going out to dinner are only some of the many activities we use our bikes to get to. I support the pilot project re-allocating some road space from cars to bikes and installing protected and buffered bike lanes because it will make it much safer and more pleasant for me and others to ride bikes in the city for everyday transportation. As a mother, feeling safer riding my bike would be amazing. 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. We like to think that Boulder is one of the friendliest biking cities in the country - let's make it even safer! Please support the protected bike lanes coming to Boulder. Thank you,
Hannah	6/14/2015	email to Council	Folsom Street				1	positive	better for cyclists		I can't make the Boulder City Council meeting tomorrow, but wanted to send a note and let you know I'm in support of letting the protected bike lane project move forward. I often ride Folsom Street to get from my house, to my grocery store, yoga studio, doctors office, shopping etc. I choose to ride to burn less gas and protect the environment, as well as stay fit. These lanes would inspire me to ride more, especially in the winter. I have a car, and my goal is to use it as little and possible, and these lanes would inspire me even more to do so! Thanks for all you do. With Gratitude, -- Hannah R. Davis
Hollie	6/14/2015	email to Council	All Corridors	1	1	1	1	negative	communication		Hello, Respectfully, you may be voting on right sizing bike lanes far too early. The community has not been given a chance to voice our concerns, nor have we seen any data that suggests 1) there a substantial problem that additional bike lanes would solve, and 2) what impact these lanes might have on businesses and drivers. For example, even now Folsom Street gets backed up whenever anyone driving north turns left onto a street without a stoplight. Whittle the road down to one lane each way, and gridlock seems inevitable, not to mention dangerous. It may not be a popular opinion, but right sizing seems plain wrong without thorough investigation into its possible effects on everyone involved. Hollie Rogin

jack	6/14/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion	access	I firmly disagree with Boulder's removing of traffic lanes in highly-trafficked streets. Doing so will only increase the stress level of those who do drive as you will be worsening the traffic congestion problem in Boulder. As one who has cycled and walked throughout Boulder, I believe you will find that not many people will change their habits and get out of their cars. Boulder is not arranged like older European cities which make not using a car very practical. Given that we have a winter climate, most people will not cycle in the winter months. That is for the young and hardy, and for those who can afford to purchase the gear that is required for winter cycling. I'm surprised that there is proposal to remove two lanes from 63rd Street Street. The area targeted by the City is in a mainly business area. There is already a designated bike lane on the sidewalk, west side of 63rd Street. I've cycled and walked this shared-modal lane at various times of day, and never is there an issue with those who use the street. Riding on this sidewalk bike lane is extremely safe. So why would the City replace a bike lane that is already very functional and working well with a plan to restrict traffic by adding bike lanes that are not needed? I'm also surprised that the city has architected an urban-like design in Gunbarrel that will cause congestion and then decide to increase further the congestion by restricting traffic on 63rd Street Street; this attitude seems absurd. I've lived in this area since 1990. There are many elderly people who will surely not begin using bicycles for transportation, especially not in the winter. Where bike lanes are truly necessary are on two main north-south arteries in Boulder: Broadway and 28th Street. When I've cycled on 28th Street I can ride on the sidewalk since there is virtually no pedestrian usage. But cycling on the sidewalks of Broadway is definitely not an option. For both streets the sidewalks are wide enough that bike lanes could be made by removing sidewalk space where now there is grass and trees. By creating such lanes you will decrease city maintenance, decrease water usage and enhance major north-south routes. But, as you know, removing a tree in Boulder is cause for a World War. This attitude to increase congestion by removing traffic lanes in heavily used streets seems to be one of wanting to punish drivers. This type of punishment is exhibited by those on the left and the right. This is why I've become opposed, as a non-city Gunbarrel resident, to being part of Boulder's electric municipalization project because of the belief that eventually
Jack	6/14/2015	email to Council	Iris Avenue			1		negative	auto congestion		I am convinced will result in traffic jams on Iris Avenue and Folsom Street and will lead people to explore minor road alternatives. My business is in GunBarrel and I use Iris Avenue to access the Diagonal. I will not do that if the proposal proceeds because I do not have the time to wait in traffic, incidentally causing further pollution from emissions. Everyone to whom I have spoken, including many cyclists are against the proposal and would much prefer that money be spent on repairing pot holes. Jack Walker
Jamieson	6/14/2015	email to Council	All Corridors	1	1	1	1	positive	safety		Hi, I support the pilot project re-allocating some road space from cars to bikes and installing protected and buffered bike lanes. During the 2013 flood, my car was totaled when the parking garage under my apartment flooded with 3.5' of water. Afterwards, I choose not to replace the car, in order to see how long I could get by with bicycle as my main form of transportation (with occasional use of bus and ego-carshare when necessary). More than a year and a half later, I continue to go carless and find that I am healthier, happier and have a little extra cash in my pocket as a result. However, there are times when I wonder if this choice is a bit reckless. I live just off of Folsom Street and this is a frequent thoroughfare for me. It is a marvel to see how close riders and cars come to one another. Sometimes a matter of inches between the two. I ride with panniers on my bike to carry my laptop, groceries and an assortment of other things, and these panniers reduce that proximity to cars even further. I would feel safer, happier, and more confident encouraging others to try my transportation style for themselves, if Folsom Street had a wider bike lane. In a growing city such as ours, pandering to cars is just not practical if we are to maintain the essence of what makes Boulder so special. Continued improvement of bike lanes is a way to both preserve our values and prepare for future growth and adaption in this unique and wonderful city we call home.
Jim	6/14/2015	email to Council	All Corridors	1	1	1	1	negative	cost	auto congestion	I urge you to oppose the plan to remove traffic lanes from heavily traveled city streets. This is an imprudent use of $300,000 of the tax payer's money. These funds could be more effectively used to enhance existing GHG reduction programs (EnergySmart and Boulder's Energy Future) which are potentially more effective and represent a more significant portion of the Boulder's carbon footprint. This money should not be wasted on a program of dubious value and little impact. The ongoing cost of this experiment will be much more than stated because of the operational costs imposed by the increased difficulty of snow removal from the dedicated lanes, the increased cost of maintaining lane demarcation striping and the cost of replacing the separation bollards sheared off by snow plows. Public dissatisfaction with increased traffic congestion could create organized, vocal opposition and organized back-lash for other more important significant changes due to the climate action plan. The City's VISSIM modeling indicate an increase in transit times. While it is unknown if the additional travel time will be 5 seconds or 3 minutes and 23 seconds, all cases result in addition vehicle operating times. Due to the heavy traffic load on these street (10,000 to 20,000 vehicles per day) the increased delays will result in increased green house gas emissions due to increased vehicle operating times. Thank you for your consideration.
Josh	6/14/2015	email to Council	Folsom Street				1	positive	better for cyclists		I would like to send a quick note of support for the rightsized streets and protected bike lane proposal. I can't attend the meeting tomorrow night because I am traveling for work, but I would like to include my thoughts here: I love commuting by bike. I ride my bike to work everyday, including a section of Folsom Street. The ability to comfortable/enjoyable commute by bike is one of the main reasons why I moved to Boulder. However, I have also been to the Netherlands and seen there cycling infrastructure, including protected bike lanes. Boulder can continue to improve. My 30 min ride each day, to and from work, would be even more enjoyable with a little more separation from cars. Thanks, Josh Agenbroad

Kalman	6/14/2015	email to Council	55th Street,63rd Street	1	1			positive	safety	Better for cyclists	pilot project re-allocating some road space from cars to bikes and installing protected and buffered bike lanes because it will make it safer and more pleasant for me and others to ride bikes in the city for 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. In addition, I frequently ride with my 6 yr old daughter to camp and school. These protected bike lanes will increase safety and peace of mind as I teach roar safety to my daughter. Thank You, -- Kalman Sweetwine
Kay	6/14/2015	email to Council	All Corridors	1	1	1	1	positive	safety	safety	Firstly, I thank you for considering city planning options that will reduce traffic and congestion in Boulder. I especially appreciate that you are considering an option that, rather than increasing lanes for cars and consequently increasing cars, will instead provide alternative options for those of us that are able and willing to leave our cars at home. Currently, when I choose to bike as my means of transportation, I truly believe that it is not a question of 'if' but rather a question of 'when' I will be hit by a vehicle. That feeling--a very sad and unfortunate one--doesn't have to be reality. Our city can make safe space for those that choose to use a bike to travel around town. Just last week I was riding my bike west of Pearl St. along 4th and a driver yelled out his window "Get off the road!" I was shocked that there are people in Boulder who still believe bikes do not belong on the road. If we have some protected bike lanes, one benefit will be that drivers will be educated and will come to realize that our roads are open to bikes. Protected lanes will send the message that our city allows for and encourages bike travel. I live in Martin Acres and I use Folsom Street and 30th St. to get downtown. I also use Iris Avenue to traverse across town. Often I opt to not even bother going downtown because parking is difficult and traffic is a bother. I stay home. If others are similar-minded, than businesses downtown probably see less business. I would be more likely to dine downtown if biking felt safer to me. Bikes lessen traffic. Bikes have no carbon footprint. Bikes make for healthy bodies and happy minds. Cyclists simply want the same right to travel safely around Boulder as cars. The bike paths are wonderful but aren't always an efficient way to get around especially on a beautiful afternoon when families and strollers and dogs are out enjoying the paths too. Let's be progressive. Let's think outside the box. Let's evidence out new ideas. Let's look to other busy cities that have embraced cycling as a cure to congestion. Thank you for reading this.
KD	6/14/2015	email to Council	All Corridors	1	1	1	1	positive	safety	Better for cyclists	I support the trial of protected lanes on some of Boulder's busiest streets. As an all-weather bike commuter, the scariest times are when forced to chose between riding in the lane, or on a too-small and ice-covered or slush-piled bike lane. It is very concerning when cars come into my small bike lane because they are turning, or texting, or sliding, or anything else. I want my kids to feel safe biking, and I want them to feel comfortable with their Mommy biking, too. sincerely, -KD KD, City Boulder,
Keri	6/14/2015	email to Council	All Corridors	1	1	1	1	negative	existing bike lane	auto congestion	While I applaud your idea for thinking outside of the box, I do not feel that this is the solution. Boulder is blessed with numerous bike paths and I enjoy them with my family on a regular basis. Even if traffic was restricted I still wouldn't allow my children to ride on a city street. There are too many obstacles besides cars to contend with. Yes, it takes a bit more planning to figure out how to run errands on my bike using the bike paths, but there are ways to transverse the city without using city streets. As a driver, restricting traffic on already congested roads isn't the solution. Please reconsider your plans to restrict traffic. Keri Roberts
Kevin	6/14/2015	email to Council	55th Street,Folsom Street,Iris Avenue	1		1	1	positive	better for cyclists	safety	I'm writing a short and sweet letter of support for phase 2 of the Living Labs project here in Boulder. I'm a regular bike commuter and member of a one-car family, and while I and plenty of my demographic peers (young, male, and educated) already ride on Folsom Street, Iris Avenue, and 55th Street Street, my willingness to bike these essential corridors decreases when I'm riding with my wife, and I wouldn't consider riding these streets in their current condition with our small son in tow. However, I've ridden every stretch of street in Living Labs phase 1, and I'm glad to say that I would ride them with my family in a heartbeat. The additional separation from vehicles is sufficient to make these routes feel safe, and by addressing this fundamental concern Boulder has a chance to encourage the women, families with children, and older adults (who will be essential to achieving the city's and its citizens' goals for vehicle trip reductions) to ride! Kevin Crouse
Linda	6/14/2015	email to Council	All Corridors	1	1	1	1	positive	better for cyclists		Hello - I work in Boulder and my children go to school in Boulder. If there were right sized bike lanes, we would definitely bike more. Thank you for your consideration. Linda Abelkis
Linda	6/14/2015	email to Council	All Corridors	1	1	1	1	negative	access		Hi Leslie, I'll be sending in our Trip Tracker form for reimbursement this week but I wanted to let you to know that Fabricate will not be participating in the Trip Tracker program for 2015/2016 school year if the City Council passes their plan to "right-size" certain roads. We've enjoyed doing our part to encourage bike-riding in Boulder but I believe the negative financial impact of the proposed measures, if passed, will not allow us to afford to participate in the program in the future. Regards, Linda Spillmann

Manfred	6/14/2015	email to Council	All Corridors	1	1	1	1	unclear	safety		the changes would be better for cyclists but worse for people who have to drive their cars. Still another person speaks of being tired of "feeling bullied by the board to get on a bicycle." There should be no conevidence between driver inconvenience and greater cyclist safety, which is what the new policies are intended to bring about. As is the case in other things, there is no absolute safety in cycling either, but good policies by authorities and sensible behavior by motorists and cyclists can get us closer. In France and Germany, for example, motorists stop for pedestrians and cyclists at every crossing, on a dime, every time--no flashing lights are needed; the laws do the job. Here, traffic laws are often inadequate and poorly enforced, and motorists seem to have the bulk of the law on their side which is evident in much of their behavior that is dangerous to cyclist safety...rather than mere inconvenience. Cyclist training and motorist retraining are not mentioned anywhere, probably because we do poorly with efforts to modify traffic behavior of motorists and cyclists. Some years ago Boulder did how conduct training for cyclists, with apparently some good results through "Effective Cycling" classes; it's not clear to me why they were discontinued as the need is still there. Free on-demand walk-in classes would demonstrate the city's sincerity in promoting cycling, and good cycling skills and practices would improve rider safety and interaction with motorists. Beginning cyclists should know that much more is involved in "effective" and safe urban cycling than mounting the bike and following the lines on the pavement, especially at driveways and intersections. There also needs to be some motorist re-training. Motorists should be made aware that cyclists have equal rights to the road, something even some in Boulder would deny. They should use their turn signals well before turning--not one foot before or just as they are turning; they should not follow cyclists too closely, and they must absolutely take greater care not to endanger cyclists and give them more space before turning right or left across the cyclist's straight path, so as not to "cut them off." Cyclists should give hand signals when turning; they would be smart using a rear view mirror, and they would also be wise stopping at stop signs and signals.
Mara	6/14/2015	email to Council	Folsom Street				1	negative	existing bike lane	neighborhood cu	I would like to share my view on the proposed lane reductions to benefit cyclists.. I would like to proevidence the proposed changes to Iris Avenue Avenue from Broadway to Folsom Street. This is the only roadway East -West in North Boulder that flows. Kalmia is a wonderful alternative for bikers, already exists and has no stop lights. Why not highlight this street as a path for bikes? Instead, your proposal will force drivers to use the side streets which families presently walk on (I live in this neighborhood), you will be limiting their ability to be safe in their own neighborhoods. Traffic already backs up on Iris Avenue west from 28th Street past Folsom Street in the evening, there is no way this won't be even more negatively impacted. Just look at the traffic on 30th with the one lane due to construction. How can you say the same won't happen to Iris Avenue? I'd also like to proevidence the proposed changes on Folsom Street but only from Canyon to Arapahoe. It is already difficult to turn east on Arapahoe from Folsom Street. In addition, as a small business owner you will be impacting the traffic coming into downtown, remember 80% of all shoppers and diners arrive by car, do you really think that increasing bike lanes and causing congestion won't turn this people around to go to other cities? This plan does not appear to be well thought out or well analyzed. Please listen to your constituents, the majority of whom are telling you its a bad idea and will carry those sentiments to the polls in the future, myself included. Sincerely,
Natalie	6/14/2015	email to Council	Folsom Street,Iris Avenue			1	1	positive	safety	Better for cyclists	helpful to me, my family, and my neighbours. My husband currently commutes to work on his bike, and I usually walk/run my children around town when the distance is short. I would love to be able to ride, however, when I tow the kids on their trailer, fast moving trucks and vehicles are TOO close for comfort when I use the bike lane on Iris Avenue. Riding down Iris Avenue is the only way for me to connect to the two-mile creek trail which starts further down Iris Avenue. Currently I don't find it a safe and viable option with my children. Cars are so fast and close on Iris Avenue I don't even like my kids riding and walking on the sidewalk. The separation would be a GREAT IMPROVEMENT. In addition the proposed center turning lane would allow me and the other residents to get out of the way of traffic , which we currently block while entering and exiting our homes by car. Thank you for your time, Natalie
Peter	6/14/2015	email to Council	All Corridors	1	1	1	1	positive			I am in favor. Pete Jackson
Peter	6/14/2015	email to Council	All Corridors	1	1	1	1	unclear	safety		Dear Council Members, One email – two issues. I like the idea of rightsizing although the roll out has hit some snags. The increased traffic in town is causing disharmony towards this effort. So you might think about phasing in rightsizing to evidence and improve the concept. Monitoring whether bike use on the evidence streets does increase will help evidence the concept. At least some of the increase in traffic is due to all the construction in town. Construction is a truck intensive industry and most of the construction workers drive to Boulder. Hopefully the traffic will decrease after the construction boom is over – which will be a better time to phase in more rightsizing. I am also in support of the City buying the Boulder Community Hospital site down the street from me (Broadway and Balsam). I have been working with an eclectic group of neighbors on a mini campaign towards this end and encourage you to take control and-or buy this site. The economic advantages to the City of taking such action are many. Thanks for your public service.
Phylis	6/14/2015	email to Council	55th Street,Folsom Street,Iris Avenue	1		1	1	negative	communication	data	sizing" traffic corridors, including 55 Street, Folsom Street & Iris Avenue, to allow local residents and businesses affected by the proposed changes a full opportunity to provide input. At the same time, I strongly recommend that City planners do the work necessary to identify how the success or failure of any change will be determined and to forecast the impacts to our local economy. While I understand the goal of making streets usable for bicyclists, I think that the needs of all residents (including those of us for whom bicycling is not feasible) and of our local job producers need to be considered before implementing any radical changes. Phyllis Rheiner

Pru	6/14/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion		recreation, but being age 67 and having some physical limitations, I will never use the bicycle for errands around town. Ever since the traffic circles were installed on Balsam and Pine and the congestion has worsened on Broadway and on Canyon, I have preferred taking Iris Avenue and Folsom Street when driving my car to get to the commercial area around 28th and Canyon, as that route is pleasant and efficient with a minimum of stops for traffic lights. I am not happy with the plan to change the lanes to favor bicycles on Iris Avenue and Folsom Street, as I am confident (no matter what the planners say) that traffic for cars will be impeded and I will be left with NO pleasant route across town. If you want to experiment with traffic lanes, please do so on one road at a time, not four. By the way, have you ever thought about how annoying the term "right-sizing" is to people who do not agree with the plan? The planners are "right" and the rest of us need to be educated, I suppose? Not necessarily. Pru Nagel
R	6/14/2015	email to Council	All Corridors	1	1	1	1	negative	safety	auto congestion	Make public your answers to Sean Mayer's questions before you take a vote. R. Burnham
Rex	6/14/2015	Online Comment form	55th Street,63rd Street	1	1			negative	auto congestion	existing bike lane	This makes many people very angry. It's clear that this council doesn't rely on these 63rd Street to 55th Street street corridors for daily commuting because if they did they would realize that rush hours need both lanes, especially in bad weather. Tens of thousands of working tax payers in the tech parks rely on these routes to support this town and we resent this denial of the infrastructure we rely on to travel safely and without hardship. The backup of traffic off the Diagonal during rush hours already fills both lanes and reducing to one lane will cause backups on the Diagonal as well. I use this route instead of the Diagonal to save time and gas and these rules would force additional traffic into the Diagonal snarl forcing significant increases in daily frustration. The biking public is miniscule by comparison and represented by largely non-working athletes, tourists, day-trippers and the like. That these mythical bikers have been given the highways at the expense of those who work without even a vote is both arrogant and unconscionable. Biking is fine for some occasionally but completely unworkable for commuting during bad weather, bad health, or where families or freight are involved. Reject this in favor of a ballot initiative to build dedicated bikeways. Wide sidewalks exist that parallel these routes and those could be expanded to provide a true bikeway. Bus stops also exist along those routes and that will complicate this mess. If the majority votes for this on a ballot initiative, then so be it but not
Richard	6/14/2015	email to Council	Folsom Street,Iris Avenue			1	1	negative	auto congestion	safety	Dear Council Members: I am a regular cyclist, commuting and general. I am familiar with Folsom Street and Iris Avenue and oppose reducing car lanes on these streets. It is not needed for bike safety, and at least on Iris Avenue, it will cause difficulty for friends who are seniors and somewhat disabled. Please do not do this to them. The other streets in involved in the plan are not familiar to me. Richard Collins
Robin	6/14/2015	email to Council	All Corridors	1	1	1	1	negative	no bikers	evidence	I am fairly confident that this letter and many like it will fall on deaf ears. It seems quite likely that no matter how many of us are opposed to the "right-sizing" concept, you will proceed anyway…just like you usually do. This is yet another example of the democratic process being hijacked by the True Believers, and I know that includes some of you on Council. You have shown yourselves to be impervious to the emerging outcry of Boulder's Silent Majority. You are driven by your "vision" paying only occasional lip-service to the concerns of average Boulder residents like me. That being said, we are not interested in being lab rats in your experiment. My personal experience with "Phase I" of this program is on Baseline Rd. I travel it almost every day and I can count on the fingers of one hand the number of riders I have seen in the widened bike lane over the last year or so. It is always empty. I am most interested in knowing how and why it is considered a "success." Based on what measurement? It has accomplished nothing. It is a miserable failure and an eyesore to boot. I am sure that the four streets you are considering for "Phase II" typically have more cyclists on a daily basis than Baseline and yet I have read nothing specific and concrete that supports the "right-sizing" of these four very busy streets. No data, no measurements…nothing but your guru Mr. Nozzi's unsupported, grandiose, sweeping pronouncements extolling the virtues of the concept. Mr. Nozzi's agenda (and yours I presume) is to get us out of our cars. Period. He doesn't really care what we all do…as long as we don't use our cars to do it. According to Mr. Nozzi, "right-sizing" is "more accurately described as a way to NUDGE [his caps] people toward more desirable ways of traveling, rather than FORCING [again, his caps] them to give up their car." What no one wants to acknowledge is that people don't want to get out of their cars and they're not going to. Bottom line: there is no form of transportation as convenient as the automobile. Look around you. We already have an extremely bike friendly community but what you see is people - in cars - going about their day, running errands, picking up kids, going to work, to play, etc. And here's the rub: unless you outlaw the automobile within the city limits you can't make us get out of our cars. Yes, you can make it very difficult and frustrating to get around (which it already is), that's what this "rightsizing" is all about. But ultimately it won't change behavior, at least not in the way you want it to. People who cycle will still do so. Those of us who don't are not going to start just because you widened some bike lanes. If you make it hard enough to get around town, I and others like me will just go elsewhere. Or maybe that is your goal, but I doubt that many business owners will be on board with
Robyn	6/14/2015	email to Council	55th Street,63rd Street,Folsom Street	1	1		1	negative	evidence	existing bike lane	the City's efforts to encourage cycling, but, for the reasons set forth below, I urge Council to send the recently proposed "Living Laboratory" undertakings back to the drawing board. This project is wrongfully being identified as an "experiment", when the chance of it being reversed is virtually nil. Unlike the earlier efforts involving modifications to the bike lanes and parking on University, and the addition of green spaces at intersections along Folsom Street, more than painting will be required. This is especially true on Folsom Street, 55th Street and 63rd Street, where the removal of a significant number of medians, trees and shrubs will be required. Once removed, cost-constraints alone make it highly unlikely those improvements will ever be reinstalled. While not as sexy as the proposed "Living Laboratory", it would be more costeffective for the City to better publicize the existing bike routes that are more accommodating to less experienced riders. Since the late 80s, the City has expended significant resources to provide convenient access for cyclists off of the main arterial streets. These included building off-street paths, especially the Creek Path, the path along Broadway and, interestingly enough, the path along the west side of 63rd Street Street, and painting bike lanes on streets such as Folsom Street, 13th and 9th. Some of you may even remember the big fight about removing parking along the west side of 13th Street downtown to accommodate the southbound bike lane. Many who have moved to Boulder in the intervening years are wholly unaware of these options. (Think of the number of non-racer-type cyclists who can be spotted blocking traffic as they uncomfortably ride along Broadway, not knowing of alternate routes on 9th, 13th and 15th Streets.) The non-interactive, pdf map on the Go Boulder website utterly fails to highlight these options, and the City itself appears to have abandoned the maintenance of some of them, such as the one on 9th Street north of North Boulder Park. Improved publicity of these routes, along with regular reminders in The Daily Camera, The Colorado Daily and other media outlets regarding the rights and responsibilities of drivers and cyclists could go a long way toward improving the cycling experience so as to increase the likelihood that more people will reduce (or eliminate) their driving and use bikes more often, without aggravating drivers unnecessarily.

Ronald	6/14/2015	email to Council	Folsom Street,Iris Avenue			1	1	negative	auto congestion		I understand you are taking more comments on this insane proposal tomorrow evening and I am sorry I can't be there to speak. I have lived near the corner of Iris Avenue and Folsom Street/26th Street for the past 30 years and have started using Folsom Street instead of trying to get on to 28th Street because Iris Avenue backs up from 28th to Folsom Street almost constantly. And now you are proposing to reduce Folsom Street to 1 lane!!!! There were 10 cars in 2 lanes, plus 1 in the turn lane in the middle of the afternoon. It would take more than 1 light change to get all the cars through once the students return. I read some city staff person's op ed piece in the Camera and he was talking about how slowing down the traffic would allow more cars to turn onto Folsom Street. That's ridiculous! It will only make it more difficult to get through the lights on one change. The speed limit used to be 35 on Folsom Street and now it has been reduced to 30. How much slower do we need to go??? Is there a problem we are trying to fix here? The on-demand crossing lights have slowed down traffic enough. We don't need one lane to do it any more. Have bicyclists been harmed as it stands? No one is going to drive less because of this. It will only cause more congestion and more frustration. Nothing is broken. I urge you not to make an unnecessary fix.
Shawn	6/14/2015	email to Council	All Corridors	1	1	1	1	positive	safety	Better for cyclists	Dear Boulder City Council, I submitted a form letter supporting the rightsizing project last week, but want to elaborate with some more personal thoughts. I have biked on all of the corridors where rightsizing has been proposed, but travel the Folsom Street corridor the most. While the roads have bike lanes they are primarily designed for cars. I have many friends who are scared to ride on most of the roads in Boulder and I see why. I support the rightsizing project as a great way to pilot new road designs that make biking and walking more attractive to the broader population. Make roads for people not just cars! Most of the opposition I have heard to this project has gone something like "You know, not everyone can bike everywhere. I need my car to (insert reason here)". Based on some of the letters in the Daily Camera, you'd think that the city was closing the roads to cars completely. All that is proposed is eliminating one lane which will only increase travel time slightly and only during peak hours. Many of those in opposition to the project say that the traffic estimates projected by city staff can't be correct. I think the council should listen to the recommendations of the city staff who have thoroughly studied this project and done real traffic studies rather than citizens who are not trained in traffic engineering. Plus this is only a pilot and can be reversed if necessary. I encourage the city council to move forward with the rightsizing project as recommended by the Transportation Advisory Board and city staff. If we don't adopt projects like this we won't be able to achieve the goals set in the recently adopted Transportation Master Plan. This project is a huge win for cycling in Boulder that comes with only a very minor inconvenience to drivers. Best,
Shawn	6/14/2015	email to Council	All Corridors	1	1	1	1	negative	evidence	future growth	lab" concepts for the following reasons: 1. The use of the word "lab" in a scientifically-minded city like Boulder implies that this is an experiment which has a documented hypothesis (there is one: safer bike lanes will lead to more bikers on the modified roads throughout the year while only adding a few minutes to drive time), a set duration for the experiment (this is not strictly defined beyond "12 to 18 months"), pre-established metrics for success and failure (while criteria is specified, the metrics are not quantitatively defined), and a willingness to promptly remove the "experimental setup" at the end of duration, accept the experiment's results and act accordingly (to be seen). I, for one, would be very upset if the experiment shows that drive time increases during rush hour by eight minutes on 55th Street (the Fox/Tuttle's analysis' worst case result), and half an hour during adverse weather, but the city claims success as the average drive time over all 24 hour periods during the experiment barely changed. I would feel likewise if success is measured by the addition of a small number of additional bikers who were already riding but via other routes. 2. Deciding to implement these lanes shortly before the new Google campus is built makes the timing of the experiment and validity of the models extremely suspect; how will the results be extrapolated for all of the new drivers the buildings will add? 3. This effort doesn't do anything towards fixing Boulder's major problem in bike commuting, while we are known for having the bike paths clear before the streets, we often forget that, at least in South and East Boulder, most people live near "bike routes" or other neighborhood streets that are not plowed and are poorly maintained in the winter, meaning that the city has a significant last mile problem making it dangerous to bike commute. As a point of reference, Darley Ave, a designated bike route in Table Mesa was covered in ice and snow for two months last winter. 4. As Boulder is not Copenhagen, we need to remember that we are not a flat city that has mild and predictable year-round weather. This makes comparisons for "experiments" like this to non-comparable cities problematic. This lack of comparison means that experiments like these are discriminatory against the elderly and families with young children who live outside of the city's core but need to use the city's services as they are unable to ride during rainy or snowy weather due to hills, the need to carry luggage and children, and the lack of raw strength associated with age.
Stan	6/14/2015	email to Council	All Corridors	1	1	1	1	positive	better for cyclists		Hello, I am fully in support of more protected bike lanes in Boulder, and believe it will help everybody. I am working very hard to get my 8 year old son in the habit of riding his bike to errands instead of insisting on getting in the car, and the single biggest problem is his fear on the roads. He is somewhat OK with painted bike lanes, but is totally happy and excited if he can be on a protected bike lane or bike path. His excitement goes up when he realizes he can safely go to store "X" by bike. To me, that is one more future car off the road, one more healthy adult, and one more person endorsing how great Boulder is to live. Boulder is already a leader in bicycle access and bicycle adoption, but with the nationwide uptake on bicycle awareness, it is easy to see Boulder slipping and becoming a city with lacking infrastructure rather than leading progressive infrastructure. I moved specifically to Boulder 5 years ago because, hey, it's Boulder. I want to see it stay that way, and it has to keep up with the advances in transportation safety to do so. People complain about the traffic in Boulder, but really, Boulder is small. The worst traffic I have seen has meant an extra few minutes on the road. I would see it all being worth it if it meant more families out on bikes and off the road. Furthermore, I believe the studies that say that there is a decrease in accidents, and traffic is not ultimately affected. Please vote in favor of adding protected bike lanes. This is how Boulder is going to stay Boulder. Thank you,

Stephanie	6/14/2015	email to Council	All Corridors	1	1	1	1	negative	Future Growth	evidence	I am writing with regards to the Living Laboratory program plans to evidence some changes to driving and biking lanes around Boulder. I'd like to start by saying that I generally love the idea of providing larger, protected avenues for cyclists. However, I feel strongly that this cannot come at the cost of motor vehicle space. 1. Boulder has only gotten more and more populated over the years. It is extremely nearsighted to think that there won't be a steady increase in the number of motor vehicles on the road as time goes by. Reducing driving lanes from 2 in each direction to 1 in each direction is poor transportation planning. 2. I do not think that the number of cyclists on these roads will increase drastically. Boulder already has a wonderful bike path system that can get around most of town. It's already protected from vehicles and has much better scenery than the roadways have to offer. Personally, I'd still try to avoid the roadways while on my bike, even with the stated "improvements". And for those who already travel these roadways by bike, there are already existing designated bike lanes that are sufficient for travel. 3. For the 55th Street St. section in particular, this is a relatively industrial/commercial section which is especially ill-suited for reduced motor vehicle lanes. I drive through this section regularly to get to my child care provider, and don't have plans to take my child by bike. My contractor has an office in this area, and his work necessitates that he drive to client sites. I regularly see large trucks on this road, many of which end up turning on to Valmont, presumably to get to the Western Disposal facility or elsewhere east on Valmont. I see far fewer cyclists on this stretch of road than elsewhere in Boulder, and due to the nature of the businesses in the area, I don't see more people starting to cycle through there just because of bike lane improvements. 4. Finally, I worry that a evidence phase of the proposed changes may result in innaccurate conclusions that incorrectly support the improved bike lanes. For example, there may be people that are curious enough to evidence out the new bike lanes, but may not end up being regular users of the bike lanes after all is said and done. And there may be motor vehicle drivers that avoid the roads in question during the trial period, making it appear that the traffic patterns can accommodate the bike lane changes, when really there may be worse traffic elsewhere in town that is not factored into the results.
Steven	6/14/2015	email to Council	All Corridors	1	1	1	1	positive	better for cyclists		I wanted to write to you and express my utmost support (and enthusiasm!) for the plan to install protected bike lanes and to re-allocate some road space to bike lanes. My friends, family and I look up to cities around the world that have created safe and extensive biking infrastructure – Boulder included. The cities that invest in bikes are going to lead the future in creating healthy and productive communities that utilize alternative (and more environmentally-friendly) forms of transportation, like bikes. Personally, biking is one of my main forms of transportation. I'm lucky enough to live very close to the Pearl Street Mall, so I don't depend on my bike to get to work, but I still regularly bike on Folsom Street many times and would appreciate the comfort of knowing I was safer when I do. The more that Boulder invests in bicycle infrastructure, the more than people will use their bikes, and the safer they'll be when they do. Thank you so much for your time and consideration, Steven Rouk
Sue	6/14/2015	email to Council	All Corridors	1	1	1	1	positive	safety	Better for cyclists	Since June 4th, Community Cycles has collected signatures and comments through an online petition "Support Rightsizing Boulder Streets with the Living Labs Projects" to gather support for right-sizing. Since that time, over 955 people have signed and 401 people have commented to show support. The documents containing all signatures and comments are attached in digital form to this e-mail. We also have an additional 200+ signatures in paper we'll bring to City Council tomorrow evening. From the online petition, 733 are residents of the city of Boulder, 872 of Boulder County, and many of the remainder are former or traveling residents. The signers of our petition cut across the spectrum of ages, gender, and neighborhoods. We wanted to highlight a few personal stories shared in the petition below. Thank you for your time and service- Community Cycles Jane Spencer - Boulder, CO 2015-06-09 As a 63 year old woman who lives in the Broadway/Iris Avenue neighborhood, I will be able to use my bike to get groceries and other errands. Jonathan Moishe Lettvin - Boulder, CO 2015-06-04 My wife, 5yo daughter and I ride bikes around Boulder, and as the city grows and traffic gets worse it's become increasingly unpleasant and dangerous. One of the best things about Boulder is being able to get around without getting in a car, but it's feeling increasingly risky. Amy Breunissen - Denver, CO 2015-06-05 I live near Folsom Street, and frequently bike on it to get around town. It is a key bike north-south bike route, and the current design isn't safe for most bicyclists. I have frequently seen less experienced bicyclists on the sidewalk instead of in the bike lane, and I can understand why. It does not feel like a safe route. Lisa Goodhew - Boulder, CO 2015-06-05 I frequently ride my bicycle on Folsom Street and Iris Avenue, and I LOVE riding on the protected bike lanes on Baseline east of 30th and University between Broadway and 9th. Agnes O'Gallagher - Boulder, CO 2015-06-05 I'm 64 and I much prefer to ride my bike to run errands around Boulder than to take the
Susan	6/14/2015	email to Council	all Corridors	1	1	1	1	negative	auto congestion		Dear friends, Before your consideration tomorrow night, I thought I'd elaborate on a point made by Sean Maher in his recent oped. I believe if these "living laboratory" experiments are to go forward it is vitally important that you begin with a knowledge of current metrics, monitor the results of the experiment (objectively and subjectively) and receive regular reports from the staff on the results of the monitoring. You should also agree on what the success of these road reconfiguration experiments is -- a 50% increase in bicycle trips in a year? in 5 years? maintenance of a specific LOS standard at critical intersections? positiveresults from bicyclist surveys? reduction in bicycle and/or auto accidents? And I would ask first what has been learned from the living laboratory experiment on University Ave. west of Broadway. It has been in place a while and hasn't been without controversy. Does the staff judge it a success? Do you? Have you ridden your bike or parked a car there? Have accidents been reduced or other metrics that you care about been reported to you? I'm concerned that jumping on this bandwagon because we want to support bicycling is ill-advised. The "rightsizing" experiment must be perceived as an action taken seriously, one that you will evaluate transparently and undo if measures of success are not met. I'll close by attaching a photo I took this morning in Ogden Utah on our way home from Portland. Talk about the need for road right-sizing! Two travel lanes, a middle turn lane and two rows of parking and hardly a car in sight. Yikes. Please know that I am not opposed to reconfiguring Boulder's roads per se. But you will lose community support if the change is not made thoughtfully and carefully. Best,

Tom	6/14/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion		To the Council, I live in the Gunbarrel area and for personal and business reasons we drive into Boulder on a daily basis. The proposed plan concerns us given the existing traffic situation in Boulder and the time it already takes to get around to where you need to go – let alone find parking downtown. This concept needs to be tabled for more detailed study and consideration of everyone's needs including the business sector. If road access to downtown is diminished so will our desire to do go downtown. Tom Lennon
Alli	6/13/2015	email to Council	All Corridors	1	1	1	1	positive	environment		Dear City Council members, I just wanted to show my support for the right-sizing program. I know it has become a heated issue in the last couple weeks, but I support any and all efforts to reduce auto traffic and encourage more biking, walking, and public transit use. We all live here because we love the climate and the outdoors lifestyle, and yet so many Boulderites spend hours a day in their car. Some may not have a choice but to take their car, but many do. And with more bikes lanes, biking will be an easier choice to make. I know many people have concerns about this program and how it will be carried out. I hope we can consider the needs of all, including those who must rely on their car for various reasons. I hope location will be looked at carefully. I hope that daily and seasonal traffic fluctuations will be factored in. I hope that we can wrap up months-long construction projects to simultaneously lighten the burden in those areas. I hope we'll carefully consider the addition of future businesses and office space and whether or not Boulder can support another 500 people commuting into this town every day. There is a lot to consider. But overall, I support this experiment. Throughout its history, Boulder has been a leader in innovative city planning. Often times change is not popular initially, but Boulder's willingness to try out new ideas (like taxing its people to preserve open space, for example!) has made it the city it is today: a beautiful place with friendly people and an amazing quality of life. Thank you,
Andrew	6/13/2015	Online Comment form	55th Street	1				negative	access	existing bike lane	I would like to voice my strong opposition to this plan to reduce 55th Street street's vehicle access. My company, Active Interest Media employs 200 people working in two buildings in the Flatiron office park. We have a substantial number of regular bike commuters who,find the existing system of bike paths entirely adequate.
Caren	6/13/2015	email to Council	Folsom Street				1	positive	safety		Dear Council members, I support the new expanded bike lanes on Folsom Street. Perhaps it will slow the traffic down to the actual speed limit making not only bicycling safer but also improving general safety on Folsom Street. I live at Mapleton and Folsom Street. Thank you, Caren McCready
Chuck	6/13/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion	safety	These people have a Pollyanna view of reality. If this goes through there may be a great opportunity to change the make-up of our council next election. Chuck Hunker
Dave	6/13/2015	email to Council	All Corridors	1	1	1	1	negative	maintaince		100 to 150 miles per week) from my home on Northbrook Place in Winding Trail Village to various destinations and trails within reach and feel this is not a effective solution to bicycling safely in Boulder. Some of the greaevidence safety concerns that I encounter regularly on the roadways are poor maintenance of bike lanes, lack of knowledge of cyclists and lack of enforcement for the continual traffic law violators. Maintenance: I find that poorly maintained existing bike lanes cause cyclists to have to swerve close to or into lanes of traffic to avoid hazards (i.e. –surface damage, debris, low hanging tree limbs, etc.). Also, worn pavement markings cause confusion for motorists and cyclist and can lead to vehicle – bicycle conflicts. I encounter these issues regularly. Education: Poor rider habits and behavior is also a major safety concern. Most cyclists don't even know how to signal properly or don't care to do it at all. More tax dollars should be spent on rider education. A good place to start would be by implementing a campaign promoting co-existence with vehicle traffic by educating riders on proper behavior and traffic laws involving bicycling. I'm very surprised by the lack of rider education that exists in Boulder. Concepts like reminder signage addressing riding safely along streets (similar to the "Heads Up" markings at intersection crosswalks); regular media releases about riding safety tips; educational brochures; workshops; etc. would do wonders to make Boulder a safer place to ride. A thorough saturation of education resources should be done so that the riding community cannot avoid becoming more aware of riding safely in Boulder. This is the best way for you to show that the City of Boulder cares about the safety and behavior of cyclists. Enforcement: Lastly enforcement of the laws regarding cyclists is essential for a safe riding environment. This may start out as a warning and ultimately citations. I know this is not popular but the majority of riders I share the roads with have too strong a sense of entitlement and feel they are exempt from traffic laws. By not enforcing the laws for cyclists you are creating an unsafe environment by enabling greater numbers to feel like they are exempt thus more stop sign running, riding side by side in lanes of traffic, etc. If enforcement is not addressed, the numbers of vehicle – bicycle conflicts will continue to increase no matter how much infrastructure change you do. This alone makes me feel like these continual violators of traffic laws creates driver frustrations and puts a bull's-eye on the rest of us that obey the traffic laws while riding. All of this would come in at a fraction of the cost of the "Rightsizing" projects.
David	6/13/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion	Cant use bike	I live in North Boulder on 26th Street and have for 40 years. I have ridden my bike thousands of miles but due to age and injuries , I am very limited. It is a nightmare to move north and south in this town as it is, reducing lanes on Folsom Street is just plain stupid. I plan to vote against any person who votes for this silly single group proposal. David Wymore

Don	6/13/2015	email to Council	55th Street	1				negative	auto congestion		I don't think it will do any good giving this feedback, since you are going to do what you want, regardless of what the majority of the people who traverse up and down 55th Street Avenue want, however; This decision to make 55th Street Avenue from Arapahoe to Pearl reduce from 4 lanes with 2 lanes each going North & South to 2 lanes with 1 lane each going North & South is a disaster in the making. I traverse 55th Street Avenue every day going to work and back. During the morning rush hour and the evening rush hour, it is hard enough to travel on 55th Street Avenue with 4 lanes and vehicles stacked behind each other, impatiently waiting to go to work or going home. You reach a moment of exasperation with all the waiting for traffic to start moving. Imagine this with hundreds of people on 55th Street Avenue having the same reaction. Traffic slows down to a crawl. If it gets any worse accidents are going to increase because drivers want to get to work or home. Imagine your plan of 2 lanes with 1 lane each going North & South. It will take traffic to a slower crawl than it is now, with accidents increasing because drivers want to get to work or home. Drivers who traverse 55th Street Avenue will hate this $1,000,000 you will spend to make their lives more miserable. 55th Street Avenue is a main road to a good number of commercial businesses and manufacturing. These people need a decent road to get to their place of work. A number of them cannot ride bicycles, and a good number of them need to carry goods & merchandise which they cannot put on bicycles. With your plan, you are interfering with commerce, and judging from the motorists who travel from Denver & Longmont to Boulder, there is a lot of commerce that Boulder is involved with. Your ultimate plan to everyone in Boulder on bicycles is not realistic. Commerce is real and is here, and will have to be here for Boulder to survive. You seem to have a lot of money to spend for Boulder, so why not increase your program to have bike paths all over Boulder? I never did like the idea of putting bicycles on the same road as cars. It is dangerous for the bike riders, and they can get killed or maimed being on the same road as cars. You need to have a separate path for bicycles. You have started them, so why not continue to make them
Eric	6/13/2015	email to Council	All Corridors	1	1	1	1	negative	access	Cant use bike	concerned about this proposal to reduce lanes on some of our major roads in the city. Especially as it has been presented to the public with little data and specifics. I am Very Against the idea!! I run a small Acupuncture practice in Boulder on Valmont Rd. Many of my clients are very sick and injured and have little choice, but to drive. I am very concerned about their ability to get to my business and consequently the long term viability of my business. As a small businesses owner my margins are small and this proposal with it's lack clarity greatly concerns me. Secondarily those that are older, handicapped, sick or injured and have no choice, but to drive are forced to bare the burden of this plan. Thirdly what happens when there is a big snow storm, lightening storms, big rains etc.? Do we all ride then too? Isn't Global Warming going to increase these events? Has this been considered? Where are the public transportation improvements to help all the folks of Boulder instead of a few lucky fit, healthy few? And even if there were upgrades to public transportation with this proposal these buses would be stuck in traffic most of the time? I think the bottom line is this seems like a proposal the has been poorly presented to the public, helping a very small exclusive segment of Boulder's population, a huge burden on the businesses of Boulder and consequently our sales tax revenue, and lacking foresight with the current and future Boulder weather patterns Please take a step back and look at this proposal and its full impact before embarking on a crazy chemistry experiment!
Gordon	6/13/2015	email to Council	All Corridors	1	1	1	1	negative	safety		Greetings: Please read Sean Maher's column in the Daily Camera (http://www.dailycamera.com/business-columnists/ci_28300676/sean-maherconcerns-questions-about-boulders-bike-lane) about right-sizing bike lanes. He does an excellent job of expressing my concerns about what appears to be rushed projects that are solutions in search of problems and an unjustified use of taxpayer dollars. I don't understand why the city is in such a rush to impose more obstacles to traffic in Boulder that will only benefit a few bicycle riders. I drive along 55th Street Street every day and seldom see anyone using the bicycle lanes. Did the transportation department do a count of bicycles using bike lines? I recommend that any bike-lane project delete 55th Street Street from consideration Council needs to postpone the bike-lane project until information can be provided to Boulder residents that right-sizing bike lanes is a need, not just a want from those who don't want motor vehicles on Boulder's streets. Regards from a Boulder resident,
Hillard	6/13/2015	email to Council	Folsom Street,Iris Avenue			1	1	negative	cant bike	auto congestion	I am strongly opposed to the proposed changes on Iris Avenue, and Folsom Street. These changes seem to have little benefit, for a very select few, and negative impacts for many. I am a cyclist. I love to ride. I ride on many of the streets that are being considered to have changes made. I also have to drive these streets. I cannot ride to work because of the distance to my work, and the need to pick up my children. Widening the bike lanes will not have that great a benefit on cyclists. And I will not be more likely to ride. There are, and will be, significantly more drivers negatively impacted by these changes than people who benefit from the changes. I ride these roads as they are and I have no problem with these bike lanes. There are also many smaller streets to bike if one wants to avoid traffic. Why would you want to make changes to benefit a few and negatively impact many? I drive these roads regularly and at busy hours and I believe significantly more time and hassle will be added to my daily commute (more than I have seen estimated). Additionally the real or even perceived increase in driving time or hassle will I think deter people from using business in these areas and lead drives to use secondary neighborhood streets as short cuts. The vast majority of people who do not ride now will not be able to ride with two extra feet of bike lane. Many of us cannot ride to and from work because of family transportation needs, the distance of our commute, etc. There are many people who bike in boulder, but on these roads, there are significantly more people who have to drive. I do both, and the negative impacts on my driving commute, are significantly outweighed by adding more bike space. I really would resent my commute becoming more challenging, slower, or congested. Please realize that the proposed benefits, and the very small group that might benefit, is greatly out weighed by the number of people who will be negatively impacted. How many 10's of thousand of people drive these roads per day? How many people will benefit from widening already wide bike lanes? In our town where people already love to bike, how many people do you think will really bike instead of drive if 2 feet of bike lane are added? It is NOT the size of the bike lane that keeps most of us who love to bike already, from biking to work. It seems to me that the wider public opinion and best interest have not been heard, but only the well organized voices of some particular cyclists. Why has the public not been

Karen	6/13/2015	Online Comment form	55th Street	1				negative	auto congestion	safety	I live off 55th Street St. south of Arapahoe. I am 64 and have donated my bike to Community Cycles, so I no longer bike. I do drive often on the section of 55th Street you wish to change. During commute hours, including the lunchtime rush, I believe the 2 lanes in each direction are absolutely necessary to avoid accidents in the heavily used area with bus stops, buses stopping at the railroad tracks, and many cars turning off in righthand lanes. Also, the intersection at Arapahoe, where there are frequent accidents, must remain the current 6 lanes, so it will be dangerous for that to taper down to 2 lanes. I believe the intersection at Pearl will need to remain at its current size to accommodate the large number of cars passing through. There are better options. There is a perfectly good bike path parallel to 55th Street along S. Bldr. Creek. Perhaps more connections into the business district need to be considered. Also, I believe the sidewalks along 55th Street could be made much wider, allowing for designated bike lanes as part of the sidewalk. I rarely see bikers in the existing bike lanes, and since leisure riders could easily use the existing path to the east, why would they be on 55th Street during the business week? On the weekends, traffic is much less, so the existing bike lanes work well. I wouldn't want to be a biker with kids along for the ride at either of the two intersections I mentioned, so as a mom, I'd pick other routes for family rides even if there were wide bike lanes on the street. I agree with the letter-to-the-editor writer who said you need to widen the creek path west of 30th Street. My kids didn't want to ride there when they were young, and despite how lovely it is, I rarely walk there due to the congestion and the pedestrian vs. biker issues. No matter how difficult/dangerous you make my driving around town, I won't be biking or doing errands on buses. I can't speak to the other streets, except that Folsom Street between Arapahoe and Valmont, or at least Pearl, seems to need lanes for through traffic as well as
Kathy	6/13/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion		Please leave streets as they are. Thank you Kathy Kloor
Kevin	6/13/2015	email to Council	Iris Avenue			1		unclear	safety		As a person who rides a bicycle in the Iris Avenue avenue bike lanes I have a suggestion; instead of widening the bike lane, if you remove the curb and let the grass slope down to the edge of the bike lane people won't be as afraid to ride over further to their right. Currently, with a curb, people are afraid of riding too close to this concrete structure. They are afraid of hitting it. So they ride as far away from it as possible, thus closer to the traffic. If there is only grass then cyclists will ride further to the right, since the only issue at this point would be to ride into the grass if there was a problem. And not hit a curb. This would alleviate the need to decrease road space for cars while making it safer for the cyclists because they would have more "usable" bike lane space. Thank you for reading my suggestion. Please feel free to contact me if you'd like me to further explain my idea. Kevin Reichlin Dr Kevin F Reichlin
Linda	6/13/2015	email to Council	All Corridors	1	1	1	1	negative	existing bike lane	auto congestion	surrounding areas have done nothing but provide trails and modalities for bicyclists. Cars are not the enemy. Our family brings our 6 yr old into Jarrow School and there is no way at 72 I am going to ride a bike from Lafayette to pick her up. Her parents both work in Boulder, but cannot pick her up. Do I have to find another route to Jarrow because a biker does not want to ride a path or take a safer street? I have watched the sidewalks along Valmont and Iris Avenue. Rarely is there a pedestrian. Why couldn't bikers use the sidewalks? Why couldn't the berms be removed for a biker route alongside the walks? The traffic is heavy at 3-4 PM when we pick up the child. I have read about speed, turning and issues that don't seem really applicable as there are many, not every turn lanes, yet I can't remember anytime being held up at one. Nor how many accidents are there really, another problem posed? I have not observed any. Why do bicyclists ride on the white lines and not in their lane? It would be immensely more comfortable for the drivers. The bicyclists do have responsibilities as well. How many families really want at 3 PM to take their children up Iris Avenue or Valmont? I really think some of your reasons that it is immediately necessary to make lane changes are absurd. Why can't children and elderly at least ride on the walks? How many bikers have been killed? I've watched a lot of bikers in the area since we moved here from Chicago 6 years ago. I find many irresponsible in being safe and making irresponsible choices, and not following plain old traffic rules. This is not Chicago or any other large city. Nor is a larger bike lane going to diminish pollution. Boulder must start to think in practical terms. Even your students and professors drive cars. Many of us live in a realistic world. One where cars are essential. Boulder is dealing with the face that no one can afford to live in the city. It is filled with students. Many of us need more than 600 sq ft to live in. Therefore cars are essential. Even a bus does not meet needs. Mcgukins nailed it when they pointed out they are a hardware store. Many things can not be lugged home on a bike or a bus from there. Well, people in outlying areas stop at Whole foods, 29th St. Mall, a garden shop etc on the way home. A bus is not practical. Please consider reality.
Patty	6/13/2015	email to Council	Iris Avenue			1		negative	access		owner who drives Iris Avenue everyday to get downtown, I wholeheartedly agree. I am also hearing from many of my customers and consignors, who already have a hard time coming to Boulder due to parking and construction issues, that right sizing will make it even more cumbersome and I fear they will make their trips to downtown few, and far, between. That will seriously impact my local business on 9th st. Council Members, I hope you listen to the many concerns of business owners/citizens and before you do anything, study the potential impacts to downtown and the neighborhoods that will soon have more cars going through them. There are plenty of places,streets,paths for cyclists to cycle on. Patty Ross
Paul	6/13/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion		I am surprised to hear the proposed lane changes are already being voted on this Monday! Please take more time to consider the impacts on drivers and businesses before eliminating driving lanes. Bad idea! Thank you. Paul S. Mandel
Phil	6/13/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion		Boulder City Council, This long-time Boulder resident, home owner, and regular voter strongly urges you to oppose the dumb "right-sizing" traffic scheme. It is beyond stupid to even consider removing needed traffic lanes on busy thoroughfares - especially for this unproven scheme. Between 6-8 p.m. the other day I made my regular round trip down Iris Avenue, one of the three streets being considered that I need to travel every week. I counted numerous cars - and exactly one bicyclist, exercising his dog. The results were similar on other subsequent excursions on this and the other streets being considered. It is foolish to consider punishing me and all those other drivers for the sake of someone's half-baked bicycle fantasy. Yes, Boulder needs to continue building bicycle paths and encouraging alternative transportation. But only in tandem with continued improvements for motorists - not at their expense. If you think this scheme makes sense, first prove it! First try a closely-measured six-month evidence on *one* road. If the evidence and local experience validates the theory, then consider expanding the evidence. While a similar traffic pattern works OK on one section of Valmont I use, it may not be practical for these other heavily-needed roads. evidence before proceeding. Anything else is absolutely foolish. If the current plan passes, I plan to vote or work against every council member who supported it. I'm sure plenty of other voters will, too.

Philip	6/13/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion		I am writing to send the sentiments expressed by Sean Maher in his op ed article in the Boulder Daily Camera. I am deeply concerned about the actions that the city management is taking regarding "rightsizing" the roads in the city of Bolder. I am a native of Boulder and a 45+ years long resident of Boulder. I have lived in large metropolitan Cities such as Munich Germany for years at a time, giving me some perspective on the potential efficacy of public transportation, and the importance of bicycles to the functioning of a city. I echo Mr. Mahe'rs sentiments, and I wonder why you are choosing main roads for your experiment. I bike in Boulder - in fact I tried commuting by bike in Boulder last summer - I tried to ride my bike at least twice per week to work for the duration of the summer. I can tell you first hand that the city has more than enough available "throughput' for cyclists, allowing people to move about town by bike uninhibited, and generally with minimal interaction with cars. Ultimately I have decided that my car is best suited for commuting around town and out of town, and that my bike is best suited for recreation and I am unlikely to change that view at this point. If you start backing up main roads, I assure you I will take my car-commute to the adjacent neighborhoods, and I assure you I am not alone in this idea. You are not going to get people out of their cars with this approach. You are only going to increase hostility and animosity between cyclists and drivers, and the net result will be a decrease in the quality of life for everyone involved save for a small number of people who are in favor of your ideas. The steps outlined by city management for "right-sizing" are nothing more than a paternalistic over-reach on the part of the city, and I will work to organize my community to fight these initiatives should they come to pass, and I will work for a change in executive leadership within the city management.
Regina	6/13/2015	email to Council	All Corridors	1	1	1	1	unclear	safety		I am writing to express my concern and strong opposition to the proposal before Council. I and myself do not ride a bike more often because I am afraid of the traffic. It is easy to get to South Boulder with a bike, but not so easy all the way to North Boulder. I also agree we should keep more cars from circulating, but I'd like to see a plan that majes sense. I believe more people would use bikes if there were bike lanes in the major artery of streets. Also a free shuttle the extension of Canyon and of Broadway might keep drivers from taking their cars out. Thanks and I do trust you will come up with a very good and successful plan. regina celi
Richard	6/13/2015	email to Council	Folsom Street,Iris Avenue			1	1	negative	auto congestion	future growth	I am writing to express my concern and strong opposition to the proposal before Council. I regarding a trial of changing vehicular and bicycle lanes in Boulder, particularly the ones along Folsom Street and Iris Avenue Avenue. My concerns are as follows: First, as a North Boulder resident, I am quite familiar with using these roads as well as the volume of traffic along these corridors. The current arrangement works only because it has the correct balance of vehicular lanes for this volume. Reducing the number of lanes will be a significant problem in increasing congestion and resultant further frustration for those of us who drive in this area. I already have used residential streets when issues have arisen on Iris Avenue Avenue and know that these areas (including a large elementary school) will have increased traffic. Second, it seems that the actively growing area of North Boulder is unfairly targeted. I wonder how many on city council actually live north of Iris Avenue in the NoBo area and experience the important nature of maintaining good traffic flow. Why potentially create increased situations of cars idling, wasting gasoline and increasing pollution in this city that seems to pride itself in being environmentally conscious . Third, I also feel that the relationship between cyclists and drivers will be further strained. As an occasional cyclist, these changes will not give me any increased desire to cycle into town. With the incredible number of current bike paths and bicycle lanes, it seems like there are plenty of other options for those who desire to cycle in these areas if they feel uncomfortable riding on these busy thoroughfares. I appreciate city council in being open to new ideas to make this fabulous town even more friendly to all who live here, but this is one idea that needs to be put at the curb for Western Disposal pickup. Sincerely,
Sally	6/13/2015	Online Comment form	All Corridors	1	1	1	1	negative	safety	auto congestion	recommendation to âright sizeâ four streets around Boulder. If you do not want to vote down the right sizing recommendations then I am requesting that, like Envision East Arapahoe and the historic designation of a University Hill bungalow, you put this proposal on hold for a while, and/or put it on the ballot for this fall, and/or do this experiment on only one road but NOT 4 roads. During the past 9 months I have heard from numerous Boulder citizens who are opposed to and concerned about the ugly buildings, Boulder Junction, and Envision East Arapahoe. However, I have NEVER heard as much opposition as I am now hearing about the Cityâs plan to reduce the traffic lanes on 4 roads in order to widen bike lanes. In the past week I have spoken to about 50 people about this and only one is in favor of it. 49 people just let out big sighs, and say thing like: âI canât believe it, how insane is this idea, there is an election next fall - something has to be done about our city council, etc.â I tell you these things, not as a threat, but as an example of things people are saying. I would suggest you also read the Daily Camera on-line comments following the articles about right sizing. I think you will see about 98% of the people are opposed to this concept. Also when the 680,000 sq foot Sparks building, La Reve, Google, and all the other buildings soon to be approved in Boulder Junction are built even more people will be using 55th Street, Iris Avenue, Folsom Street, etc. This is not the time to reduce traffic lanes on those roads. I do not know if I can attend the Monday meeting. Therefore, below are my reasons for why the right sizing doesnât make sense and, if you donât reject the proposal outright then why putting the plan on hold, or doing only one street, or putting the issue on the ballot makes sense. I will focus on just one street as an example; although many of the comments about 55th Street apply to the other 3 streets. Regarding 55th Street Street 1. More people will not ride bikes with these expanded bike lanes: 55th Street Street between Arapahoe and Pearl is currently mostly industrial and office parks. The rational the transportation department is using is that this street will be used more by seniors and families if the bike lanes are widened and the street lanes reduced. This is not based on any rational data and actually makes no sense. There is nothing along 55th Street between Arapahoe and Pearl that will make such people flock to ride bikes more often. The Daily Camera quoted one of the advocates of these lanes as saying such lanes are necessary because the city has maxed out getting people to ride their bikes and this is the way more people will
Sandra	6/13/2015	email to Council	All Corridors	1	1	1	1	unclear	cost		I am writing to thank Mary Young for consolidating and asking a great set of questions about the right-sizing proposal. As with most issues, the devil is in the details. I am glad to see these details will be talked about so a good decision can be reached. One important consideration is the ability to reverse the roadwork if the changes end up creating more negative than positiveimpacts. If you proceed with the experiment, I hope there is clear timing and process around evaluating the program. I also hope that the cost of any additional changes or a full reversal, if needed, is budgeted up front. Better to have excess funds to use in other productive ways if the experiment is successful, then to be stuck with a problem that there is no budget to resolve if it isn't. Thank you and good luck with this decision, Sandra Snyder

Sean	6/13/2015	email to Council	All Corridors	1	1	1	1	negative	access		The Board of Downtown Boulder, Inc. has voted to recommend delaying implementation of the "Right Sizing" program until further evaluation on the potential impacts is done and metrics for success or failure are defined. Specific concerns and questions include: 1) Why the rush? Many affected residents just learned about this plan in the last few weeks. Why were neighborhoods and businesses who rely on these streets every day not brought into the process earlier? 2) What about economic impact? A survey just completed at 15 downtown retailers and restaurants (514 surveyed) shows that 77 percent of downtown retail and restaurant sales are made to people who arrived in a vehicle. The percentage at McGuckins is no doubt even higher. If people who rely on cars as their primary mode of transportation start avoiding certain parts of town or Boulder altogether, what will be the impact on our local businesses and our city sales tax? Was this issue considered even briefly in evaluating this plan? 3) What is next? Bicycle advocates have indicated this proposal is a first step. Are there additional streets being considered by City staff? If so, where and when will right sizing be expanded beyond these four streets? DBI has always enthusiastically supported alternative modes and is glad to partner with the City in promoting the downtown EcoPass program, sponsoring B-Cycle and other positive efforts to encourage people not to drive. Many of our members are avid cyclists and regular users of alternative modes. However, due to many factors that you're aware of (kids, geographic location, health issues, etc.), a significant percentage of our employees and customers cannot realistically choose to ride a bike or the bus. City policies should reflect fair consideration to all those who access our business districts and neighborhoods and not just those who benefit from well organized advocacy groups. Right sizing may indeed turn out to be a good move for Boulder. However, further evaluation of the impacts and better defined metrics need to be completed before these major changes to our road network are adopted.
Stephen	6/13/2015	email to Council	55th Street,63rd Street	1	1			positive	better for cyclists		Dear City Council Members, I am writing to share my support for the Living Labs Project being considered by you on Monday. As an avid biker, I appreciate 1st hand, the added safety of provided to bikers. I have enjoyed utilizing the 1st generation pilot projects created on University and Baseline in our town. It is time to move this forward because Boulder is behind many cities around the country in providing protected bike lanes. I have had the frequent opportunity to cycle on the protected bike lanes in NYC. In traffic dense Manhattan they have created 30 miles of protected bike lanes. They have been able to maintain auto travel times while creating a 75% decrease in average risk of serious injury. It works particularly well in dense urban areas. http://www.nyc.gov/html/dot/downloads/pdf/2014-09-03-bicycle-path-data-analysis.pdf. I am particularly supportive of Right Sizing Folsom Street and Iris Avenue. Folsom Street is a major North/South that moves an abundance of bikes leading to and from the University of Colorado. Iris Avenue is in a population rich part of Boulder and can serve as the East/West connector. On the other hand, I question the selection of 55th Street and 63rd Street as pilots streets. These streets serve the industrial sectors of our community in a more suburban environment. I question whether they have the residential population to adequately utilize these protected lanes. I have an friend who has worked on 55th Street Street for 25 years near the railroad tracks. She said that there are at least 15 trains a day that cross 55th Street completely blocking all traffic and several fire trucks that use these connectors to efficiently serve the area. She also shared that most of the staff that worked in her company came to work from out of County. She was surprised because her company had not been notified of these potential changes. I wonder if there should be more outreach in East Boulder before suburban streets are selected to review utilization and safety. Thank you for your consideration.
Steven	6/13/2015	email to Council	All Corridors	1	1	1	1	unclear	safety		Hi Boulder City Council, Here is a link to Sean Maher: Concerns, questions about Boulder's bike-lane idea - Boulder Daily Camera: Please read it before voting on rightsizing. Thank you, Steven Haymes
Tim	6/13/2015	email to Council	All Corridors	1	1	1	1	positive	safety		Dear City Council Members, I strongly support the proposed experiments to add protected bicycle lanes and potentially calm traffic with single car lanes on four streets in Boulder. Living in north Boulder I am most interested in the redesign of Iris Avenue and Folsom Street. These are commuting routes I use frequently and would be interested to see if we can add additional types of bicycle users- young families, older folks and women to the mix on these streets. My transportation miles are split between the Skip, my bicycle and our car. I am an eager expert at using low traffic neighborhood streets and our excellent bike paths for my cycling. Having protected bike lanes would allow me to use these trunk routes and safely reduce my cycling commuting times to destinations around McGuckins and the 29th Street Mall. As a motorist I know these two routes are 'high speed expressways' of urban traffic and I feel by changing them to one lane may have a beneficial calming effect. Complaining about automobile traffic in our town has become quite popular the last few years. This experiment is one of the only real attempts at finding a solution. Let's go for it. Your support would be appreciated. Also, I feel it is crucial to extend the Folsom Street Rightsizing all the way to Arapahoe and support the option for retaining two left-had turn lanes at the west end of Iris Avenue. Sincerely,
Tim	6/13/2015	email to Council	55th Street, 63rd Street,Iris Avenue	1	1	1		positive	safety	Better for cyclists	My name is Tim, and I regularly ride on Folsom Street, 55th Street, and 63rd Street. I support the pilot project re-allocating some road space from cars to bikes and installing protected and buffered bike lanes because it will make it safer and more pleasant for me and others to ride bikes in the city for everyday transportation. Feeling safer riding my bike will help me to use my bike more frequently. Please let the pilot 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. People move to Boulder for the outdoor activities like cycling, lets increase the awesomeness of our town! Tim
Adam	6/12/2015	Online Comment form	55th Street	1				negative	existing bike lane	winter maintaince	this is a horrible idea . There is a reason we have the bike path and bike lane . I ride my bike but I also drive my car and traffic is bad enough in this area already . Not sure why when it snows half the year we would make roads we already paid for unuseable
Adam	6/12/2015	email to Council	55th Street,63rd Street	1	1			positive	safety	Better for cyclists	Hello, As a City of Boulder taxpayer and resident I am writing in support of adding physically protected bike lanes on Folsom Street and Iris Avenue and wider bike lanes on 55th Street and 63rd Street. As a city we need to continue to incentivize people to ride bikes for transport by making roads safer for shared use by cyclists and drivers. Thank you, Adam Perkins

Adrian	6/12/2015	email to Council	All Corridors	1	1	1	1	positive	evidence		Dear Council members, I am writing to express my support for the Right Sizing Living Lab Pilot Project being consider by you this week. I believe that it is a step in the right direction towards making a safer environment for bicycles in this community. Having said that as directly as possible, and wanting to see an outcome of this pilot program that leads to a more permanent and in the long run safer and more attractive solution than is possible in the short term, I want to share some thoughts. I recognize that as a pilot project, there is a desire to roll-out a evidence case (or series of cases), that address various road types and condition. In order to have the pilot program achieves actual results of increased safety and commensurate increased usage on the margins of the 8-80 age group, we must do more to garner a real increase in those numbers. In that regard, having painted separator zones with little more than elongated plastic straws spaced at distances large enough to park cars in, will not change perceptually or in fact, the safety of families with small children and less confident bicyclist, and it will not increase significantly, the usage of those lanes by those populations. Unless we provide some form of vertical separation – even in the pilot program – I don't think the numbers will be sufficiently worth the changes to other modes. In this regard, please consider at least placing prefabricated wheel stops to prevent auto incursion, in addition to the plastic bollards in these median areas. Also, please recognize that particularly in the 55th Street and 63rd Street street corridors, in those areas that serve our more industrial sectors, that the public safety concerns of the businesses here need to be adequately addressed so that they can actually support the program as well. This really needs to be done prior to roll-out of the pilot, at least in these zones. Thank you,
Alison	6/12/2015	email to Council	55th Street	1				negative	bus delay	train	My name is Alison Jepsen; I work at Enterprise Management Associates which is located just off 55th Street. I live just off Baseline, and every day I drive up 55th Street to go to work. I would bike more often, but I teach after work, which requires me to drive my car to make it on time for my students. The proposed changes seem geared to getting more people on their bikes, but this plan seems very poorly thought out for several reasons. First and foremost, you cannot make people get on their bikes just by widening bike lanes. People will do what they will, and you cannot force them to do otherwise, even if it's good for them. The best you could do is to continue to maintain Boulder's bike trail system (which is wonderful) and perhaps add more trails where there may be a need. The families you are trying to get on bikes likely have small children, and why would those children need to go up 55th Street? North of Arapahoe is a business district, and there is very little need for children to ride here, nor do I think parents would want their children there regardless of wider bike lanes. Second, in going up 55th Street almost daily, I notice that between Baseline and Arapahoe there are parents waiting with their children to get on the bus. With the decrease in the lanes north of Arapahoe, bus routes may be affected due to the increase of cars waiting to turn in on the north side of Arapahoe. I doubt that the council has adequately considered this impact. Third, the train tracks just north of Arapahoe cause long waits at the 55th Street/Arapahoe stoplight when there is a train crossing, and the change to one lane will no doubt increase wait times for commuters on each side of this intersection. Those who may be affected by this change have likely not been notified, which again points out the shortsightedness of this project. Fourth, if a goal of this project is to reduce emissions by getting more people on bikes, you have again failed, as again, you cannot MAKE people get on their bikes just by providing a wider bike lane, and you are definitely increasing the time that people will be idling in their cars to reach their destination. If decreasing emissions is a goal you have, you are defeating that goal from the outset. Fifth, it seems that this project is very driven by a "because it's Boulder" mentality. While I am proud to live in a city that prizes the environment, health, and the well-being of its citizens, I am keenly aware that there is also a mentality of ignoring practicality and concrete evidence in service of a nice-sounding idea. Would it be desirable for even more citizens to travel by bike? Absolutely. However, this project is not the way to do it, and steamrolling over the opinions of your constituents will certain not help this cause or any others. Do not tarnish your credibility by moving
Anonymous	6/12/2015	Inquire Boulder	All Corridors	1	1	1	1	negative	auto congestion		I am against the reduction of car lanes for bike lanes in Boulder. You are taking major avenues for cross-town travel and reducing the ability of drivers to get around. Bike lanes are fine, but could be better directed on less traveled streets. I'm not confident in your plan to monitor the pilot project and assess its effectiveness. Read the comments on Facebook or 9News, most folks are against this... me included.
Bill	6/12/2015	email to Council	All Corridors	1	1	1	1	positive	better for cyclists		Mayor and Boulder Council Members, I support the rightsizing streets proposals. Any proposal that elevates "people", whether on foot or on bike, over "cars" is another step that Boulder can take toward a positivefuture. The idea that a metric for community success is how easy it is to drive around town is outdated, and counter to the core principals of Boulder – community, sustainability, health, wellness and interconnection. Living habits and values have changed, and our infrastructure needs to support that change. With a large number of our citizens choosing to live simply, with small homes, limited car access, and small environmental footprints, it's our responsibility to make it easy for them to make this choice which is so positivefor our town. As a community, let's decide that an extra 3 minutes in the car, if you choose to drive from one side of town the other, is worth giving up so that we can have a vibrant neighborhood, with people on bikes and on foot, waving to each other, saying hello, talking, stopping at street corners and weaving the fabric of each other's lives together. The second you close the door on your car all of that becomes impossible, but from a bike or on foot it's always present. It's time to take cars out of the dialogue. Congestion only affects you if you are in your car. Get out of the auto and congestion becomes community.
Brian	6/12/2015	Online Comment form	55th Street,Iris Avenue	1		1		negative	existing bike lane	safety	Ok, full disclosure. I'm a little mad about this one. Why do we need this? I don't think this is going to encourage people to ride their bikes more. Your are going to make our already more congested city more congested. Why do I think this: 1) For half these routs, there is a dedicated grade separated bike path less than on mile away. Why don't people use this instead? Maybe instead of spending money and causing congestion, we could provide more clear signage for the existing Bike lanes so people know how to use them (I have to give directions constantly). 2) How is this going to be any more safe? you are going to cause more congestion which means more traffic for cyclists to deal with. I used to live in NYC and the bike path on Broday that had a similar set up to this proposal was a death trap. I know that this seems like a great Idea, but I think the potential benefits will be out weighed by the increased congestion and danger to cyclists. Here are the alternate routs that provide a solution with out messing up major thoroughfares. -55th Street street) Boulder creak path is completely grade seperated and less than 1 mile out of the way. -Iris Avenue avenue) Kalmia ave is about 1000 ft north and completely deserted and safe.

C	6/12/2015	Online Comment form	55th Street,Folsom Street,Iris Avenue	1		1	1	negative	auto congestion	train	auto traffic to a trickle. People must get to work, take children and elderly to activities and appointments. And not by bus and bike. You have not allowed for safety, nor police, fire and ambulance. Because of the daily trains on Pearl, Valmont and 55th Street Street.... the 55th Street Street conceptual design will have traffic blocked from the train tracks all the way to Baseline. And North all the way to Valmont. It is obvious you do not want cars in Boulder. People are not going to get out of their vehicles. Some who are able do use alternative transportation. Majority are unable or unwilling. This is not New York City. Make traffic flow quickly, easily and safely. COMPLAINT: Why were the residents not notified by mail of the meetings? We are directly in the middle of your concept.
Catherine	6/12/2015	email to Council	All Corridors	1	1	1	1	positive	safety		Catherine Schweiger here. I will be unable to make Monday's council meeting but do want to add my voice to those who are hoping to make our streets safer for cyclist. I regularly ride for only a short distance on Folsom Street. I cross at Mapleton and often have to wait for several cycles of the lights to find a gap in the traffic that is big enough for me to get myself and my "town tank" across to the northbound bike lane. Sometimes I end up dismounting and walking the bike across hoping that drivers will slow enough so that I can finally cross. Having to stop for a pedestrian pushing a bike seems to anger many drivers. Four lanes of speeding traffic is scary! Visibility is not good as there is a hill and a curve to the north. I look at the volume and spacing of vehicles and know that 3 lanes with a center turn lane would not impede traffic much at all while it would make my crossing much safer. Once in the northbound lane, I am often crowded by vehicles speeding along. The bike lane is very narrow. Several times I have nearly been side swiped. I have no reservations about "flipping the bird" to rude, inattentive drivers. On at least one occasion, the vehicle slowed so that as I passed I got quite the chuckle when the surprised driver saw my graying hair peeking out under my helmut. Please make our primary bike routes safer for those of us who are no longer as nimble and speedy as we once were. Respectfully
Christa	6/12/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion	future growth	cars. It is great that the City wants to encourage bike commuting but it must not happen at the expense of car traffic which is still essential for many AND continues to worsen as the City allows for continuous growth that keeps bringing more and more people into town. That is the real problem. This city is already badly congested and yet, high-density accommodations keep popping up that create yet more congestion. The city cannot absorb all these extra people. Taking road space away for cars will only exacerbate the issue of congestion. I strongly oppose the City's plan for this pilot plan. Regards, Christa Cline
Corey	6/12/2015	email to Council	All Corridors	1	1	1	1	positive	safety	Better for cyclists	Dear City Council Members, Please note that I strongly support the the pilot project re-allocating some road space from cars to bikes and installing protected and buffered bike lanes throughout Boulder. I am a pedestrian, cyclist and motorist, and commute from Melody neighborhood to downtown Boulder everyday using one or more of these modes of transportation. Based on my experience with buffered bike lanes in other neighborhoods and in other cities and towns, I feel that improving the bike lane on Iris Avenue will improve the general quality of the commute in all 3 modes. In making this decision, please take into account that improved bike lanes have shown in other municipalities world-wide to reduce the cost of air, water and noise pollution, decrease the cost of vehicle accidents and improve the overall value of neighborhood communities. This pilot project will provide valuable before-and-after data that will allow us to make an informed decision about what's right for our communities, our transportation planning and our infrastructure spending in Boulder. Thank you,
David	6/12/2015	email to Council	55th Street	1				negative	communication		Yesterday, Thurs. 6/11/2015, I attended a Stakeholder meeting for the Living Lab project at the Flatiron Property Management facility on 55th Street Street. The invitation clearly stated that this was an opportunity to provide input on the proposed "rightsizing" of 55th Street Street between Arapahoe Ave and the Pearl Street Parkway. Unfortunately, that was not the case as attendees were informed by City Staff (Marni Ratzel) that the Transportation Dept. staff has already made their recommendations to City Council and our input would not be included. Ms. Ratzel further stated that the only opportunity for us to provide feedback would be to attend the Council meeting scheduled for Monday evening 6/15, or to send you an email. Something appears to be flawed with this process. It became readily apparent that the Transportation Dept. had made decisions to move forward with projects without thorough, metric driven analysis, or soliciting input or concerns from the stakeholders who will be most significantly impacted by their plans. I live in a neighborhood off of 55th Street Street and will be impacted by traffic back-ups and delays from the proposed closure/repurposing of 2 lanes on 55th Street street. As a matter of fact, of the attendees at the 3:30pm meeting, the vast majority (25 to 1) voiced concerns over this project and were decidedly nonsupportive. Interestingly, City Staff reaction was more defensive than collaborative. Please reconsider moving forward with this particular Living Lab project until all stakeholder input is considered. Respectfully,
David	6/12/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion		I am totally against all the proposed changes to streets and bike lanes. -- David Shomper

Ed	6/12/2015	email to Council	All Corridors	1	1	1	1	positive	safety		I believe that the right-sizing road surface treatments developed by the City's Living Lab's staff have been proven effective in other cities and should be tried in Boulder. As a former prosecutor in Boulder's municipal court, I am convinced that safety for motor vehicles and cyclists can be improved, without causing undue delay, by a shift from four lanes to two lanes with a shared left turn lane because removing left-turning vehicles from through lanes prevents the fire drills that often occur behind such movements therein. I hope that improving the perceived safety of bicycle lanes by widening and enhancing them will encourage more people to choose to cycle instead of drive, as studies elsewhere have proven. The above said, I do have some concerns. Auto-dependency exists in Boulder for many reasons, beginning with the land use patterns we have established during the past sixty years. Euclidean zoning has made it more difficult for people to work, shop and play close to where they sleep. During the past 10-15 years, we have begun to reconfigure our land use patterns in order to create more walkable and bike-able neighborhoods, but we will need several more decades (along with a willingness to allow Boulder to continue to evolve) to complete this transition to a more sustainable, carbon neutral and economically resilient future. Right-sizing streets within complete neighborhoods, connected by robust transit alternatives, makes perfect sense. But we have a chicken or the egg problem: which must come first, complete streets or complete neighborhoods? If we create complete streets in dysfunctional neighborhoods, will they succeed, or might they frustrate constituencies needed to achieve both goals, which are, IMHO, irreversibly intertwined. For example, the 55th Street and 63rd Street Street proposals involve two of Boulder's most important employment centers (10,000 employees apiece). Indications are that the public process used to date, for whatever reason, did not effectively engage with most of the major employers in both areas. The challenge with employment center bike-towork strategies is to evaluate upfront the trip characteristics for employees. In an area with nearby housing (63rd Street), improved cycling infrastructure could be very successful in converting commuters from cars to bicycles. The same cannot be said for the Central Avenue employment center along 55th Street Street, where very few proximate dwelling units can be found. I want to see the Living Labs temporary installations succeed. Therefore, it would be wise to spend some time with employers and employees in both of these areas before prioritizing and finalizing implementation of the Living Labs initiatives. With respect to the Iris Avenue and Folsom Street projects, I think maintaining two through lanes and multiple turn lanes at Iris Avenue & Broadway, Iris Avenue & 28th, Folsom Street & Pearl, Folsom Street & Canyon, and Folsom Street & Arapahoe will be very important. These are all major east-west corridor connections from north south corridor connections that move thousands of vehicles in and out of Boulder every work day. Folsom Street from Iris Avenue to Valmont is already, in effect, "right-sized;" the shared
Francoise	6/12/2015	email to Council	All Corridors	1	1	1	1	positive	Better for cyclists	enviro	I very much endorse all the right sizing projects staff and TAB have been working on. These ideas are not new, and in many ways, Boulder has been talking about them for a long time while other communities have gone out and done them to great success. I moved to Boulder in 1981, and have used a bike as my primary mode of transportation ever since. This means that I have commuted to work and errands consistently by bike, and in the case of neighboring towns, by bike and bus. We have raised our children transporting them by bike and teaching them the value and freedom of this transportation mode. Well into their adult life, neither one of them drives a car for transportation. I bring these points up only to say that the years have brought a lot of perspective on the benefits, pleasures and challenges of using a bike for transportation for one's day to day life and work. The City is in danger of losing ground on attracting more transportation cyclists as our population ages and younger people find it more difficult to live here as housing prices soar. We aspire to be a walkable, bicycling community, but we need to take these critical steps to ensure people of all ages feel safe on our major corridors. The biggest encouragement for people riding bikes is seeing other cyclists out there with them, that magical critical mass which makes us feel accepted and not marginalized. Unfortunately, I am seeing fewer cyclists on the four critical corridors proposed probably because people don't have the comfort level to use them. Bicycling is largely habit driven and when people don't feel comfortable enough to take those important first few rides for transportation, they don't develop the habit. Establishing comfortable zones for cyclists that say "we value you, and you belong here" is so essential to get people to try it out. I have had the great pleasure of riding my bike around major cities these past two years which had far more vehicle congestion and far less space within the existing built environment to carve out for protected bike lanes. Yet they did so anyway to unbelievable success. These cities, Paris, Manhattan and Medellin, have had enormous increases in cyclists in the past decade and locals are very happy with the results, so far as I can tell from discussions. If we are serious about our climate action goals, and keeping our place as one of the US's most bicycle friendly cities, we need to take this step right now and rightsize our streets.
Howard	6/12/2015	email to Council	55th Street,Iris Avenue	1		1		negative	auto congestion		My name is Howard Rubin and I regularly drive on Iris Avenue and 55th Street. I DO NOT support the pilot project re-allocating some road space from cars to bikes and installing protected and buffered bike lanes because it will make traffic delays and pollution from sitting in traffic much worse. Naming it "RightSizing" only adds confusion to the issues and doesn't make it right. PLEASE STOP THIS ILL-ADVISED and DESTRUCTIVE EFFORT. Thank-you, Howard Rubin
Jamie	6/12/2015	Online Comment form	55th Street,63rd Street,Folsom Street	1	1		1	negative	cant bike	auto congestion	advantage of the bike friendly amenity's of this city. I love the progress that has been made over the years to make bike commuting better. I would imagine that Boulder is one of the most bike friendly towns in the US. However, I believe it is short sighted to discount the fact that an enormous part of Boulders work force is commuting from outside the city limits and unfortunately can not ride their bikes to work. This would only cause their already congested (and becoming more congested by the year) commutes to be more frustrating than they already are. I do think that bike access to this city is important but it must be advanced without causing such drastic inconvenience to the people who currently have no option but to drive through town. Thank you for looking into this and I hope that we can come to a resolution that considers the needs of both bike and automobile needs. In a perfect world we would all bike everywhere we go but unfortunately that just is not realistic.
Jarrod	6/12/2015	Online Comment form	55th Street,Folsom Street	1			1	negative	noise	access	This is absurd, the idea to take one of the busier commercial roads (55th Street st) and shrink it down to accommodate bicycists is not only unbelievably unecessary, it is dangerous. Large freight trucks travel on this road and have to turn into different businesses. To slow them down is to slow the flow for everyone. I think it would be more cost effective and safer to take that proposed time and money to add onto bike paths. Pedestrians in this town are already overly entitles and do not pay attention to the multiple ton vehicles moving at high speeds. Let's keep everyone sage and keep traffic moving by not allowing this to happen. Thanks for your time

Jeff	6/12/2015	email to Marni	55th Street	1				negative	communication		Thank you for putting on the outreach session yesterday out here on 55th Street St. I hope your group and the City Council will take the below items into consideration if you haven't already. Sincerely, Jeff 1) I believe that more outreach sessions such as was conducted by the very professional city Transportation Planners here in Flatiron Park should be held before any modifications are made. In the outreach meeting I attended, we were told that the recommendation for the Living Lab "experiment" had already been submitted to Council the day before anyone writing the proposal spoke to people this project actually directly affects along the 55th Street Ave corridor. It also makes sense to require that some City Council members attend future outreach sessions. 2) There appears to not be a real hypothesis to evidence as the name "Living Lab" would suggest. By promoting this as a science experiment, there is a significant lack of scientific method being used to provide whether or not the experiment is a success. There are a lot of metrics that can be easily measured, but strangely, the planners appeared to not have ideas on what would constitute success or failure other than public feedback. 3) If the decision is made to move forward with the Living Lab idea, The City should experiment first by closing down some of the proposed lanes temporarily with traffic cones for a couple of days at a time to observe what actually happens. This is an ideal and inexpensive option to determine the ability of the traffic model to provide reasonable results. The bridge on 55th Street near Pearl/Valmont had a short-length of single lane closure on each side for extended times for construction on the "55th Street Street Bridge Repair" project last year, and traffic was impeded greatly by just this short leg of closure. (Side note: these bridge repairs are fantastic, thanks!) 4) Another idea would be for the Transportation Department to recommend an app for people to download to their cell phones so that actual commute time and location data can be collected prior to and during the experiment. Several of these are already available that will automatically record the time spent driving to and from work. The data from hundreds or even thousands of drivers should help confirm the validity of the traffic modeling and will provide an independent data source for future decisions to be reached.
Jeffrey	6/12/2015	Online Comment form	All Corridors	1	1	1	1	negative	cost		I oppose this whole project as needless expenditure and a calculated attempt to make a minor point to the detriment of normal citizens.
Jim	6/12/2015	email to Council	All Corridors	1	1	1	1	positive	safety	Better for cyclists	I am writing to express the highest level of enthusiasm for the street rightsizing pilot project. I previously lived near the intersection of Iris Avenue and Folsom Street St for 10 years and commuted by bicycle on Folsom Street nearly every weekday during that time. It was my experience that traffic volumes on those streets didn't justify four auto lanes and that wider/safer bicycle lanes would have made me much safer. Though I don't have the same firsthand experience with the other streets targeted for rightsizing I support the Transportation Departments judgement to move forward with these very reasonable and reversible evidence projects. I hope that these projects will be found a success and that they can mark the beginning of a citywide effort to improve pedestrian and cycling facilities throughout our city by reducing the emphasis on cars and car commute times. Sincerely, Jim Mapes
Jim	6/12/2015	phone call	Folsom Street				1	negative	safety		A senior citizen in Boulder. Interested in talking about the plans for the expanded bikeway in Boulder particularly along Folsom Street. Has experience with driving this corridor and finds some cause for alarm. Interested in safety of bike lane proposal. Concern for right turn vehicles conflicting with bikes. I've never had an accident. Closest I've come to an accident was on Folsom Street at Canyon. Had right turn signal one. 2nd in line. Caught bike out of corner of eye and cyclist passed on the right.
Jody	6/12/2015	Online Comment form	55th Street,63rd Street	1	1			negative	auto congestion		this will make more traffic jams and longer travel times to and from work. this not a good idea!!
John	6/12/2015	Online Comment form	55th Street	1				unclear	noise		Thank you for exploring ways to encourage more people on bikes. Some thoughts: -- I work off of 55th Street St. and when I've commuted by bike, have felt comfortable and safe. But admittedly I'm not the target audience. -- If the target audience is not comfortable with the current layout and width of bike lanes, they won't be comfortable with adjoining roads to get there: 55th Street south of Arapahoe, Pearl Parkway, and (worse) Arapahoe itself. So how are they going to reach that one-mile stretch? By car or bus? -- This stretch contains offices, office complexes, and a few businesses such as auto repair shops. What would draw the additional cyclists to an area like this? -- Motor traffic would be impacted more than suggested. Example: many vehicles northbound make a right turn into Central Ave. or Flatiron, causing traffic to slow and queue. Other cars can now get around them in the inner lane. Example: there would be only half the lane capacity for motor vehicles to wait while trains cross, possibly blocking Arapahoe and other intersections. -- Visibility and PR could be good: showing an effort to encourage cycling -- or bad: enlarging bike lanes to no apparent good effect, while impeding traffic, and after months disruption. -- On a tangent: for a fraction of the cost, you could improve the safety and comfort of motorists and cyclists alike by getting the railroad to smooth out the horrible RR crossing. Thanks, however, for your intentions.
John	6/12/2015	email to Council	All Corridors	1	1	1	1	positive	Better for cyclists		I support "right-sizing" and projects that improve livability, land use, and transportation for all modes. There are many reasons that the projects on this Living Lags agenda are worth pursuing. There is a lot of land within Boulder that's dedicated to roads and parking. Over 90% of my trips are by bicycle and many enhancements and optimization can be made to improve safety and access. I have spent a lot of time in communities, especially European, that are much more pleasant when they aren't over-run by cars. I do almost all of my shopping and access by my electric-pedal assist bike, sometimes pulling a trailer. I live in west Boulder and carry my clubs with me to Flatirons Golf Course — nice, especially since I only have one traffic light. Thanks for your continued support of making Boulder 'livable' and a leader in pro-active methods for improvements, especially as it gets more urban. (I've lived in Boulder off and (mostly) on since 1972). Sincerely, John Hereford

John	6/12/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion		I wanted to contact Council regarding the issue of the Bike Lane "Right-Sizing" as I understand Council will be taking up this issue at its upcoming meeting. As someone whose household travels by bike for approximately 90% of its travel within the City, who has volunteered and worked with Community Cycles, People for Bikes and other bike advocacy groups, and who lives near one of the streets proposed for "rightsizing," I wanted to comment to Council that I believe this plan is highly flawed and problematic and will only serve to undermine the goals of bike advocacy and create larger traffic and bike safety problems. It simply is short-sighted to improve one component of our transportation infrastructure at the expense of another component of our transportation infrastructure. A better approach would be improvements that do not take away existing transportation resources. I believe this approach of removing auto lanes for bike lanes is extremely heavyhanded, and will have the effect of further creating and the problematic us vs. them attitude between bikes and cars that has thwarted progress in the bike advocacy and safety movement for decades. I believe it is very possible to create safer bikes lanes with physical buffers from autos without taking away auto lanes, which will cause both backlash against bike advocacy and will cause larger traffic problems for motorists and cyclists. In fact, we have seen the City do this on Baseline, Spruce and the Hill with great success without removing auto lanes. As someone who has been involved in bike safety and advocacy for years, I am disappointed that groups like biking advocacy groups cannot endorse a more evenhanded approach that improves travel infrastructure for all users and instead takes this approach of taking over auto lanes as this kind of in-your-face approach that only causes the non-biking community to reject other well-intentioned bike safety measures and undermines their support for the goals of bike safety and advocacy. I'm also concerned that if this right-sizing experiment fails, crucial funds that could have been used for more appropriate bike safety projects such as new bike paths and additional buffered bike lanes will have been squandered at a time when the City's budget is stretched thin. Moreover, I have considerable concerns that this project will cause traffic problems on
Jordan	6/12/2015	Online Comment form	55th Street	1				negative	existing bike lane	no bikers	I don't think that 55th Street is highly traffic enough to warrant the money/labor/time to add an oversized bike lane. What is there is sufficient.
Joyce	6/12/2015	Inquire Boulder	55th Street	1				negative	congestion	Environment	Proposal to remove auto traffic lanes from 55th St: - Based on the demographics in my office, a high percentage of workers in the large office park(s) serviced by 55th St largely commute from outside Boulder and would not be able to commute on bicycles. - Reducing the number of auto lanes without greatly reducing the number of vehicles using 55th St to commute to work will result in traffic congestion. - Traffic congestion is a major cause of air pollution. I believe this is a horrible idea and will be an expensive experiment with many downsides and few or no advantages; after great expense, inconvenience, and pollution, the action would likely be reversed.
Julianne	6/12/2015	email to Council	All Corridors	1	1	1	1	positive	safety	Better for cyclists	Re. concerns beyond "right sizing" streets From Julie McCabe, Boulder, 6/12/2015 The street "right sizing" hearing for later this month underscores two things. First the urgency people feel about transportation, and second, what is missing from Boulder's transportation plans. Council's will hear the same SOV defenders who prefer the convenience of cars to buses. Right sizing will create much ado about bikes vs. cars but say zero about how to move beyond the SOV model to motorized mass transit that works better than the RTD system. Will Toor spoke last to the transportation board. Given SOV dominance, Boulder will not PRIMARILY bike and walk into the 21st Century even though most agree: SOVs harm the environment (30% of GHG are attributable to transportation) and quality of life. Some question RTD's failure to increase bus riders whose numbers have stagnated for years. The answer is statutory – RTD by statute must collect 30% of its costs as fares, the rest is subsidized. As a bureaucracy RTD has no profit motive to improve. Its "30% fare" rule is the norm nationwide and a product of our history. Prior to 1950 mass transit was private and profitable. Post 1950 car ownership caused reduced profitability. By the 1970s the 70% who drove subsidized the 30% non-auto poor as a societal "good". This 50 year-old subsidized transportation model by design can't compete with the SOV. Worst, FasTracks has overburden RTD with debt to income. It increases bus fares (to pay for FasTrack), cancels routes that threaten its 30% fare threshold, and treats its bus system like a 1970s system with a luddite prejudice against innovation. It has 0 first and last mile planning; 0 smaller buses, 0; 0 flexible routes; 0 smart/GPS technology (though promised); and 0 partnering with smart technology transit companies. Its "contract" services like Call N Ride are more subsidized than what private companies would charge. The Daily Camera today (6/12/15) had two pieces of information pertinent to our future. Gov. Hickenlooper on CO's recreation plans: 1990s population, 3 million; today, 5.3 million; 2040, 8 million. Louisville's "Street Faire offers delivery (shuttle) service from shopping center to fair. Together these two facts show SOVs and people aren't a fixed equation. I suspect research would show commuting between Boulder and Broomfield Counties towns is greater than expected compared to Denver commutes. Clearly with 60,000+ commuters into Boulder, the surge is into town. The silver lining of these commutes is their certainty allows for mass transit planning IF we had any. With money Boulder, Broomfield and the L Towns could create region wide first and last mile planning to out compete the SOV, considering gridlock, environmental and quality of life issues, and costs.
K	6/12/2015	Online Comment form	55th Street	1				negative	auto congestion		who drive to work (commuting from Denver or other surrounding towns). Traffic is already heavy during rush hour times and only gets worse when traffic comes to halt for a passing train. Traffic lights are already having a hard time getting cars through on timely manner with 4 lanes. I see the impact already with Cherryville road being closed causing heavy traffic on the two lanes on 55th Street between Arapaho and Baseline. If you drive around the office buildings off of 55th Street you would see parking lots full, why should we impact the offices? Would each individual have to add 5 to 15 minutes to their commute? Since seeing these signs for this proposal I have been watching the roads and there is minimal bike traffic on 55th Street. Does this small group out way the larger group? There already bike lanes on 55th Street. Spend the money on fixing the road that the train tracks lays over.
Kathryn	6/12/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion	cant bike	As someone who works every day and must drive a car, and as a life=long Boulder resident, I want to express my complete disapproval of your efforts to reduce the lanes of traffic on all City and County streets, particularly on Folsom Street Avenue, which is the location of my office. This is a terrible idea for anyone who works, transports elderly relatives to appointments, picks up children, grocery shops, etcetera. I would like to remind you that CARS pay for the maintenance of City streets through a variety of taxes at the gas pump and otherwise, and I sincerely hope you will not proceed any farther with this ludicrous plan to make it even more difficult for the working people of Boulder to get back and forth to their jobs. (And, by the way, I am an avid cyclist and ride my bike during my leisure hours whenever possible). Please use common sense and stop this insanity! Very Sincerely Yours, Kathryn S. Keller

Kenneth	6/12/2015	email to Council	All Corridors	1	1	1	1	positive	safety		Mayor and Council Members: I want to weigh in on the Living Labs Road Rightsizing proposals for Folsom Street, Iris Avenue, 63rd Street and 55th Street. These proposed bike, pedestrian and auto infrastructure accommodations are worthy efforts to move toward a more human scale community. Examples abound around the country supporting the benefits that can be realized by making our transportation system friendlier to people while meeting the needs of all modes. Although the Boulder Area Realtor Association has not taken an official position on these proposals, our industry research suggests positiveeconomic outcomes and strong housing consumer support for smart growth infrastructure. That research indicates that bikeable and walkable communities attract an educated and talented workforce; alternative transportation infrastructure spurs sustainable development rather than encouraging sprawl; providing access to transit, bikeable and walkable mixed-use lifestyles reduce everyday costs and promotes affordability; and, creating a more bikeable and walkable city will only increase Boulder's unique economic competitive edge. I know these proposals are controversial but it is time to look forward. Let's give them a try. Finally, a number of businesses and individuals along these corridors and throughout the community have expressed concerns and feel as though they were left out of the process. Surely we have time to ensure their voices are heard and their concerns are given respectful consideration. Regards,
Kent	6/12/2015	email to Council	All Corridors	1	1	1	1	positive	safety		I just wanted to share my scooter experience yesterday and relate that experience to the "right-sizing" of some of our streets. I am a long time scooter enthusiast. Yesterday I had to run a package to UPS on East Pearl. Normally I don't feel safe riding East of 30th Street due to the increased speeds. But yesterday, I felt much safer with the new configuration of East Pearl at Boulder Junction. The traffic speeds felt slower. I was pleasantly surprised. It occurred to me that "right-sizing" the proposed corridors will mean safer and more comfortable streets for those of us on scooters and small cars in the vehicle lanes, in addition to increased safety for cyclists. Thank you, Kent Young
Kevin	6/12/2015	Online Comment form	55th Street	1				negative	auto congestion		I say no on the oversized bike lane on 55th Street street.
Kevin	6/12/2015	email to Council	All Corridors	1	1	1	1	positive	safety	Better for cyclists	Greetings City Council members, I'm writing today in support of the road right sizing projects in Boulder. As you may be aware, the OSBT meeting for June has been rescheduled for this coming Monday. Having not yet perfected being in two places at once, I will be attending the OSBT meeting. I do, however, want to give you my two cents about this proposed project: I am a firm believe in carrot more than stick when it comes to traffic management. Boulder has had a history of creating challenging traffic problems that are intended to drive people away from driving. Largely, I believe these have been a failure. This plan, however, is a carrot, and I'm all for it! The idea of this plan is to evidence ways to get more people to commute by bike - it's not about "Don't drive a car" as much as "Please ride a bike (or walk)." Around the world, cities are implementing these types of plans with great success. These cities started with worse car traffic than we have, and have not seen any significant increases in traffic. If they can do it, I'm sure we can. My only caveat to this is that these experiments will not be successful until they are implemented at a city-scale. I mentioned this to the transportation board, but I think it bears repeating. The single biggest problem with Boulder's bicycle network is that it is NOT a network. Boulder's paths and bike lanes are a piecemeal of unconnected sections that are confusing to most people. I bike to work (and many other locations) several times a week. After commuting to work for four years, I just recently learned of a route that I had never seen before bringing me closer to home on backroads. So, please consider these experiments and move forward. Boulder needs at least one northsouth and one east-west major bike/pedestrian route. This route needs to be labeled clearly with a name (Route 1, or Boulder East-West would do). Signs need to be everywhere. These should NOT be on any major road (no Broadway, no 28th, no Pearl). Any roads that are used as part of this route should be converted to "bicycle boulevards" akin to what Berkeley, CA has done to greatly reduce vehicle traffic. Any sections of this (or any) bike route that is forced onto major roads should have a separate bike lane with cement 6 inch barrier protecting cyclists.
Kim	6/12/2015	Online Comment form	55th Street	1				negative	auto congestion	train	I have worked in this area over 10 years, traffic on 55th Street has increased tremendously, don't forget there are 2 RTD bus routes that use 55th Street. Don't forget the train that crosses 55th Street 3 or more times per day. Currently if you visit the intersection of 55th Street & Flatirons Pkwy right at 5:00pm you will see how horribly congested this is. There are bike paths already, there are bike paths on the boulder creek trail, Who is paying for the construction and why would you put yet another construction project to make getting to the office even more traumatic. Put the funds to better use: schools, homeless & hungry humans, residual benefits to the flood victims.
Kristen	6/12/2015	Online Comment form	All Corridors	1	1	1	1	negative	auto congestion	no bikers	This is not a good plan in my eyes. There a lot of people that come in and out of Boulder via 55th Street street, myself included. At 5 pm the road is already backed up from everyone getting off work. I live in Ft. Collins and would not appreciate the even longer ride home just to make a "bike lane"! The idea is crazy! There are not even enough bicyclsts that travel 55th Street to justify such a ridiculous plan! What a waste of tax payers money!!! I say "NO"!!
Kristi	6/12/2015	Online Comment form	55th Street	1				negative	auto congestion	no bikers	particularly is a terrible idea. I love to bike, but also being an automobile user on this particular stretch, I foresee major traffic complications by closing down a car lane on each side of this street. Morning, lunch-time, and afternoon/evening traffic already can get bad with all of the businesses in this area -- as well as the train that sometimes passes by, and of course the bus stops in the middle of the street. By closing down an entire lane on each side, traffic is going to become a nightmare! On the flip side, there are hardly ever any bicyclists on this road (even the promotional video said there wasn't anyone), nor are there many pedestrians on the sidewalk. I understand this is easier said than done, but wouldn't the best overall solution for 55th Street st be to either allow bikers to use the sidewalk, or to cut into the sidewalk for more bike lane space instead of the road? Again, I love the overall idea of this plan, but believe strongly that 55th Street st would not be a good candidate for this plan.

Laura	6/12/2015	Online Comment form	55th Street	1				negative	access	auto congestion	55th Street Avenue is not a long road, but it does service a large office park, and the only way to drive into this office park is via 55th Street. This road is already extremely busy during rush hour, both morning and evening. In the mornings both lanes of traffic are often backed up from as far as Arapahoe or Pearl to the nearest office park entrance due to a train, bus, or large truck unable to turn quickly, so if there is only one lane on 55th Street, all those cars will end up blocking Pearl and Arapahoe as well, causing traffic jams elsewhere. Narrowing 55th Street will cause about 3000 people, already coming and going from the same area at the same time, to struggle to get to work or go home. I understand wanting to make Boulder a bike-friendly community, but nearly all of the people working in this office park cannot afford to live in Boulder. I personally live 30 miles from my office, so biking to work is really not an option, especially during the winter. If people really want to ride their bikes on this street there is already a decent sidewalk and bike lane. Rather than spend this money to make this already difficult road even more impassable during rush hour, please use it to improve a different bike path, in a place without cars, where biking would actually be an enjoyable experience. I suggest improving the path along South Boulder Creek, which runs just behind the office park and parallel to 55th Street, so that it is more accessible to the office park and other nearby businesses. For example, there should be a connection between the parking lot and existing Bike lane between Campus Cruisers and the Deli at Flatirons, where a trail has already been worn in the grass because people actually want to walk and bike there. The same is true between S Flatiron Ct and the S Boulder Creek path. Bikers have
Laura	6/12/2015	Online Comment form	Folsom Street,Iris Avenue			1	1	negative	auto congestion		While I love the idea of more bike space, I think Folsom and Iris Avenue are not wise choices as far as reducing car lanes in the interest of cyclists. There is already too much traffic and delays at certain times of the day and this portion of the plan seems I'll advised. I travel on both roads-- and the proposed sections-- frequently and traffic movement is already slow at times-- not to mention left hand turns for traffic moving north on Folsom Street that frequently blocks traffic in the left lane. Please do not include these streets. I live in this area and think it will not be a positivechange.
Lauren	6/12/2015	Online Comment form	55th Street	1				negative	auto congestion	existing bike lane	I work on 55th Street St just north of Arapahoe and there is a significant amount of car congestion both at the beginning and the end of the day as is. Unlike some of the other proposed streets, there are no alternative through streets near 55th Street to pick up the slack of the heavy traffic. Furthermore, many of the people working along this corridor live far enough away that biking to work isn't an option, so a more accessible bike lane will not decrease car traffic.
Leslie	6/12/2015	Online Comment form	All Corridors	1	1	1	1	negative	existing bike lane	no bikers	The current bike lanes are plenty wide. Most of us commute on the MANY bike paths instead. There isn't much need to ride on the street to get around Boulder by bike. There are very few bikes using the current bike lanes so there doesn't seem to be a need to make them any larger. There must be better ways to spend money than this!
Lisa	6/12/2015	Online Comment form	55th Street	1				negative	cost	auto congestion	I think the planned bike lane expansion on 55th Street is wildly unnecessary. I think this would be costly, and inconvenient to all those who use this road. PLEASE do not proceed.
Mary	6/12/2015	Inquire Boulder	55th Street	1				negative	auto congestion		Please do not take 55th Street down to one lane to add a bike lane thousands of people work in the Flat Iron Industrial Park and use this piece of road to commute from Broomfield and Longmon
Mary Anne	6/12/2015	phone call	55th Street	1				negative	existing bike lane	trucks	Express my opinion that I don't want construction on 55th Street street to be made one lane. There is a beautiful bike path that is often used and is just east side of 55th Street Street. It goes all the way to Longmont and to Louisville. It goes under Arapahoe and under Pearl. There is a nice bike lane along 55th Street Street. Lots of us use 55th Street Street to get to work. It's an RTD site and there is a big Fed Ex location in our office park with large trucks. We don't want 55th Street Street reduced to one lane.
Mary Anne	6/12/2015	Inquire Boulder	55th Street	1				negative	congestion		Please do not take 55th down to one lane to add a bike lane thousands of people work in the Flat Iron Industrial Park and use this piece of road to commute from Broomfield and Longmont
Michelle	6/12/2015	Online Comment form	All Corridors	1	1	1	1	negative	auto congestion	train	At first, I was just interested in the Iris Avenue Avenue corridor, but now I see you are proposing to change my ENTIRE COMMUTE ROUTE. 55th Street Street already has so much traffic that to cut down the lanes seems ridiculous. Moreover, when the trains come to back up traffic even further, that's going to be a nightmare. Boulder is NOT a biking commuter town. It is a town where people who do not work for a living but enjoy recreational road biking with others during the day by forming pelatons bike. I don't think it is fair to turn over the roads to them.
Mike	6/12/2015	phone call	55th Street	1				negative	existing bike lane	auto congestion	I am Chief Technology Officer at business on Central Avenue How comment on the proposal to remove vehicle lanes on 55th Street. Think it's an absolutely horrible idea. Been here for a year. Coming to work every day. Usually the same time every day. There is a bike lane on 55th Street Street and there aren't a lot of cyclists using it. There is a train track on 55th Street Street. When the train crosses 55th Street Street traffic backs up to Pearl. With one lane the backup would be longer. The UPS facility has double long trucks that make wide turns. This area is too industrial and Intersection at 55th Street and Central Avenue.
Mimi	6/12/2015	email to Council	All Corridors	1	1	1	1	positive	Better for cyclists	safety	Dear Mayor and Boulder Council Members. On behalf of Boulder Mountainbike Alliance (BMA), I would like to voice our organization's support for the rightsizing streets proposal. On average our average member have at least 3 bikes in their homes. These bikes are typically ridden on trails, to trails, and on road bike rides. With safer streets many more of our member's bikes will also be ridden to work, to school, to the gym, and on errands. Habits in Boulder are changing, we are seeing more of our membership eager to ride (or walk or bus) to their destinations and its important that our community's infrastructure supports this changing transportation pattern. This evolving behavior is very much in line with Boulder's values of sustainability, health and wellness, innovation, and connectivity. Helping more people to feel safe traveling around our town on bikes should absolutely be encouraged! The pilot projects on Folsom Street, Iris Avenue, 55th Street, and 63rd Street present an excellent opportunity to evidence the concept of rightsizing our streets so that they are safer for cyclists and BMA wholeheartedly supports the city's Transportation Department in conducting this important Living Laboratory project. Thanks. - Boulder Mountainbike Alliance
Rick	6/12/2015	email to Council	55th Street	1				negative	auto congestion	evidence	reconfigure 55th Street Street, Iris Avenue, Folsom Street and 63rd Street Street at this time. Before committing to the project, the City must conduct a proof-of-concept by closing a lane on each side with cones or other temporary measure. This will clearly demonstrate the impacts that this project will have on the flow of traffic. If staff is correct that the impacts will be insignificant, then the proof-of-concept will support their position and defuse most objections to the project. Second, the criteria for evaluating the project's impact must be defined very specifically and those criteria must be made public – before the project can be approved. Best, Rick Sturm

Ross	6/12/2015	Online Comment form	Iris Avenue			1		negative	auto congestion	neighborhood cut throug	I strongly believe that any traffic constriction of Iris Avenue would be a disaster for our little stretch of Kalmia between Broadway and 19th street, unless something is done to expand and improve Kalmia at the same time. Kalmia is already congested-- it is a designated bikeway, it has dog walkers and kid strollers, it has people parking cars on both sides of the street narrowing it at times to one lane, has a resident herd of a dozen deer born in the neighborhood that never leave, with no sidewalks. Commuters already use the street, routinely running the stop signs, and using it as a way to connect to 19th. Whenever there is any constriction of Iris Avenue due to construction or water or other obstruction, this problem intensifies ,with through traffic using our residential street. This creates a dangerous situation where traffic is dodging the kids, dogs, bikes, and other oncoming traffic. With the proposed plan, the people denied a second lane on Iris Avenue will simply use Kalmia as the second lane. We see this all the time now during peak use hours. Iris Avenue is the only swift east-west street in North Boulder, and the community west of 28th uses it to get to the shopping areas on 28th and 30th, to get to baseball fields on Iris Avenue and 16th, to get to the soccer fields east of town, to get to the Flatiorns parkway and go to the airport, Denver, Broomfield, and all of the shopping and service areas accessible from 36th North Boulder needs this traffic corridor, so the neighborhood streets can remain neighborhood streets. Making Iris Avenue inconvenient will not force people out of their cars and onto their bikes-- You can bike down Kalmia right now, which many people do. So please, don't constrict Iris Avenue without a plan to make Kalmia safer, which would include sidewalks, bike lanes, and street improvements like center stripes, and on-street parking restrictions. We could take the phone and electrical poles down while we're at it, which would vastly improve the views from the neighborhood and its property values. I am for a walk and bike friendly city. One way to do this is to allow car commuters a safe and swift way to get to where they need to go. Thanks for receiving my input--
Ryan	6/12/2015	Online Comment form	55th Street	1				negative	no bikers	auto congestion	As a frequent biker who commutes to my office down 55th Street from Baseline to almost Pearl, I oppose the possible changes. There has never been so much bike traffic on that corridor to warrant changing the lanes. There's always a risk as a biker, but I never feel more unsafe on that street than anywhere else I ride. With so much vehiclular traffic, I think losing a car lane would just make things more congested--not pursuade people to use alternate transportation.
Stephen	6/12/2015	email to Council	All Corridors	1	1	1	1	positive	safety	environment	Boulder City Council and Transportation Advisory Board: I have had epilepsy since age fifteen and I depend heavily on my bike and on Boulder's fantastic network of bike and pedestrian paths in order to navigate the city. These paths and lanes are a big part of why it is possible for me to live in this city. I am, and almost always will be, in the bike lane when I commute. I just want that lane to be safe, which is why I am in favor of rightsizing our streets. In particular, I ride along Folsom Street Street and Iris Avenue Street almost every day. Although rightsizing comes with clear benefits in terms of reducing pollution, cutting down traffic noise, reducing greenhouse-gas emissions, and supporting small businesses—I am excited about all of these benefits too—I am most excited about establishing an important additional barrier to keep me separated and safe from the countless cars that pass by every day during my commute. As one member of a large community of Boulder residents who depend on bicycles as a primary mode of transportation, I am grateful for your consideration of this community when you make your decision to rightsize our streets. Sincerely,
Susan	6/12/2015	Online Comment form	55th Street	1				negative	auto congestion	train	I work at 5600 Flatiron Parkway and travel 55th Street daily between Arapahoe and Valmont. The road is already congested enough with vehicle traffic throughout the day. Reducing travel to one lane of traffic is not a good idea and will create more problems than it solves. It would contribute to the congestion, especially in the evening hours between 4:30 and 5:30 causing backups of a mile or more. A train traveling across 55th Street creates a short time back-up creating enough frustration. I would suggest members of city council observe traffic, in the morning and evening hours, to see the congestion first hand at the intersection of Pearl Parkway and 55th Street as drivers arrive and exit the office park before making a decision. There is currently not enough bike traffic to warrant this change. The existing bike lane is sufficient. Boulder seems to want to create a car free society. That can never be a reality given the need for employment within the city, with the majority of the employees living outside the city limits due to affordability. Alternative transportation to the Flatiron Parkway area is not convenient and should be improved prior to implementing right-sizing. I believe this experiment will be a fail wasting both time and taxpayer dollars. Although I rarely travel the other routes involved I believe the same argument applies to all areas. I deliberately avoid driving into Boulder given the current traffic situations and will avoid it at all costs after the change. I believe Boulder looses a lot of revenue due to their anti-vehicle stance. I take my spending outside the city limits despite driving to Boulder five days a week. Rewarding bicyclists is not the way to go. They already ignore the "rules of the road". Giving them their owns roads gives them more freedom to ignore the rules and create their own. I appreciate being able to express my opinion but I do believe the decision has already been made. It would be nice though to hear honestly after this how many people were for and how many
Tiffany	6/12/2015	Online Comment form	All Corridors	1	1	1	1	negative	cant bike		I drive the short of 55th Street exactly from Arapahoe to Pearl every workday. Even though I get to work before the "normal" work day starts, there is frequently congestion. And on my way home, going south on 55th Street, it's even worse. Removing a motorized vehicle traffic lane would definitively increase my drive time, particularly if there is a train, or if it is a heavy bus day. I commute from Westminster so public transportation or bicycle really isn't an option for me, particularly since I frequently have after-work activities in Longmont, Thornton, Denver, Arvada or Golden. Please keep the lane alignment as it is!
William	6/12/2015	email to Council	All Corridors	1	1	1	1	positive	safety	evidence	Dear Council Members - I am 71 years old and would not have written this letter even two months ago. I live up near Chautauqua and riding a bike even a mile or two to the University where I worked for three plus decades was too much for me. It was often chilly many mornings and hot coming home, not to say I had to struggle up a big hill. So I rode a bike only occasionally and never thought much about commuting all around Boulder by bike. (I have biked in Europe often, but in those cities big hills and big temperature swings are usually absent). But I bought an electric bike and now peddle all around Boulder - I will go the grocery store, down to 29th street, to the rec centers, etc. I don't hesitate because, to me, Boulder is now relatively flat. My ebike has changed my view on Boulder and I can see that as electric bikes become cheaper and more available, I think more residents will take up biking as a convenient way to get around town. Thus I urge you to try the proposals for Folsom Street, 55th Street, Iris Avenue and 63rd Street street. Let's see how it works. If the congestion is just awful or it does not entice more to commute, then we can undo the arrangement. But safety is an understandable worry for many who might otherwise bike. Many older residents tell me they are just too scared of cars, texting drivers, etc., to bike around the city on our streets. I think it is overblown and Boulder drivers are quite respectful of cyclists. But I think people need encouragement to get out there and see for themselves. I appreciate the efforts Boulder is making to encourage biking. I hope you will support the proposed changes. Sincerely,
Yair	6/12/2015	Online Comment form	55th Street	1				negative	existing bike lane	auto congestion	I completely disagree with making 55th Street 1 lane each direction. There is room already to enlarge the bike path slightly and still keep the road 2 lanes. The traffic at rush hour will be a complete nightmare with this road only being one lane. Please do not fix something that is not broken.

Alex	6/11/2015	email to Council	All Corridors	1	1	1	1	positive	safety	Better for cyclists	space from cars to bikes and installing protected and buffered bike lanes. These projects will make it safer and more pleasant for people to ride bikes in the city for everyday transportation. Feeling safer riding my bike will help me to use my bike more frequently. Please let the pilot 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 believe the data will show an overwhelming benefit to adding protected bike lanes! Thank you, Alex Davison
Amaraja	6/11/2015	email to Council	All Corridors	1	1	1	1	negative	cant bike		going ahead with this experiment. Taxes dollars would be better spent with an experiment with smaller electric/hybrid buses in more neighborhoods and ran on a ten minute schedule and putting in more bike / pedestrian paths that run all the way from North B to South B and West to East. Also, the Eco bus passes need to be more affordable. Once those options are maxed out, and ALL of the sidewalks are handicap pedestrian friendly, then we can start using tax money for more robust bicycle lanes on the roads. I do want bicyclists to be safer (me being one of them) from cars and visa versa. It's just public transportation can be used by EVERYONE in any kind of weather. This bicycle lane experiment is a little discriminating against elderly and handicapped residents and visitors of Boulder. Thank you for your consideration, Amaraja Jones
Amaraja	6/11/2015	Facebook	All corridors	1	1	1	1	negative	auto congestion		I think that public transportation and bike/pedestrian paths should be as robust and maxed out before going ahead with this experiment. Taxes dollars would be better spent with an experiment with smaller electric/hybrid buses in more neighborhoods and ran on a ten minute schedule and putting in more bike / pedestrian paths that run all the way from North B to South B and West to East. Also, the Eco bus passes need to be more affordable. Once those options are maxed out, and ALL of the sidewalks are handicap pedestrian friendly, then we can start using tax money for more robust bicycle lanes on the roads. I do want bicyclists to be safer (me being one of them) from cars and visa versa. It's just public transportation can be used by EVERYONE in any kind of weather. This bicycle lane experiment is a little discriminating against elderly and handicapped residents and visitors of Boulder.
Anonymous	6/11/2015	Online Comment form	55th Street	1				negative	no bikers	auto congestion	resources available to the city of Boulder. There are a few reasons I believe this is the case. Firstly, as a commuter who uses 55th Street daily, I can vouch for the fact that bicycle traffic is not at all heavy along the proposed stretch of road. I have never seen a backup in the bike lane and, most of the time, traffic is light enough that there are no real risks to the few biker I have seen from typical motor vehicles. That being said, two lanes of traffic is extremely necessary for that stretch of road. The bus route stops a few times along 55th Street and, without a second lane to avoid these stops, traffic could become extremely backed up very quickly in the mornings and afternoons. It would also pose a hazard to those turning left off Arapahoe as the bus stop is extremely close to the intersection. We would end up with more and more cars stopped in the middle of an already very dangerous intersection. Also, the traffic due to the trains which come trough several times a day would worsen considerably, making it extremely difficult for commuters who have no choice other than to drive due to living outside of city limits. Thirdly, the bike lane is only ever in extreme use during nice weather (though I'll admit there are some who would use it all year round). Using this much taxpayer money and spending a year's worth of construction (which will probably turn into much longer than just one year) on something that won't be useful all of the time seems frivolous. As a Boulder citizen and commuter, I can only heavily advise against this decision. Though I fully support encouraging cleaner methods of transportation and safety measures for those methods, this choice would be an unnecessary waste. Hello City Council Members,
April	6/11/2015	email to Council	All Corridors	1	1	1	1	positive	safety		I am in support of the rightsizing changes for safer biking. I commute to work by bike and I often am extremely fearful of cars that zoom right by me without concern of striking me. I think these changes will help encourage others to bike more around town instead of driving everywhere. Before I moved to Boulder, I drove every day. Now I try to only use my car once a week. Please consider these rightsizing changes in order to provide safer biking options. Respectfully, April Ollivier
Barry	6/11/2015	email to Council	All Corridors	1	1	1	1	positive	safety		Hi there, I just wanted to show my support for the bike lanes project in Boulder. I ride my bike to work every day from Louisville to Boulder and have to be on roads/shoulder part of the way. Thanks
Bob	6/11/2015	email to Council	All Corridors	1	1	1	1	positive	safety		As a resident of Boulder who does not own a car, I am writing to strongly urge you to proceed with the Living Lab Phase II complete streets program. I would benefit from safer, improved bicycling infrastructure on the segments of 55th Street Street and Folsom Street under consideration. I can say that the protected bike lanes and intersection improvements to Baseline Road have made it easier to use that corridor on a bike. I rely on safe bike infrastructure like that--not just bike lanes--to complete the variety of trips I make for work, life, and leisure using only my bike. Please allow the experiment to continue, and let the results speak for themselves. Regards, Bob Peterson
Bradley	6/11/2015	Online Comment form	55th Street	1				negative	existing bike lane	auto congestion	While I support bike lanes and would like to see more of them. I don't see the point in this suggested change. The road already has bike lanes of sufficient width. As I see it, the change would only accomplish one thing: snarl traffic on 55th Street. Boulder already has a dearth of north-south routes; blocking up traffic on one more seems counterproductive
Brittany	6/11/2015	Online Comment form	55th Street	1				negative	access	auto congestion	I am speaking on behalf of Nite Ize Inc who has an office in the business park on 55th Street. We are not in support of this project because we believe it will negatively affect our business. There is already a traffic issue on 55th Street by the business park and the park continues to grow. We do not see bikers on the street because there are already many designated bike paths in the area.
Bryan	6/11/2015	Online Comment form	55th Street	1				negative	no bikers	auto congestion	As one of a majority of people who commute from outside of Boulder every day, I cannot support any decrease in usage for vehicular traffic in this business park area. While I recognize that this may have a positiveinfluence for some Boulder residents, this would have an extremely detrimental effect to a vast majority of the users of 55th Street Street between Arapahoe and Pearl. In my time working in the Flatirons Business Park, I have seen one biker use 55th Street Street. It would seem that this large construction project would go unused. Thus so, it appears that an extreme portion of workers in this area are out of town commuters, and reducing these lanes would cause further traffic issues to an already congested area.
Charon	6/11/2015	Online Comment form	55th Street	1				negative	auto congestion		Changing 55th Street Street to one lane each way to make a bike lane is totally ridiculous!! The facts say 10 - 15,000 vehicles drive that street daily. So let's change the car lanes for the 300 bikers that signed the petition??? Where does that make sense?? Traffic will be horrible. I work on 55th Street, there is no way I can avoid the street but bikers have alternate routes. A suggestion - why not put a bike path next to the sidewalk. It will leave the car lanes alone, make space for bikers to ride and save water not having to water the grass. I cannot believe the cit of boulder is changing/making decision to serve only a few people to the detriment of the majority of people!

Cheryl	6/11/2015	email to Council	All Corridors	1	1	1	1	positive	safety		Hi, I am a committed bicycle commuter who moved to Boulder in part because of its reputation as a highly bike friendly city. I try to bike year round in Boulder, and for the most part it is possible and safe! However, I do sometimes find myself stressed and nervous when riding on large roads where the bike lane is particularly narrow. I think the proposal to try out "rightsizing" these roads to remove a car travel lane, add a turn lane, and/or give cyclists more space and safety is a great idea, and the sort of thing that the city of Boulder should be implementing and promoting in order to retain the qualities that make this such a bike and pedestrian friendly city, and a forward-thinking model for other US cities to follow. I think it will also make potential bike commuters who might currently be unwilling to commute because of fear and stress more likely to ride, which of course offers great environmental and social benefits, as well as reducing automobile traffic by putting more people on bikes. The pilot program on Folsom Street, Iris Avenue, 55th Street and 63rd Street will be a good trial and my hope is that it will lead to more bike-friendly reinventions of urban corridors that currently feel dangerous to cyclists, while providing an opportunity to examine actual impacts it may or may not have on traffic flow and numbers of bike commuters. Thank you,
Craig	6/11/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion	no bikers	For the life of me I cannot understand the proposal to right-size (poor choice of words) Folsom Street, Iris Avenue, 55th Street and 63rd Street streets. You must not drive these streets very often. To think one lane in each direction can handle the current amount of traffic is absurd. Not one person I have talked to about this is in favor of it. The traffic is only getting worse exponentially (check out Broadway 7-9 AM and 4-6 evenings for example). There are not enough people that ride bikes for shopping and errands to justify this mess. The traffic congestion caused by this proposal will have cars just sitting, exhausting and waiting on lights. Get out on the town and drive these streets for yourself. Do not approve this proposal! Craig Caukin
Cynthia	6/11/2015	Online Comment form	Folsom Street				1	positive	safety	winter maintaince	home park to CU along Folsom Street. I start my a.m. commute at 4am and return home at 1pm. My biggest challenge is riding during the winter on snow days. The city plows the streets and packs the snow into the bike lane, so I ride in the right lane of traffic. I am excited about the plan to expand the bike lane, but have a concern. The images presented here show white posts separating the driving lane from the bike lane. It seems like these post-things would make it difficult to drive a plow through the bike lane towards the curb. Will the plow have room to move the snow/ice from the car lane and through the transition zone and then against the curb? If the plow just pushed the snow into the transition zone, it makes it difficult to transition in and out of the bike lane. If the snow is plowed into the transition zone and left, the melting sludge can make it difficult to ride through. I put mountain bike tires on my bike in the winter months and I still have had my front tire get caught in the sludge. What is the plan for snow conditions?
Damian	6/11/2015	email to Council	Folsom Street				1	positive	safety	Better for cyclists	Hello City Council, I live on 27th and Valmont, and love to bike around town. I use my car as well, but the easier and safer it is on bike the more I will bike. I use Folsom Street to bike South all the time, and Iris Avenue to head North West frequently. Would much prefer prioritizing safety and convenience for bikes than cars. Please do the rightsizing demo project. Thank you, -- Damian Leuthold
Dan	6/11/2015	email to Marni	55th Street	1				negative	access		stakeholders meeting. with only one lane in each direction, it will be very difficult to make a left turn out of our parking lot. there is no access to a traffic light out of our parking lot. we'd be depending on a good Samaritan to let us in to traffic at high volume times. I speak from experience as we just moved our off premise catering operation from the flatirons golf course at 5706 Arapahoe avenue. We were there for 17 years and getting out of the parking lot to head west on Arapahoe was very difficult. I hope that you will take this into account if this should go further – perhaps a 3rd lane in the center you can pull into before entering the main traffic stream? I can probably elaborate better by phone. if you have any specific questions, please do not hesitate to call me on my cell phone 303.931.9043. Thank you for taking the time to get this input. Dan Bruckner
Dan	6/11/2015	Online Comment form	All Corridors	1	1	1	1	positive	safety		bike lane on Folsom Street northbound from Pearl to Valmont could be a bit wider through the curvey part of the road, where cars are more likely to drift over the line. Otherwise I think Folsom Street is pretty good. I've never tried to bike that section of Iris Avenue so I can't comment on it. Please don't put physical, vertical barriers between bikes and traffic (trees or parked cars). That makes it harder for turning cars to see you and vice versa. It also sucks when a walker, skate boarder, or pokey cruiser is using the bike lane and you're stuck behind them with no way to pass. Or someone steps into the lane and you have nowhere to go. The "protected" bike lane on University west of Broadway is hostile to bikes because of the parked cars. The MUP on the south side of Pearl between 30th and Foothills is also bike-hostile due to oblivious pedestrians, turning cars, poorly placed curb cuts, brickwork, and delivery parking lanes. I'd much prefer an on-road bike lane, maybe protected by an extra wide painted line, and a normal width sidewalk. Thank you for experimenting! It's the best way to find better solutions.
Daniel	6/11/2015	email to Council	55th Street,Folsom Street	1			1	positive	safety	evidence	My name is Daniel Higgs, I'm a CU student and small business owner, and I regularly bike ride on both Folsom Street and 55th Street. I support the pilot project re-allocating some road space from cars to bikes and installing protected and buffered bike lanes because it will make it safer and more pleasant for me and others to ride bikes in the city for everyday transportation. Feeling safer riding my bike will help me to use my bike more frequently. Please let the pilot 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! Daniel Higgs
Daniell	6/11/2015	email to Council	Folsom Street,Iris Avenue			1	1	positive	safety	environment	where the rightsizing pilot project is proposed (I work on Iris Avenue and live just off of Folsom Street). I support the pilot project re-allocating some road space from cars to bikes and installing protected and buffered bike lanes because it will make it safer and more pleasant for me and others to ride bikes in the city for everyday transportation. It also seems like the right direction to move in to lower pollution and carbon emissions by encouraging more commuting by bike. Please let the pilot project move forward, so we can have an informed discussion — based on our experiences, and actual beforeand- after data — about whether this kind of infrastructure is right for Boulder. Thank you for your time and consideration. Danielle
David	6/11/2015	email to Council	All Corridors	1	1	1	1	positive	safety	Better for cyclists	Yes, let's try them! Thanks for being innovative enough to propose! David Adlai Adamson

Davis	6/11/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion	winter maintaince	Dear City Counsel: I strongly proevidence the proposal to "Right Size" Folsom Street, Iris Avenue, 55th Street and 63rd Street streets. I drive these streets on a regular basis and the proposed changes will severely and adversely impact the 20,000 citizens that drive these streets every day, while only benefiting an extremely small number of bicycle riders. The impact on snowy and icy days will be even greater and will likely result in more car accidents as more drivers will have to use their brakes given the increase in congestion. Regarding Iris Avenue, you are proposing to significantly impede traffic on the only street with two east/west lanes that runs between 28th Street and Broadway north of Canyon Blvd. As an unintended consequence of this plan, how much more traffic will be diverted to residential streets, and what disastrous side effects will that have? Pedestrian injuries? Bike-car encounters on the side streets? As I am very skeptical that "it will only take a few more seconds" to travel on these streets after their vehicle capacity is cut in half. I suggest that you publish ALL of the modeling information, including assumptions, and then allow enough time for a citizen review before you proceed. During the 45 years I lived in Boulder, right-sizing these roads is the most ridiculous, illconceived plan that has ever been proposed. Thank you,
Denise	6/11/2015	email to Council	All Corridors	1	1	1	1	unclear	auto congestion		While driving home today I took my back way to avoid Iris Avenue and Broadway... In doing so, I waited and the intersection at Iris Avenue and 19th for light to change... lots of traffic on Iris Avenue.... A cyclist was waiting for the light to change so she could head north on 19th... I noticed that there is no bike lane on 19th street between Iris Avenue and Norwood... there is a bike lane north of Norwood and south of Iris Avenue... don't you think this would be an excellent option rather than lane restriction on Iris Avenue with less traffic? The sidewalk on 19th is extremely wide in this area... the sidewalk could be narrowed to match the width of every other sidewalk in town and add a bike lane ... Denise M. Maslanka
Devin	6/11/2015	email to Council	All Corridors	1	1	1	1	positive	better for cyclists	safety	Please add protected bike lanes in Boulder. Every bicycle improvement makes Boulder a more desirable place to live. My name is Devin Nordson, and I have lived here 15 years. I moved here because Boulder was considered one of the most bicycle-friendly cities, and it did not disappoint. The additional underpasses in recent years and improvements to 30th St. more than make up for the dangerous 29th St. Mall (the worst place to bicycle in all of Boulder), so Boulder keeps getting better for bicycling. In every other city where I have lived, safety was the #1 reason why people did not bicycle. This year I celebrate my 20th year as a bicycle commuter, and I would like nothing better than to have more protected streets to ride on to celebrate that. Sincerely, Devin Nordson
Devin	6/11/2015	Online Comment form	55th Street,Folsom Street	1			1	positive	safety		Boulder has always been a leader in encouraging alternate modes of transportation. Let's keep it that way! I fully support and look forward to the right-sizing experiments.
Doug	6/11/2015	Online Comment form	55th Street	1				positive	safety		My business is in Flatiron park off of 55th Street street. I think it's a great idea. The street as it is is unfriendly to pedestrians and bicyclists, especially in winter. I can only imagine what the street would be like if it was carrying enough traffic to warrant four lanes. It would be like LA or something.
Ellen	6/11/2015	email to Council	Folosm and Iris Avenue			1	1	negative	existing bike lane	neighborhood cut though	I am writing to express my opinion on your proposal to "right-size" bike lanes. I own a home at Grape Ave. in the Green Meadows neighborhood. This neighborhood is bordered by Folsom Street and 19th on the East and West and Iris Avenue 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 relatively more affordable 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 increased traffic on Folsom Street. I am even more concerned that there will be to heavier use of cut-through routes on Glenwood and Grape Avenue as cars traveling East/ West seek to avoid Iris Avenue. 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 Avenue and Folsom Street. While the right-sizing plan for Folsom Street and Iris Avenue may benefit cyclists outside the neighborhood, it is of no real benefit to those who live in Green Meadows. Residents can already safely bike in this area by simply riding through the quiet neighborhood. Because of strategically placed crosswalks and underpasses, it is very easy to connect to existing bike trails at the corner of Valmont and 24th, Folsom Street near Grape Way, Glenwood at 26th, and at Iris Avenue at 25th. These existing bike trails already serve most areas in Boulder. My concern is that the new right-sizing system will make biking through the neighborhood more stressful, as traffic increases, with little additional benefit. I recently read in the Camera that the City Council is committed to preserving neighborhoods in Boulder. I hope that you will consider the safety and serenity of the Green Meadows neighborhood 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 overall impact. It is not good enough to look at the number of bike riders and cars on Folsom Street and Iris Avenue alone to evaluate the program's success, care must be taken in
Elroy	6/11/2015	email to Council	Iris Avenue			1		negative	auto congestion	enviro	I understand that you think there is little opposition to the lane closures of Iris Avenue avenue to car traffic. Well here is one for the opposition column. Strong opposition, in fact, as I see this as a waste of tax payer dollars and a great set back for traffic movement in this city. The traffic on the Iris Avenue Ave route is essential to moving traffic through the city . Such a closure as proposed only adds to environmental damage from the increased number of hours of car idling - stopped on the congested roadways. This "experiment" will not stop these cars from being driven in the city but rather increase road rage against cyclists. Iris Avenue Ave is in my neighborhood and I use it daily - both on my bicycle and in my car. It is fine as it is. Decreasing traffic i=on Iris Avenue will only move traffic to "neighborhood routes" increasing congestion and safety concerns where we least want it. Elroy Quenroe
Emily	6/11/2015	Online Comment form	55th Street, 63rd Street,Iris Avenue	1	1	1		positive	safety		This is fantastic idea!

Eric	6/11/2015	email to everyone	All Corridors	1	1	1	1	positive	safety		Right-sizing our streets not only has the direct effect of making our streets safer and more supportive of walking, biking, and transit, but also has the opportunity to improve new development in Boulder. Although too late in the process for this project, I would like to see the Boulder Planning Board consider these types of proposals in the future. I'm going highlight some of the core values in the Boulder Valley Comprehensive Plan and give a bit more detail on why the Boulder Planning Board should support right-sizing all four corridors. "It is unfortunate that all public discussion of the pilot has concentrated solely on the bike lanes. The literature is clear that there are a number of other advantages to right-sizing streets." - Raymond Bridge, Co-Chair, PLAN-Boulder County, in support of right-sizing in an e-mail to the Transportation Advisory Board BVCP Core Values (p. 9, 2010 Plan) Sustainability as a unifying framework to meet environmental, economic, and social goals Evaluating the sustainability of any new development must include analysis of the sustainability of transportation demanded by that development. The city's right-sizing project would improve the environment for new development in two ways: by increasing bike mode share while decreasing single-occupancy vehicle trips, and reducing excess road capacity that could be taken up by projects that increase the current density. Right-sizing streets protects against the worst effects of density: increased traffic and difficulty parking. How does right-sizing protect against increased traffic? Because without large amounts of spare capacity, new developments won't induce as many new trips. And parking requirements could be reduced through increased bike mode share on these corridors. Lastly, providing transit could be easier because fewer people will rely on private automobiles for mobility. Compact, contiguous development and infill that supports evolution to a more sustainable urban form Right-sizing streets can make our developments more compact, walkable, bikeable, and transitoriented. When we reduce the amount of land in our streets used for car travel, we can develop narrower, more intimate streets and places. Rather than dedicating so much land in our developments to car parking, we can spend more energy developing an urban form that caters to people, not automobiles.
Eric	6/11/2015	email to Council	All Corridors	1	1	1	1	positive	safety	Better for cyclists	My name is Eric Lees, and I use a bicycle as my primary (95+% of the time) means of transportation for the 3+ years I have lived in Boulder. Boulder's bicycling infrastructure was one of the reasons that I chose to relocate here when I was looking for a job in the pharmaceutical industry. I support the pilot project re-allocating some road space from cars to bikes and installing protected and buffered bike lanes because it will make it safer and more pleasant for me and others to ride bikes in the city for everyday transportation. During my bicycle commuting in Boulder I have experienced around a dozen 'close calls' that likely would have ended with me in the hospital or worse. I am a confident experienced bicycle commuter but I also remember when I started commuting on a bicycle and the fear that goes along with being unsure of your safety. In order to get more people over the hump and on a bike which will improve their health, the environment, and the quality of life in Boulder, please let the pilot project move forward, so we can have an informed discussion about whether this kind of infrastructure is right for Boulder. Progressive communities like Boulder should not be scared aware from new infrastructure that could be a boon to the community especially since the changes can be easily reversed if the data shows otherwise after implementation. Thank you for your consideration!
Erica	6/11/2015	email to Council	All Corridors	1	1	1	1	positive	safety		I will be moving to the beautiful city of Boulder at the end of September. I do not own a car. I do not wish to own car. I will be working right off Canyon and Broadway, but will not be able to afford housing within walking distance. I will, therefore, be biking to and from work on a daily basis. I have been walking/biking to work for the past 3 years and it is AMAZING, although, inadequate infrastructure for biking on the roads is a huge deterrent for new cyclists and even scares me off sometimes. Installing protected and/or buffered bike lanes will make it much safer for cyclists to ride in the city for everyday transportation. Not only is riding a bike better the health of the individual and for the ecosystem, it also helps boost profits for businesses along these bike routes. I hope you seriously consider the kind of improvements this will make to the city of Boulder and move the project forward. Thank you for your time, Erica Birkman
Essrea	6/11/2015	email to Council	All Corridors	1	1	1	1	positive	environment		I am all for 'em!! I truly appreciate all of City Council's efforts to support getting people out of their cars and onto their bicycles!! In fact, I have long thought that creating a tax for every car registered, or every gallon of gas purchased w/in city limits could raise funds to support alternative transportation initiatives....and could potentially (??) serve as a disincentive to driving? or perhaps a small fee could be added to all fee'd parking spots that could contribute to this fund? Wouldn't it be great if $.01 per hour (or maybe $.05?) were collected and the proceeds went to providing an eco-pass for all residents/workers of Boulder?? So -- please go ahead and be bold and support protected bike lanes as well as every other move to make driving really unpleasant and biking the WAY TO GO! Many thanks!! Essrea Cherin
Francis	6/11/2015	email to Council	All Corridors	1	1	1	1	positive	safety		As a Boulder resident and voter, I support the proposal for protected bike lanes and I ask you to support them as well. I will be unable to attend the council meeting on June 15th so I am writing to you now to make my voice heard. I commute to work in Boulder by bicycle most every day, but I seldom ride on Folsom Street or Iris Avenue Avenues due to the high volume of car traffic, the speed they are traveling, and the width of the bike lanes. This is even though I live 3 blocks from the intersection of Folsom Street and Iris Avenue and I consider myself and experienced cyclist. If these roads are intimidating for me to travel on during rush hour they must seem even more so for less experienced cyclists. Having protected bike lanes would change this. Protected bike lanes have been successful and embraced by communities all across the United States. They could work here in Boulder as well. Please let this pilot experiment proceed to find out. Sincerely, Francis Sullivan
Frank	6/11/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion	no bikers	After Municipalization, "Right- Sizing" is the dumbest thing the city has ever considered. (and I have lived here sixty years). I am especially concerned with Iris Avenue as I use this street frequently. Iris Avenue is the only East-West thru street on the North side of town. There is no alternate. Many times in the morning and in the evening there are two lanes of cars a block or more long waiting for the traffic lights at Broadway and at 28th Street. It is hard to conceive what it would be like if only one lane were available. Please do not make this change. I might add that I rarely see a bike on this route and I doubt that there are a que of riders just waiting for a wider lane. The Transportation Advisory Board has their own agenda and it doesn't include motor vehicle traffic. I hope the Council can see thru their misguided proposal. Frank Adcock

Fred	6/11/2015	email to Council	All Corridors	1	1	1	1	positive	safety		Dear Councilmembers, I'm writing today in support of the proposed pilot project to "right-size" Folsom Street, Iris Avenue, 55th Street, and 63rd Street Streets. I commuted exclusively by bicycle here in Boulder for about five years. After too many close calls and near misses, and numerous friends hit by cars, I stopped using a bicycle for my transportation needs; I now commute mostly by motor vehicle. That said, this proposal to provide protected bike lanes in Boulder is what it'll take to get me back on my bike. I don't understand why 30th Street between Baseline and Arapahoe wasn't chosen as one of the corridors to be "right-sized". 30th has narrower bike lanes, narrower sidewalks, and higher motor vehicle speeds. In any case, this project is a good start. I strongly feel that the protected bike lane on Folsom Street should extend south to Arapahoe. The section between Canyon and Arapahoe has the worst bike & pedestrian facilities of the whole stretch (part of it doesn't even have a sidewalk!), and the highest potential for humanpowered transport. There's already a double left-turn from southbound Folsom Street onto eastbound Canyon, so concerns about left turns being delayed at Arapahoe are relatively moot. It's important that the Folsom Street protected bike lane extend to Arapahoe to provide a complete corridor, without a 3-block gap in safety south of Canyon. With Boulder creating more dense in-fill development, it's especially important now for safe human-powered transport to be created. Let's not wait for gridlock and unsafe walking/cycling conditions. Thank you for helping to create a safe and low-stress transportation network in Boulder,
Garry	6/11/2015	Online Comment form	55th Street	1				negative	existing bike lane	auto congestion	This concept for 55th Street street makes no sense. I'm a cyclist and work at 55th Street and Flatirons. I sometimes ride my bike at work (Specialized Roubex Comp triple - a very nice road bike.) There is plenty of room for cyclists in the current bike lanes. cutting the 4 vehicle lanes down to 2 will create significant traffic issues. Only rarely do I see cyclists on 55th Street - and it's not a dangerous ride; it's more room than most places! What needs to be fixed for both vehicles and cyclists is the railroad crossing. It's a disaster for cyclists! And not much better for vehicles.
Glenda	6/11/2015	Online Comment form	All Corridors	1	1	1	1	negative	auto congestion		The idea of taking roadway lanes out of major roads for bikes is absolutely ludicrous!!! Traffic congestion in this town is already a major concern. I agree---get the bikes off the roads and onto designated paths...but not at the drivers' sacrifice. You want to gnarl our roads with higher congestion??!!!! It boggles the mind, how you came up with this! Bikers don't pay taxes, don't know the rules of the road and they are made to be arrogant fools by this city's policies and enforcement!! Count me out on this one...idiots!
Greg	6/11/2015	Online Comment form	55th Street	1				negative	auto congestion	existing bike lane	I noticed the signs posted near 55th Street St. and Central Ave. I am not in favor of changing 55th Street St. from 2 lanes to 1 lane between Arapahoe and Pearl. 55th Street St. is already a busy street during morning and evening rush hour and reducing it to 1 lane would increase congestion. To widen the bike path, it looks to me like there is unused landscaping between the sidewalks and bike lane that could be reconfigured to give more room to the bike lane. Regards, Greg Thorwald
Herschel	6/11/2015	email to Council	All Corridors	1	1	1	1	positive	safety	Better for cyclists	My name is Herschel Goldberg. I live in Boulder. I ride bicycle to work and regularly ride on the bike paths and bike lanes around Boulder. I support the pilot project reallocating some road space from cars to bikes and installing protected and buffered bike lanes because it will make it safer and more pleasant for me and others to ride bikes in the city for everyday transportation. Feeling safer riding my bike will help me to use my bike more frequently. Please let the pilot 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, H. Goldberg
Jack	6/11/2015	Online Comment form	55th Street	1				negative	cost	existing bike lane	A high cost both in terms of $$ and disruption for an experimental program.....and there are already good bike paths that go between Pearl and Arapahoe. And will the same costs be needed if it this "experiment" doesn't succeed? I live near this area, and ride my bike regularly.....but I would not see any reason to ride this proposed corridor.....Not a good idea.
Jaime	6/11/2015	email to Council	63rd Street		1			positive	safety	Better for cyclists	My name is Jaime Schlomberg, and I regularly ride on 63rd Street street. I support the pilot project re-allocating some road space from cars to bikes and installing protected and buffered bike lanes because it will make it safer and more pleasant for me and others to ride bikes in the city/county for everyday transportation. Feeling safer riding my bike will help me to use my bike more frequently. Please let the pilot 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. Increased safety will allow me to ride with my family, which includes three young children. It would be especially helpful to help me bike safely around Gunbarrel where I live and which is nerve-wracking and extremely difficult with my children now. I love the right-sizing that has been done in Boulder so far and would love to see these projects completed. My husband and I made a conscious decision to live in Boulder so we could pursue an active lifestyle including biking and we fully support these projects. Thank you for taking this into consideration! Sincerely,
Jason	6/11/2015	Online Comment form	55th Street,63rd Street,Folsom Street	1	1		1	mixed	auto congestion		I live and work in Boulder, and would like to voice my comments on 3 of the proposed corridor changes. 55th Street Street: I work in the Flatirons Business Park and strongly disagree with the proposed changes to 55th Street Street. I have the benefit of living in South Boulder and can ride my bike to work, and there are multiple paths I can choose to ride to get to work, even when the underpasses are flooded or closed. Many of my coworkers do not have this benefit, and commute via car. I do not like to ride my bike in the winter, and not even a direct bike lane from my home to my work would get me to ride in poor weather. I would suggest money be invested in improving the rough railroad crossing. A few weeks ago, one of the Northbound lanes of 55th Street at Araphoe was closed, and the impact on traffic was severe backups down 55th Street all the way to Baseline, where traffic was backed up both directions. This would cause more traffic to enter the neighborhoods, which I understand to be the opposite of the intent of this program. 63rd Street Street: I have driven and biked in this area and disagree with the proposal. The existing multi-use path could be improved, and an matching one put in on the East side of 63rd Street. This again is a mostly industrial area with many people commuting either to the business parks here, or into Boulder for their jobs. Folsom Street St: I agree with this proposal. I see many people commuting by bicycle down Folsom Street, and with 28th St close by for vehicle traffic, Folsom Street could be the location for improved bicycle traffic. Perhaps before any physical modifications are made to the streets, cones and barriers could be erected during the different times of the year (summer, spring/fall, winter) to better understand the impact to all modes of transportation. A citywide "bike to work" or "Bike Boulder" day could be organized to

Jeffrey	6/11/2015	email to Council	All Corridors	1	1	1	1	negative	cant bike	auto congestion	Dear City Council: I am completely dumbfounded at the proposal to "right-size" Folsom Street, Iris Avenue, 55th Street and 63rd Street streets. I think a more appropriate name would be "wrong-sizing" these streets. I, like most people in Boulder, cannot ride my bike for most of my shopping or errands, and therefore must drive my car. I do ride my bike when I can. I live west of Broadway, so any increase of traffic congestion on Iris Avenue will be an unnecessary waste of time for me, and all drivers' time, and cause a senseless increase in stress. How much larger will Boulder's carbon footprint become as a result of more stop lights and more traffic congestion? Please do not approve this proposal! Jeffrey Hiller
Jessica	6/11/2015	Online Comment form	55th Street	1				negative	auto congestion	existing bike lane	I do not support this project. The existing bike lines already provide enough infrastructure for cyclists and reducing 55th Street Street to 2 lanes will simply make traffic more congested, especially for the many people who work in Flatirons Office Park and the surrounding areas. The traffic is already bad enough turning onto 55th Street from Arapaho, Pearl, and Valmont-- the widened bike lane would only disrupt the already-problematic situation. There is also a bike path along the creek behind Central Ave. for cyclists to use. Also, $1 million can be spent on a multitude of other more useful things, than attempting to change something that already exists.
Joe	6/11/2015	email to Council	55th Street,63rd Street	1	1			negative	auto congestion		Vote no to closing down lanes on Folsum, 55th Street, and 63rd Street. It is hard enough to get around Boulder as it is. We needed these streets to be 4 lanes, that is the reason they were built with four lanes and two bike lanes. -- Joe Mullins
John	6/11/2015	Online Comment form	55th Street	1				negative	auto congestion		No DO NOT CHANGE 55th Street STREET INTO bike path
Jon	6/11/2015	Online Comment form	55th Street	1				negative	auto congestion	existing bike lane	I believe this planned change to 55th Street Street will greatly and unnecessarily increase traffic outside of Flatiron Park; especially given the substantial bike path framework that already exists on 55th Street Street and around the Park. Its obvious those that want the change do not work in this area. There are over 3000 people currently working in the park area. All of them need road access morning, day and night. I have been working in the park for 8 years and there is already congestion during peak hours. If you need another reason consider the train traffic! Every time there is a train the intersection of Arapahoe and 55th Street is blocked for 5-10 min. I can only imagine the row of cars stretching to Baseline and past Pearl street if there were only one lane. This is a bad idea with little thought into how it will effect those who work here.
Jordan	6/11/2015	email to Council	All Corridors	1	1	1	1	positive	safety		Every day in the United States, 100 people lose their lives because of a motor vehicle accident, 15% of these people are pedestrians or people on bikes. It is the number one cause of death for people under the age of 35. Right-sizing streets isn't about people who ride bikes vs. people who drive cars. Many of us in Boulder both drive a car and ride a bike depending on weather, time constraints, and what/who we need to transport. Right-sizing streets is about safer streets for ALL users. A 2010 Federal Highway Administration study found that right sizing streets reduced crashes by 47% across 15 sites in Iowa and 19% across 30 sites in California and Washington. This isn't Boulder being wacky or weird or some sort of bike utopia. This is part of a national trend to increase safety on the road for everyone. Rightsizing has occurred in Philadelphia, New York, Charlotte, Seattle, Tampa, Los Angeles and many other cities. San Francisco alone has completed over 40 rightsizing projects since the 1970's. Even Boulder has completed successful right sizing projects on parts of Baseline, Table Mesa, and the downtown section of 13th Street. I understand that there are concerns about this pilot project around pre- and post-data collection on impacts such as travel time and spillover into neighboring streets. Instead of opposing a project that is safer for our whole community, let's offer constructive feedback to make this project better. Let's change the discussion about whether or not we should try good ideas to how we measure success and how we can make good projects great. Jordan Mann
Josh	6/11/2015	email	All Corridors	1	1	1	1	positive	safety	Better for cyclists	bike for the majority of my trips in and around the city. I regularly ride both the Folsom Street and Iris Avenue corridors, and sometimes travel on the 55th Street and 63rd Street St corridors. My family of three owns one car so cycling is my primary means of transportation. I strongly support the pilot project re-allocating some road space from cars to bikes and installing protected and buffered bike lanes because it will be safer for me as a cyclist (and my wife as a driver), will allow my wife and my daughter, who are less experienced cyclists, to travel more frequently by bike, will promote more cycling in the city thereby reducing congestion, and will reduce pollution and GHG emissions. Please allow the pilot project to move forward so we can have an informed discussion, based on our experiences and actual before-and-after data, about whether this type of infrastructure is right for Boulder. Thanks, Josh Nothwang
Karen	6/11/2015	Online Comment form	55th Street,63rd Street	1	1			mixed	auto congestion		Don't do it on 55th Street!!! There is way to much traffic there now, and then to cut it down to one lane in each direction it CRAZY! You are just Asking for more traffic jams, road raging people, and more rear end traffic accidents. It's just a STUPID idea to do it on 55th Street street. On 63rd Street, I think there is enough room there now for them.
Karla	6/11/2015	email to Council	All Corridors	1	1	1	1	positive	better for cyclists		I'm strongly in favor of seeing protected bike lanes in Boulder. The utter domination of cars, trucks and SUVs on our City streets is maddening. People need more motivation to leave those ridiculous vehicles parked and to adopted saner transportation, like bicycling, and this would greatly facilitate that. Every major street in town should eventually get this treatment! DO IT! SIncerely, Karl
Kat	6/11/2015	email to Council	Folsom Street,Iris Avenue			1	1	positive	safety	Better for cyclists	I'm writing some road space from cars to bikes and installing protected and buffered bike lanes because it will make it safer and more pleasant for me and others to ride bikes in the city for everyday transportation. Feeling safer riding my bike will help me to use my bike more frequently. There have been times when cars got so close to me that I considered myself lucky. 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. My address is Marine St Boulder, CO All my best, Kat Bartell
Katie	6/11/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion		I'd like to voice my opinion about the reduction of lanes to make way for wider bike ways. I'm a 58-year-old woman who occasionally bikes out in the country and on dedicated bike lanes. I am fearful of traffic in the city and avoid riding on city streets. Making them wider isn't going to change my mind about that. I think the problems are mostly at intersections and people will still be turning in front of me. It's also going to cause more congestion of cars, making it more dangerous for bikes. Why don't you take this money and expand the bus system? Make it free – or cheaper. Families will ride the bus who wouldn't bike. Same for we older folk. - Kati Ruth

Ken	6/11/2015	email to Council	55th Street	1				negative	auto congestion		The Boulder City Planning person or persons who proposed removing car lanes to give more space to bikes should be fired. Planning should make things better not worse. Traffic is already a nightmare in town during rush hour. This proposal would make it significantly worse. I support buffered bike lanes where there is room (as on Baseline) and the existing 4 lane roads are preserved. I DO NOT support changing from 4 lane roads to 2 lane to enable this "pilot" project as is proposed on 55th Street street. I am a cyclist. I ride a lot in Boulder and Boulder County. In my opinion this "plan" will significantly increase the population of noncycling drivers who hate cyclists in the community. That is a move in the wrong direction. Please say NO to this absurd proposal.
Kent	6/11/2015	Online Comment form	55th Street	1				negative	auto congestion	environment	is extremely congested to start with. During rush hour making this a one lane street will make this a virtual parking lot. Cars sitting idling are at their worst for emissions so stopping the traffic with drastically increase air pollution. This area has a very tiny amount of residential. Most people commute to jobs here from other towns making riding a bicycle completely impractical. I drive this street all the time and never see any bike traffic on this street and do not believe changing this street will increase this because of the above reasons. I ride my bike to work all the time and use the wonderful bike path behind Flatirons parkway specifically to stay out of traffic. I do not understand why bikes need to be on the street when there is already an existing bike lane and the nice bike path to ride on. I am 100% against further restricting traffic on this road and making it impossible to get anywhere during busy hours. As a business owner in this corridor I need a vehicle to carry tools to do my job and using a bicycle is impractical. I think this is completely the wrong street to do this to because of it serving as a major thruway for commuters to access their jobs and the complete lack of residences in this area. Please do not fix what is not broken to start with. Again I am 100% against using this street for this experiment. Kent Harris
Kevin	6/11/2015	email to Council	Folsom Street,Iris Avenue			1	1	positive	safety		I am a 56 year-old cyclist who lives on Broadway and often ride my bike on Iris Avenue and Folsom Street. Both of these streets, along with others in Boulder, need additional measures due to increase city traffic to protect bikers. I have experienced dangerously close drive-bye on these streets and have also witnessed them while driving. By providing additional ongoing safety measures for bikers the City of Boulder can ensure that biking continues to grow as a viable alternative to motorized traffic, thus keeping our city congestion down and our air quality high. Thank you! Kevin Kinnamon
Kevin	6/11/2015	email to Council	All Corridors	1	1	1	1	negative	existing bike lane	auto congestion	Please don't allow a small sliver of the Boulder population dictate yet another city expense catering to what is essentially a niche hobby. Boulder already has the most vast bike path system of any city its size, sidewalks and "bike lanes" throughout the city. Why not educate cycling enthusiasts to use those resources which are already in place? Instead, spend a fraction of the proposed costs directing cyclists to these paths with a more robust "mapping" system, with clearly marked entrances and paths...similar to a subway map? Iris Avenue needs those lanes and Folsom Street is currently a fantastic alternative to the highly congested N/S options of 28th / 30th and Broadway. Both become yet another bottleneck in an already congested road-system if these changes are made I applaud all efforts to create a safe, vibrant cycling community, but this is not the answer. Kevin Staunton
Kikki	6/11/2015	email to Council	Iris Avenue			1		positive	safety		to bikes and installing protected and buffered bike lanes because it will make it safer and more pleasant for me and others to ride bikes in the city for everyday transportation. Feeling safer riding my bike will help me to use my bike more frequently. Boulder has a reputation as a bike-friendly and energy conscious city that is good for economic development such as tourism and attracting employers such as Google. We need to stay current with national trends that shows our commitment to do the sorts of projects that support this reputation. Safe bike lanes are the future. Let's make changes now that fit into that plan and safe lives sooner rather than later. Please let the pilot 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 keeping Boulder the sort of place we are all proud to call our home. Best, Nikki Kayser
Kimberly	6/11/2015	email to Council	Folsom Street				1	negative	access	existing bike lane	Dear Council members, I am opposed to the removal of vehicle lanes to give MORE room to the bike lanes on Folsom Street. I am a Realtor at RE/MAX of Boulder. Our office is at Canyon & Folsom Street. My personal office space faces Folsom Street. I hear the traffic on Folsom Street every day. Folsom Street IS A VERY VERY BUSY ROAD. As you can imagine, it already is difficult getting out of our parking lot due to the amount of traffic congestion. I strongly recommend not reducing the lanes as that would make it even more congested. As it is people cut thru our parking lot as a way to try to short cut the traffic. AS for bikers: We have tons of paths all around Boulder to help walkers, biker, skateboarders and strollers, the handicap move around in various ways so we can meander around town without having to go on the roads. In addition on Folsom Street the biker's have their lane already here. Perhaps the focus could be on creating biker lanes in areas off of the diagonal where serious accidents with bikers and automobiles have occurred. Life threatening accidents! So much of our community loves biking as a form of enjoyment...not sure that bikers are trying to actually get to work or enjoy a ride in the city on their bike on the roads. Plus We have all these buses that carry your bike if you need to get out of the city or around the city to work. Enjoy your day and thank you for being open to our community perspectives!

Kyle	6/11/2015	email to Marni	All Corridors	1	1	1	1	negative	no bikers	auto congestion	I wrote this article and sent it in to the Daily Camera about my opinion of the wider bike lanes in Boulder. I hope you consider some of these arguments when presenting the case before council. I pray they vote against this thing because it is going to make the traffic nightmare in Boulder much worse then it is now. Kyle Wider Bike Lanes in Boulder I am writing this to express my extreme disappointment with the City's decision to close traffic lanes on four different streets in Boulder, in order to widen the bicycle lanes on these roads. I have seen a lot of poor decisions throughout the years, and this one is near the top of the list. I live in Broomfield and commute to Boulder every day, which takes generally about 30-40 minutes in the morning and 45 or more minutes in the evening. I live just about 17 miles away so that is quite a long time to go such a short distance. I also work off of 55th Street Street, and the management company of the building I work in is very concerned about 55th Street Street going from four lanes down to two. First of all, there is not a lot of bicycle traffic on 55th Street Street, and there are well defined bike lanes there already. During the two rush hours and any time a train goes by, the traffic gets very bad on 55th Street between Arapahoe and Pearl Parkway. Given the traffic problems we have now, I cannot imagine what it will be like if a train goes by and there are only two lanes for the cars to be on instead of four. I know the area of Folsom Street can be very busy at times during the day, where one of the other proposed lane closures is going to take place. Over the last few decades a lot more people have moved into Boulder and many more commute in and out every day for work and for other activities. While the amount of people has grown significantly, the roads have pretty much stayed the same, and the traffic problems have progressively gotten worse. I know there are a lot of bicyclists in the city, but that number is still nowhere near the amount of cars that travel the roads each day. I think these traffic lane closures will just make the traffic problems worse and not better. Whenever there is a construction project on a busy road almost anywhere in America, traffic jams usually ensue. If we have roads that are normally two lanes on each side and they go done to one permanently, there will be a traffic jam every day. I am not a bicyclist myself, but I have worked with many serious ones over the years, and I have never heard any of them complain that the current bike lanes were too narrow, so I think it is not a real problem but a made up one by people in the city who just want less people to drive their cars. The other issue is what happens during the six plus months of winter that we have every year. Yes, I know the weather varies a lot and we have a lot of warm days during the winter, but in general there are significantly less bicyclists on the road during these months and the traffic is greater. What happens in January when we have a big snowstorm and the roads that are usually four lanes are now only two, and there is an accident? In these situations the traffic will become an absolute nightmare, and if there are barriers on the bike lanes, it might preclude emergency vehicles from getting through, which could cause someone their life. So this is not only a dumb decision, but it is also a potentially dangerous one as well. Do you think that some attorney will look at this and not sue the city if someone dies in an accident, because emergency vehicles could not get through? I am sure that is likely to happen, because you know how attorneys can be.
Lindsay	6/11/2015	email to Council	63rd Street,Folsom Street		1		1	positive	safety	Better for cyclists	My name is Lindsay Strunk and I ride on 63rd Street and Folsom Street regularly to get around town. In fact, we recently sold one of our cars and I now travel by bike even more frequently than before. I support the pilot project re-allocating some road space from cars to bikes and installing protected and buffered bike lanes because it will make riding bikes in our beautiful city safer and more pleasant for everyone. I currently DO NOT ride on Iris Avenue because that road feels unsafe in its current state.Cycling improvements along this road would make that bike route more accessible to me and others like me. In addition to making cyclists feel safer, I believe that improved infrastructure such as that proposed in the pilot project will lessen tensions between drivers and cyclists, encourage more residents to travel via bicycle, and decrease the noticeably heavier car traffic we're experiencing on our main thoroughfares. Please let the pilot 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 taking the time to consider my thoughts regarding the pilot project and I look forward to evidenceing out the new infrastructure! Regards,
Maria	6/11/2015	email to Council	Folsom Street				1	negative	safety	Better for cyclists	Dear City Council members, i have been a bike rider in Boulder for many, many years and do ride my bike along Folsom Street frequently. The present bike lane there is very narrow and it would be very helpful and safer if it was made wider. As a bike rider and a resident of Boulder i ask you to please support the plans of the Transportation Dept. to make the bike lanes on Folsom Street, Iris Avenue, Arapahoe, 55th Street and 63rd Street Street wider. Thank you very much, Maria Richmond
Martha	6/11/2015	email to Council	All Corridors	1	1	1	1	positive	safety		I write in reference to the proposal before you to consider right-sizing Boulder's streets. I encourage you to support these efforts. Since the beginning of 2012, I've had the honor of working for PeopleForBikes, a national non-profit based in Boulder. As director of the PFB Green Lane Project, I've worked closely with the U.S. cities that are making the most rapid progress on building better bike infrastructure. I have lived in Boulder for most of the past 38 years and am a former employee of the City Transportation Division. I'll start with the conclusion, in the interest of brevity. The right-sizing of major streets is the last big step in completing a bike network in Boulder that will encourage people of all ages and abilities to use bikes for everyday travel. This network is essential if we want more people to ride. More people riding is key to the mode shift goals that are required to reaching our climate change goals. Boulder cannot build a connected bike network without including streets like Folsom Street and Iris Avenue. They are key connections on a street system that is fixed - it's what we have to work with. There are not other, better streets, and there will not be a time when this conversation will be easier. Boulder City Council has shown itself very capable of vision and courage on important issues. The question before you now is whether you're ready to take on the evolution of Boulder's transportation system. I hope you are. Boulder has a spectacular greenway path system, thanks to leadership by previous councils. It provides the backbone of a great biking system. But it doesn't reach all places where people want to go. The pathways needs to link to the other two key pieces of an all-ages and abilities network - slow speed quiet streets where cars and bikes can share the space, and protected bike lanes on big busy streets. Protected bike lanes are the new norm for streets. For the past 50 years, a painted stripe on the side of a busy street was considered adequate accommodation for bikes. But it isn't, as evidenced by how few people use them. A good evidence is to think of someone who isn't a superexperienced and confident rider – yourself, your spouse, your kid, your neighbor – and ask whether they are comfortable riding on Folsom Street or on Iris Avenue. Most people aren't. Across the country, cities are moving fast to reconfigure their streets to create safe and

Mary	6/11/2015	email to Council	All Corridors	1	1	1	1	negative	evidence		In the Comments section relating to the Daily Camera's story on Monday night's TAB meeting on "right-sizing" four of Boulder's streets, the following Comment jumped out (I added the boldface for emphasis): These folks are making questionable claims regarding data on the level of traffic on these roads. The stories claim that the traffic on these stretches is 15,000-20,000 daily. That is an important bit of data to pay attention to since all the various sources only suggest considering road diets for roads below 20,000 (or even lower). For instance: http://en.wikipedia.org/wiki/Road_diet "Road diets are usually successful on roads carrying fewer than 19,000 vehicles per day." I just found a traffic count map for the city of Boulder. https://bouldercolorado.gov/pages/city-of-boulder... The only route I checked was Iris Avenue at 19th. Yet that shows: http://gisweb.ci.boulder.co.us/agswebsites/pds/pd... "Iris Avenue Avenue east of 19th Street Date of Counts: 05/02/13 - 05/08/13 Total(s) 23,486 " It also projects future growth: http://gisweb.ci.boulder.co.us/agswebsites/pds/pd... "Station No. 15 - Iris Avenue East of 19th Street Linear Regression Analysis 2035 29,698" Do they assume no one will bother checking on them? I won't check the other roads now, even if they were under 20,000 average daily vehicles, other factors matter as well that I'm skeptical they have checked on. The person who posted it goes by 123CommonSense, and some or all of you probably know who this DC commenter is. I do not, but the data makes me concerned. It gives facts that I hope you will take into account and then vote down this plan. I would rather see Jersey barriers that separate the bikes from the cars on all these streets and others instead of losing the traffic lanes.
Mary	6/11/2015	Online Comment form	All Corridors	1	1	1	1	negative	cost		I was just on 55th Street, today, and saw the poster asking for feedback. The thing that prompted me to reply was the price tag. I am amazed that city is willing to spend $1,000,000 on such a tangential project. This is not Amsterdam, there are so few commuters riding bikes in this town that they are an anomaly. What is happening at an exponentially increased rate in this town is that car traffic has intensified in volume and the heavy traffic times are getting longer and more often. Now, I'm not saying that this is not a lovely idea. It's just that it is a fantasy. Boulder has gotten increasingly congested and affluent. The character of the city has become a crass display of wealth and disregard for community. If you're trying to make the pseudo-bike-racers more comfortable, then go right ahead - I imagine they are attached to the inflated affluence of this city. But, if you are trying to induce and encourage people to get out of their cars and create a less isolationist city, then you are going about it the wrong way. If the city had any real ideas about community, they would spend that kind of money on welcoming everyone - people of all strata, but if the city is merely interested in increasing the tax base further, then by all means, create your affluent fantasy city. But, then shame on you. My perspective of the city is that of a young person moving into the city from the Denver area, going to CU, staying for a few more years, then leaving in 1986. I returned five years ago, and I am appalled at what you have allowed this beautiful city of character and heart to become. Crass is a really good word for it. Very soon, Rodeo Drive near the Flatirons will be a perfectly apt moniker.
Mary	6/11/2015	email to Council	55th Street,Folsom Street,Iris Avenue	1		1	1	negative	auto congestion	neighborhood	This whole idea of changing the configuration for the bike path enlargement on the only current 4 lane streets that handle morning and afternoon commuter, schools, and general traffic is without a doubt the dumbest thing you have all ever considered. All you will accomplish is to make cars take other streets to avoid this ridiculous idea, causing congestion in the residential neighborhoods. Making unsafe conditions in these neighborhoods. The current street configuration is safe, and moves well. Why would you want to change this? Please find other things to spend your time on, other than further appeasing a bike movement that will benefit a few, instead of the majority of working families trying to navigate their days with busy schedules. Mary Huffman
Matthew	6/11/2015	Online Comment form	55th Street	1				negative	cant bike	auto congestion	I am deeply concerned about the potential narrowing of 55th Street street between Arapahoe and Pearl. The street is almost entirely flanked by businesses in this area, which means many people are moving through the area at peak times. Since the last few years have been difficult for commuters to this part of Boulder (due to construction on Arapahoe, US-36, and elsewhere) my experience is that many people have already taken the step of living near the office and commuting by some means other than a car, and that those who have not done this have very serious obstacles that prevent them from taking this step. As such, incentivizing people to bike rather than drive is unlikely to have much effect on a population that is already deeply incentivized to do so. Further, and especially in light of the Google development nearby, it seems likely that this development will decrease car speeds at peak times (due to increased congestion) will lead to *increased* emissions overall. The project involves an expenditure of money, time, and also the consumption of heavy equipment (and associated emissions) that seems very unlikely to cause meaningful change in the intended direction.
Max	6/11/2015	email to Council	Folsom Street,Iris Avenue			1	1	positive	safety	Better for cyclists	Greetings, I live in near north boulder and regularly travel on Folsom Street and Iris Avenue via bicycle and car. I strongly support the move toward "Rightsizing" these roads. Thanks, Max Pritikin
Michael	6/11/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion	environment	My name is Michael Anata, and I do not ride my bicycle on any major Boulder streets. I DO NOT support the pilot project re-allocating some road space from cars to bikes - though I DO support installing protected and buffered bike lanes where feasible without adversely impacting car traffic. Protected and buffered bike lanes will keep bicycles and cars separate - as they always should have been - and will make it safer and more pleasant for EVERYONE to ride bikes AND drive cars in the city for everyday transportation. Driving my car without having to negotiate the random and unexpected actions of bicyclists riding in the road at a fraction of the speed of traffic will help me to do so much more safely. In addition, bicyclists will be able to ride together at their own rates and with their own set of challenges and circumstances, which is the way it should be. HOWEVER, I vehemently oppose re-allocating road space from cars to bikes as it will cause more congestion, more pollution, longer driving times (which are already at an all-time, nearly unmanageable high) and a huge safety problem, especially with the younger, less experienced drivers and students in town. Re-allocating already tight road space from cars so that bicycles can ride freely in the park-like setting shown in the promotional photo (BikePortland) is a bad idea for Boulder, which would come at a huge expense, with increased accidents and potentially loss of lives. This is a bad idea that probably seems like the answer to all of the world's problems to someone who sees nothing but their own pursuit of bicycling as important. Consider winter, snow accumulations and cleanup, and what the narrower roads will be like then, in terms of drivability and safety. Please ditch the pilot project and try to come up with a way to provide ample pathways for bicycles, separate from cars, without adversely affecting the throughput of car traffic in town.

Michael	6/11/2015	email to Council	All Corridors	1	1	1	1	positive	safety		Dear City Council Members: I moved to the Boulder area 8 years ago and was impressed by the bike facilities that are so much better than where I was living in Virginia. But as I gradually became part of the cycling culture, I came to realize that I'm not like the perhaps too over-confident 20 year old cyclists I often see whizzing around town without regard to the space shared by all of our modes of transportation. In my travels I've seen and used protected bike facilities in other cities and I am excited at the prospect of seeing them here. I hope you will move forward on the four demonstration projects so that we can all experience an even better cycling experience in Boulder. Sincerely, Michael DeLalla
Morgan	6/11/2015	email to Council	All Corridors	1	1	1	1	positive	safety	Better for cyclists	Dear Council Members: Many of you know I'm an avid bike commuter. It's a fun way to get around town and is often faster than driving. Earlier this week I had a very scary, unfortunate incident on my ride home. A car driven by a visitor from out of town wasn't paying attention and came within inches of hitting my trailer with my 18 month old inside. It scared the bajeezus out of me. So much so that I no longer feel comfortable riding with her behind me on streets with regular bike lanes. Building safer, more protective bike lanes that are more obvious to drivers - particularly those unaccustomed to bikes - WILL encourage more cycling by families - and others who are intimidated by the proximity of fast moving cars. Moreover, if the question remains on whether millennials will stay in urban settings once they have kids, I can tell you it won't happen without the infrastructure to support local commuting by bike with their families. I hate driving but my concern for my child outweighs all other priorities. Let's design cities that support safe riding for people across life cycles. And for people who want to or need to drive - they still can! You're not shutting down roads to cars. In fact, encouraging more riders decreases traffic (and reduces the carbon footprint.) Be courageous and make some bold decisions that create a more people centered city. And then study the results. If you're not satisfied, you can make more changes. But doing nothing will not alleviate traffic and will continue keeping me and my kid in a car more often than we want to be. Thanks for your leadership,
Neil	6/11/2015	email to Council	55th Street,Folsom Street	1			1	positive	safety	Better for cyclists	My name is Neil Kolwey, and I regularly ride my bicycle on 55th Street St., and periodically on Folsom Street. I support the pilot project re-allocating some road space from cars to bikes and installing protected and buffered bike lanes because it will make it safer and more pleasant for me and others to ride bikes in the city for everyday transportation. Feeling safer riding my bike will lead to me using my bike more frequently. Please let the pilot 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, Neil Kolwey
Paul	6/11/2015	email to Marni	55th Street	1				negative	auto congestion		Why do you really, really, really want to make that 55th St. a bike or jogging trail? Why do you want to make their way to work in the morning? It is hard enough as it is to drive in on Valmont in the morning. The reduction in turn lanes from Valmont on to 55th Street going south is not a solution to any problem I can think of. And, I am a very avid biker in Boulder, Niwot, Longmont, and Boulder county in general. But, perhaps I am missing the point. The plan is to further constrict traffic in and out of Boulder in the hopes that they will take a bus! I should have known! Sorry guys, if this is your plan, it just won't work. If anything, the increased frustration in drivers will only put bicyclers at further risk. Who thinks of these things? Paul Hauser
Peter	6/11/2015	Online Comment form	55th Street,63rd Street	1	1			negative	auto congestion		This might be the worst idea the City has come up with to date, and that is really saying something. If anyone working at the City has been on 55th Street or 63rd Street during rush hour, you'll know there is no way to turn onto these streets. Traffic is already backed up blocking side streets from turning onto them. Reducing lanes on these streets will make them even more impassable than they are today. How are families supposed to go to and from school, work, sports or music activities around Boulder on a bike? Biking might work great for empty-nesters or college kids, but it is not great for everyone. When our roads are icy, do you expect people will be biking on them?
Peter	6/11/2015	Online Comment form	55th Street	1				negative	auto congestion		unequivocal and strenuous objection to the proposed elimination of vehicle traffic lanes on 55th Street street. My wife and I both work for an employer in the 2300 block of 55th Street street and our daily commute is twomiles from our home. Driving by car during rush hour, results in an average commute time of 10-minutes. The same commute by bicycle, is about 20-minutes. We predict that if lanes were to be removed from 55th Street, that our bicycle commute would remain the same at around 20-minutes. Adding a buffer zone to the bike lane will not make my bike quicker. Maybe if I worked out more, Iâd be quicker, but probably not by much. We further predict that our vehicle commute would likely be extended to somewhere between 20-30 minutes, if lanes were removed. This would be unacceptable. Our work-life balance is predicated on short commute times e.g. thereâs a reason our home and employer are close by. If we wanted a longer commute, we thought weâd have to move out of Boulder, but this proposal seeks to accomplish that. Our commute hasnât changed for three-years and weâve generally observed perhaps 2-3 bicyclist daily travelling to and fro 55th Street, during rush hour. Boulder certainly has other roadways that see many more bicyclist, but 55th Street is definitely not one of them. Will this change inspire more people to bike? Maybe, but shouldnât that really be a personal choice, rather than one effectively imposed by the City? I have a choice today: During decent weather and if my work and personal schedule does not require the use of a vehicle during the day, Iâll bike. Frankly, we drive to work about 90% of the time, based on weather and other needs that require a car. I donât get it: I hear that about 20,000 cars travel 55th Street daily. Why would you artificially increase their fuel consumption, emissions and wear-and-tear? Travel times on 55th Street and adjoining roadways will increase dramatically, by reducing lanes. I mentioned above that our average (car) travel-time is 10-minutes. Several weeks ago, the city had to accomplish an emergency street repair on 55th Street, right at the north-east corner of 55th Street and Arapahoe. This effectively reduced traffic approaching this area to one lane and it took us over 20-minutes to get to work. With regular frequency, trains crossing 55th Street also conspire to increase travel-time. Some days we wait 5-minutes, other days more or less. Either way, reducing lanes would further exacerbate this condition-never mind the regular frequency of train derailments that which block 55th Street for significantly longer periods of time. Iâm not blaming the trains here, just pointing out an existing factor, which will remain when lanes are reduced. Who pays for road maintenance? Well, I do, through my annual vehicle registration. Do bicyclist pay for road maintenance? Not directly, since they donât pay registration fees. Iâm not saying bicyclist
Phil	6/11/2015	email to Council	All Corridors	1	1	1	1	positive	safety		Dear City Council, I am in France on vacation right now. There are protected bike lanes in most of the cities that are ~50k people and up. It's worth a try in Boulder. Run the experiment on 1 or 2 of the proposed roads, not all 4 to keep everyone happy. Also publish the evaluation metrics that will be used and interim reports. Thank you, Phil Mislinski

Ronald	6/11/2015	email to Council	All Corridors	1	1	1	1	positive	safety	Better for cyclists	As you evaluate the proposals for increasing protected bike lanes as part of the "living labs project" I urge you to think about the long-term interests of the community. We can see from the examples of many other cities around the world that it is possible for society to transition away from an environment that is dominated by cars. I believe that this transition will not be overly painful (as some fear), but even if it is difficult, this should not cause us to avoid the task at hand. We have been looking carefully at these issues for many years. It is time to try. It is time to act. The worst that can happen is we become more educated on the details that we must understand to progress to a sustainable, robust, and prosperous community. Let's try this, and carefully observe the results. Sincerely yours, - Ron
Ryan	6/11/2015	Online Comment form	55th Street	1				negative	auto congestion	existing bike lane	The amount of gridlock in the area will increase 10 fold if there are permanent lane closures on 55th Street street. The amount of cars is only going to increase. There is already a bike path in existence that runs along the creek that runs parallel to 55th Street street. The bike lane addition on Arapahoe at 75th street did nothing to decrease traffic in the area or increase bike usage. In fact all it did was make traffic more congested for commuters are residents alike. There are also large trucks that have to drive through the area to get to the industrial park on central etc etc. This is a terrible idea as anyone who works in the area or lives in the area could tell you.
Sandra	6/11/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion		STOP!!! Boulder has played Mommy and Daddy to bicyclists for too long!! They make Boulder unattractive and they are destructive. If they want their own lane make THEM PAY FOR IT. Make them have INSURANCE so when they RUN in TO YOU in your car they can pay for the damages. MAKE THEM PAY licensing costs. Signed SICK OF IT Sandra Combs
Sarah	6/11/2015	Online Comment form	55th Street	1				negative	auto congestion	noise	make the road useless, a traffic nighmare and is a massive waste of money. There are many large trucks (fedex, the chemical plant, etc) that go up and down 55th Street who are slow to turn and will slow traffic. There are the train tracks where trafic already backs up almost to Arap., it is is one lane it will back up past Arap and likley back to Valmont the other direction. Rush hour already brings wait time and 55th Street is not even a major road but more of a middle level traffic road. There are already bike lanes, it is near the Boulder Creek path whcih people can take if they need wider space. This is waste of our tax money and just give people one more reason NOT to want to live or work in Boulder. I own a mid sized company in Boulder. Things like this are why we consider every year moving our 50 employee company and our all our buisisness transactions out of Boulder. DO NOT do this.
Scott	6/11/2015	email to Council	All Corridors	1	1	1	1	positive	Better for cyclists		Good morning, I am writing to express my support for the right-sizing of Iris Avenue, Folsom Street, 55th Street and 63rd Street roads that is being considered next week. I am a daily bike commuter as well as love riding on weekends. I live two blocks from Folsom Street and find that North-South bike connectivity in central Boulder is really difficult. Having Folsom Street include these kinds of protected lanes would make my trips to McGuckin, to visit friends, and run errands much safer. I've also found it really difficult to get from central Boulder to a bike path (such as Goose Creek) in a manner safe enough to do so with a Burly (riding carriage for my young son) — so I currently don't do that and my son misses out on being able to ride with me which is really disappointing. Folsom Street is really a critical component of this to make access to bike trails safer. With this proposal, I would be able to safely tow a Burly from the current Walnut bike lane, to Folsom Street's proposed protected bike lane, and then jump on Goose Creek for some quality time. I think there is just also an issue of transit equity for the community. Many, many service workers who can't afford cars (or to park them at work in the central area) end up biking to work or for errands. We provide so much infrastructure and convenience to cars. I believe this right-sizing effort is modest and necessary gesture towards addressing that current imbalance. I truly feel that cars will not be too inconvenienced and, if they are, that this is a reasonable trade off we can accept as a community in these limited circumstances of the proposal. Thank you for your consideration. Best,
Shannon	6/11/2015	email to Council	All Corridors	1	1	1	1	positive	safety		Echoing Gavin's experiences and comments, I too, support this pilot project. I trailer my 3 year old around on the paths, but I drive when I take her to Target, McGuckins, or Basically anywhere north of Iris Avenue and east of Foothills because I feel unsafe. I'm not anti-car at all and, in fact, think I would be more aware of bikes while behind the wheel if these wider, more visible lanes were in place. I want everyone to be safe! This project is innovative for Boulder, but has proven to be effective in many other cities. Please give it a chance. Thanks, Shannon Cox Baker
Spencer	6/11/2015	Online Comment form	55th Street	1				negative	auto congestion		living in Boulder for the past 5 years. Unfortunately, even though I have a great job, I am getting priced out of town for rent. So, because of the lack of affordable housing, I cannot ride my bike to work, as with many of my colleagues, especially the ones in my age range (mid 20s). Id venture to say that a large portion of the workers in this office park do not or cannot live in Boulder because of the housing situation. By closing this to one lane each way, the amount of traffic will increase. So not only do I not get to live in Boulder, but now it will seem as if I live even further away as I sit in the increased traffic. This is a proposal benefitting the wealthy who can afford to live close to their offices in Boulder. There is a problem with car traffic on this road, but I never see bikes stacked up end to end. If this is meant to encourage biking, then what are we to do when we cant afford to live in Boulder? How did this proposal even get spawned? Have any of the people on the city council ever left an office from Flatirons office park, during rush hour, especially when there is a train? Even with the absence of a train, it has taken me more than 20-30 minutes to travel the two miles from the office to Baseline on 55th Street.
Steve	6/11/2015	email to Council	All Corridors	1	1	1	1	positive	safety		My name is Steve Gebert. I have lived in Boulder since 1968. I support the new protected bike lanes under consideration. For the past 4 years I have ridden my bike 4 times as many miles as my car. If ridding on 63rd Street were safer I probably would not have ever used my car in the past 4 years. Even though I ride a lot, I don't advocate it, in a number of locations such as 63rd Street, for a lot of people, especially with children, because there are safety issues. Boulder has done a great job supporting bikes and I think it has significantly improved the quality of life here. The issue of supporting bike lanes perhaps is a little like supporting the open space initiatives many years ago. While it has been so long that I don't remember the details, I have to believe it appeared to a lot of people as an unnecessary expense and a luxury. 40 years later it turned out to be a pivotal investment in what makes Boulder special. This might be the case here too. I understand the needs of drivers in Boulder, as I have driven in Boulder for 45 years. The issue in my mind is do we want Boulder just to be another town with traffic noise, pollution and congestion, or do we want something different. I believe the city leadership has done a good job preserving the character of Boulder and making it a desirable place to live and I am confident it will continue to. Thanks for listening to my opinion and thanks for all of your hard work!

Steve	6/11/2015	email to Sweeney	Folsom Street				1	unclear	bus delay		Hi All, I read through the technical report on the "rightsizing" of Folsom Street, etc. I could not find any part that detailed the additional delays that would occur with buses on a frequent schedule. Can any of you point me to that? Thanks, Steve Pomerance
Taylor	6/11/2015	email to Council	55th Street	1				positive	safety	communication	Dear Council, My name is Taylor Self, and I regularly ride on 55th Street. I support the pilot project re-allocating some road space from cars to bikes and installing protected and buffered bike lanes because it will make it safer and more pleasant for me and others to ride bikes in the city for everyday transportation. Feeling safer riding my bike will help me to use my bike more frequently. Please let the pilot 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, Taylor Self
Terry	6/11/2015	email to Council	All Corridors	1	1	1	1	unclear	auto congestion		Here is another letter with a suggestion from our neighborhood webpage:
Timothy	6/11/2015	email to Council	All Corridors	1	1	1	1	positive	evidence	Better for cyclists	Dear Council, My name is Tim Morrissey, I am a resident here in Boulder and am just writing you in support of the new bike lanes on Folsom Street as well as the other three proposed streets. I ride daily on Folsom Street from my condo on 30th and Iris Avenue to CU. I fully support the pilot project for multiple reasons: I love that Boulder takes initiative to try new options for a more sustainable future. I encourage you not to listen to the nay sayers and continue you plan on giving this a shot. If this doesn't work, which all data shows it should, we simply go back to the way it was. Don't ever stop experimenting! I used to live in the more desirable area of 10th and Portland. While living there my bike commute was almost exclusively on the creek path which is a most pleasant commute. However, since getting priced out of the neighborhood I am forced to use the narrow bike lanes of 30th or Folsom Street. While these are manageable in the summer months, I know that in the winter months these bike lanes are taken over by snow piles and cars. Not to mention a simple slip of a car could have horrible consequences for myself on my bike. Thus, we need these protected and buffered bike lanes for bike commuters to continue in the winter months. The city is in need of more north to south biking options and the Folsom Street is the most obvious choice. Please let the pilot 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. That is my take on this situation. I hope you appreciate my comments as I appreciate you hard work. Regards,
Timothy	6/11/2015	email to Council	55th Street	1				negative	noise		Dear Council, In general the city's road and traffic experiments of late have been failures at best. The use of non-intuitive traffic lane markings on east bound Pearl Street approaching the 28th Street intersection, and west bound Arapahoe approaching Foothills have resulted in several near misses in traffic accidents with me when I hold the curved or bent lane markings and others, either due to rain or snow obscuring lines, or being from out of town or driving to other visual cues, cross into my lane nearly striking me. Where there were straight lanes the traffic department bent them, confusing and angering motorists. The destruction of east bound Arapahoe from 63rd Street to 75th is a classic example of a failure of use of resources and no better flow of traffic. Again the road use design and markings have left drivers confused, making errors according to road marking and in general making navigation choices counter to intuitive traffic patterns. The best example of this very poorly designed road use and markings is west bound Arapahoe traffic that wants to turn right on 63rd Street. Go try it sometime. Further… on Arapahoe as an example the road was closed/under destruction and reconstruction for 2 years. The cost to taxpayers directly must have been $10,000,000 and indirectly another $10,000,000 in lost productivity. The pollution of 700 days of stop and go traffic and all the off-road diesel burned is an ecological disaster from day one. Even if my facts are wrong the concepts stand. Tearing up a road, using valuable funds, wasting people's time, creating pollution in construction and wasting resources has the one mile rebuild of Arapahoe an economic and environmental disaster. For what? An 8 foot wide sidewalk that no-one walks on? Bike lanes that get little use; more people bike east on Valmont than east on Arapahoe. Significant roadway lanes were set aside for bus lanes; and to be blunt in all the times I have used the road, I haven't seen a bus on it. The wasted engine fuels to neck traffic from 3 lanes to one would be a non-starter if that cost were considered. Millions wasted for no net gain. Hey Go Boulder/Living Lab, here is your experiment. Use your data and do an honest cost and environmental impact study. Just the necking to one lane and stopping and starting of cars at 63rd Street to go east is a net loss environmentally on its own. Leaving two lanes for vehicles from Cherryvale to 75th and not stopping one lane of east bound traffic at 63rd Street and the Vo-Tech school would have been a brilliant savings in vehicle fuels and clean air. Take a minute and picture it . It is clear whoever is making these plans is really not thinking, really not considering the full environmental impact. Not very smart, not very environmentally friendly. In general no one, not even residents who live in the area, are happy about what happened and what exists today.
Todd	6/11/2015	email to Council	All Corridors	1	1	1	1	positive	better for cyclists		To Boulder City Council: I support the proposed plan to "right size" several streets to provide more equitable space for all road users and to improve safety and access, particularly for bicycles. There has been a lot of discussion about Boulder's future growth recently including proposals to increase population density within the city. Bicycle transportation infrastructure needs to be a significant factor in all growth schemes in order to keep Boulder as livable as possible. I've read that bicycle transportation in Boulder is better than many U.S. cities, but with the exception of downtown, the CU campus and some MUP's, bicycle use in daily activities is negligible. I encourage the city council to keep moving past the existing transportation model and continue to make choices that will improve the quality of life in Boulder. Many people that live in Boulder are attached to their car-centric life styles and do not want to see changes that they perceive as threats to their choices. Their vocal support of maintaining the unsupportable transportation status-quo is akin to those who can't see the future in a municipal utility. Planning decisions that emphasize bicycles, pedestrians, and mass-transit while de-emphasizing personal cars will benefit all of Boulder' citizens. Those benefits include helping us to reach our reduced emissions goals, improving personal health through exercise and enjoying a stronger connection with our neighborhoods.

Tracy	6/11/2015	email to Council	All Corridors	1	1	1	1	positive	safety	Better for cyclists	I commute every day to downtown Boulder from north Boulder and strongly support the rightsizing project, particularly for Folsom Street. There are five major north-south commuter streets across Boulder: Foothills Parkway, 30th, 28th, Folsom Street, and Broadway. Only two of those are appropriate for bike commuters, Folsom Street and 30th. For those of us who work west of 28th, it's Folsom Street, and that's it. Unfortunately, the bike lane on Folsom Street, which I ride every day, is too narrow to be truly safe for bicyclists. As I'm sure you have measured, there are quite a few of us in that bike lane, as well. A protected bike lane is a perfect improvement to both protect current commuters and encourage others. Best regards, Tracy Earles
Trevor	6/11/2015	email to Council	Iris Avenue			1		negative	existing bike lane		City Council: I am writing to urge you not to "right-size" Iris Avenue from Broadway to 26th. There is no need for it as a bike commuting thoroughfare as Kalmia, Hawthorne, and Grape are safer streets for cyclists. Furthermore, there is no way parents are sending their kids to make a left turn on Iris Avenue, especially not if cars are stacked up even more than they are now because there is only one lane in each direction. Many of the advantages of right-sizing a street do not apply to Iris Avenue. Pedestrian traffic is minimal, so there is little benefit in the advantages to pedestrians. There is no commercial property in that stretch, so the economic value is non-existent. It snows in the winter here, when very few people ride their bikes at all. Do we want cars speeding down Grape, Kalmia, and other East-West residential streets to avoid backups on Iris Avenue? Why not keep the cars on Iris Avenue and encourage cyclists to use other avenues. If this plan must go forward, the Council would be remiss not to have clearly defined parameters for "success" and "failure." If this really is a trial period (an expensive trial), there should be a date and a measurement where we decide to keep the new system or revert to the old. Money would be much better spent, if we really need to spend money, clearly marking main East-West and North-South bike paths, whether it's 13th street, 19th street, Kalmia, or Mapleton. Thank you for your consideration.
Andy	6/10/2015	email to Council	Folsom Street,Iris Avenue			1	1	positive	safety		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 Street will allow quite a bit of turning traffic to stop without holding up traffic. Better for drivers. The Current condition effectively narrows Folsom Street 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
Angela	6/10/2015	email to Council	Folsom Street				1	negative	Future Growth	auto congestion	Folsom Street and other nearby streets. I don't feel like this concept is considering the growth happening in this community: new apt. complexes on 28th (Luminare), the depot area and others in the works. Not to mention 300 Google employees who will be travelling to their jobs. I have lived in my building for 13 years and have seen the congestion grow dramatically as 29th Street mall was re-vamped and dense new condo/apt. buildings have been built. It is a crawl down 28th and Folsom Street during rush hour. I don't think it is realistic that enough people will ride their bikes on these busy streets to compensate for the loss of car lanes. Please re-consider this plan. I would suggest focusing more on improving the sidewalks for walking than trying to make these congested streets more appealing to cyclists. Angela Bevacqua
Anonymous	6/10/2015	Online Comment form	55th Street	1				negative	access	outreach	I have a small business at 5757 Central Ave and I as well as my employees use the 55th Street street corridor most every day. I think you are taking a step backwards in reducing 55th Street 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 stop for traffic signals and they wonâ€™t have to be looking over their shoulder when they run the red lights. 2) Maybe make 55th Street 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 Street St. 4) Please make the sidewalks along 55th Street wider since the narrow sidewalks don't encourage me or my employees to take a walk along 55th Street street. Maybe take that extra lane when reducing it to one-way for a pedestrian walk way. 5) Completely close off 55th Street to automobile traffic and create park-n-rides at each end of 55th Street 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 wonâ€™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.
Bobbie	6/10/2015	Online Comment form	Iris Avenue			1		negative	neighborhood cut throu	auto congestion	I am opposed to this plan. I live off of Iris Avenue near the intersection of Broadway and Iris Avenue. I frequently must travel that route by vehicle. Iris Avenue and especially the Broadway/Iris Avenue 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 Avenue 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 Avenue and drive the side streets, especially Hawthorn, which some will access from my street, increasing the danger on my street. Please reject this plan.
Caitline	6/10/2015	Online Comment form	55th Street	1				negative	auto congestion		Has anyone in the Living Laboratory visited 55th Street 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 Street 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.
Carol	6/10/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion		Dear Council: With the incredible traffic congestion that is clogging our city, I have to ask you - are you certain that the reasons for making more streets accessible to bikes has been truthfully presented to you? Have you confirmed the percentage of bicyclists who use bike lanes for recreation purposes vs those who truly use them to commute and cut down on car traffic? Carol Setters

Carolun	6/10/2015	email to Council	All Corridors	1	1	1	1	negative	safety	future growth	I see the cyclist contingency along with the blessings of transportation have decided to move forward on "right sizing". This is the wrong decision for several reasons. 1. "should make bike commuting safer and more appealing to groups that ride less now, older people, women, families with children." I fall into two of those categories, older people and woman and at this point in my life I won't be getting back on a bike, for any reason. 2. Okay, so suppose the wider, safer bike lane is appealing. But what happens when you leave the safety of these sections to get to your destination, or how do we get from home to these safe havens for that matter? 3. Boulder is going through a growth spurt. You can see it in the massive apartment building and we've yet to accommodate the incoming Google crowd. Why, WHY would transportation consider shutting down major lanes at a time like this? There may be cities, countries around the world that function primarily with bikes, but my guess is that's the way it's always been and it's set up for that. What is being proposed here is a cobble of sections (one of which I use daily from my house) to be rolled back to something that never was nor intended to be at a time when we are increasing the size of Hwy 36 to accommodate MORE traffic. This backwards retrofit will only further congestion. Carolyn Usher 2210 Balsam Dr
Cindy	6/10/2015	email to Council	Iris Avenue			1		negative	auto congestion	Cant use bike	I am very much opposed to reducing the lanes on Iris Avenue to 1 lane each direction. I live in north Boulder and use Iris Avenue as my east - west corridor when going to Longmont, Lafayette, Louisville, Niwot and Denver. I take Iris Avenue to Foothills Parkway to go south out of town. Iris Avenue 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 Avenue, 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 Avenue, 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
Clove	6/10/2015	email to Council	Folsom Street,Iris Avenue			1	1	negative	existing bike lane	auto congestion	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
Denise	6/10/2015	email to Council	All Corridors	1	1	1	1	negative	neighborhood cut throu	auto congestion	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 Avenue 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 Avenue is also bumper to bumper in both lanes, east of Folsom Street, you can't even get out of the Safeway parking lot! I rarely see a cyclist on Iris Avenue, 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
Donna	6/10/2015	email to Council	Folsom Street,Iris Avenue			1	1	negative	neighborhood cut through		We live on S. Cloverleaf Drive and are very much against the proposed "right sizing" on Folsom Street and Iris Avenue. 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 land Iris Avenue and Folsom Street. Fixing pot holes and creating more skip and hop bus routes would be our choice. Donna Baase Chris Mayne
Gina	6/10/2015	email to Council	All Corridors	1	1	1	1	unclear	auto congestion		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
Ginny	6/10/2015	email to Council	Iris Avenue			1		negative	auto congestion	neighborhood cut throug	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 Avenue. 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
Gregory	6/10/2015	email to Council	55th Street	1				negative	auto congestion	existing bike lane	While most of the other streets seem like a reasonable plan (Folsom Street in particular), I wonder about 55th Street. I have never had a problem in that bike lzne. Well related to cars, no problem, the railroad crossing is atrocious and there is always so much debris. However, 55th Street does get very busy with vehicle traffic since it provides the only access to the tech park. Cutting vehicle room on 55th Street 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 Street- definitely useful since it is dangerous biking 55th Street- definitely not a good idea based on other options Iris Avenue or 63, no strong opinion. I have never had any problems biking or driving on those.

Jennifer	6/10/2015	Online Comment form	All Corridors	1	1	1	1	negative	safety		I've been an avid commuter & recreational cyclist for over a decade and ride Folsom Street 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 Street). 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 Street 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.
John	6/10/2015	email to Council	All Corridors	1	1	1	1	unclear	safety		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 Street & 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 Avenue 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 Street past 55th Street street and west to Arapahoe. What could be more safe then 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
Jon	6/10/2015	email to Council	Folsom Street				1	negative	auto congestion		KEEP Folsom Street THE WAY OT IT IS PLEASE! THANK YOU Jon Hatch
Joy	6/10/2015	Online Comment form	55th Street	1				negative	noise	auto congestion	As a person that has driven 55th Street 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.
Karla	6/10/2015	email to Council	Folsom Street,Iris Avenue			1	1	negative	auto congestion		Councilmembers, I am writing to express my extreme opposition to the idea of changing Folsom Street and Iris Avenue 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
Kim	6/10/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion		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
Linda	6/10/2015	email to Council	All Corridors	1	1	1	1	negative	existing bike lane	auto congestion	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 Avenue between Broadway and Folsom Street, 55th Street Street between Arapahoe Avenue and Pearl Parkway and 63rd Street 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

Mary	6/10/2015	email to Council	Iris Avenue			1		negative	Future Growth	Cant use bike	I'm troubled with the voices that speak to "people first" = right-sizing main thoroughfares (i.e. Iris Avenue) to facilitate safer everyday transportation for the "non-athlete" resident. The judgmental tones of these voices is biased towards their personal values that they are imposing on others. I speak for "people first" = the many for whom cars are essential for everyday functioning - those who may recreationally bike and/or participate in other health-enhancing physical endeavors. The former voices seems to think car-centered residents need to get healthier. We are physically active and cannot be assumed to need an increase in healthfulness! What consumer data tells us increasing the bike lanes will lead to a measurable increase in biking for daily general transportation on these streets for the "non-athlete". What survey data tells us "most residents support" right-sizing main thoroughfares? Is the choir speaking and listening to the choir? Living in north Boulder, I cross the Hawthorn/Iris Avenue intersection daily and sometimes multiple times. Potential impact of idling cars on air quality? If one-lane congestion and delays at the turns onto Broadway become unreasonable, an alternative will be to drive other through streets, such as Balsam/Edgewood/Valmont. When the Diagonal or the 28th/Iris Avenue/30th stores are the destination, does it make sense to drive a couple extra miles to avoid congestion? What about the families that need to access the 2 elementary schools off Iris Avenue in a timesensitive manner? As the population of Boulder ages, how many of those elders are going to be biking for general transportation? Most can't bike pounds of groceries, bike many miles to a medical appointment or bike to CHARM. I can't bike an elderly volunteer to our weekly volunteer commitment. (I do have an EcoPass & take the Skip when practical and reasonable.) Let's think forward.... Thank you for listening. Please consider the needs of everyone - most of whom are concerned about their carbon footprints.
Maura	6/10/2015	email to Council	Folsom Street,Iris Avenue			1	1	negative	existing bike lane		Dear Boulder City Council, I am writing to express my opposition to the plan to convert Iris Avenue 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 Avenue is a bad idea: 1. There is no need for another route between Folsom Street and Broadway near Iris Avenue. I live on Kingwood and I frequently biked to 30th and Pearl (before getting pregnant). I biked on Iris Avenue 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 Street. 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 Avenue 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 math, not any information from the city. There should be clear way-finding to Kalmia and Grape from Broadway and Folsom Street (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 now know about 13th street. We don't need to change the infrastructure around Iris Avenue, we need to change how we communicate the existing and safe bikeways. 3. I used to live at 22nd and Iris Avenue, where making a left turn onto Iris Avenue 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 Avenue in the plan. We should be considering data when it comes to spending time and money, rather than dreams of families cruising down Iris Avenue 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 Avenue 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 Avenue 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 Avenue as there are plenty of other options. Sincerely, Maura Dudley
Michael	6/10/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion	environment	support the creation more, better and safer bikeways, BUT not at the expense of reduced surface roadways for cars. While we hope bike use will increase, the plain fact is that automobile traffic will also increase. If you've ever tried to drive in Austin, San Francisco or Boston, you know the results of gridlock. Traffic congestion impairs efficiency and productivity (whether you work inside the home, outside the home, or both). Frustration is, in and of itself, a health hazard. Frustrated drivers are under greater stress and health risk, and anger leads to road rage. Cars sitting in traffic produce C O2 (that bikers breathe), and spend more time producing it and obtain lesser gas mileage. Congestion is plainly bad for the environment. Let's find other ways to promote safer bikeways not at the expense of the environment. Michael Shea
Mike	6/10/2015	email to Council	All Corridors	1	1	1	1	positive	safety		Hello, I would be in favor of expanding bike lanes. However, I would like to see bikes banned from some sidewalks where they are now allowed. I am a walker and I feel that the pedestrian has lost the right of way. Thank You, Mike Bogira
Mike	6/10/2015	email to Council	Folsom Street				1	negative	auto congestion		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 Street 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
Morgan	6/10/2015	email to Council	All Corridors	1	1	1	1	positive	safety		As a local citizen of Boulder, I want to express my fullest support for the Rightsizing Boulder Streets Pilot Project. I am proud to live and work in a city that continues to support human transportation, in all it's forms. This project in particular is noteworthy because of the measurable safety improvements that it can bring to our community. I am a strong believer that the safety benefits of projects such as those proposed in this Rightsizing Pilot Project will be felt not only by the people using bikes, but by the people driving cars/trucks/buses/motorcycles/etc. as well. I look forward to evidenceing out all of the pilot projects, but am especially excited for the Folsom Street project, where I commute on a weekly basis. I hope that you all choose to support these projects, in full. Thank you, -- Morgan Shimabuku

Mozelle	6/10/2015	email to Council	Iris Avenue			1		negative	existing bike lane	neighborhood cut throug	Wrong-Sizing of Iris Avenue 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 Avenue, 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 Avenue? 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 Avenue. 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 Avenue into neighborhoods and maybe some bikes onto Iris Avenue. 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 Avenue 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 Avenue. 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 Avenue 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 Avenue. 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 Avenue 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
Nicole	6/10/2015	email to Council	Iris Avenue			1		negative	auto congestion		I live on Kalmia off of Iris Avenue 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 experiemt 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
Pieter	6/10/2015	email to Council	Folsom Street,Iris Avenue			1	1	positive	evidence		Fortunately, I have never had a collision with a motorized vehicle, but have had near-collisions at street intersections when cars making a right turn have almost cut me off. The addition of bicycle lanes on 30th Street improved my commute tremendously, and that size lane is, quite frankly, good enough. I don't think that making the lanes wider and adding barriers are going to make them that much safer. Those of us who commute by bicycle are too few to justify reducing car lanes, particularly on Iris Avenue. I think it is advisable to perform a one-week evidence using cones to determine what will happen on both Iris Avenue and Folsom Street. To be a good evidence, it should be done when schools and the University are in session. Sincerely, Pieter L. van der Mersch
Richard	6/10/2015	email to Council	Iris Avenue			1		negative	Future Growth	neighborhood cut throug	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 Avenue Ave. proposal is NOT a good idea, and I'm sceptical regarding Folsom Street but it May be worth an experiment. I bike on Folsom Street quite a bit and rarely on Iris Avenue. Regarding Iris Avenue 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 Avenue intersections with 28th street. From Iris Avenue 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 and low success probability of the Iris Avenue project. Now Folsom Street. First we have the Elmer's Two Mile and Goose Creek multi purpose paths the that are a great biking conduit from Folsom Street 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 REl shopping area, McGukkins and Sprouts It is also easy from Folsom Street to connect on Mappleton, Pine and Spruce and into the downtown area. Folsom Street has quite serviceable bike lanes in either direction from Arapahoe to Iris Avenue, 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 Street. 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
Richard	6/10/2015	email to Council	Iris Avenue			1		unclear	auto congestion	auto congestion	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 Avenue Ave. proposal is NOT a good idea, and I'm sceptical regarding Folsom Street but it May be worth an experiment. I bike on Folsom Street quite a bit and rarely on Iris Avenue. Regarding Iris Avenue 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 Avenue intersections with 28th street. From Iris Avenue 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 and low success probability of the Iris Avenue project. Now Folsom Street. First we have the Elmer's Two Mile and Goose Creek multi purpose paths the that are a great biking conduit from Folsom Street 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 REl shopping area, McGukkins and Sprouts It is also easy from Folsom Street to connect on Mappleton, Pine and Spruce and into the downtown area. Folsom Street has quite serviceable bike lanes in either direction from Arapahoe to Iris Avenue, 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 Street. 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

Ronald	6/10/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion		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 if 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 positiveintentions.
Sama	6/10/2015	email to Council	Folsom Street,Iris Avenue			1	1	negative	auto congestion		Hi, I received notice that there is some discussion related to narrowing Folsom Street and Iris Avenue 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 Street and Iris Avenue 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
Stephen	6/10/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion		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
Steve	6/10/2015	email to Council	All Corridors	1	1	1	1	negative	neighborhood cut throu	auto congestion	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 evidence programs where we had to show quantifiable results for items we evidenceed 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 Street 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 Street 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 Street 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
Sussane	6/10/2015	Online Comment form	55th Street	1				negative	auto congestion		The 55th Street 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.
Terry	6/10/2015	email to Council	All Corridors	1	1	1	1	negative	no bikers	auto congestion	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 Avenue, Folsom Street, or 55th Street 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 Avenue to Folsom Street. 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 Avenue 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 Avenue. As a mother, I would NEVER have considered bringing 2 kids on bikes on Iris Avenue, 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 Avenue. 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	6/10/2015	email to Council	All Corridors	1	1	1	1	unclear	auto congestion		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 Avenue 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 Avenue from broadway to Folsom Street 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.I 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 roots - then please suggest it. I am not writing tol 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
Thomas	6/10/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion	cant bike	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 listserve, the folks in Melody-Catalpa are seriously concerned about the impacts this plan for Iris Avenue will have on our neighborhood, forcing cars off Iris Avenue 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 Avenue and Folsom Street. 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
Tim	6/10/2015	email	Iris Avenue			1		negative	existing bike lane		Dear City Council Members, I am writing in regards to the proposed lane closure on Iris Avenue 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 Avenue in order to accommodate another bike lane. Anyone who wiches 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 Avenue 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 patas, this will be much more effective and less costly than adding another bike lane. Tim Ryan
Timothy	6/10/2015	email to Council	All Corridors	1	1	1	1	positive	evidence		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 Avenue 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
Tom	6/10/2015	email to Council	Folsom Street				1	negative	auto congestion		While I understand the need to make Boulder more bike and pedestrian friendly, I think that using a lane of Folsom Street 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
Aaron	6/9/2015	email to Council	All Corridors	1	1	1	1	positive	safety	Better for cyclists	Hello, My name is Aaron Johnson, and I regularly ride on all of the proposed corridors, and 55th Street 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
Amaraja	6/9/2015	Facebook	All corridors	1	1	1	1	negative	auto congestion		I hope bicyclist are paying for this. It's absolutely ridiculous to pay the taxes to drive a car in Boulder just to have that money go to accommodating bicyclists. Money would be better used for public transportation for everyone (handicap included) and even producing electronic Tuk Tuks around the city. If buses ran every 10 minutes and in more areas, then working on more bike lanes would be a viable option. People don't even want to visit Boulder anyone because of the horrible traffic.
Amy	6/9/2015	email to Council	All Corridors	1	1	1	1	positive	safety		Attached please find a letter of support with regards to the right-sizing street demonstration projects. Thank you. -- Amy Morfas
Anne	6/9/2015	email to Council	Iris Avenue			1		negative	auto congestion		Dear Board members, I would like to express my objection to the closing of lanes on Iris Avenue 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
Art	6/9/2015	email to Council	Folsom Street				1	unclear	safety		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 Street 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 Street 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
Ben	6/9/2015	Online Comment form	55th Street	1				negative	existing bike lane	cost	As a small business owner that has property off 55th Street and central, I strongly appose 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 citys claims is preposterous. I do not want this to be done on 55th Street near my place of business. Please listen to the people of boulder and do not implement this program.
Betty	6/9/2015	email to Council	Folsom Street				1	negative	auto congestion		Dear City Council-I am strongly against making Folsom Street St, in Boulder a two lane street and widening the bike lanes. I live in a Horizon West condominium on Folsom Street 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 Street 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
Bob	6/9/2015	email to Council	Iris Avenue			1		unclear	cost		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
Brenda	6/9/2015	email to Council	63rd Street,Iris Avenue		1		1	negative	auto congestion		I DO NOT support the rightsizing plan for 63rd Street street or Iris Avenue. Reducing traffic lanes on those streets will make the congestion mluch worse and make those streets less safe. Brenda Slade

Brian	6/9/2015	email to Council	Folsom Street,Iris Avenue			1	1	negative	auto congestion	existing bike lane	I am against the plan to re-purpose the vehicle lanes for bikes, particularly on Iris Avenue and Folsom Street. 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
Britt	6/9/2015	email to Council	All Corridors	1	1	1	1	negative	existing bike lane	auto congestion	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 is 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!
Carolyn	6/9/2015	email to Council	Folsom Street,Iris Avenue			1	1	negative	auto congestion	cant bike	Hello, I am writing to voice my EXTREME dislike of "right sizing" certain streets in Boulder. As someone who uses both Iris Avenue and Folsom Street on a nearly daily basis, it makes absolutely no sense to me why you would do this. Have you been at Arapahoe and Folsom Street during rush hour? Have you been at Iris Avenue 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 Street 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
Carroll	6/9/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion	neighborhood cut throug	To the members of Council: I adamantly oppose the changes to Iris Avenue, Folsom Street, 55th Street St and 63rd Street 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 Street or Iris Avenue. I respectfully request that you reconsider your position. Carroll McCorkle
Casey	6/9/2015	email to Council	Iris Avenue			1		negative	auto congestion		Council, the idea of turning Iris Avenue into a two lane road is very bad. I remember when I was a kid many, many years ago and Iris Avenue 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 Avenue 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.
Chris	6/9/2015	Online Comment form	55th Street	1				negative	cost	train	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 useage!
Dan	6/9/2015	email to Council	55th Street	1				negative	auto congestion		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 Street 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
DB	6/9/2015	email to Council	Folsom Street,Iris Avenue			1	1	negative	auto congestion		Having lived in North Boulder for 30+ years, I cannot imagine you would even consider changing Iris Avenue 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
Deborah	6/9/2015	email to Council	Folsom Street,Iris Avenue			1	1	negative	winter	cant bike	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 though 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 Avenue and Folsom Street frequently -- there are few alternate roadways that would be effective in offseting the traffic problems these streets will experience under the proposed plan. I think that many motorists will seek alternate neighborhood routes as Folsom Street and Iris Avenue, 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
Dom	6/9/2015	email to Council	All Corridors	1	1	1	1	positive	safety		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 nationals 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/ 2. Complete Streets: Prince Avenue. Improving Road Efficiency. http://compleevidencereetsprince.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. http://nacto.org/docs/usdg/conversion_of_four_lane_undivided_urban_roadways.pdf 6. Kittleson and Associates (2011). Road Diet White Paper. http://www.ashland.or.us/Files/Road%20Diets%20White%20Paper.pdf 7. Libby Thomas, Senior Associate, UNC HSRC (2013). Road Diet Conversions: A Synthesis of safety Research, May 2013. http://katana.hsrc.unc.edu/cms/downloads/WhitePaper_RoadDiets_PBIC.pdf 8. Gates, T. J., Noyce, D.A., Talada, V., & Hill, L. (2007). The safety and operational effects of "road diet" conversions in Minnesota. Washington, D.C.: Transportation Research Board. http://pubsindex.trb.org/document/view/default.asp?tbid=801948 9. McCormick, C. York Blvd: The Economics of a Road Diet. http://la.streetsblog.org/wp-content/pdf/york_blvd_final_report_compress.pdf 10. National Complete Streets Coalition (2010). Ease Congestion. http://www.smartgrowthamerica.org/compleevidencereets/ implementation/factsheets/ease-congestion 11. Oregon Department of Transportation (2013). Systematic safety Measures: Road Diet http://www.oregon.gov/ODOT/HWY/TRAFFICROADWAY/ docs/pdf/RoadDiets.pdf 12. Oregon Department of Transportation (2012). Talent Area Road Diet Analysis http://www.oregon.gov/ODOT/HWY/REGION3/docs/OR99TMRoadDietDRAFT09- 04-12.pdf 13. Pedsafe. Lane Reduction (Road Diet) http://www.pedbikesafe.org/PEDSAFE/countermeasures_detail.cfm?CM_NUM=19 14. Rosales, J.A (2007). Road Diet Handbook - Overview http://www.oregonite.org/2007D6/paper_review/D4_201_Rosales_paper.pdf 15. Tan, C. H. (2011). Going on a Road Diet https://www.fhwa.dot.gov/publications/publicroads/11septoct/05.cfm 16. U.S. Department of Transportation, Federal Highway Administration. Proven safety Countermeasures: "Road Diet" (Roadway Reconfiguration). http://safety.fhwa.dot.gov/provencountermeasures/fhwa_sa_12_013.htm 17. U.S. Department of

Doug	6/9/2015	email to Council	Iris Avenue			1		negative	auto congestion	neighborhood cut throug	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 Avenue. However you cannot now try and do another 'great thing' by reducing Iris Avenue'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 Avenue, 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 Avenue 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 Avenue 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 Avenue 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 Avenue 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 Avenue. 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
Fkirent	6/9/2015	email to Council	Folsom Street				1	unclear	auto congestion		I commute by bike about 150 day per year between north Boulder (Holiday neighborhood) and south Boulder (Broadway/27th way) . The most direct and the fasevidence path is via Folsom Street 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.
Frank	6/9/2015	email to Council	Iris Avenue			1		negative	cost	auto congestion	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 Avenue 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 Avenue 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 Avenue 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 Avenue 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 Avenue 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
Gerard	6/9/2015	email to Council	Iris Avenue			1		negative	cant bike	enviro	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 Avenue 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 Avenue 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 Avenue. If you go south on Broadway during rush hour and want to take a left onto Iris Avenue, 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 Avenue 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 Avenue 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 Avenue will not be continuous, especially as you drive east approaching Folsom Street 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 Avenue is well served by these paths, and that is why there currently is not much bicycle traffic on Iris Avenue. 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 Avenue. Also, discuss them with the transportation department. Thank you very much. Respectfully, Gerard Kelly
Jason	6/9/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion		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 Street between Arapahoe and Valmont, I see no reason for creating extreme traffic bottlenecks to keep bikers safe. Iris Avenue 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 Street and Central Ave. 90% of our employees have a 20 min commute or longer. They most enter east from Valmont, 63rd Street, and Arapahoe. No-one bikes. 1000's of employees use 55th Street 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 Avenue between Broadway and Folsom Street, 55th Street Street between Arapahoe Avenue and Pearl Parkway and 63rd Street Street between Gunbarrel Avenue/Nautilus Drive and Lookout Road." Jason Beaubier
Jeff	6/9/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion	cant bike	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.

Jennifer	6/9/2015	email to Council	All Corridors	1	1	1	1	negative	cant bike		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 Avenue, by far the fasevidence 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
John	6/9/2015	email to Council	Iris Avenue			1		negative	cant bike	auto congestion	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 Avenue 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
Jon	6/9/2015	email to Council	Iris Avenue			1		negative	safety	auto congestion	I think this idea for lane closures on Iris Avenue is a BAD idea. Please reconsider!
Julie	6/9/2015	email to Council	Iris Avenue			1		negative	auto congestion		I've heard of plans to add bike lanes and remove driving lanes on Iris Avenue avenue. I think this is a terrible idea. The traffic during peak hours on Iris Avenue is already very challenging. Everyone in Boulder comes to practically a stop when making a right hand turn and Iris Avenue will become backed up if cars cannot go around easily. It already happens with the two lanes heading east bound at Folsom Street. Iris Avenue 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
Kay	6/9/2015	email to Council	Iris Avenue			1		negative	auto congestion		Dear City Council: The proposed evidenceing of more robust bike lanes on Iris Avenue 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 Avenue 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
Kay	6/9/2015	email to Council	Folsom Street				1	positive	better for cyclists	evidence	Hello, I am writing to voice approval for 'evidenceing' 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 Street 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 Street as a way to access the Creek Path. I don't ride Iris Avenue and find other ways to thread my way east/west in north Boulder because I would not like to ride on Iris Avenue as it is now. A direct route along Iris Avenue 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
Keith	6/9/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion		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,
Lisa	6/9/2015	Online Comment form	55th Street	1				negative	existing bike lane	auto congestion	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 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.
Lynn	6/9/2015	email to Council	Folsom Street,Iris Avenue			1	1	negative	auto congestion		Dear Council Members, It has recently come to my attention the subject of narrowing down Folsom Street & Iris Avenue Avenue to benefit the increase in width for the existing bike lane. I would urge you to NOT consider this change. Both Folsom Street and Iris Avenue 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 Street will push drivers to other roads causing even more traffic. Many thanks for your attention to this matter. Sincerely, Lynn Ryan North Boulder resident
Mark	6/9/2015	email to Council	All Corridors	1	1	1	1	positive	safety		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;
Marty	6/9/2015	email to Marni	55th Street	1				negative	existing bike lane	cost	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 Street 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 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
Mary	6/9/2015	email to Council	Folsom Street				1	negative	auto congestion	cant bike	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 Avenue, 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 Avenue from Folsom Street to Broadway when there are already bike lanes on Iris Avenue. What sense does it make to change Iris Avenue when going South from Iris Avenue onto Broadway there are NO bikes lanes to get down to Pearl St business district. Big mistake please reconsider this plan. Thank you Mary
Matthew	6/9/2015	email to TAB	All Corridors	1	1	1	1	unclear	auto congestion	safety	Dear Rene Lopez, I am a resident who will be affected by the lane repurposing evidence 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 evidence? 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

Michael	6/9/2015	email to Council	55th Street	1				negative	auto congestion		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 Street Ave. Why do you want to make traffic in and out of Boulder worse? Foothills Pkwy during rush hour is a mess, and 55th Street 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 Street 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 Street 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 Street 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
Milos	6/9/2015	email to Council	All Corridors	1	1	1	1	unclear	cost		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.
Natalie	6/9/2015	Online Comment form	Folsom Street,Iris Avenue			1	1	positive	better for cyclists	bike path connections	I can't wait for these paths! I feel the one on Iris Avenue 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.
Neal	6/9/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion	existing bike lane	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
Peter	6/9/2015	email to Council	Folsom Street,Iris Avenue			1	1	negative	auto congestion	neighborhood cut throug	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 Street St and Iris Avenue Ave don't seem to take into account the situation faced by drivers or nearby residents. Iris Avenue 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 Street'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
Peter	6/9/2015	Facebook	All corridors	1	1	1	1	negative	auto congestion		Many of us in the Melody/Catalpa neighborhood are concerned about potential additional traffic on our side streets. I should also add that in 30 years of living in Boulder County I have yet to see any of these projects get anyone out of their cars. Working with RTD to expend the Eco-Pass program would be more effective, as would focusing efforts on expanding the side street bike route network.
Phylis	6/9/2015	Online Comment form	55th Street	1				negative	auto congestion		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.
Randy	6/9/2015	email to Council	Folsom Street				1	negative	auto congestion	winter maintaince	Dear Council Members, I would like to share my view about "right-sizing". I would like to proevidence the proposed changes to Iris Avenue Avenue from Broadway to Folsom Street. 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 Avenue west from 28th Street past Folsom Street in the evening. What will happen with clearing snow on Iris Avenue during the winter? I'd also like to proevidence the proposed changes on Folsom Street but only from Canyon to Arapahoe. It is already difficult to turn east on Arapahoe from Folsom Street. Please remember that many of us don't have the luxury to ride a bike, especially for work. Sincerely, Randy Crittenden
Rich	6/9/2015	email to Council	Folsom Street				1	negative	auto congestion		I work on Folsom Street and travel it everyday. The current configuration of car lanes and bike lanes works just fine. Narrowing Folsom Street will be a disaster for traffic flow and is the worst idea in transportation history. Rich Gribbon
Ryan	6/9/2015	Online Comment form	All Corridors	1	1	1	1	negative	auto congestion		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.
Rylan	6/9/2015	email to Council	All Corridors	1	1	1	1	positive	better for cyclists		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
Sarabeth	6/9/2015	email to Council	Folsom Street				1	negative	auto congestion		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 Street, 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 Street 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
Shoni	6/9/2015	email to Council	Iris Avenue			1		negative	auto congestion	existing bike lane	I oppose the one lane proposal for Iris Avenue. 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
Staphanie	6/9/2015	email to Council	Iris Avenue			1		negative	auto congestion	safety	To Whom It May Concern I am very distressed and upset to hear about the impeding plan to reduce car lanes and increase bike lanes on some major Boulder streets including Iris Avenue Avenue. I live off Wonderland Avenue and travel very frequently on Iris Avenue 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 Avenue 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 Avenue 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 positiveresponses. 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
Stephen	6/9/2015	Facebook	All corridors	1	1	1	1	negative	auto congestion		Multiple times in the video it shows the bus stopping in the bike lane to pickup riders. This stop at Arapahoe and Canyon is in really bad shape. After every snow or rain storm, there are lots of large potholes in the bike lane. First thing is to fix all the potholes in the bike lane along Folsom Street. The lack of road maintenance forces riders out into the car lanes. Stop building at Boulder Junction and spend that money on our current roads.
Steve	6/9/2015	email to Council	Iris Avenue			1		unclear	auto congestion	environment	To All Council Members; I am aware of the proposed changes to decrease traffic (car) lanes on Iris Avenue Ave between Broadway and Folsom Street 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 Avenue almost everyday to access Broadway. Observing bicycle traffic both West and Eastbound on Iris Avenue, 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 Avenue 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 Avenue 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 Avenue Ave). Sincerely, Steve Eckert
Steve	6/9/2015	email to Council	All Corridors	1	1	1	1	unclear	auto congestion	safety	Hello, Can you please acknowledge receipt? Will this go into the packet for next Tuesday's meeting? Steve Gaede

Stuart	6/9/2015	email to Council	Folsom Street,Iris Avenue			1	1	negative	auto congestion	neighborhood cut throug	I normally don't write to express my opinions on city council matters, but the proposal to reduce auto traffic lanes on Iris Avenue 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
Susan	6/9/2015	email to Council	Folsom Street,Iris Avenue			1	1	negative	auto congestion		I live in the Wonderland Hill area. I think the idea of closing lanes of Iris Avenue and Folsom Street 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
Susie	6/9/2015	email to Marni	55th Street	1				negative	auto congestion	cant bike	Dear Marni and DK; I am writing to voice my opinion about the proposed changes to diminish driving lanes on 55th Street 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 Street 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 Street (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
Therese	6/9/2015	Facebook	All corridors	1	1	1	1	negative	auto congestion		Sorry, but this will be a nightmare for those of us living NE of 28th & Iris Avenue and trying to get to the west end.
Todd	6/9/2015	email to Council	Folsom Street,Iris Avenue			1	1	negative	auto congestion	existing bike lane	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 Street and Iris Avenue 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 Street 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 Street, then we have a discussion. But what I have seen so far is that obstacles will be placed on Folsom Street 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 Street 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
Tom	6/9/2015	email to Council	Folsom Street				1	negative	existing bike lane	auto congestion	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 Street 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 Street is JUST FINE the way it is! Tom Cohen Re/Max of Boulder, Inc.
Valerie	6/9/2015	Facebook	All corridors	1	1	1	1	negative	auto congestion		Why are the bikes being fed onto a buudy street instead of a quieter, more scenic side streets?
Wendy	6/9/2015	email to Council	Iris Avenue			1		negative	auto congestion		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 evidence this out with cones vs. spending the money then taking it back to what it is now. What is someone thinking? Wendy Dickie
Alice	6/8/2015	Online Comment form	Folsom Street,Iris Avenue			1	1	negative	cant bike	auto congestion	I do not agree that reducing vehicle traffic lanes on Iris Avenue 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 Avenue and Folsom Street 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 Street 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 Street 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 Street as cars have to wait for bicycle traffic to clear before they will be able to make a right turn into the gas station.
Amy	6/8/2015	Online Comment form	Folsom Street,Iris Avenue			1	1	negative	auto congestion	no bikers	I am very opposed to reducing car lanes on Iris Avenue and Folsom Street. 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.
Andrea	6/8/2015	Online Comment form	Iris Avenue			1		negative	cant bike	auto congestion	Removing vehicle lanes on Iris Avenue 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 Avenue 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.
Andria	6/8/2015	Online Comment form	55th Street,63rd Street,Iris Avenue	1	1	1		negative	cant bike	auto congestion	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.

Ann	6/8/2015	email to Council	All Corridors	1	1	1	1	positive	safety	environment	I am writing to support the pilot program of right-sizing roads on Folsom Street, Iris Avenue, 55th Street, and 63rd Street. I bike all these corridors occasionally; I live about a mile from the Folsom Street location and a wider lane would help me feel much safer when I bike this route. I used to bike 55th Street 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
Anonymous	6/8/2015	Online Comment form	55th Street	1				negative	existing Bike lane	auto congestion	I am concerned that you are putting in bike lanes in ares 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 Street 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 Street. 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 Street 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 quite 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.
Anonymous	6/8/2015	Online Comment form	All Corridors	1	1	1	1	negative	auto congestion	cant bike	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?
Archie	6/8/2015	email to Council	All Corridors	1	1	1	1	negative	existing bike lane	auto congestion	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 Street 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 Street St. north of Jay. Archie Smith,
Barbie	6/8/2015	Online Comment form	Iris Avenue			1		negative	auto congestion	cant bike	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.
Bogie	6/8/2015	email to Council	All Corridors	1	1	1	1	positive	safety	traffic speed	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
Bonnie	6/8/2015	Online Comment form	All Corridors	1	1	1	1	negative	auto congestion	cant bike	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.
Chris	6/8/2015	Online Comment form	All Corridors	1	1	1	1	negative	Cost		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!
Christine	6/8/2015	Online Comment form	Folsom Street,Iris Avenue			1	1	negative	auto congestion	neighborhood cut throug	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 Street AND Iris Avenue.
Cindy	6/8/2015	Online Comment form	All Corridors	1	1	1	1	negative	cant bike	auto congestion	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, rain, 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.
Dale	6/8/2015	Online Comment form	55th Street	1				negative	auto congestion		Background: 55yo male; Year-round bike commuter in Boulder for 25+ years. Current commute (~10 years) from ~55th Street and Pennsylvania to Airport Blvd mostly along 55th Street 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 Street 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 Street 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 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
Dan	6/8/2015	Online Comment form	Folsom Street,Iris Avenue			1	1	negative	auto congestion	environment	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.

Dan	6/8/2015	Online Comment form	55th Street	1				negative	auto congestion	existing bike lane	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 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.
Dana	6/8/2015	email	55th Street	1				negative	auto congestion		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 Street. My office window looks onto 55th Street. 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 ill-informed project!
Daniel	6/8/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion		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 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
Dave	6/8/2015	Online Comment form	55th Street	1				negative	auto congestion		Please do not go forward with your plan to reduce vehicle traffic lanes on 55th Street street between Arapahoe and Pearl street. Vehicle traffic on that segment of 55th Street 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 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
Dave	6/8/2015	Online Comment form	All Corridors	1	1	1	1	negative	auto congestion	safety	I think the city is about to make a tremendous mistake if this ludicrous plan is implemented.
David	6/8/2015	Online Comment form	55th Street	1				negative	auto congestion	existing bike lane	Closing 2 traffic lanes on 55th Street 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.
Dominik	6/8/2015	email to Council	Folsom Street,Iris Avenue			1	1	positive	safety	Better for cyclists	My name is Dominik, and I regularly ride on Folsom Street and Iris Avenue. 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
Elaine	6/8/2015	Online Comment form	55th Street	1				negative	auto congestion	safety	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.
Eleanor	6/8/2015	Online Comment form	63rd Street,Folsom Street		1		1	negative	auto congestion	environment	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 Street 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.
Eric	6/8/2015	email to Council	Folsom Street				1	positive	safety	Better for cyclists	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 evidence 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
Glenn	6/8/2015	email to Council	Folsom Street,Iris Avenue			1	1	negative	auto congestion	existing bike lane	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 Street and Iris Avenue, 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.
Glenn	6/8/2015	email to Council	All Corridors	1	1	1	1	positive	better for cyclists		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
Greg	6/8/2015	email to Council	All Corridors	1	1	1	1	positive	safety		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
Hannah	6/8/2015	email to Council	All Corridors	1	1	1	1	positive	better for cyclists	enviro	Hi Everybody, Happy Monday! I am writing in support of the rightsizing pilot projects along Folsom Street, Iris Avenue, 55th Street and 63rd Street 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
Janet	6/8/2015	Online Comment form	All Corridors	1	1	1	1	negative	auto congestion	cant bike	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
Janice	6/8/2015	Online Comment form	All Corridors	1	1	1	1	unclear	Pedestrians		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.

Jason	6/8/2015	email to Council	Folsom Street,Iris Avenue			1	1	positive	evidence		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 Avenue and Folsom Street 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 Avenue and Valmont - specifically, double left turn lanes on Folsom Street onto Arapahoe, and double left turn lanes from Iris Avenue onto Broadway. Thanks. Jason Ramus
Jason	6/8/2015	Online Comment form	Folsom Street,Iris Avenue			1	1	negative	safety		I primarily get around town by bicycle, and I regularly bike the segments of Iris Avenue and Folsom Street 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 Avenue and Folsom Street 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 Avenue, 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 Avenue and Folsom Street for at least several months of the year. Thanks for the opportunity to chime in!
Jeff	6/8/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion	emergency vehicles	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
Jeffrey	6/8/2015	email to Council	Folsom Street				1	positive	better for cyclists	safety	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 Street 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. With 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
Jerry	6/8/2015	Online Comment form	All corridors	1	1	1	1	negative	auto congestion	environment	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.
Jessica	6/8/2015	email to Council	Folsom Street				1	positive	safety		Hello, My name is Jessica and biking is my main mode of transportation around Boulder. I frequently cycle along Folsom Street, 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
Jim	6/8/2015	email to Council	All Corridors	1	1	1	1	positive	safety	evidence	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
John	6/8/2015	email to Council	All Corridors	1	1	1	1	positive	auto congestion	safety	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
John	6/8/2015	Online Comment form	Folsom Street,Iris Avenue			1	1	negative	auto congestion		I strongly oppose this project - particularly as it pertains to Folsom Street and Iris Avenue 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 Avenue 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 Street and Iris Avenue 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?
Jordan	6/8/2015	email to Council	All Corridors	1	1	1	1	positive	safety	encourages cyclist	Dear TAB and Council, I am writing in support of the living labs experiment to right size Folsom Street, 55th Street, 63rd Street and Iris Avenue. 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
Judy	6/8/2015	Online Comment form	55th Street	1				negative	auto congestion		The thought of narrowing 55th Street 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
Karolyn	6/8/2015	Online Comment form	55th Street,Folsom Street,Iris Avenue	1		1	1	negative	auto congestion	cant bike	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!!!!!
Katie	6/8/2015	email to Council	All Corridors	1	1	1	1	positive	safety		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
Katy	6/8/2015	email to Council	All Corridors	1	1	1	1	positive	safety	Better for cyclists	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 Street 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 Street 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
Kent	6/8/2015	Online Comment form	55th Street,63rd Street	1	1			negative	existing bike lane		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 Street as there are wide sidewalks along 55th Street that are removed from traffic and could be widened or are already wide enough for multi-use. They also hve 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.

L	6/8/2015	Online Comment form	Iris Avenue			1		negative	existing Bike lane		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 laevidence 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 Avenue/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.
Linda	6/8/2015	Online Comment form	Folsom Street,Iris Avenue			1	1	negative	existing bike lane	auto congestion	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 maintenence. 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 handâdriving/biking!
Lois	6/8/2015	Online Comment form	55th Street,Iris Avenue,Folsom Street	1		1	1	negative	auto congestion	future growth	It already takes 3-4 lights to turn east onto Iris Avenue 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 Avenue, 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
Lucy	6/8/2015	Online Comment form	Folsom Street,Iris Avenue			1	1	negative	auto congestion		I'm a biker, love to bike, and I think the Folsom Street and Iris Avenue downsizing is a horrible, horrible idea.
Margaret	6/8/2015	email to Council	55th Street,Folsom Street	1			1	negative	auto congestion	existing bike lane	I'm very skeptical about proposed bike lane widening on 55th Street, Folsom Street 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
Matt	6/8/2015	Online Comment form	All corridors	1	1	1	1	negative	auto congestion		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..
Michelle	6/8/2015	Online Comment form	Iris Avenue			1		negative	auto congestion	neighborhood cut throug	Iris Avenue 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 Avenue is not congested, with cars making full use of both lanes. During my many trips on Iris Avenue, I rarely see a biker. When Iris Avenue 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 Avenue 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 Avenue. Also in the winter, Iris Avenue 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 Avenue and Broadway any weekday from 7:30-9 and again from 3-6 and you will realize that this is an awful idea.
Mike	6/8/2015	Online Comment form	Folsom Street,Iris Avenue			1	1	negative	auto congestion	emergency vehicles	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 Avenue and Folsom Street. 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 Avenue 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 Avenue 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 Avenue 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 positiveoutlook.... 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 Avenue....that is a best case scenario from my vantage point. 2) SNOW I drive Iris Avenue and Folsom Street 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 Avenue 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 Street and Iris Avenue, 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 Avenue 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 Avenue. I hope I am wrong, but when I could not be given a
Pat	6/8/2015	email to Council	All Corridors	1	1	1	1	negative	Cost		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", motorist 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

Paul	6/8/2015	Online Comment form	All Corridors	1	1	1	1	unclear	auto congestion	safety	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 Street 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 Avevue is a perfect example. A much better plan for Iris Avenue would be two new bike routes: One along Grape, from Folsom Street 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 Avenue just east of Folsom Street and would easily connect to Kalmia. One along Kalmia, from Folsom Street (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 Avenue. At Iris Avenue 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 Avenue 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 Street, 63rd Street, and Folsom Street 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
Paul	6/8/2015	Online Comment form	All Corridors	1	1	1	1	negative	auto congestion	safety	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.
Peggy	6/8/2015	email to Council	All Corridors	1	1	1	1	positive	safety		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
Penny	6/8/2015	Online Comment form	Iris Avenue			1		negative	existing bike lane		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.
Peter	6/8/2015	Online Comment form	63rd Street		1			negative	auto congestion	existing bike lane	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 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 Street 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.
Peter	6/8/2015	Online Comment form	Folsom Street				1	negative	auto congestion		Although I agree that riding a bike on the bike lane at Folsom Street 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.
Phil	6/8/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion		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
Portia	6/8/2015	Online Comment form	All Corridors	1	1	1	1	negative	auto congestion		These corridors are already congested with traffic, I know as I lived just off Folsom Street near Iris Avenue 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.
Rachel	6/8/2015	email to Council	All Corridors	1	1	1	1	positive	safety	communication	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
Rich	6/8/2015	Online Comment form	Folsom Street,Iris Avenue			1	1	negative	auto congestion	Communication	Are you kidding? Tell me that this is just a joke, OK? Has anyone from the transportation department ever even tried to use Iris Avenue from about 3:30 until 6? At Folsom Street, 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 populaceâthose who might NOT actually ride bikesâdone 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 someâmanyâtake to their cars. Then the backup will be solid along the whole length of Iris Avenue. 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!
Rob	6/8/2015	Online Comment form	55th Street	1				negative	auto congestion	existing bike lane	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 Street 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 donât 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.
S	6/8/2015	Online Comment form	63rd Street		1			negative	cost	existing bike lane	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.
Sama	6/8/2015	email to Council	55th Street	1				positive	safety	encourages cyclist	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 Street 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
Sandee	6/8/2015	Online Comment form	All corridors	1	1	1	1	positive	better for cyclists	encourage cycling	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.
Scott	6/8/2015	email to Council	All Corridors	1	1	1	1	positive	better for cyclists		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
Shawn	6/8/2015	email to Council	Folsom Street				1	positive	safety	Better for cyclists	My name is Shawn Lindabury, and I regularly ride on the Folsom Street 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

Stu	6/8/2015	Online Comment form	55th Street,Folsom Street,Iris Avenue	1		1	1	negative	auto congestion		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 Street 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 Street 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 Street 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 Avenue 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.
Sue	6/8/2015	email to Council	All Corridors	1	1	1	1	positive	safety		Dear Council members and TAB: We are writing you today in strong support of the city's rightsizing projects for Folsom Street, Iris Avenue, 55th Street and 63rd Street 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 Street, Iris Avenue, 55th Street and 63rd Street, 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 evidenceing 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 evidenceing 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
Thomas	6/8/2015	Online Comment form	55th Street	1				negative	auto congestion		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 Street in the going to work and coming home hours. The traffic will be a night mare if 55th Street 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.
Tim	6/8/2015	email to Council	All Corridors	1	1	1	1	positive	safety		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,
Wayne	6/8/2015	email to Marni	55th Street	1				negative	auto congestion		GOOD. IT IS JUST COMMON SENSE. 55th Street 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 Street. 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, WICH TURNS INTO 63rd Street ST. WITH THE FRUSTRATION OF DRIVERS AND THE ARROGANCE OF THE CYCLISTS,THERE IS BOUND TO BE A HUGELY BAD INTERACTION . I KNOW THIS IS AN AREA FOR HEALTH AND OUTDOOR ACTIVITIES. THAT IS GREAT . ITS JUST THESE ARE BAD IDEAS.
Wendy	6/8/2015	email to Council	Folsom Street,Iris Avenue			1	1	positive	safety		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
Will	6/8/2015	email to Council	Folsom Street,Iris Avenue			1	1	unclear	auto congestion		How about banning bikes on Broadway between Baseline and Iris Avenue? They are a danger there and there are adequate bike lanes on 9th St , and now Folsom Street. Please consider. Sincerely, Will Hackett
Anonymous	6/7/2015	Online Comment form	All corridors	1	1	1	1	negative	auto congestion	existing bike lane	The plans to reduce traffic lanes to 1 lane in each direction are idiotic on 55th Street, Iris Avenue, and Folsom Street. These are all well-traveled roads and you're begging for gridlock, especially during rush-hour. Perhaps this experiment is more appropriate on 63rd Street 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?
Eric	6/7/2015	email to Council	All Corridors	1	1	1	1	positive	safety		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 Avenue: As higher-trafficked corridors, both streets represent a challenge to right-size. However, Folsom Street and Iris Avenue 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 Street 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 Avenue/Broadway, and provide a limited treatment on Folsom Street between Canyon and Arapahoe. If the Living Laboratory project on Folsom Street is successful, I'd like to see further discussion on how capital projects may improve the corridor between Canyon and Arapahoe. 63rd Street Street / 55th Street Street: 63rd Street Street through Gunbarrel and 55th Street Street through East Boulder are a different usage case than Folsom Street/Iris Avenue, 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 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 *evidenceing* 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
Glenn	6/7/2015	email to Council	Folsom Street				1	positive	safety	Better for cyclists	I regularly ride on Folsom Street 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-andafter data — about whether this kind of infrastructure is right for Boulder. Thanks, Glenn Lieberman

Hillard	6/7/2015	Online Comment form	Iris Avenue			1		negative	auto congestion		I am against the proposed lane changes for Iris Avenue, 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.
Janice	6/7/2015	email to Council	63rd Street		1			negative	existing bike lane	auto congestion	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 Street 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 Street. A wide, paved bicycle path separated from the street already runs alongside on the west of 63rd Street 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 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 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 Street and 55th Street 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
Johannes	6/7/2015	Online Comment form	Iris Avenue			1		unclear	safety	neighborhood cut throug	I live on Kalmia and have some concerns about the Iris Avenue project. I cross Iris Avenue 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 Avenue. In addition Iris Avenue 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 Avenue. Yet again these seems to be no provisions for what bikes will do to cross these intersections safely.
June	6/7/2015	Online Comment form	Iris Avenue			1		unclear	auto congestion		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 Avenue 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 Avenue 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.
Matthew	6/7/2015	Online Comment form	Folsom Street				1	unclear	auto congestion		I live at 2727 Folsom Street 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?
Pete	6/7/2015	email to Council	Iris Avenue			1		negative	auto congestion	propery value	I received a living lab postcard in the mail outlining a plan to close two lanes of traffic on Iris Avenue 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 Avenue and my in-laws live on 13th and Iris Avenue. My wife and I along with my in-laws also own a rental property at 1800 Iris Avenue. 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
Pete	6/7/2015	email to Council	All Corridors	1	1	1	1	positive	environment		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 it's 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
Riki	6/7/2015	email to Council	All Corridors	1	1	1	1	positive	safety	Better for cyclists	My name is Riki Jones, and I regularly ride my bike on Folsom Street, Iris Avenue, 55th Street, and 63rd Street 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
Zoe	6/7/2015	Online Comment form	Iris Avenue			1		positive	safety	Better for cyclists	I live in the Melody Catalpa neighborhood between Broadway and 19th, north of Iris Avenue. I am fully in support of this pilot project on Iris Avenue. 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 Avenue 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.
Alison	6/6/2015	email to Council	Folsom Street,Iris Avenue			1	1	positive	safety		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 Street and Iris Avenue 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
Anonymous	6/6/2015	Online Comment form	Folsom Street,Iris Avenue			1	1	negative	auto congestion		comments: I feel this will add congestion to the area. Please don't.
Brian	6/6/2015	Online Comment form	Iris Avenue			1		negative	auto congestion	neighborhood cut throug	Ithink it is great to increase bike lanes for Boulder, however reducing Iris Avenue from 4 to 2 lanes is not a good idea. There is too much traffic between 28th and Broadway on Iris Avenue for one lane each direction, and will migrate traffic to small side streets. So wish boulder to keep adding bike lanes, but reducing Iris Avenue to 2 lanes is not a good idea.
Eric	6/6/2015	email to Council	All corridors	1	1	1	1	positive	safety	encourage cycling	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

John	6/6/2015	email to Council	All Corridors	1	1	1	1	negative	emergency		De,ar 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 Street. 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 Street and 63rd Street 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 street between Arapahoe and Pearl, or 63rd Street 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 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 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 Street from Jay road to the Diagonal Highway. I and many of my neighbors who live near and are frequent users of 63rd Street and 55th Street 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
LeeAn	6/6/2015	email to Council	Iris Avenue			1		negative	auto congestion	existing bike lane	Please do NOT support this project! As a Newlands resident, Iris Avenue 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 optionand 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
Leora	6/6/2015	Online Comment form	Iris Avenue			1		negative	auto congestion		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 atevidence to heavy west-east traffic flow along Iris Avenue 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 Avenue, driving quickly down the incline of a neighborhood street, filled with children, pets, etc. In considering this proposal, the Council should way 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/Ędgewood (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.
Matt	6/6/2015	email to Council	55th Street,63rd Street	1	1			negative	auto congestion	existing bike lane	Dear City Council, I'm writing to offer some feedback about the proposed "right-sizing" of 63rd Street Street between Lookout and Gunbarrel roads, as well as the proposal for 55th Street 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 Street, where it can even back up during rush hour. Like 55th Street Street, 63rd Street 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, residental traffic. Particularly with 63rd Street, 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 Street 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 accomodate 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 Street, 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 Street as-is, and ditto for Iris Avenue and Folsom Street. Thanks for considering our thoughts out here in Gunbarrel. We rarely have a voice in how things play out. All best, Matt Samet
Richard	6/6/2015	Online Comment form	Folsom Street,Iris Avenue			1	1	negative	auto congestion	exisiting Bike lane	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 Avenue, 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 Avenue if you widen the bike lane. What I object to is the mess you will make of traffic on Iris Avenue and how it will make drivers seek out a less encumbered street like Kalmia. I have seen this happen any time Iris Avenue is clogged. This is a real dumb idea. Folsom Street 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 Avenue I usually will route through the neighbor hoods 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.
Richard	6/6/2015	email to Council	Iris Avenue			1		negative	auto congestion	existing bike lane	Hello, The other day, my wife and I were turning onto Iris Avenue 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 Avenue 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 Avenue 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 Avenue 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
Terry	6/6/2015	Online Comment form	Iris Avenue			1		negative	auto congestion	neighborhood cut throug	With Iris Avenue 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 Avenue going from and to!! Where are all of these cars going to go when you've squeezed them off of Iris Avenue? Will they magically disappear? No, they will start to use the side streets! Whenever there is a problem on Iris Avenue 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!
Tracy	6/6/2015	Online Comment form	Folsom Street,Iris Avenue			1	1	negative	auto congestion	existing bike lane	As a near daily user of Iris Avenue and Folsom Street, 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.
Alexey	6/5/2015	email to Council	Folsom Street				1	positive	safety	environment	Hello I live off Folsom Street and commute numerous times a day on Folsom Street, 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
Angie	6/5/2015	email to Council	All corridors	1	1	1	1	positive	better for cyclists	safety	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
Audrey	6/5/2015	Inquire Boulder	All Corridors	1	1	1	1	unclear	safety		I want to know what the police department input was on two lane traffic for Iris Avenue, Folsom Street, 55th Street & 63rd Street to allow for additional bicycle access.

Brian	6/5/2015	email to Council	All corridors	1	1	1	1	positive	safety	environment	Dear TAB, City Council, I'm a one-percenter writing in support of the right-sizing of Iris Avenue, Folsom Street, 63rd Street and 55th Street 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
Charlie	6/5/2015	email to Council	All corridors	1	1	1	1	positive	better for cyclists		Hi, I am writing in support of the protected bike lanes on Folsom Street and Iris Avenue, and wider bike lanes on 55th Street and 63rd Street. I regularly ride my bike on the 13th street protected bike lane downtown. Presently, I avoid Folsom Street and Iris Avenue since I do feel safe riding so close to traffic with a large speed differential. Riding on 55th Street is downright scary. Frankly, 30th between Baseline and Arapaho should also have a protected bike lane. I would use the Folsom Street lanes regularly to get to CU, businesses and residences along that corridor. The proposed protected bike lanes will also connect well with existing Bike lanes 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
Chuck	6/5/2015	email to Council	All Corridors	1	1	1	1	positive	environment		I write to ask for your support of the proposed Living Laboratory trial treatments of Iris Avenue, Folsom Street, 55th Street, and 63rd Street. 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 lifecycle carbon emissions, even if their motive energy comes from renewable sources. The Transportation Master Plan update of last year calls for 20% resident singleoccupancy 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
Dan	6/5/2015	Online Comment form	55th Street.Folsom Street	1			1	negative	Future Growth	auto congestion	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.
Dan	6/5/2015	Online Comment form	55th Street	1				negative	auto congestion	access	I am writing to oppose the plans to reduce 55th Street 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 Street, 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 Street 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 Street 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 do 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
Dawn	6/5/2015	email to Council	All corridors	1	1	1	1	positive	safety	better fo cyclists	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 Avenue and Folsom Street 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-andafter data — about whether this kind of infrastructure is right for Boulder. Thanks,
Ginger	6/5/2015	email to Council	All corridors	1	1	1	1	positive	better for cyclists		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
Jim	6/5/2015	email to Council	Folsom Street,Iris Avenue			1	1	positive	better for cyclists		Hi, I'd like to voice my support for the living laboratories experiment on the extended bike lanes on Folsom Street and Iris Avenue. 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
Jim	6/5/2015	Online Comment form	55th Street	1				negative	auto congestion	existing bike lane	In my opinion, the proposed changes to 55th Street 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 Street... that could result in a real mess for traffic at certain times of day. Thank you, -Jim
Jonathan	6/5/2015	email to Council	Folsom Street				1	positive	safety	Better for cyclists	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
Kat	6/5/2015	email to Council	All corridors	1	1	1	1	positive	safety	encourage cycling	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
Kevin	6/5/2015	Online Comment form	55th Street	1				negative	auto congestion	exisiting Bike lane	The planned change to 55th Street Street will greatly and unnecessarily increase traffic outside of Flatiron Park; especially given the substantial bike path framework that already exists on 55th Street Street and around the Park.

Laurie	6/5/2015	Online Comment form	Iris Avenue			1		negative	auto congestion	exisiting Bike lane	Iris Avenue Ave from Broadway to Folsom Street 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 Avenue which are much more appropriate for cyclists - I use Kalmia every day to bike to work rather than Iris Avenue - it would make more sense to me to improve these routes (Grape, Kalmia, Norwood, etc) rather than constrict auto traffic on Iris Avenue. Drive Iris Avenue 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!
Lindsey	6/5/2015	email to Council	Folsom Street				1	positive	safety		Hi- As a Boulder resident and cycling commuter, I would love to see more barriers between cars/bikes on Folsom Street 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
Luke	6/5/2015	email to Council	All corridors	1	1	1	1	positive	safety	encourage cycling	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
Mary	6/5/2015	email to Council	All corridors	1	1	1	1	positive	safety	better fo cyclists	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 Avenue, Folsom Street, 55th Street, and 63rd Street. 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 Avenue, 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 Street 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 Street would be wonderful! Please remember that this is supposed to be a trial installation, and that if "carmageddon" 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
Mary	6/5/2015	Online Comment form	Iris Avenue			1		negative	auto congestion	safety	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 Avenue, commuters turn north on 16th and then west on Kalmia. My concern is regarding the young baseball players at the Iris Avenue 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 Avenue!
Raffi	6/5/2015	email to Council	All corridors	1	1	1	1	positive	safety		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 Street, 63rd Street, Iris Avenue, and Folsom Street 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
Sandra	6/5/2015	email to Marni	55th Street	1				negative	auto congestion	train	Dear Marni Ratzel, As a person who uses 55th Street 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
Stephanie	6/5/2015	email to Council	63rd Street,Iris Avenue,Folsom Street		1	1	1	positive	safety	better fo cyclists	My name is Stephanie Minnaert, and I regularly ride on Folsom Street, Iris Avenue, and 63rd Street 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
Steven	6/5/2015	Online Comment form	55th Street	1				negative	auto congestion	existing bike lane	55th Street 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.
Thomas	6/5/2015	email to Council	All corridors	1	1	1	1	positive	evidence	Better for cyclists	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 evidence "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
Tim	6/5/2015	phone call	Iris Avenue			1		negative	auto congestion	emergency response	Group home for disabled with vans transporting residents locate at 1806 Iris Avenue Avenue. Concern that driveway will be blocked. Many agencies involved. Workforce Colorado, serveral social services departments from BoCo. Make sure performance measures compare apples to apples. Weather and time of year, CU Boulder.
	6/5/2015	Online Comment form	55th Street	1				negative	auto congestion		55th Street 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 Street and arapahoe will be a parking lot (it already almost is), as cars backed up on 55th Street 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 Street 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 Street, thus greatly reducing workday car traffic.
Alexander	6/4/2015	email	All corridors	1	1	1	1	positive	safety	safety	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.
Amy	6/4/2015	email to Council	Folsom Street,Iris Avenue			1	1	positive	safety		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 Avenue and Folsom Street. 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
Anonymous	6/4/2015	Online Comment form	55th Street	1				negative	existing Bike lane	auto congestion	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 Street 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.
Autumn	6/4/2015	Online Comment form	55th Street	1				positive	communication		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 Avenue 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 Avenue becoming a more pedal and pedestrian friendly road. Regards, Autumn Rose

Ben	6/4/2015	phone call	55th Street	1				negative	auto congestion		Touch base regarding proposed narrowing of 55th Street 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 improvment project and moving into the Flairons park as early as next month with and additonal 150 employees destinated to their worksite.
Bill	6/4/2015	email to TAB	All corridors	1	1	1	1	positive	auto congestion		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
Bob	6/4/2015	Online Comment form	55th Street	1				negative	auto congestion	existing bike lane	My observations from having worked in Flatiron Park on 55th Street 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 street. I have seen many bikes on these paths and few on 55th Street street. It seems likely that people who choose to bike in this area use these paths over 55th Street 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 street. I would suggest that these lane reductions will actually make bike travel more hazardous on 55th Street 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 Street and Pearl, and 55th Street 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 Street 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 Street 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 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 Street 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 lane in use. To suggest that closing lanes in both directions on 55th Street 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 lanes. There is no reason why anyone would get onto 55th Street 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 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.
Caitline	6/4/2015	email to Council	55th Street,Folsom Street	1			1	positive	better for cyclists		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 Street 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 Avenue. And add bike lanes on Pearl St between Folsom Street and 15th- I don't want to ride on Spruce, I'm going to Pearl. Thank you, -- Caitlin Anderson
Cathleen	6/4/2015	Online Comment form	55th Street	1				negative	auto congestion		I work in the Flatiron Park business district and commute by car to Boulder every day for work. The traffic on 55th Street 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 Street to two traffic lanes. Seriously? Count the cars. Please. Consider the businesses and their employees, bringing REVENUE to this city.
Cha Cha	6/4/2015	email to Council	55th Street,63rd Street	1	1			positive	safety		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 Street, Iris Avenue, 55th Street and 63rd Street 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
Christopher	6/4/2015	email to Council	Folsom Street,Iris Avenue			1	1	positive	safety	communication	My name is Christopher Ho, and I regularly ride on Folsom Street and Iris Avenue. 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-andafter data — about whether this kind of infrastructure is right for Boulder. Sincerely,
Chuck	6/4/2015	email to Council	All corridors	1	1	1	1	negative	auto congestion	public perception of cycli	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
Cindy	6/4/2015	Online Comment form	55th Street,63rd Street,Iris Avenue	1	1	1		negative	auto congestion	Fire Station Access	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.
Cody	6/4/2015	Online Comment form	55th Street	1				negative	auto congestion	auto congestion	Have you considered the traffic impact of closing 55th Street Street between Arapahoe and Pearl when a train crosses? I work in an office on 2425 55th Street 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 Street St? Cherryvale Rd is already closed for the summer, leading to additional traffic on 55th Street. What is the success/fail criteria for this program?
Colin	6/4/2015	email to Council	Folsom Street,Iris Avenue,55th Street	1		1	1	positive	better for cyclist more		To whom it may concern, I live, work and vote within the city of Boulder and I commute by bicycle along Iris Avenue 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 Street, Folsom Street and Iris Avenue. 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
Conor	6/4/2015	Online Comment form	55th Street	1				negative	existing Bike lane	auto congestion	As a Boulder resident who works off of 55th Street 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
Dan	6/4/2015	Online Comment form	55th Street	1				negative	existing Bike lane	auto congestion	I do not feel the proposed reduction of vehicle lanes on 55th Street Street is a necessary or helpful project. As a cyclist I feel that there are currently sufficient bike lanes on 55th Street 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
David	6/4/2015	email to Council	Folsom Street,Iris Avenue			1	1	positive	safety		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 Street and Iris Avenue. Folsom Street 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 theliving 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
Derek	6/4/2015	Online Comment form	55th Street	1				negative	auto congestion	idling cars	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.
Erik	6/4/2015	email to Council	All corridors	1	1	1	1	positive	safety		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

Esta	6/4/2015	email to Council	Folsom Street				1	positive	safety		Hello, I am a Boulder resident who lives on Bluff Street right next to Folsom Street. 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 Street 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 Street later this summer. Please don't let this project get abandoned. Thank you, Esta Tovstiadi
Gary	6/4/2015	Online Comment form	55th Street	1				negative	auto congestion		Thinking more about this: Where is the consideration for commerce, the business park? 55th Street 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 Street, 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.
Jane	6/4/2015	email to Council	Folsom Street				1	positive	safety	Better for cyclists	Hi city council members, I just wanted to express my enthusiastic support for the right sizing projects for Folsom Street and Iris Avenue. This project is especially dear to my heart as I live at the intersection of Folsom Street and Iris Avenue 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 Street would greatly improve my ability to ride comfortably to work, to McGuckin's, and other frequent errands. I also think the Iris Avenue project would make Iris Avenue 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 Avenue. 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 Avenue 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
Jason	6/4/2015	Online Comment form	Folsom Street,Iris Avenue			1	1	positive	evidence	Mode share	I support city staff giving the street treatments on 55th Street, 63rd Street, Iris Avenue, and Folsom Street 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 evidence the ideas presented in this living lab project.
Jeff	6/4/2015	Online Comment form	55th Street	1				negative	existing Bike lane	environment	In regards to the narrowing of 55th Street St, I am bicyclist and commute to my work at the corner of 55th Street and Central. I am opposed to the narrowing of 55th Street. There are ample bike paths that surround the business park that use 55th Street. The last 50 yards most cyclist have to use 55th Street to get to their buildings/work. Narrowing is going to add more pollution due to traffic congestion/jams, more accidents due to to higher density of autos. Government tries to do good but the results are mostly bad
Jennifer	6/4/2015	Online Comment form	Folsom Street,Iris Avenue			1	1	positive	safety	reduce traffic volume/spe	I am really excited about these road improvements that will encourage cycling, help us meet climate goals, and reduce traffic congestion.
Jennifer	6/4/2015	Online Comment form	55th Street	1				negative	existing Bike lane	auto congestion	There's already a lovely bike path in the area with plenty of room and traffic on 55th Street 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 Street and no matter what time if 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.
Jesse	6/4/2015	Online Comment form	55th Street,Folsom Street,Iris Avenue	1		1	1	negative	bad for buisnesses	auto congestion	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 then 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.
Jessica	6/4/2015	email to Council	63rd Street,Folsom Street		1		1	positive	better for cyclists	safety	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 Street. 63rd Street 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
Jim	6/4/2015	Online Comment form	55th Street	1				negative	auto congestion		Please visit 55th Street 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 Street, 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.
John	6/4/2015	Online Comment form	55th Street	1				negative	auto congestion	existing bike lane	Reducing 55th Street 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.
Jonathan	6/4/2015	email to Council	All corridors	1	1	1	1	positive	safety	better fo cyclists	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 Street 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 Street with my daughter! -Jonathan Moishe Lettvin
Jordan	6/4/2015	email to Council	Folsom Street,Iris Avenue			1	1	positive	safety	safety	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 Street 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 Street and Iris Avenue 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
Jordan	6/4/2015	email to Council	All corridors	1	1	1	1	positive	safety		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

Katie	6/4/2015	Online Comment form	55th Street,63rd Street	1	1			negative	cant bike	auto congestion	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 Street/61st through Gunbarrel, up Valmont to 55th Street and work in the Flatirons Business Park near 55th Street 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 Street 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 Street, 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 Street 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 Street. 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-bikeand- 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.
Keith	6/4/2015	Online Comment form	55th Street	1				negative	auto congestion	train	Although I support bike commuting and commuted daily for over 10 years I cannot support your current proposal to reduce 55th Street 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 Boulderâs bicycling commuting range; I carpool daily to and from Boulder. Currently during evening rush hour, the northbound right lane of 55th Street Street backs up over a quarter mile to turn right on Pearl. Your proposal would create a parking lot. Please observe the 55th Street 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 Street 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 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 Street 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 Street besides making it a more pleasant place for bicyclists and pedestrians? I that use 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
Kelsey	6/4/2015	Online Comment form	55th Street	1				negative	auto congestion	train	I work at 55th Street 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 Street for this to even be considered a viable decision. There is already traffic complications cause by the train track crossing 55th Street street. This will also negatively impact traffic because there are many businesses along 55th Street that do not have turn lanes- and reducing the lanes will cause more traffic by cars turning.
Kennett	6/4/2015	email to Council	All corridors	1	1	1	1	positive	safety	better fo cyclists	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 proevidence. 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).
Kristen	6/4/2015	email to Council	All corridors	1	1	1	1	positive	safety	better fo cyclists	Please support the Rightsizing Changes- Please make Boulder safer and more inviting for cyclists. Thank you. Kristen Campbell avid cyclist in Boudler
Marcus	6/4/2015	email to Council	Iris Avenue			1		positive	safety	evidence	I'm am STRONGLY FOR the rightsizing effort that the city is planning for Iris Avenue. 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 Avenue or down Folsom Street 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!
Marsh	6/4/2015	Online Comment form	55th Street	1				negative	auto congestion		I would like to strongly urge that the plans to make 55th Street 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.
Matt	6/4/2015	Online Comment form	55th Street	1				negative	existing Bike lane	auto congestion	There is no need to reduce the number of lanes on 55th Street 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 Street a major headache. Those of us who work in flatiron park must use 55th Street 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 Street or building additional through streets at Commerce, Range or 48th.
Mike	6/4/2015	email to Council	63rd Street,Iris Avenue,Folsom Street		1	1	1	positive	safety	encourage cycling	Hi, My name is Mike, and I regularly ride my bike and drive my car on Folsom Street, 63rd Street, and Iris Avenue. 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
Noah	6/4/2015	Online Comment form	55th Street	1				negative	auto congestion		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.
Nora	6/4/2015	email to Council	All corridors	1	1	1	1	positive	safety	better fo cyclists	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
Patrick	6/4/2015	Online Comment form	55th Street	1				negative	auto congestion	train	I would not support downsizing 55th Street 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 Street. 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.
Peter	6/4/2015	Online Comment form	55th Street	1				negative	auto congestion	Fire Station Access	I work in Flatirons Business Park off 55th Street and Central Ave. This is a business park, there is significant traffic throughout the work-day -- and phenomenal traffic during rush hour. Reducing 55th Street 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 Street south of Arapahoe. If you want to widen the bike lane -- then pay to widen the street and cut down width of the sidewalk
Phillip	6/4/2015	Online Comment form	55th Street	1				negative	auto congestion	cant bike	Anyone who actually lives and works in boulder or this area in particular could not possiably 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!
Rachel	6/4/2015	Online Comment form	55th Street	1				negative	auto congestion	access	I am very afraid that. Reducing 55th Street street to 2 lanes will cause more congestion and accidents. I am a business owner at Flatiron Psrkway and travel this area sometimes 4 times a day, my business has about 15 employees and 250 clients. Thank you, rachel Tayor Segel
Rebecca	6/4/2015	Online Comment form	55th Street	1				negative	auto congestion		I just heard of the plans to reduce 55th Street 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.

Regina	6/4/2015	email to Council	All corridors	1	1	1	1	positive	safety		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.
Rex	6/4/2015	email to Council	Folsom Street				1	positive	safety		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 Street 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 Street & Pearl, 30th by King Soopers, 30th and Walnut, Folsom Street & 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!
Sally	6/4/2015	Online Comment form	55th Street	1				negative	construction	auto congestion	I currently work in the Flatirons Business Park off 55th Street 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 Street 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 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 Street 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).
Senda	6/4/2015	Online Comment form	55th Street	1				negative	auto congestion		While I find bike lanes to be very important, it's surprising to me that the combination of bike lanes already present on 55th Street 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 Street, removing the extra lane would cause unacceptable levels of traffic back up trying to get in and out of the office park.
Shara	6/4/2015	email to Marni	55th Street	1				positive	safety	safety	love this idea, although I have no good sense of how it would effect traffic on 55th Street. 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.
Tim	6/4/2015	Online Comment form	55th Street	1				negative	auto congestion	access	I do quite a bit of business with companies along the part of 55th Street 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 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.
Tony	6/4/2015	email to Council	55th Street,63rd Street	1	1			positive	safety		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 Street and 55th Street 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 Street and 63rd Street 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
Andrew	6/3/2015	email to DK	55th Street	1				negative	auto congestion		Thank you for you time and consideration. Having learned very recently about the proposed pilot project I responded the the Living Lab website, pertaining specifically to the 55th Street 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
Annonymous	6/3/2015	Online Comment form	55th Street	1				negative	auto congestion		comments: Iâm writing to express my concern regarding the proposed revisions to 55th Street street. I work in the Flatirons Business Park off of 55th Street and Flatirons Parkway. There is already a traffic congestion problem on 55th Street. 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 Street 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 âlistenâ to the citizens of Boulder when we say we donât need any more bike lanes! The so called âbus laneâ and âbike laneâ 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.
Ben	6/3/2015	Online Comment form	All corridors	1	1	1	1	positive	safety		comments: Great idea! Would like to see something similar attempted on Broadway from Iris Avenue to Arapahoe. No bike lines or shoulders at all on that stretch.
Bill	6/3/2015	email to Marni and DK	55th Street	1				negative	existing Bike lane		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
Bill	6/3/2015	Online Comment form	All corridors	1	1	1	1	negative	auto congestion		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?
Brandon	6/3/2015	Online Comment form	55th Street	1				negative	auto congestion		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 Street 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 Street St from two lanes down to only one. I reside near 55th Street & 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 Street St: A) Motorized vehicle traffic is already heavily congested along 55th Street 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 Street & Arapahoe and 55th Street & 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 Street 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 Street St. Foot traffic is also minimal. I have biked on 55th Street 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 Street 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.
Brett	6/3/2015	Online Comment form	55th Street	1				negative	train	existing bike lane	comments: 55th Street street had a number of problems related to reduce the number of lanes and adding bikes. There is the fact that 55th Street 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 Street, 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.
Bryan	6/3/2015	Online Comment form	55th Street	1				negative	auto congestion		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
Caitline	6/3/2015	Online Comment form	55th Street	1				negative	auto congestion	exisiting Bike lane	comments: I work in the Flatirons office park on 55th Street and I think reducing it from 4 lanes to 2 is one of the dumber 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 Street. 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 Street from Araphoe takes forever at any time of day. None of this takes in to account the traffic delays from the trains that cross 55th Street, 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.
Carolyn	6/3/2015	Online Comment form	Folsom Street,Iris Avenue			1	1	positive	safety	communication	comments: I think the proposed "right-size" evidenceing 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 Street and Iris Avenue in particular will make the neighborhoods on both sides of these streets feel more connected.

Cathy	6/3/2015	Inquire Boulder	Folsom Street, Iris Avenue			1	1	negative	congestion	safety	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 wilt force folks out of their cars but will cause greater traffic congestion & possibly dangerous situations for drivers & cyclists. Very opposed to the proposal.
Dan	6/3/2015	email to Council	55th Street	1				negative	existing Bike lane	auto congestion	i.e. 'Right-Sizing' lanes. I bike commute three days a week and sue the lanes along 55th Street 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 lanes 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
David	6/3/2015	Online Comment form	55th Street	1				negative	existing Bike lane		email: bensondavid@yahoo.com comments: Has an analysis of local/commuter traffic been done for vehicles using 55th Street 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.
Douglas	6/3/2015	Online Comment form	Iris Avenue			1		unclear	auto congestion		As residents of North Boulder we use Iris Avenue 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 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 Avenue 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.
Gary	6/3/2015	email to DK	55th Street	1				negative	auto congestion	train	Concerning the reduction on 55th Street 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 Street back to Friends school. There are plenty of bike paths around this neighborhood.
Gaurav	6/3/2015	Online Comment form	55th Street,63rd Street	1	1			negative	auto congestion		comments: Making one lane roads for cars would cause traffic on marked routes as it is fairly crowded in rush hours.
H	6/3/2015	Online Comment form	55th Street	1				positive	train	heavy truck traffic	comments: I work in the Flatirons Business Park east of 55th Street street and near the proposed project. I support the 55th Street 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 Street/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 Street 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 street. I acknowledge that this project will lead to some congestion on 55th Street 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.
Joe	6/3/2015	email to Marni and DK	55th Street	1				negative	auto congestion		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 Street 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
John	6/3/2015	Online Comment form	55th Street	1				negative	auto congestion	access	comments: I have some serious concerns with the design taking place on 55th Street street. It seems like the planners have not been sitting along 55th Street 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 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 affort 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 cooridors for car commuters instead of inhibiting them. This direction will only cause further animosity from commutors and will eventually cause backlash from the common worker.
Jonathan	6/3/2015	email to Marni	55th Street	1				negative	existing Bike lane		Iris 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 Street 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
Judy	6/3/2015	email to Council	55th Street	1				negative	access	auto congestion	Boulder City Council DK Kemp Marni Ratzel I am writing on behalf of Coolescence LLC, located in Flatiron Park, adjacent to 55th Street 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 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.

Kathryn	6/3/2015	Online Comment form	55th Street	1				negative	auto congestion	access	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 Street. 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 Street Proposal from Phase II. Thank you for your time.
Ken	6/3/2015	Online Comment form	55th Street,Iris Avenue,Folsom Street	1		1	1	positive	safety		comments: I bike a lot and I find 55th Street, Iris Avenue and Folsom Street dangerous and difficult to bike. I don't know if this will work, but I support the experiment.
Lew	6/3/2015	Online Comment form	55th Street	1				negative	auto congestion		comments: Cannot believe what I read in the Daily Camera! I travel the 55th Street 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
Linda	6/3/2015	Online Comment form	Iris Avenue			1		negative	neighborhood cut through		comments: I attended the meeting last evening at the NBRC to discuss how the Iris Avenue 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 Avenue 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 Avenue corridor will divert traffic onto our street on which many children/families ride their bikes. Perhaps Iris Avenue 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 ?
Lola	6/3/2015	Online Comment form	Folsom Street,Iris Avenue			1	1	negative	auto congestion	neighborhood cut throug	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 Avenue, more drivers will use Kalmia, making it dangerous.
Marguerite	6/3/2015	email to Marni	55th Street	1				negative	worse for cars		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
Mary	6/3/2015	email to Marni	63rd Street		1			negative	auto congestion	existing bike lane	Hello, As a home owner and resident of Boulder since 1980, and a business owner in Gunbarrel, off 63rd Street St., I am writing to add input to the suggestion of right-sizing 63rd Street. My husband and I are avid bicyclists and regularly (3-6 times weekly), head out 63rd Street for our rides. We live in the Red Fox Hills subdivision off Twin-lakes and 63rd Street. The traffic on 63rd Street 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 Street 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 Street. 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
Mary	6/3/2015	phone call	63rd Street		1			negative	auto congestion		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 Street is so intense that if you cut that down to 63rd Street your going to kill business. I have my business along the corridor. I ride my bike up 63rd Street 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' wnat you to do this on 63rd Street. It will be a nightmare for my clients and myself. Thank you.
Meredith	6/3/2015	Online Comment form	55th Street,63rd Street	1	1			negative	no bikers		comments: Both of these areas are commuter areas - 55th Street is concentrated office parks, and 63rd Street 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 Street, 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.
Phil	6/3/2015	Online Comment form	Folsom Street				1	negative	worse for cars		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.
Rei	6/3/2015	Online Comment form	55th Street	1				negative	auto congestion	existing bike lane	reducing 55th Street 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-boulderevidence- fewer-lanes This is a TERRIBLE idea for a number or 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 Street. 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 Street St wouldn't be unreasonable. There is a railroad that crosses 55th Street 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 Street st. Rei Suzuki Industrial Designer
Robin	6/3/2015	Online Comment form	55th Street	1				negative	auto congestion	heavy truck traffic	comments: As a Boulder resident and business owner whose office is located in the Flatirons Office park off of 55th Street street I have concerns over reducing vehicle lanes from 4 to 2 on 55th Street street. This would exacerbate several traffic issues. For example, large trucks already turn from both the left lane and the right lane of 55th Street 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 âleft laneâ 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 street from Phase II. Thank you.
Roger	6/3/2015	Online Comment form	Folsom Street				1	unclear	auto congestion	safety	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 Street. 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.
Ryan	6/3/2015	Online Comment form	Iris Avenue			1		positive	safety	reduce traffic volume/spe	comments: This is a Great Idea for Iris Avenue 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
Sarah	6/3/2015	Online Comment form	55th Street	1				negative	auto congestion		comments: While I think this is a really cool idea on appropriate streets, I'm a little concerned with the implementation on 55th Street. Working in Flatirons Business Park, I'm familiar with the daily driving conditions. The afternoon rush hour frequently backs up 55th Street'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.
Shannon	6/3/2015	Online Comment form	55th Street	1				negative	existing Bike lane	auto congestion	comments: 55th Street 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.
Sharon	6/3/2015	email to Marni and DK	55th Street	1				negative	access	auto congestion	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 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.
Sharon	6/3/2015	Online Comment form	55th Street	1				negative	access	train	comments: I currently work in the Flatirons Park off of 55th Street Street in Boulder. There are only 2 ways to get in and out of the complex and that is by 55th Street Street. 55th Street Street is used by thousands of people who need access to Flatirons Park and the Boulder Sheriffâ€™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 Street. Regards, Sharon A.

Susan	6/3/2015	Online Comment form	Iris Avenue			1		negative	auto congestion		comments: Hi. I have already sent a comment about 63rd Street and 55th Street since I drive those roads most often. I just used Iris Avenue, 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.
Susanne	6/3/2015	email to Marni and DK	55th Street	1				negative	heavy truck traffic	auto congestion	Hello, I hope you're the people to address these comments. Between Arapahoe and Pearl, along 55th Street 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 Street 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 Street. Kind regards, Sue
Tina	6/3/2015	Online Comment form	Iris Avenue			1		negative	auto congestion	heavy truck traffic	comments: Very bad idea! Making Iris Avenue 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 Avenue single car lane street! You are discriminating in your planning against a whole group of residents.
Tracy	6/3/2015	Online Comment form	55th Street	1				negative	auto congestion		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.
Virginia	6/3/2015	email to Council	Iris Avenue			1		negative	auto congestion	existing bike lane	I would like to comment on this proposed project. I have lived in Boulder long enough to remember when Iris Avenue was a one lane dirt road (quite a few years ago). If this project is implemented, Iris Avenue 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
Anonymous	6/2/2015	Online Comment form	Folsom Street,Iris Avenue			1	1	unclear	Community Feedback		comments: Communicate to stakeholders how/where we can view all of the feedback, questions and concerns that have already been and will be submitted
Anonymous	6/2/2015	Online Comment form	55th Street	1				negative	auto congestion	future growth	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 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).
Anonymous	6/2/2015	Online Comment form	All corridors	1	1	1	1	negative	Future Growth		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.
Anonymous	6/2/2015	Inquire Boulder	All Corridors	1	1	1	1	negative	auto congestion		I just heard about the Living Laboratory Bike Lane closure project that is going to be implemented this summer. Just when you think the traffic is going to clear from the students we have to close off entire lanes for 87bikes. There is not bike traffic in this town, there is car traffic! We need lanes and there are already bikes lanes everywhere. I ride my bike, and sure it isn't super fun to be so close to cars, but we all have to be responsible for looking out on the road. But having an entire lane isn't going to make people aware of the true road laws, it's a free pass to ride idly in a busy thoroughfare. The beauty of Folsom Street is that it's not 28th street and you can actually go through town at a decent pace. Take out a lane and it's all busy, we won't have routes that aren't always slow. This is just plain silly. I wish I could attend the public forum on 6/16 so I coul d express how illadvised this move is.
Anonymous	6/2/2015	Inquire Boulder	All Corridors	1	1	1	1	negative	congestion		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
Anonymous	6/2/2015	Inquire Boulder	All corridors	1	1	1	1	negative	auto congestion		re your Living Lab program on the streets of Boulder: 1. plans to shrink Iris Avenue and Folsom Street 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
Arlene	6/2/2015	Online Comment form	55th Street,Folsom Street	1			1	negative	auto congestion		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 Street will be a mess.
Autumn	6/2/2015	Online Comment form	Iris Avenue			1		positive	noise	safety	comments: Yes please, we live alone Iris Avenue 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 Avenue. Please please please
Barbara	6/2/2015	email to Council	All corridors	1	1	1	1	negative	neighborhood cut throu	auto congestion	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
Beryl	6/2/2015	email to Marni and DK	All corridors	1	1	1	1	negative	auto congestion		Hello, I very much oppose the decreasing of traffic lanes on 55th Street, 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
Betty	6/2/2015	email to DK	55th Street	1				negative	access	train	Hello, I work in a development off of 55th Street 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 street. Thank you, Betty Lucas
Bill	6/2/2015	Online Comment form	55th Street	1				negative	existing Bike lane		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 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 street seems extremely poorly conceived. As someone who can bike at times, I can atevidence 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 be 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
Bonnie	6/2/2015	Online Comment form	Iris Avenue			1		negative	auto congestion		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 Avenue 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.....

Carl	6/2/2015	email to Marni and DK	55th Street	1				negative	existing Bike lane	train	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 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 positivegain 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
Chelsea	6/2/2015	email to Marni and DK	55th Street	1				negative	auto congestion	exisiting Bike lane	Hello DK and Marni, I was just made aware of the lane reduction plans and am so very very dissapointed. 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 alloted 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
Cory	6/2/2015	phone call					1	unclear	auto congestion		Learn more about what you are thinking about on your bike paths as far as closing down roads for bike paths.
Dan	6/2/2015	Online Comment form	All corridors	1	1	1	1	negative	auto congestion	noise	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.
Dave	6/2/2015	Online Comment form	Iris Avenue			1		negative	auto congestion	existing bike lane	comments: I think reducing Iris Avenue from 4 lanes to 2 lanes is a terrible idea. Iris Avenue 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 Avenue and Iris Avenue and 26th get backed way up every day and this will make it work. I bike to work down Iris Avenue 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 Street, which definitely could use upgrades).
David	6/2/2015	email to Marni and DK	55th Street	1				negative	auto congestion	existing bike lane	Marni & DK, I'm writing to express my concern regarding the proposed revisions to 55th Street street. I work in the Flatirons Business Park off of 55th Street and Flatirons Parkway. There is already a traffic congestion problem on 55th Street. 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 Street 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 strongy OPPOSE this idiotic proposal. Thanks! David Corson
Eric	6/2/2015	email to Marni	55th Street	1				negative	Future Growth	auto congestion	Please do not decrease 55th Street street to 2 lanes. With more and more people moving to Boulder, we don't need to create extra traffic problems. Thanks, Eric Zeitlin
Gabriel	6/2/2015	Online Comment form	55th Street	1				negative	worse for cars		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.
HarkinsWealth	6/2/2015	Twitter	All corridors	1	1	1	1	positive	safety		A fantastic idea. Making room for #bike lanes by 'right sizing' vehicle lanes -- Kudos bouldercolorado
Hentzen	6/2/2015	Online Comment form	55th Street	1				negative	cost	auto congestion	comments: I regularly commute along 55th Street (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 Street 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 Street 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 Street St would be to re work 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
Jason	2-Jun	email to Noreen	Iris Avenue			1		negative	neighborhood cut through		Hi Noreen, We heard about the city's plan to reduce lanes on Iris Avenue between Broadway and Folsom Street 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 Avenue. Because that arrow was added, commuters are using Quince to cut to 19th to avoid the congested left turn from Broadway to Iris Avenue. 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 Avenue plan be dropped from this project. Thank you, Jason Oeltjen
John	6/2/2015	phone call	Iris Avenue			1		negative	auto congestion		I live at 2180 Norwood. I think that this is god aweful idea. Lived in Boulder since 1960. In North Boulder since 1965. Have lived on Linden, Balsam and Mapleton. Driving on Iris Avenue I think taking two lanes to one lane in each direction will back up traffic between 28th and Broadway. Same with Folsom Street corridor. It will be an absolute mess and will divert traffic to many other corridors. I think it's a bad idea.
Kathleen	6/2/2015	email to Marni	55th Street	1				negative	access	existing bike lane	Dear Mr. Marni, I was recently introduced to the idea of the City's plan to reduce the four lane road of 55th Street 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 Street. 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
Lucia	6/2/2015	email to Council	Folsom Street,Iris Avenue			1	1	negative	cant bike	auto congestion	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 Avenue and Folsom Street – 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 Avenue and Folsom Street! Lucia Craycraft
Mark	6/2/2015	email to Marni and DK	55th Street	1				negative	auto congestion	heavy truck traffic	Hello, I have concerns about the traffic issues that will be caused by decreasing 55th Street 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 Street. 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 Street does not stay four lanes. There are bike paths throughout this area, providing alternate routes for bikers. Sincerely, Mark Hoge
Michael	6/2/2015	Online Comment form	Iris Avenue			1		negative	auto congestion		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
Pamela	6/2/2015	email to DK	55th Street	1				negative	auto congestion	existing bike lane	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 Street 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 Street was closed to thru traffic this was the case! I choose the neighborhood I live in based on the ease of traveling 55th Street 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
Patricia	6/2/2015	email to Marni	55th Street	1				negative	auto congestion		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 Street 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
Pete	6/2/2015	email to Marni and DK	55th Street	1				negative	existing Bike lane		I hear you are considering making 55th Street 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 Street 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 Street the bike paths or sidewalks work fine. I rarely see many bicyclists using 55th Street though — I think more use the bike paths. I don't think reducing 55th Street to one lane is practical and could easily cause more traffic congestion especially in the train crossing area. A train bypass over 55th Street could help relieve this issues. Pete Bialick,
Randy	6/2/2015	phone call	Iris Avenue			1		negative	better for cyclists		I'm complaining about what you guys are going to do to Iris Avenue 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.

Sarasvati	6/2/2015	email to Marni and DK	55th Street	1				negative	construction	auto congestion	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 Street will have on people trying to reach the offices and businesses located on the Flatirons business loop of Central Ave, those located on 55th Street, 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 Street 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
Sharon	6/2/2015	email to DK	55th Street	1				negative	access	auto congestion	I currently work in the Flatirons Park off of 55th Street Street in Boulder. There are only 2 ways to get in and out of the complex and that is by 55th Street Street. 55th Street 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 Street. Regards, Sharon Amsinger
Stuart	6/2/2015	Online Comment form	Iris Avenue			1		negative	auto congestion	neighborhood cut throug	comments: As a cyclist, I think it is a lousy idea to expand bike lanes at the expense of car lanes on Iris Avenue. Way too much traffic on Iris Avenue during peak hours. Cars will increase on neighborhood streets. Better to keep traffic on main corridors. If bike lanes on Iris Avenue is a good idea, why not add bike lanes on Broadway between Canyon and Linden
Susan	6/2/2015	Online Comment form	63rd Street		1			negative	auto congestion	existing bike lane	comments: I think you must be bored and creating unneeded projects because if you had bothered to observe traffic on 63rd Street, 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 Street 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.
Timothy	6/2/2015	email to Marni	55th Street	1				negative	auto congestion	access	Dear Marni and DK, I have an office at Flatirons. I also use 55th Street 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 Street & 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 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 Street 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?"
Valerie	6/2/2015	Online Comment form	Iris Avenue			1		negative	neighborhood cut through		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 Avenue and Broadway and I think I'm likely to have a lot more company.
Wayne	6/2/2015	email to Marni	55th Street	1				negative	existing Bike lane	safety	I JUST GOT AN EMAIL STATING THE REDUCTION OF LANES ON 55th Street 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.
Elaine	6/1/2015	Online Comment form	63rd Street		1			positive	safety		I'm excited to see this change to 63rd Street 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 Street would greatly enhance the experience. This should also be beneficial to families in the area who may wish to ride to the shopping center
Matt	6/1/2015	Online Comment form	Folsom Street				1	positive	safety	communication	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 Street. Or even farther, link up depot junction?!
Anonymous	5/31/2015	Online Comment form	All corridors	1	1	1	1	negative	Future Growth	existing bike lane	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.
Cathy	5/31/2015	email to Council	All corridors	1	1	1	1	negative	Future Growth	inadequate bike facilities	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 Avenue, Folsom Street, 55th Street and 63rd Street 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
Susie	5/30/2015	Online Comment form	55th Street	1				negative	auto congestion	future growth	comments: As a Gunbarrel resident for 23 years, I cannot imagine how the City of Boulder would believe that "rightsizing" 63rd Street 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.

John	5/29/2015	Online Comment form	55th Street,63rd Street	1	1			negative	access	existing bike lane	comments: Iâm writing to provide feedback on the proposed âLiving Laboratoryâ plan to reduce the section of 63rd Street 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 Street. A wide bicycle path already runs alongside on the west of 63rd Street 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 âRight Sizingâ in this plan. I have similar concerns for the proposed changes to an important and heavily-traveled section of 55th Street Street between Pearl Street and Arapahoe. The Boulder County Sheriffâs department headquarters and a large number of businesses and industries use this section of 55th Street 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 Street and 55th Street 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
Manson	5/29/2015	Online Comment form	Folsom Street & Iris Avenue			1	1	positive	safety		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.
Barbra	5/28/2015	Online Comment form	63rd Street		1			unclear	noise		comments: Thursday, May 28 from 4 to 6 p.m. Bike and Walk Audit: 63rd Street Street Meet at the northwest corner of the intersection of Nautilus Drive and 63rd Street Street We were there - where were you??
Kathleen	5/28/2015	Online Comment form	63rd Street		1			negative	auto congestion		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 Street. 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 wants 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 Street. Iâ 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????
Kurt	5/28/2015	Online Comment form	63rd Street		1			positive	safety	furture growth	comments: I have reviewed the drawings of the proposed changes for 63rd Street 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 Schlomhere 4
Leslie	5/28/2015	Online Comment form	All corridors	1	1	1	1	negative	Future Growth	auto congestion	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!
Paul	5/28/2015	Online Comment form	63rd Street		1			negative	auto congestion		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 Street. 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. 2 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 Street. Iâ 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????
Robert	5/28/2015	Online Comment form	63rd Street		1			negative	auto congestion	furture growth	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 Street. 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 Street. Iâ 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????
Susan	5/28/2015	email to Marni	63rd Street		1			negative	auto congestion	Fire Station Access	Dear City Officials - As a resident of the Gunbarrel area, I oppose the concept of “Right Sizing” the section of 63rd Street street from Lookout Road to Gunbarrel Avenue/Nautilus Drive. It appears that this plan would reduce the section of 63rd Street 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 Street. Obviously, this could negatively impact the firefighters response time. - Second, a wide bicycle path already runs alongside on the west of 63rd Street, so it would be difficult to justify the expense of creating a new lane. - Additionally, this section of 63rd Street 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
Tricia	5/28/2015	Online Comment form	63rd Street		1			negative	auto congestion	furture growth	comments: I am OPPOSED TO RIGHT SIZING 63rd Street 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 Street. 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 Street. Iâ 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????
Andrew	5/27/2015	Online Comment form	Iris Avenue			1		negative	auto congestion	furture growth	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
Garret	5/27/2015	Online Comment form	Folsom Street				1	positive	increased cyclist access		comments: I'm totally biased (live on 23rd/Pearl) but having an installation on Folsom Street 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!
James	5/27/2015	Online Comment form	63rd Street		1			negative	auto congestion	auto congestion	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 Street. 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.

Paul	5/27/2015	Online Comment form	Iris Avenue			1		negative	auto congestion	exisiting Bike lane	comments: I live close to 19th and Iris Avenue and work at 28th and Iris Avenue Avenue. I drive/bike this road every day, multiple times per day. I have lived there since 2007. Changing Iris Avenue Avenue between Folsom Street 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 idiling 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 Avenue 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 Avenue. Please do not implement this change to Iris Avenue Avenue! DO NOT change Iris Avenue from a 4 lane to 2 lane road.
Anonymous	5/26/2015	Online Comment form	Iris Avenue			1		negative	auto congestion	neighborhood cut throug	I have been reading up about the proposed changes for Iris Avenue. 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 Avenue. Kalmia already has enough cut-though traffic. We have plenty of bikers that take advantage of a smaller street rather than ride along with lots of traffic on Iris Avenue. Bikes cut through neighborhoods to save time and distance. Iris Avenue to the west goes nowhere but into Broadway where there are bike lanes on the sidewalks. Why not just continue that concept down Iris Avenue and leave the lanes alone?? PLEASE rethink this insanity.
Drew	5/26/2015	email to Marni	Iris Avenue			1		unclear	auto congestion		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 Avenue. I want to type and say I'm in favor of leaving Iris Avenue the way it is. 2 lanes each direction. I would make one modification though. At 15th and Iris Avenue, there is a median for crossing the street and a sign going eastboand 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 activiated 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 Street near Forest, 28th near Iris Avenue/Safeway, 28th near Pearl/Whole Foods, you know. Iris Avenue is zoned for 35, and those flashing lights would help alot to warn traffic of a crossing pedestrian, especially on the SW corner of 15th and Iris Avenue, where the visibility is actually pretty poor. (worth checking out.) Thanks. Drew
Thomas	5/26/2015	Online Comment form	Iris Avenue			1		negative	auto congestion		comments: As a resident along this corridor and a property owner on Cloverleaf Dr., I strongly oppose this plan for Iris Avenue. Iris Avenue 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 Avenue 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 Street. 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 Avenue is the most important since it is the only open east west corridor in N. Boulder. Thanks.
Dorie	5/25/2015	Online Comment form	Folsom Street,Iris Avenue			1	1	positive	safety		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?).
Don	5/24/2015	email to Marni	Iris Avenue			1		negative	safety	neighborhood cut throug	comments: safety first: making travel safer on Iris Avenue 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 Avenue!
Linda	5/24/2015	email to Marni	Iris Avenue			1		negative	auto congestion	neighborhood cut throug	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 Avenue 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 Avenue 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 Avenue, 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 Avenue begins to be frustrating to use. Thanks for your efforts - the issue is important.
Bill	5/23/2015	Online Comment form	Iris Avenue			1		negative	auto congestion	communication	comments: 1) Very disappointed that our entire neighborhood on Linden & Kalmia unaware of public meetings & proposed changes on Iris Avenue until 5/21. 2) Proposed changes in Iris Avenue will cause massive traffic jams in W/E bound Iris Avenue traffic, making it impossible to enter E on Iris Avenue from 16th, & bringing frustrated drivers off of Iris Avenue & onto Kalmia & Linden neighborhood. Terrible idea. Many options for bikers already exist.
Caron	5/23/2015	Online Comment form	Iris Avenue			1		negative	auto congestion		comments: I wonder if anyone "experimenting" with changes on Iris Avenue Avenue has ever spent time at the intersection of 16th and Iris Avenue… 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 Avenue. 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 Avenue 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 Avenue. By car, it's damn near impossible to make that left turn. Turning Iris Avenue into a two-lane road is asking for serious backups, which will likely make trying to cross the street at 16th even more treacherous.
Peter	5/23/2015	Online Comment form	Iris Avenue			1		negative	neighborhood cut throu	auto congestion	comments: I am against the proposed changes to Iris Avenue Avenue west of Folsom Street St. My neighborhood (Melody-Catalpa) already receives extra speeding vehicle traffic whenever there's a backup on Iris Avenue 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 Avenue works reasonably well the way it is now, so I view the plan as a solution in search of a problem.
Amy	5/22/2015	email to Council	Iris Avenue			1		unclear	safety		Hello, I know that there's a lot of changes in store for Iris Avenue between Broadway and 28th. I really hope that the crosswalk at 15th and Iris Avenue will be equipped with a flashing light. Our family lives north of Iris Avenue 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
Janice	5/22/2015	email to Council	Iris Avenue			1		negative	auto congestion	safety	Alarmed that the city would consider narrowing Iris Avenue 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 Avenue 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
Linda	5/22/2015	Online Comment form	Iris Avenue			1		negative	auto congestion	winter maintaince	comments: Changing Iris Avenue Ave from 4 lanes to 2 lanes with a middle turn lane is a terrible idea! Iris Avenue is a continuation of the Diagonal Highway and is the only major East/West corridor north of Canyon.Â 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 Avenue. All lanes that exist now are needed to handle the daily amount of traffic. Â 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)Â will turn the road into a parking lot of angry commuters and local residents.Â These angry commutersÂ who need to use Iris Avenue to get anywhere will be forced off of Iris Avenue and will turn to neighborhood roads to be able to get anywhere.Â NeighborhoodÂ 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.Â Besides being neighborhood roads where there are children and dogs,Â 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. Â 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 Street). This would stop traffic on Iris Avenue altogether if someone decided to turn left, making Iris Avenue unusable on snowy days. If you add in the fact that RTD bus #208 runs up and down Iris Avenue (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.
Liora	5/22/2015	email to Council	Iris Avenue			1		negative	Future Growth	auto congestion	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 Avenue 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 Avenue 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 Street, Iris Avenue) 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 Avenue 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 Avenue 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 Avenue. Thank you, Liora Halperin

Vicki	5/22/2015	email to Council	Iris Avenue			1		negative	auto congestion	existing bike lane	I am concerned about narrowing Iris Avenue between Folsom Street 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 Avenue 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 Avenue. Unlike Arapahoe where there was no room, we have the space on Iris Avenue 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 Avenue. Thanks, Vicki Woodard
Brad	5/21/2015	email to Marni	55th Street	1				negative	auto congestion		A month or two ago the city closed one lane of 55th Street 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 Street. Traffic was a nightmare at that intersection until all lanes reopened. This morning, 55th Street 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 Street 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 Street to escape. When I finally got to Arapahoe, I saw cars trying to turn onto 55th Street 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 Street is reduced from four lanes to two.
Joy	5/21/2015	Online Comment form	Iris Avenue			1		negative	auto congestion		comments: I just learned about this program for Iris Avenue 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
Miho	5/21/2015	Online Comment form	55th Street,63rd Street	1	1			negative	auto congestion	furture growth	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!
Myrna	5/21/2015	email to Marni	63rd Street		1			negative	auto congestion		Myrna Besley mysube@aol.com I live in the neighborhood off 63rd Street 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
Barbara	5/20/2015	email to Marni	63rd Street		1			negative	access	auto congestion	Re: "right sizing 63rd Street street" First of all I would like to know why those of us who live in the neighborhoods off 63rd Street have not been surveyed about our feelings regarding the changes to 63rd Street. 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 Street 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 Street , why not just build one on the east? Sincerely Barbara Pickett
Brook	5/20/2015	email to Marni	Folsom Street				1	positive	safety		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 Street. 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 Street, 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
David	5/20/2015	email to Marni	63rd Street		1			negative	environment	auto congestion	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 an drastic increase in CO2, CO and NOx 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.
Frank	5/20/2015	email	63rd Street		1			negative	auto congestion		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
Frank	5/20/2015	Online Comment form	Iris Avenue			1		negative	auto congestion		comments: Top 5 dumbest Boulder ideas. Iris Avenue 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 Avenue DON'T MAKE THIS CHANGE.
Joni	5/20/2015	email to Marni	63rd Street		1			negative	auto congestion	future growth	Hello, I live on Twin Lakes Rd. I received an email about the resizing project for 63rd Street 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 Street 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
Joni	5/20/2015	email to Marni	55th Street,63rd Street,Iris Avenue	1	1	1		negative	auto congestion	quality of Life	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 Street, 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.
Kathleen	5/20/2015	email to Marni	63rd Street		1			negative	auto congestion	furture growth	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 Street 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 Street 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.
Renee	5/20/2015	Online Comment form	63rd Street		1			unclear	safety	growth	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.
Zach	5/20/2015	email to Marni	Folsom Street,Iris Avenue			1	1	positive	safety	communication	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 Avenue and Folsom Street. 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 Avenue 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 two tight and there is generally a car on the other side of them. Still, Iris Avenuei 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 Street or 63rd Street 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
	5/20/2015	Online Comment form	Iris Avenue			1		negative	auto congestion	Cant use bike	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 Avenue & 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.
Janice	5/19/2015	email to Marni	55th Street,63rd Street	1	1			negative	auto congestion	Fire Station Access	Dear Ms. Ratzelm, I'm writing to provide feedback on the proposed "Living Laboratory" plan to reduce the section of 63rd Street from 2 lanes down to 1 in each direction and add sevenfoot 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 Street. A wide bicycle path already runs alongside on the west of 63rd Street 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 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 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 Street and 55th Streetstreets. 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.

Jennifer	5/19/2015	Vimeo	All corridors	1	1	1	1	positive	safety		I am so glad that there will be safer biking for me and my kids and my family. Remember, every bike, every bus, reduce traffic congestion and keep the air cleaner for everyone. This can be a win-win for Boulder!
Les	5/19/2015	email	63rd Street		1			negative	auto congestion		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
Nick	5/19/2015	email to Marni	Iris Avenue			1		positive	safety		I work for Boulder County and I often ride my bicycle that last mile to North Broadway and Iris Avenue campus. I take the BOLT RTD bus from my home in Longmont that leaves me at 28th/Iris Avenue. Currently, Iris Avenue 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
Patrick	5/19/2015	Vimeo	All corridors	1	1	1	1	negative	auto congestion		What? Boulder has a new idea to waste an enormous amount of money…what else is new?
Bob	5/18/2015	email to Marni	55th Street,Folsom Street	1			1	positive	safety		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 Street frequently and 55th Street 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 Street, is the most dangerous transportation choice that I currently make. Thanks. Bob Jamieson
Kurt	5/18/2015	email to Marni	63rd Street		1			positive	safety	reduce traffic volume/spe	The city of Boulder is considering "Right Sizing" its section of 63rd Street street from Lookout Road to Gunbarrel Avenue/Nautilus Drive (see https://bouldercolorado.gov/goboulder/living-lab-candidate-corridor-63rd Streetstreet). 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 Schlamberg
Leslie	5/18/2015	email to Marni	63rd Street		1			negative	auto congestion		I just have to say NO, NO, NO! What is wrong with all of you! Stay away from Gunbarre!! Leslie Stinson Leslie Stinson
Martin	5/18/2015	email to Marni	63rd Street		1			negative	Future Growth		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 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 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
Shawn	5/18/2015	email to Marni	55th Street,Folsom Street	1			1	negative	auto congestion	winter maintaince	While I'm a member of two bicycling advocacy groups, I was in utter shock at the concepts that were suggested for Folsom Street and 55th Street. This is for two main reasons: 1. As traffic on both 55th Street and Folsom Street 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
Sue	5/18/2015	email to Marni	63rd Street		1			negative	Future Growth	auto congestion	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 Street 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 Street, and behind the King Soopers on Lookout, etc. As a result, traffic has increased along 63rd Street, 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 Sutton
Marcus	5/16/2015	Inspire Boulder	Iris Avenue			1		positive	safety		I was originally a little concerned about trying to pull out of my development on 22nd onto Iris Avenue 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 Avenue like the plague.
Richard	5/16/2015	Inspire Boulder	Iris Avenue			1		positive	better for cyclists	safety	I agree, the proposed plan is a big improvement over the current conditions.
Brad	5/15/2015	email to Marni	55th Street	1				negative	auto congestion		I attended a gathering May 5 on the proposed changes to 55th Street street for multimodal. They asked for input. On May 6, I waited for a train on 55th Street at 8:20am heading north just past Arapahoe. By the time the train passed, traffic had backed up on both lanes of 55th Street back to Arapahoe (and probably farther but I couldn't see how far past Arapahoe). If 55th Street 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
Brad	5/15/2015	email to Randall	55th Street	1				negative	auto congestion		This email provides my comments regarding the city's plans to reduce 55th Street 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 street were reduced to one lane (even with turning lanes). First, I was turning North onto 55th Street 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 Street 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 Street 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 Street 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 Street 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 Street. 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 Street but I don't know if you received that. Brad Sutton
Ian	5/11/2015	email to Marni	Folsom Street				1	positive	safety		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.
Pete	5/7/2015	email to Council	Iris Avenue			1		negative	auto congestion		Subject: Proposed plan for Iris Avenue avenue I received a living lab postcard in the mail outlining a plan to close two lanes of traffic on Iris Avenue 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 Avenue and my in-laws live on 13th and Iris Avenue. My wife and I along with my in-laws also own a rental property at 1800 Iris Avenue. 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
Alex		Twitter	Folsom Street				1	neutral			Mary Young + @bouldergobldr reps meeting now with Folsom business owners and residents upset about right-sizing.
Anonymous		telephone call	Folsom Street				1	negative	auto congestion	safety	I live at Walnut at 23rd near Folsom Street. Project has caused a lot of problems in our neighborhood. A goal is to get more women and older adults riding Folsom Street. I am both and rode Folsom Street before the pilot project. The few times I've biked Folsom Street since the pilot project, I have found that the congested traffic has been a cocern with breathing more pollution. Increased taffic in our neighborhood. It has changed the nature of our neighborhood. Lots of close calls for those turning left due to no gap in traffic. I've seen more aggressive driving on Folsom Street. I actually bike less on Folsom Street due to the backed up traffic and choas. SEems like we creating bigger problems than we are fixing.
Eric		Twitter	Folsom Street				1	positive			Folsom Street is now safer for deer. Thanks @bouldergobldr
Eric		Twitter	Folsom Street				1	neutral	Better for cyclists		short letters of support with personal experiences on how to improve Folsom would be hugely helpful. #BikeFolsom

Marieke		Email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom Street is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom Street. Sincerely, Marieke
Mark		Twitter	Folsom Street				1	negative			@ericmbudd Folsom was poorly executed - like many things @bouldercolorado does - from multi-colored ballasts to flashing lights to medians.