



## FEBRUARY 15<sup>TH</sup> 2018 OPEN HOUSE, TRANSCRIBED COMMENT FORMS

- Love the idea! Would make my commute to and from work faster, and encourage me to visit businesses (shout out to Wild Woods Brewery and the Boulder Humane Society Thrift Shop!) in East Boulder more often, and would make the area feel less.... “trafficky,” Good luck!
- With Alternative 3 it looks like there are 2 options for buffer zones between bikes and cars, and pedestrian and bike. I favor the wider buffer between bike and cars and narrower between bike and ped. Distracted drivers veering seems more of an issue than distracted bikers but tickets can certainly be issued to bicyclists who act stupid. Thank you
- Making Arapahoe narrower makes no sense. You will only push more traffic down 55<sup>th</sup>. The only way this will work is to put a large!! Parking lot outside the area and offer free, frequent bus service in. With Boulder getting too expensive, you are going to have even more traffic. It is almost like the city is getting paid to force more traffic onto 36 so they increase their revenues and I bike and take bus to work. This place is making biking less safe.
- It is impossible to exit Park Lake subdivision (between 75<sup>th</sup> and 95<sup>th</sup>) onto Arapahoe at 7-9 and 3:30pm – If we want to go to Boulder we can turn right, but to turn left is impossible – we turn right, to to 75<sup>th</sup>, then left, go to Baseline, turn Left, and can finally get to 95<sup>th</sup> which is only 2 miles from Park Lake – we remember a meeting at Douglas Elementary several years ago when 4 lanes was an option – Bus lanes are useless!
- I don’t understand how you plan to reduce car traffic on Arapahoe.
- I do not support Alternative 3. In my opinion, it only worse if people leave their car for a bus. The width of the needed right of way will ruin businesses from Folsom to 55<sup>th</sup>.
- 2040 seems absurdly far out. Still trying to understand why we went through 2 years of construction on the 65<sup>th</sup>-75<sup>th</sup> street for no appreciable enhancements. How about just fixing Arapahoe and 55<sup>th</sup> intersection in my life time? BTW one of the most dangerous intersections for children is right in front of this church. Brooklawn and Pennsylvania is a death trap for kids walking to and from school!
- Why does Boulder want to force us to take RTD and ride our bikes for lack of decent road? People want to drive for a lot of reasons! This is a 4 season region – not Southern California – how many of you rode your bicycles to this meeting? Doesn’t Boulder care about the hard working professionals that make up the bulk of the businesses along this corridor? You are trying to cater to others and not those who are professionals and happen to be very smart and wise individuals in this community. Why are you spending all this money on a 20-40 year plan when right now our creeks and rivers need the funding to clear the debris from the 2013 flood? This is a right now current issue that needs funding!! We have culverts that are blocked from

the 2013 flood that haven't been cleared! Why aren't we dealing with the here and now necessary issues?? Let's repair our city from what's already happened first!!! Please!!

- 1) Why are coercing citizens to ride the bus and ride bikes? 2) Are the goals really saving 6 minutes on BRT and 17 minutes driving which is the same as with no improvements – does the price warrant 6 minutes of saved travel time? The city needs to repair our town before moving forward.
- Need (desperately and urgently) for Park-n-Ride on Foothills and Arapahoe with free or low fee parking (or near Foothills on East Arapahoe). Too crowded on Table Mesa (S. Boulder Road) and/or Pearl Street (too far).
- Westview Road safety issue accessing Arapahoe at peak traffic hours. Signalization or some other solution would help.
- Run the buses on Arapahoe more frequently! I like the idea of #3, a middle lane that changes depending on traffic.
- FIND A BETTER PLAN. The only way this will succeed is with a large parking lot (“PL”) at 95<sup>th</sup>, another PL at 75<sup>th</sup>, one at 63<sup>rd</sup>, and one at 55<sup>th</sup>, with exceptional bus service. We don't have exceptional bus service. We have marginal bus service. Do not reduce lanes on Arapahoe have you ever been stuck on 28<sup>th</sup> st, trying to get to Arapaho east bound in a snowstorm? This is a terrible plan. This plan will snarl traffic and with the hospital now on Arapahoe, traffic has increased – it will only get worse. DO NOT DO THIS PLEASE. This is arrogance – you think you know best.
- 1) Why was this scheduled on the same night that the RTD is having a “community input” at the Louisville Library (which has been scheduled for at least 6 weeks). 2) Why do you think the RTD is going to put more buses on when their ridership at this point is pathetically low. 3) Do you honestly feel that Arapahoe between 63<sup>rd</sup> and 75<sup>th</sup> has been improved by what was done to that section of the road. 4) Do you have any data regarding ridership on the mostly empty buses that I see daily.
- Ensure protected bike lanes from hospital exit/entrance as well as businesses. Currently one lane going both directions. Would love to see improved bus scheduling to encourage ridership.
- Are you really proposing reducing automobile lanes? Bad idea. More people, more business, and more automobiles. Use common sense.
- Your guy who told me I don't believe in climate change made me furious. I put solar on my home 7 years ago because of climate change. He was arrogant.
- 2 dedicated bus (rapid transit or otherwise) lanes without increasing the number of car lanes is a total waste of resources. It is wishful thinking that people who work anywhere but Downtown Boulder will not drive to work.
- The plan goes out to 2040, but something needs to be done now to alleviate the traffic current congestion. Granted there is not a lot of traffic on Arapahoe during the day now, but the morning and evening commutes are bumper to bumper into and out of Boulder (remember, most of the area growth is in Erie and Lafayette). The buses don't run very often and there is the problem of people getting to work after they exit the bus. 2 auto lanes in each direction is a must.
- Make bike lanes GREEN – use green concrete. Do this throughout the city. Protected and continuous bike lanes and sidewalks. At driveways, make cars cross the bike lane. 8mph for cars when crossing over the bike/ped crossing.

- Don't think it's practical to proceed with the lane changes and restrictions before we get assurance that BRT or even improved bus service and usage will happen. Not convinced that the city can do the human engineering to get people to leave their cars for buses to make this all work. Good idea in theory but seems like between now and 2040 driving East Arapahoe will be a disaster. Especially with the push to bring in dense development.
- We are concerned about being able to get out of Westview Drive onto Arapahoe during rush hours.
- Trees trees trees trees trees!
- I like this plan, think it's going in the right direction. It needs to be combined with zoning and land-use changes to complete the traffic transformation.
- I strongly feel the multi-use path should have marking indicating a ped-only place to be (no bikes). I am concerned for vulnerable people especially with bikes co-existing on the path. Thank you.
- No BRT lane 28<sup>th</sup> to 63<sup>rd</sup> – would cause too much congestion. If trying to increase bus ridership need more frequency. 75<sup>th</sup> to 287 – really need 4 lanes (2w, 2e) but could use left hand turn lane and wider right shoulders.
- Have you done survey of people on east side of city to see who/how many would get on a bus – I have to walk about a mile to Arapahoe or over ½ mile to Baseline – not really convenient.
- What are RTD's projections of ridership on this corridor – east of 75<sup>th</sup> pretty rural.
- Need better intersections at Arapahoe and 287 – west side terrible congestion – longer left and right hand turn lanes. Know there is private property on that NW corner.
- What impact does school choice have on traffic patterns in this corridor.

# page submitted by open house attendee

## Questions to ask:

*provided to several  
staff members.*

- 1) Transportation Department Organization and Budgets:
  - a) Who is in charge, how & who decides the directions and priorities ?
  - b) How many planners are there in the Transportation Department, total budget per year, and for the past 3 years what is the total expense to date by all identified projects?
- 2) What is Boulder Transportation's list of the top 5 Boulder problems, by severity, by funding priority, by plan name, and by projected implementation date. Are they 28th St., Baseline (55th to Cherryvale), EAST ARAPAHOE (Folsom to 75th), 30th St., ... or where?
- 3) Some of us feel that the previous public input process was not good – it divided us into small sessions, where discussion and group interaction with each other was limited and not public.
- 4) Where are we now and for the EATP, what are the projected dates for?
  - A. Recognition of a problem \_\_\_\_\_
  - B. Planners working - a project name \_\_\_\_\_
  - C. Plan approved \_\_\_\_\_
  - D. Solution budgeted \_\_\_\_\_
  - E. Implementation started \_\_\_\_\_
  - F. Implementation finished \_\_\_\_\_
- 5) The East Arapahoe Traffic Problem is ..... *in 25 or fewer words ....* - it is a REAL MESS !
- 6) What is the cause the East Arapahoe problem? \_\_\_\_\_
- 7) Where does the problem originate? \_\_\_\_\_
- 8) Is the street layout from 63rd to 75th a significant cause of the mess?
- 9) Is there a traffic density map (by hour) which shows where are cars coming from and going to ? How do I get a copy?
- 10) Is it traffic volume, or are inaction by the city council or the transportation department, or is lack of money, or is the Boulder Go mindset contributing to the problem ? Isn't there a primary focus on bicycles and bus solutions vs fixing the automobile congestion? Is that realistic?
- 11) Have any other changes or actions been considered which could have more or earlier reduction in the problem – some examples:
  - a) maybe a fix between 75<sup>th</sup> and US 287 would be more effective than the EATP?
  - b) would a substantial city tram system be more effective?
  - c) Should the employers of work commuters be required to participate in a solution?
- 12) How will you solve the problem that the proposed solution is too wide (139 feet) for some stretches of Arapahoe? Is the solution a pretty dream wrong-sized solution ???
- 13) ...