

# LIVING LAB

## PHASE 1

NOVEMBER 17, 2015

OPEN HOUSE

## Spruce Street Buffered Bike Line

### Continue it?

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

### Refine it?

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

### Remove it?

None

## Living Lab Poster

# Barrier Protected Bike Lanes – Baseline barrier:

### Continue It-

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

### Refine It-

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

Remove It –

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

## University Ave Parking Protected Bike Lanes

### Continue it?

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

### Refine it?

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

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

## Remove it?

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

“Black ice!”

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

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

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

“Delivery trucks can block both lanes of traffic.”

“Go back to design on University west of 9<sup>th</sup>.”

“Put University back to the way it was.”

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

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

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

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

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

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

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

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

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

“Mixing bikes and parking is challenging.”

“Winter is dangerous. Bike lane freezes badly.”

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

“Please return this stretch to the previous arrangement.”

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

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

“Greatly reduce number of poles or remove.”

## Living Lab Poster

# University Ave Back-in Angle Parking:

### Continue It-

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

### Refine It-

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

### Remove It –

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

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

## Harvard Lane Dashed Bike Lanes

### Continue it?

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

### Refine it?

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

### Remove it?

None

# Community Feedback via Online Survey Form

Response ID:11 Data

## 1. (untitled)

### 1. Phase I pilot projects of interest to me (Check all that apply):

- Spruce Street - Buffered Bike Lane
- Harvard Lane - Dashed Bike Lane
- Baseline Road - Protected Cycle Tracks

### 2. Please share your feedback and suggestions about the Living Lab Phase I pilot project(s).

I appreciate the extra room on the Spruce Street bike lanes. More room helps one feel more secure. Harvard Lane did not feel like it needed work. I don't think the lanes as painted are adequate. Without the lane markings, I felt more comfortable riding where I felt most comfortable in the lane. The Baseline lanes are fine but I think they are so unattractive. Using these temporary treatments in short spaces does not do much to grow comfort or interest in the lanes from the community.

### 3. What worked well in the Phase I Open House meeting? What did you like?

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### 4. What could be improved for Living Lab future engagement meetings? What didn't you like?

More direct outreach to people that could be interested. Making sure user groups like students have the opportunity and awareness to voice their opinion.

### 5. How did you learn about this event?

Go Boulder email/eNewsletter

### 6. Please add your address if you'd like to be added to the Living Lab mailing list. Thanks!

## 1. (untitled)

### 1. Phase I pilot projects of interest to me (Check all that apply):

Spruce Street - Buffered Bike Lane  
University Avenue - Back-In Angled Parking  
University Avenue - Parking Protected Bike Lane  
Harvard Lane - Dashed Bike Lane  
Baseline Road - Protected Cycle Tracks

### 2. Please share your feedback and suggestions about the Living Lab Phase I pilot project(s).

Spruce St. -- this one works for bikes, cars, peds. Not expensive.

Uni Ave, W. of Broadway -- I don't like it as a bike rider, pedestrian, or driver. It used to be a wide open street with excellent visibility and good wide bike lanes. Now really poor visibility, feels dangerous. When driving, can't really see bikes. As a pedestrian, I have to be 1/2 way in the street to see around park cars and if someone is coming. Snow removal worked ok for bikes but kind of a mess for cars.

Uni Ave Parking -- seems like a good idea but seems like it's been hard to enforce. Still see cars parked wrong. Generally, it wasn't that unsafe. Good visibility. Bike riders had to pay attention to cars backing out but not that hard to see.

Harvard Lane -- I ride this a few times a month. the marked lines were nice but didn't add that much to what is basically a very safe and easy street to ride on.

Baseline Road -- I don't think the concrete blocks add much. Baseline was a pretty easy street to ride on because it was so wide open. Cars move fast though but bike lane is adequate. Not sure it's worth the expense.

All in all would like to see buffered bike lanes and use the money for the other treatments for more off road bike paths.

Best thing to do is slow cars down. Not popular with drivers but safer for everyone.

### 3. What worked well in the Phase I Open House meeting? What did you like?

Worked well for me. Good presence of city staff. Good information. Like reading comments others made for each project. Easy to "vote" and that was a nice way to see responses. Kudos to staff. Good food too!

### 4. What could be improved for Living Lab future engagement meetings? What didn't you like?

See answer to #3.

### 5. How did you learn about this event?

News media story (print, TV, digital, radio)

### 6. Please add your address if you'd like to be added to the Living Lab mailing list. Thanks!

djmakowski99@yahoo.com

1. (untitled)

**1. Phase I pilot projects of interest to me (Check all that apply):**

Spruce Street - Buffered Bike Lane

**2. Please share your feedback and suggestions about the Living Lab Phase I pilot project(s).**

Please keep the buffered bike lanes on Spruce Street. I live on Spruce Street and have chosen to make my bicycle my primary form of transportation around town. These bike lanes make it much easier and make it feel much safer for me to travel east and west from my home, and to access Folsom, which is my primary north-south route. Before the Spruce Street bike lanes were installed, I used Pine Street, but feel much safer going downtown on Spruce because the roundabouts on Pine feel hazardous. Very few drivers actually yield as the signs instruct them to, especially to cyclists. While the buffering lane might actually be more relevant to cyclist safety if it were between the parked cars and the bike lane than between the moving cars and the bike lane, at least the extra width allows me to move out of the way quickly without veering into a moving car if someone suddenly opens their parked car's door in front of me. The only downside is that the City of Boulder has not plowed snow from Spruce Street for many years, so the bike lane is unusable when it snows.

**3. What worked well in the Phase I Open House meeting? What did you like?**

I was unable to attend the meeting, but I wanted to give my feedback on the only project under discussion that I have actually used.

**4. What could be improved for Living Lab future engagement meetings? What didn't you like?**

**5. How did you learn about this event?**

Other - Please be specific: postcard sent by City of Boulder announcing the event

**6. Please add your address if you'd like to be added to the Living Lab mailing list. Thanks!**

ealangston@hotmail.com

## 1. (untitled)

### 1. Phase I pilot projects of interest to me (Check all that apply):

University Avenue - Parking Protected Bike Lane

### 2. Please share your feedback and suggestions about the Living Lab Phase I pilot project(s).

The University Avenue Park Protected Bike Lane is a disaster and should be fixed immediately. I have personally biked and driven this stretch and it is dangerous for both modes of transportation. For bikers, you can't see the cars as you bike along, coming out into traffic to cross streets is nuts. One of my our neighborhood children (a large adult-sized child at 15) was hit by a car in this manner. Bikers are also susceptible to passenger side doors opening and hitting them. For drivers, the road is hazardous. Driver's doors opening, haphazard parking and a narrow street changed this from the best street in Boulder to the worst. And this is on dry roads. As soon as the snow falls, it creates a less-than one lane street for drivers. This is a total mess, please put it back the way it was, when it was safer for bikes and cars to see each other.

### 3. What worked well in the Phase I Open House meeting? What did you like?

### 4. What could be improved for Living Lab future engagement meetings? What didn't you like?

### 5. How did you learn about this event?

Go Boulder email/eNewsletter

### 6. Please add your address if you'd like to be added to the Living Lab mailing list. Thanks!



# UNIVERSITY AVENUE

9TH - BROADWAY

## Support for protected bike lanes

### Physical separation

- Many cyclists expressed that they feel more safe and comfortable riding with a barrier between them and motor vehicle traffic
- More families and older adults seen riding along the corridor
- Reduces potential for parked car door opening into path of cyclists
- Reduces the potential for bicycling on the sidewalk

### Slower vehicle speeds

- The narrowed travel lanes reduce vehicle speed along the residential street
- Cars tended to go too fast in the past. Now they are slower

## Considerations for protected bike lanes

### Visibility

- Some community members expressed that cyclists are hidden behind parked cars, which increases conflict between cyclists and drivers turning onto side streets
- Cars turning onto University can check for bikes traveling along University first and then move out to check for oncoming traffic when making their turn onto the street
- Some drivers entering from side streets cannot see traffic traveling along the corridor due to parked cars. This causes drivers to pull out past the stop sign to see whether it is clear, obstructing the bike lane

## Concern for protected bike lanes

### Narrow street design

- Parallel parking has become more difficult. Community members have expressed that the narrow design forces people to wait or move into the other lane to pass, when vehicles are parking
- Drivers have expressed that they feel unsafe getting in and out of their car because of the proximity of moving vehicles. This concern is heightened during winter months because the road becomes even more narrow when snow is stored in the middle of the road

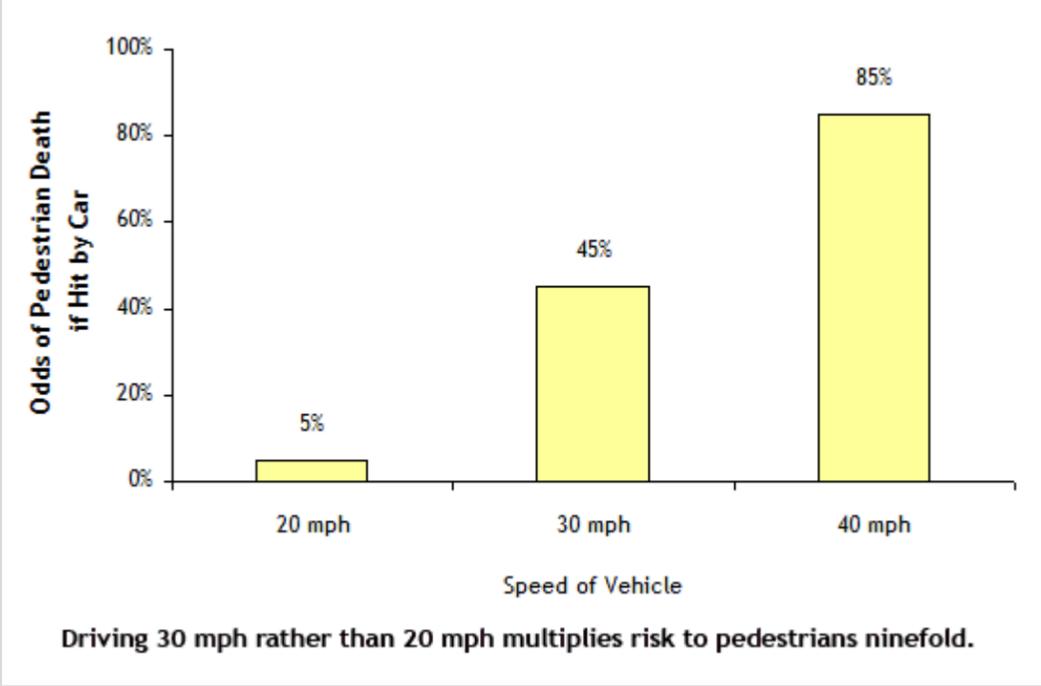
### Snow removal in protected bike lanes

- Cyclists have expressed concerns with the lack of plowing
- The slope of the road within the protected bike lane has caused snow runoff to build up in the bike lane. When the snow freezes the bike lane becomes too icy
- Drivers and cyclists have stated that the icy conditions forces cyclists into the road and the narrow design makes both cyclists and drivers uncomfortable

### Inappropriate use of the bike lanes

- Some community members have seen bicyclists riding the wrong way and as well as skateboard and pedestrian users in the protected bike lanes

Date	Treatment	First Name	Full comment
1/5/2016	Protected bike lanes – University	Sara	I don't know how the city can justify the constant attempt to clean that portion of bike lane when auto major routes through the hill necessary to approach our homes and allow for delivery trucks to congregate residences like the Academy and the Greek houses cannot get regular maintenance. Our streets are often dangerous for days and weeks after a snow and getting service to the shady portions is slow. I have watched semis sliding towards parked cars, in one case not stopping until it hit the curb in front of my house and yet, with snow still surrounding parked cars on University you are still sending out man and machine all the time. For maybe one bike a day.
12/9/2015	Protected bike lanes - University	Tina	My neighbors on University and myself entreat you to do everything you can to stop this University Ave. parking-bike lane experiment debacle as soon as possible. It's made our lives very much more unpleasant. Thank you so much for your consideration.
12/2/2015	Protected bike lanes - University	Sarabeth	At 2:35pm today, there was patchy ice in the eastbound bike lane on University in the block between 10th St and 11th St. There were no cyclists in the bike lane the entire stretch from Broadway to 9th. There was one cyclist in the eastbound auto lane, riding right against the parked cars.  What snow can melt around the parked cars in the eastbound lane runs under them towards the curb each day. But as this section of the street is nearly always in the shade of the rental apartments, it just refreezes in the "protected" bike lane every night
11/28/2015	Protected bike lanes - University	Community Cycles Advocacy Committee	<p>Comments on Living Labs Phase 1: University Avenue Protected Lanes</p> <p>Community Cycles has heard comments from our members both for and against continuing the parking-protected bicycle lanes on University Avenue. Those people who don't like the lanes are almost all confident, assertive bicycle riders or long-time residents who don't like the aesthetic effects of the lanes. However, the main goal of this Living Lab treatment is to improve both perceived and objective street safety and to provide a comfortable place to bicycle for those who are uncomfortable riding next to cars. The University lanes have provided valuable data to the City on how to implement parking-protected lanes and the maintenance issues they may cause. On balance, we feel these lanes are a net improvement in safety and provide a protected area where the "concerned" cohort—those people who we must get riding if we are to increase cycling mode share—feels more comfortable riding. We strongly recommend that the lanes be retained, perhaps with some minor changes to reduce remaining concerns regarding aesthetics and intersections. Most importantly, we urge that the treatment be evaluated by informed, rational consideration of the effects on safety and on making progress toward Transportation Master Plan goals. Vocal dissent from a few residents, often using specious arguments, should not drive the decision-making to retain or remove the lanes. This is especially true when many of the students and short-term residents who benefit most from the lanes are not easily involved in the public feedback process.</p> <p>A few specific comments follow:</p> <p>The street is safer. The 85th percentile vehicle speeds on the treated section of University declined from 29 to 26 mph. The speed limit is 25 mph. This lower speed alone is a reason to keep these lanes, which visually narrow the roadway, in this pedestrian-rich multi-unit neighborhood. As you know, the death and injury rates for people walking and cycling decline dramatically as speeds fall from above 30 mph toward 20 mph (see graphic below).</p> <p>"Daylighting" is important. At intersections there must be good sight distance from stop signs so drivers can confidently determine when to proceed. Removing a little more parking at cross-streets may still be needed along University.</p> <p>Aesthetics matter, especially to long-term residents. Any change to a well-loved neighborhood is hard to swallow. When temporary materials, such as bollards and concrete blocks, are used as part of an experimental treatment, the effect can be jarring. Low profile "turtle" or "armadillo" barriers might be more attractive than bollards, and just as effective at keeping parked cars properly positioned. We suggest that renderings of future plantings and other landscape elements be offered to show how a final design might blend better with the mature landscaping of the neighborhood. And we recommend that, should the changes be made permanent, attractive landscaping, such as along 13th St. downtown, be installed promptly.</p> <p>Snow and ice removal is critical for wintertime travel. Not only must snow be removed from the lanes promptly, but overnight re-freezing of melt from the previous day also needs to be dealt with. However, we note that these problems are far better than the previous condition of the University on-street bike lanes following snow, when both plows and car tires pushed snow and slush into the bike lanes to refreeze into ruts. In fact, many of Boulder's bike lanes become nearly useless for days after a snowstorm because repeated removal of snow and slush from the lanes is not prioritized. The protected lanes minimize this because the plowed snow is between the travel lanes and the parked cars, rather than in the bicycle lane. We look forward to seeing continued evaluation and improvement in the snow and ice removal along University this winter. And we advocate for much more effective and repeated snow removal on bike lanes throughout the city.</p> <p>Additional public outreach should be performed. We recommend that City staff conduct further surveys of the residents of houses and apartments along University who live along the</p>

			<p>treated section, as well as people driving, walking, and biking along the street. Currently the feedback is dominated by well-organized long-time residents, and by biking and walking advocates such as Community Cycles. It would be truly informative to engage a broad cross section of current and potential users of this street to understand the positive and negative responses to the changes. Solid data from objective surveys would be especially useful in the current charged atmosphere resulting from the very public debate on the Folsom protected bike lanes.</p> <p>Thank you for considering our comments, and for your continued service to our community.</p> <p>Sincerely, The Community Cycles Advocacy Committee</p>  <p style="text-align: center;"><b>Driving 30 mph rather than 20 mph multiplies risk to pedestrians ninefold.</b></p> <p>source: <a href="http://www.sightline.org/2011/08/03/let-cities-lower-speed-limits-2/">http://www.sightline.org/2011/08/03/let-cities-lower-speed-limits-2/</a></p>
<p>11/18/2015</p>	<p>Protected bike lanes - University</p>	<p>Tina</p>	<p>I've lived on University Avenue for 25 years and dearly love our town, but since the change regarding the bike lanes on my street I dread driving home every time I have to come up University Avenue. Automobile traffic is congested and cramped, bike riders are few and when they pop out from between the parked cars it feels like a deadly accident waiting to happen. My son, who also has a house on University and bikes everywhere in Boulder, feels the same way about the situation here. It's awful. Please, can we go back to the way it was? Thank you for your consideration.</p>
<p>11/18/2015</p>	<p>Protected bike lanes - University</p>	<p>Frances</p>	<p>I forgot the living lab meeting yesterday about University Ave and would like to mention my experience. It is usually quite impossible to see cars coming from the side streets as I drive on University to Broadway and i think they can't see me. Also parked cars are not always in their space, i.e. they go over the line. It is also pretty hazardous as cars park on University east of Broadway. I am now trying to avoid this route. I emailed the person about results of the transportation survey which I participated in but evidently wrote the address down wrong as it came back. I would be interested in the results. Finally, I can't find any place mentioned for parking in the new civic area around the library. Is everybody expected to walk there? The library parking lot is full so often now that I have stopped trying to park there myself but park in other places. Having lots of grass which nobody is using won't be a benefit. Also I can hear so much music from the civic area (I live at Grant and Euclid) which I don't want to hear. I wonder if something can be done to keep the sounds more local.</p>

11/16/2015	Protected bike lanes - University	John	<p>1. University Ave (WEST of Broadway to 9th St.) now contains a bike lane along the curb, then parked cars, then a travel lane. All the white “pickets” along this stretch are visually miscellaneous and confusing. The bike lane along the curb is also dangerous because, at any moment, a passenger could open side door, which would extend as much as 5' horizontally in to the bike lane — and there is no place for the bike rider to swerve or “retreat” at the last moment. In the winter, I believe that snowplowing the bike lane is complicated and expensive. Why destroy the grand, elegant nature of what University Ave used be and can be again? Speeding could be much more effectively controlled by lit “speed monitoring” signals, traffic circles, speed tables, and perhaps “bulb outs” or “neckdowns” at each intersection — such neckdowns, as in Whittier, also significantly improve pedestrian safety.</p> <p>2. University Ave. (EAST of Broadway to 17th St.) now requires all cars (parking in angled parking spaces along the south side) to BACK in to each parking space. This is extremely difficult and hazardous to do heading west, as each car must take up both traffic lanes to slowly back in at an angle — and is also almost difficult and hazardous to do heading east. Is there better visibility now for drivers to see bikers heading downhill east toward 17th? I don’t think so — most vehicles parked along there seem to be SUV’s, station wagons, or large pickups, rendering it impossible for a driver facing forward (or north) to see approaching bikers coming at speed, downhill. Unless there is clear data showing that car-to-car or car-to-bike collisions have been significantly reduced with the present arrangement, the original angled-in, forward first parking should be restored.</p>
11/11/2015	Protected bike lanes - University	Sharon	<p>Dear City Council Members, I would like to offer some comments regarding the protected bike lanes on University from the perspective of one who regularly parks there. I believe the protected bike lanes have actually made things much more dangerous on University and side streets, for both drivers and bikers. 1. It is extremely dangerous coming from the side streets onto University because one has to drive through the bike lane, stop there in order to see oncoming traffic. There were already a huge number of parking spaces that were lost in the hope of alleviating this visibility problem, but all of them would have to be eliminated before it would actually help, and these parking spaces are too valuable to eliminate. The current loss of spaces has already impacted parking drastically. 2. It seems that no thought has been given to the safety of those parking on University. Last winter, I had to clear snow and ice from my car a couple of times while standing in the lane of traffic on University in the early darkness hours. This was very disconcerting, as it was very icy and not totally clear that oncoming vehicles would see me scraping ice off my car.3. Snow removal now makes the parking spaces very unusable, as snow is plowed into the parking spaces from both the bike lane and the lane of traffic. There were many icy pileups in the parking lanes last winter which resulted in cars having difficulty getting in or out of the parking spaces without sliding into the car in front or in the back. 4. This may be of minor importance, but it does sometimes take time to parallel park which can lead to a backup of cars behind you waiting to pass. When parking was at the curb, there was always room for these cars to move on past. Now they have to wait or risk passing in the opposite lane of traffic. 5. Overall, it is harder to park in these spaces. I don’t know why that is, unless being against the curb gives us more perspective on where we are. The flexible poles are typically not visible when parking and seem to make parking even more difficult. It was better when the poles were not there and we had a little bit of space between the bike lane and the parking lane that was sometimes needed to better maneuver into the parking lane. I would like to state also that when this change first occurred, I learned there was a survey online we could take to express our feelings about the change. I went online to take the survey but learned the survey had only three response categories at one end of the spectrum, so there was no way to mark that you “disliked” the arrangement. Anyone familiar with surveys understands that the full range of response categories are necessary, ranging from positive to negative. The survey seemed contrived to only receive positive ratings, or at the worst being “okay” with the new arrangement. Thanks for listening to these comments.</p>

11/4/2015	Protected bike lanes - University	Richard	<p>Memorandum to Boulder Transportation Division and Advisory Board(Sent by email to tab@bouldercolorado.gov, ratzelm@bouldercolorado.gov, kempd@bouldercolorado.gov, copy to council@bouldercolorado.gov)November 4,</p> <p>2015Re: Separated bike lanes on University Avenue between Broadway and 9th StreetFor something over 20 years, I have commuted from home to the CU campus by bicycle, and my normal route includes University Avenue between 6th Street and Broadway. Therefore, since in-stallation of the separated bike lanes between 9th Street and Broadway, my daily route involves three blocks of University with the traditional layout and three with the new, separated lanes. I compare them twice every workday.I assume that the purpose of the realigned layout is bicycle safety, and of course I am much in-terested in safe riding. However, for University Avenue, the new layout does not gain much in that regard. The reason is that the street is unusually wide for a two-lane road, with generous bike lanes. I have never felt threatened by proximity of tradional bike lanes to cars. It is otherwise on narrower streets. I suppose another safety issue might be the risk to bikes posed by sudden opening of car doors. On the traditional layout, left doors are the risk; the new layout shifts it to right doors. Left doors are opened much more often. However, riders must always be alert to this problem regardless of its frequency. Moreover, under the new arrangement, when a right door is opened, I must stop and wait; under the traditional layout, I can go around a left door.Counteracting possible safety gains are several negatives. All depend on parked cars in most of the spaces, but that is almost always the situation. The most important drawback is increased black ice in winter. The traditional layout exposes the north lane to sunlight, so black ice never forms there. In the new layout, cars shade the lane, and black ice forms. On the south side, the change is more subtle because parked cars shade the tradi-tional lane, and houses shade the new, curb-side lane. The change is negative nonetheless. Houses are a more enduring shadow, and when black ice forms, one cannot go around it. On traditional lanes, that is an option. This problem has induced me to ride in vehicle lanes that are much narrower than in the traditional layout. Another negative is caused by broken glass, a common hazard in student precincts. The new lanes get more of it, probably because they are closer to sidewalks. Moreover, broken glass in traditional bike lanes is quickly swept away by movement of cars. In the new bike lanes, it per-sists for weeks. So far I can't trace a flat tire to this problem, but I don't like it.Two other negatives are minor but worth a mention. When cars seek to turn from a side street onto University under the traditional layout, they stop and look short of the traditional bike lane. When they want to turn under the new layout, they must pull across the new bike lanes to see approaching traffic. This can block the bike lane--I have had to stop a wait a few times. It also adds risk when a car dashes across the bike lane without stopping or adequately looking for bik-ers. A related problem arises when a car driving on University wants to turn right onto a side street. Drivers cannot see bikers shielded by parked cars and dash around the corner, risking col-lision. I have had one close encounter of this kind.On balance, the new layout is a mistake for University Ave. It might make sense on a narrower street.If you want to do something important for bike safety, let me point out the most dangeous prob-lem I encounter all too often. Many cars simply ignore red arrows that forbid right turns on red. I see at least one a week. On one recent day, I saw three of them. Some do not even bother to make a full stop that is required for lawful right turns on red--they take the turn on the fly. They look to their left but never to their right. I have had several close encounters over the years. Yet I have never seen even one such driver receive a ticket. Do they get a free pass?</p>
10/17/2015	Protected bike lanes - University	Anonymous	<p>Lanes are dangerous for both cyclists and cars - especially when entering University from a side street. The travel lanes along University are too narrow. They do not accommodate the large vehicles/trucks making deliveries. It is visually unattractive.</p>
9/10/2015	Protected bike lanes - University	Kristy	<p>Hi,</p> <p>I can't say this forcefully enough - the University Ave Living Lab Phase I from 9th to Broadway is an absolute mess. Before the experiment, University was the best, widest and safest street to bike and drive. I never worried doing either.</p> <p>Now, as a biker I'm constantly dodging debris in the path and worrying about drivers walking through the path and passengers opening their doors. The end of the protected bike path is harrowing, as cars sharply cut into the right turn lanes. In the winter the path isn't plowed and the debris continues to pile up. Who thought that an unmaintained path would be better than a plowed and swept street?</p> <p>As a driver, I'm worried about taking out someone's door as they open it into the narrow road. Or I'm worried about hitting a pedestrian, they are extremely hard to see now that the street is so constricted. In the winter, the plowing reduces the arleady-narrow street to less than a lane in each direction. The bikes use the street as the bike lane isn't plowed and parking is crazy because there is no place to put the snow. I'm also concerned about the restriction of vision caused by the parked cars. I can't time my turn into the right turn lane based on seeing a bike - it's a surprise to me that someone is there.</p> <p>Stop this now. It was an experiment that didn't work.</p>
9/5/2015	Protected bike lanes - University	Clarrisa	<p>I live in this neighborhood that is undergoing the living laboratory experiment on University. The bike lanes have increased hazards for both bikes and cars. The bike lane now has passenger car doors opening into lanes, the street is too narrow, plowing has to be done by a mini truck. A great east west street has been greatly compromised. Also, the back in parking near Mackey is terrible. It is difficult to backup into a space much less at an angle. Additionally it holds up traffic on University in the eastbound direction. Most elderly people park there for performances at Mackey and this makes the access additionally difficult.</p>

9/4/2015	Protected bike lanes - University	Joseph	I agree with Jean Dubofsky's comments, and I would add that opening car doors and passengers coming out between cars are now a hazard to both bikes and cars as well as themselves. If this is truly an experiment, look to the stretch of University east of Broadway, where the back-in diagonal parking seems much more successful and protects bikes and cars from both of these hazards and increases parking in an underserved area with an insatiable parking demand.
9/4/2015	Protected bike lanes - University	Peter	<p>I hope you have seen the Letter to the Editor from Jean Dubofsky, which the Daily Camera published on Weds. 2 Sept. 2015, concerning the 'Cycle Track' on University Ave. Here is the link:  <a href="http://cp.mcafee.com/d/5fHCNEg4xEqDElc8IK6zBYs-rKruKMUCMCruKMUCCrjKOMOMqekQkjqtS6m3hOUyMUrzINjPRgkgGSuxYrlfH7kaYhGpdAaJDEv6RjWNR2L4qCjoXQ7zhPXX_nV4sztdZ4tRXBQnSkupohKCqekNTkhjmKCHtdfBgY-F6IK1FJ4ScrLOqbaab0VZx4TsS02gShVqSG_7unM_VPdcJ8lju7cCzCX1EVMh_o5_bEdAaKQaBy_MgbP9OEnYfm-cBvxcTGQpm9X52wa4mUIVsSM-O-r48-q82RmPh17Zgb6y2tjh17RqCvd41EwCjYQg6ysibmfYQg0CeSaCysQglwq80D2hDUQBclq810P_6T4jrNnk3xGp">http://cp.mcafee.com/d/5fHCNEg4xEqDElc8IK6zBYs-rKruKMUCMCruKMUCCrjKOMOMqekQkjqtS6m3hOUyMUrzINjPRgkgGSuxYrlfH7kaYhGpdAaJDEv6RjWNR2L4qCjoXQ7zhPXX_nV4sztdZ4tRXBQnSkupohKCqekNTkhjmKCHtdfBgY-F6IK1FJ4ScrLOqbaab0VZx4TsS02gShVqSG_7unM_VPdcJ8lju7cCzCX1EVMh_o5_bEdAaKQaBy_MgbP9OEnYfm-cBvxcTGQpm9X52wa4mUIVsSM-O-r48-q82RmPh17Zgb6y2tjh17RqCvd41EwCjYQg6ysibmfYQg0CeSaCysQglwq80D2hDUQBclq810P_6T4jrNnk3xGp</a>                  As you may or may not know, Jean Dubofsky is a long time resident of the West University Ave. neighborhood, and has had a notable legal career.  <a href="http://cp.mcafee.com/d/k-Kr3zqb32bbxEVv7fCXCHIE9I9CTHIE9LFCQXIIcl6zBd54SDtxBwQsK8Ie6UXckYZk54aJDEv6RjWNR2L4qCjp2HpW7Njk-ItgHN6FASeZ1UQs--_Rh78Tjvh7tuVt5ZB7Cm4rFCzBctR4kRHFGTjjVkfGhBrwqrjdFCXYCyOyyMevohdTdAVPmEBC7Wo05RGDRzG5uZ1L5ERtAvZcmzIsh_Y009igeo73zuHhBoDIka0EhrxnBPr3XbVlgzVEwblrd44vR0Iq89Rd44vlGpYQg6y2pfPh0q9N8Jo_Ph02oXoGq9Ph1m1Ew2s96vzikONEw43fYrshdYdan">http://cp.mcafee.com/d/k-Kr3zqb32bbxEVv7fCXCHIE9I9CTHIE9LFCQXIIcl6zBd54SDtxBwQsK8Ie6UXckYZk54aJDEv6RjWNR2L4qCjp2HpW7Njk-ItgHN6FASeZ1UQs--_Rh78Tjvh7tuVt5ZB7Cm4rFCzBctR4kRHFGTjjVkfGhBrwqrjdFCXYCyOyyMevohdTdAVPmEBC7Wo05RGDRzG5uZ1L5ERtAvZcmzIsh_Y009igeo73zuHhBoDIka0EhrxnBPr3XbVlgzVEwblrd44vR0Iq89Rd44vlGpYQg6y2pfPh0q9N8Jo_Ph02oXoGq9Ph1m1Ew2s96vzikONEw43fYrshdYdan</a>                  She is a former justice, of the Colorado Supreme Court. Jean has a simple request; remove the 'Cycle Track' on University Ave. between Broadway and 9th St., that the City of Boulder placed there in early November, 2014. Return the street to the way it was before. I see the next Transportation Advisory Board meeting is on Monday, 14 Sept. 2015, in the City Council chambers, at 6 pm. What is the process for a final decision on the 'Cycle Track' ? Can you place this question on your agenda at this meeting. ? Where can the neighborhood see all the comments that have been made on this project. ?                  Regards,</p>
9/2/2015	Protected bike lanes - University	Natalie	I am writing about your living lab buffered bike lane on University. I understand that the bikers safety is in your best interest however I was hit by a car riding east on university ave. in the bike lane. Since then I have been observing and I think most of the danger for bikers comes from the cross streets. When the bike lane is buffered, the cars turning from the cross streets on to university have to pull forward significantly farther to see the road, in result pulling out into the bike lane while they are looking much farther ahead. I just wanted to share that observation. Thank you!
9/2/2015	Protected bike lanes - University	Sarabeth	<p>Today, 9/2/15 at 1:40 pm I was proceeding west on University through the Broadway intersection. A pro-gear style cyclist was in the straight through lane ahead of me and used it to turn left onto Broadway even though there are 2 left turn lanes at that portion of the intersection.                  Immediately after crossing Broadway, I saw a westbound skateboarder enter the protected bike lane for eastbound traffic and was still heading west when I passed him at about 11th St.                  Just an fyi.</p>
8/30/2015	Protected bike lanes - University	Ken	As a 20 year resident of the Hill, I tend to favor the change on University. It is a wide street (probably too wide). It isn't congested. And cars have tended to go too fast in the past. Now they are slower. Hopefully that speed change has been monitored. I live a number of blocks from University (Euclid and 11th) and I use University several times per week. The changes have not hindered my use. I think it looks more interesting than before and it is no doubt safer. Ken Wilson

<p>8/28/2015</p>	<p>Protected bike lanes - University</p>	<p>David</p>	<p>I've been commuting 5 miles to work by bicycle on average two to three days a week all year long for nine years. In that time, I have never had a close call with a vehicle until yesterday at 6:30 pm at University and 10th. I was traveling east in the bike lane on University and a car made a left turn onto 10th Street in front of me. I slammed on my brakes to avoid being hit. The driver never did see me, probably due to the arrangement of parked cars there that shielded me from view until I was almost to the intersection. It was still broad daylight. I also did not see the car until it was almost too late.</p> <p>At first when the change to the bike lanes happened there, I was intrigued by what seemed like a progressive change. I know these ideas are very popular in Europe. I have become less enamored with them in the time since, especially due to wintertime problems with plowing and freezing of water coming off parked cars.</p> <p>After the event of last evening, I can see that they can actually be much more dangerous than the way they were before, even if this is 100% contrary to conventional wisdom on the subject. Rather than feeling more secure being shielded from traffic as I ride along this dedicated lane, I now see that I need to be more wary. It is great that I am less likely to have a car door opened in front of me, but this could be solved in the same way with a striped lane between the parking and the bike lane, but with the bikes on the street side where both cyclist and driver will be able to see each other.</p> <p>My two cents.</p> <p>Thanks,</p>
<p>8/26/2015</p>	<p>Protected bike lanes - University</p>	<p>Sarabeth</p>	<p>This morning I saw what I presume is a city data collector (man/red shirt/sitting in chair at edge of bike lane at 11th and University, with writing materials) at around 9:30am, give or take 30 minutes. This, by the way, is not the intersection I was referring to with the northbound cyclist one way violators in my previous email, that is 10th St. But it is the location of the recent auto accident, the first I have passed on that section of University in 41 years. Today, I was heading west on University from Broadway and just before I saw the data collector I did see a cyclist come out of the shopping center (Doozy Duds/Bova's) and head west in the eastbound bike lane in front of the sorority. It would be interesting to know if that rider was recorded in the tally by the data collector, if he left the lane before the data collector saw him, or if that was not the sort of data that was being collected.</p>

<p>8/24/2015</p>	<p>Protected bike lanes - University</p>	<p>Sarabeth</p>	<p>Since I did not get the chance to talk to you today after my voicemail to you, I will put this into written format for the collection of experiences regarding the living lab experimental bike lanes on University between Broadway and 9th St.</p> <p>I continue to see riding violations regularly by cyclists mostly in the vicinity of 10th St and University but I also see cyclist errors causing unsafe conditions both at Broadway and at 9th as I have mentioned in the past. Twice in the last 16 days I have had near miss experiences where cyclists were riding the wrong way. Being as wary and careful as I am given this reconfiguration, I have avoided any impacts, though it was the cyclist both times riding the wrong way. I certainly do not want to be the cause of any injury to anyone, no matter how careless they are. And they are riding faster than I am driving and without any helmet. But I will simply not take a longer inefficient route to my home because I would probably just find more of them on any other street on the Hill. And I will not let the city legislate me out of my home of 40 years, no matter how hard they keep trying.</p> <p>Cyclists must be held accountable for following the rules of the road. That means, NOT riding north on 10th to University against the One Way sign and flying out unexpectedly onto University. NOT riding west in the eastbound protected lane, behind a line of parked cars, where they are not visible to the cars turning onto 10th from University who are expecting to look for cyclists coming from the west. We adult locals will do that but how about the CU students? Please, beef up the signage, ticket the cyclists, and revert University to its original configuration.</p> <p>In addition, today while waiting at the intersection of University and Broadway, to head west and home, I saw 3 cyclists across the intersection, also waiting for the light, heading to campus. One was in the car "straight ahead" lane, one was in the "dedicated" bike lane and one was in the car "right turn lane" with all intending to and indeed did proceed straight ahead. Until I saw the cyclist going the wrong way at 10th, they were the only cyclists on the road though there were many pedestrians crossing for class. This is normal. This is an intersection that the majority of students do on foot, not bike. So where are the hordes of cyclists needing this as a transportation route and who might actually follow the rules of the road?</p> <p>I hear from other neighbors and friends that I am not the only one experiencing incidents such as these. Please, not another winter of this, for when it is dark and wet or icy, it is even more dangerous for all.</p> <p>Thanks,</p>
<p>8/14/2015</p>	<p>Protected bike lanes - University</p>	<p>Joseph</p>	<p>I agree with Jean Dubofsky's comments, and I would add that opening car doors and passengers coming out between cars are now a hazard to both bikes and cars as well as themselves. If this is truly an experiment, look to the stretch of University east of Broadway, where the back-in diagonal parking seems much more successful and protects bikes and cars from both of these hazards and increases parking in an underserved area with an insatiable parking demand. Thanks for listening, joe</p>

8/14/2015	Protected bike lanes - University	JP	<p>As a very close neighbor and daily user of University Avenue (multiple times/day), I thought to offer my feedback on the Parking protected bike lanes. After a year of using the new arrangement on University as a pedestrian, cyclist and driver (in nearly equal proportions), I fear that the concept actually has increased the hazards to all three users. I have had numerous near collisions since the field of view of cross traffic is so dramatically diminished by moving parked cars into what used to be a rather broad avenue. This idea seems beneficial for through traffic but the vast majority of traffic from Broadway to 9th street is actually cross traffic and visibility at nearly every intersection is far worse, both when entering traffic or entering side streets. Forcing side parking back 100' or so from each intersection is an excellent idea but having all bicycle and pedestrian traffic in an area where they are visible is much safer, hiding them behind cars is useful during the block long stretches but can be disastrous at intersections. University avenue is crossed by bikes and pedestrians hundreds of times an hour and many students choose to cross in the middle of a block anyway (especially at night when visibility is even more impeded. On the other hand, the winter snow clearance issues were not nearly as bad as I thought they would be. Overall, the parking protected lanes are more hazardous than the old lanes. Thanks.</p>
7/31/2015	Protected bike lanes - University	Steve	<p>I was riding my bike there about 2 weeks ago, and going east on University a bit east of 9th. As I came to 10th, a big black SUV was coming west on University and turned left to go south up 10th. There were no cars coming east, so he had a clear shot at seeing me (because the parking is ended some distance to the west of the actual intersection), and I had on the typical bright bike outfit. He turned and finally became aware of me and slammed on the brakes when he was completely across the east bound car lane. I was watching him, and slammed on my brakes also, so there was no accident. Had I not been expecting him to not see me, and had he not had quick reactions, I would have been dog meat. My observation is that although there is possibly some marginal additional protection riding behind the parked cars (though it's unnecessary in my experience), that slight extra benefit is more than offset by the simple fact that the drivers are not expecting a bike to come out from behind parked cars, even though there is a long clear space from the end of the cars to the corner. I would much prefer to go back to the way it was. At least the expectation is clear to everyone, so everyone acts accordingly. It's similar to the reversing of the right of way rules at roundabouts/traffic circles. Everyone knows that the vehicle coming from the right has the right of way. EXCEPT that at a circle, it's reversed. But the brain doesn't operate so well when the normal expectation is all of a sudden a mirror image.</p> <p>Regards,</p>
7/29/2015	Protected bike lanes - University	Julie	<p>Dear Council, Marni w/ Liv Lab and I just spoke. The accident was 7/28/15 not 7/29. She explained the evaluation process, the fall schedule for review. She said Liv Lab proceeding according to engineering standard, public comment, and Liv Lab's observers comments. Traffic counts and accident reports will be objective. Public comment iffy because who speaks up and why is different than the entire population using University. Liv Lab's observers, one doesn't know if they are there often enough to be statistically relevant and are their observations biased.</p> <p>Marni and I did agree that the main concern is whether University as now configured is safer, overall, than it was before right sizing.</p> <p>I appreciate the people supporting right sizing are well intended, this isn't the point. Common sense should dictate over engineered standards which themselves are subject to rationalizations. (The real world isn't linear but chaotic and probabilistic.) I think (hope) what you and staff will discover is that broad streets, separation of moving cars from each other and pedestrians, bikes, and parked cars is better than narrow lanes where peopleturning cars, moving cars, and parked cars all share the same space. Marni said University experiment was one year old and would proceed through review process through the fall with Council decision in 2016 (?). This is a long time and a lot of expense to decide if substantially reducing the width of University reduced the safety of using the street, ALL users considered.</p> <p>thank you,</p>

7/16/2015	Protected bike lanes - University	Tracy	<p>I want to comment on some of the Living Lab bike lanes. I commute 4 days a week by bicycle and one day by vehicle from Table Mesa to the west side of downtown. Additionally, I use the bike lanes and paths extensively for transit and recreation. I feel I am qualified to offer reasonable input. I don't like the protected bike lanes between Broadway and 9th street on University. While driving it has taken away a wide lane and now placed your vehicle very close to oncoming traffic. during the winter an ice ridge formed next to the parked cars making parking extremely difficult and vehicle travel much more difficult and less safe. I don't like the bike lane when biking because the cars cannot see my bike due to the parked cars. When entering an intersection I feel like I need to look over my shoulder to see if a car is coming up behind me. And it has not done anything to protect my bike from opening doors as the parked cars can still have a passenger side door swing open. Additionally, for a car entering University from a side street, they must creep forward into the bike lane to see past the parked cars. I have had several close encounters with cars because of their movement out to see, blocking the bike lane. I felt it was much better as a painted protected bike lane outside of the parked cars, just like it currently is between 9th and 6th on University. The protected bike lane on Baseline is unnecessary. A painted protected lane is quite sufficient, and it allows space for snow plowing. And should a vehicle hit one of the concrete blocks I think that potentially would be far more disastrous. Painted line protected bike lanes are the best way to go.</p> <p>Thanks,</p>
15-Jun	Protected bike lanes - University	Anonymous	<p>University Avenue bike lanes. Poorly designed. Endangers people driving and traveling. See many close calls. Putting the bikers inside isn't a good idea.</p>
5/21/2015	Protected bike lanes - University	Dick	<p>Thanks for giving me the opportunity to record my opinions about the University Street parking and bike lane revision.</p> <p>I have lived at University and 7th for 12 years, and both bike and drive on University frequently.</p> <p>I believe that the old, open bike lanes and curb parking were both safer and more convenient. The narrowing of the driving lanes has made it much more likely that accidents might occur, with doors opening into driving lanes and cars parallel parking through the driving lanes. The openness of the space in the former configuration allowed both bikes and cars to make use of more space in maneuvering through traffic. I also believe that placing parking along the curb allows more efficient use of the street space, since the bike lanes are in use for fewer minutes per day than the car lanes, allowing for use by autos in an emergency. As a biker and a mororist, I strongly prefer the former configuration.</p>
5/20/2015	Protected bike lanes - University	Molly	<p>I hate it. Parking and travel lanes too close to one aonther. Parking ability of drivers is impacted - people aren't good at parking. Feeling as a bicyclist of needing to protected from drivers wasn't an issue for me. In the cycletrack I don't feel any more secure or safe. Concern for passenger door opening in my path. College students are less visible - they enter roadway between cars often and the old roadway configuration was much wider allowing drivers to see and react. Now the corridor is congested and unsightly. A couple blocks of protection isn't addresssing issues bewteen cars and bikes or protecting their safety. Mainteance also is an issue. Glad to hear it is a pilot program.</p>
5/18/2015	Protected bike lanes - University	Keith	<p>In my opinion, the Uni Ave parking project is not a worthy solution. I prefer the conventional solution that is exemplified on the same street just west of 9th.</p> <p>Reasons:</p> <ul style="list-style-type: none"> <li>• too much sand, leaves and glass in the bike lane.</li> <li>• feels dangerous when in the bike line — turning cars, parking cars can't see you.</li> <li>• entering and exiting the bike lane is inefficient thus speedy cyclist just use the car lane avoiding the bike lane all together.</li> </ul> <p>Thanks for your efforts and keep experimenting.</p>

5/18/2015	Protected bike lanes - University	Anonymous	<p>I recently saw on the City's website that you are soliciting citizen feedback on the parking protected bike lanes. From my home at 6th and University, I commute down down this corridor every day on bike and have developed some thoughts during my commute. While I very much appreciate the city's efforts to segregate bikes from vehicle traffic, I think the lanes have created some unintended headaches for myself and other bike commuters. Please don't take this as an angry resident on a tirade, but as constructive criticism. And to be sure, I have seen some positive outcomes. Namely the significant narrowing of the vehicle lanes which has dramatically reduced car speeds and increased safety--long a concern for those of us who live in the neighborhood and have grown sick of the speeding that was occurring. Nevertheless, I feel as though perhaps there are other designs that are more bike-friendly and still reduce speeds. With that said, I'd like to share few observations I've made over the past several months:--On the City website, it mentions that snow removal was a concern. In my opinion, that's only partly accurate. Snow removal was a problem and got better later in the winter. But the problem of a dangerous and icy lane persisted because of Boulder's daily freeze-thaw cycles. Snow would melt on curbs or underneath cars water would coat the lanes during the day. Then it would freeze at night. During my morning commutes for stretches of weeks at a time, I was forced to ride in the traffic lane because the bike lane was too icy to safely ride. Without some sort of nightly salt treatment, I don't know how this could be resolved given Boulder's climate and the setup of the bike lanes.--It only takes one person in the middle of the bike lane to fully hinder traffic. Numerous times, I've been stuck behind slow-moving bikes, skateboarders and even pedestrians in the middle of the lane. Because there's a risk of getting 'doored' by passing on one side and clipping the curb on the other, it is often impossible to pass. Sometimes a friendly hello will get them to the side, but often they are wearing earbuds or otherwise won't respond, creating backups--sometimes of numerous commuters--where people are unable to safely pass. Obviously, with a more traditional bike lane this isn't an issue, as faster-moving bikes could swing into the traffic lane to pass (provided no cars are present). -Related problem: I have had one collision and a couple near-misses when pedestrians walked into the bike lane without looking from the row of parked cars. I don't know why exactly, but I feel as though pedestrians are a lot less likely to check this lane than a traffic lane before entering. And because there's not much space space to maneuver a bike in the lane, it can be difficult to avoid an collision when somebody steps into the lane without looking.</p> <p>--Visibility: At all turns--and particularly eastbound as the bike lane ends at Broadway--there's not a lot of time cars can see you before they make turns, since cyclists are obscured by the parked vehicles. Like I said, it's particularly dangerous at Broadway, where I have nearly been struck by cars crossing the bike lane to enter the right-turn lane, but I get nervous at all the intersections.</p> <p>--Parking: numerous times, I have encountered drivers who have parked their cars in the bike lane and have completely blocked all bike traffic. This has happened with food delivery cars, as well as local residents who are loading or unloading and evidently couldn't find a parking space close enough, so decided to drive down and park in the bike lane, which is just large enough for a car to squeeze through. Again, I hope this comes across as respectful constructive criticism. I appreciate the city's effort to protect cyclists, slow traffic, and try innovative approaches. And I know this approach has been implemented elsewhere. But I feel as though some of the unique features of University related to the high number of intersections, variety of traffic in the bike lane, snowmelt patterns, and others make it more unsafe for cyclists than other possible approaches. I thank you for your efforts to improve our community and for taking the time to read my thoughts. --</p>
5/15/2015	Protected bike lanes - University	Andrew	<p>I really don't like it at all. You're pushing the cars closer together. Risking a head on collision. People are just learning to parrallel park (new drivers) can's park orderly. Concern for snow removal are a few of my long list of reasons why I don't like it. It's a bad deal. If we all ust pay attention</p>
15-May	Protected bike lanes - University	Anonymous	<p>Parking on university 1055 University. Snow is awful. Worst design ever. When it snows its awful. Can't see bikers when your driving.</p>
4/13/2015	Protected bike lanes - University	Peter	<p>So I assume you are collecting online, email, comments on the 'Cycle Track', on University, somewhere ? Maybe someone even wrote you a letter about it. ? What is the 'feedback loop' for those comments ? Can the public see those comments ? If so, where ??</p> <p>Cheers,</p>
2/24/2015	Protected bike lanes - University	Michael	<p>Barely wide enough for two cars to pass in different directions. Between 9th and Broadway.</p>
2/18/2015	Protected bike lanes - University	Bruce	<p>The new bike lane configuration on University is worse than the old configuration. Snow melts, the water runs across the bike lane and freezes. This makes it extremely hazardous biking in the evening hours when the ice cannot be seen. Additionally, the bike lane is poorly plowed after snow events</p>
2/13/2015	Protected bike lanes - University	Kristopher	<p>Kristopher called with concerns about markings of the bike lane on the street bike lane now on the outside of the curb, which moved the cars out, by 7 feet, with a space between curb and cars When it snows, it can not be plowed, because the lane is now on the inside edges. People have to edge out so far to see if other cars are coming, which is almost causing accidents. The redesign is not conducive for safety for drivers or bicyclists. He would like to speak to someone about this design and to express his concerns. Thank you.</p>

2/11/2015	Protected bike lanes - University	Celeste	Ride in the street when the bike lane is not clear and the roadway is clear. Used to urban traffic. What are cities like. Survey the residents of University Avenue. It would be good to complete observational surveys before 8 a.m. to capture school traffic. Concern by neighbors for site distance at intersections. How is the Intercept surveys of cyclists along the corridor.
2/9/2015	Protected bike lanes - University	Patrick	Concern for glass along the curb from students/Greek housing. Concern for flat tires. Keep cars adjacent to the street.
2/9/2015	Protected bike lanes - University	Zane	<p>There have definitely been issues with the snow removal. Part of it has been the fact that cars are parking too far into the buffer area for the truck mounted plow to get through, so they've had to use the small plow that's often deployed on the bike paths. We've received some feedback at TAB that a physical indicator (beyond just paint) as to where cars should park would be helpful in this regard. (see e.g. this LTE, from someone who also write a long and detailed email to TAB w/ photos: Jordan Mann: Improve cycletracks, don't eliminate)</p> <p>Another issue has been that the plows sometimes leave a dam of snow and ice at the intersections -- the lane is clear, but then you get to a wall, where a complete passage has not been created. This seems like a really basic necessity, and it's frustrating that the snow removal folks don't seem to understand (or care?) what is required for the facility to be functional. Sadly, my understanding is that zero of them actually live in Boulder (with the exception of my co-op housemate Kevin Phan, who does snow removal in the winter for Parks &amp; Rec on the multi-use paths, etc.) and so zero of them are likely to actually bike on these facilities. Which is sad. It's also maybe not ideal that the facility went in just as snow was starting to fall in the autumn, since now everyone's first impression is "Wow, these things suck with snow!" That said, maintenance has been improving, and hopefully we can get it right before spring rolls around. Though it felt like spring was already here the last few days... Anyway, it definitely makes it very clear that this type of facility is ONLY going to be useful when we back it up with appropriate maintenance and enforcement (there are routinely 4-6 vehicles parked illegally along the corridor at any given time now, blocking sight lines at the intersections) Of course the same criticism can be leveled at the on-street bike lanes, which are *routinely* completely filled with chunks of snow and ice after the plows pass by, forcing cyclists to share the often icy lane with high speed motor vehicles (see e.g. this LTE: Cha Cha Spinrad: Educate the Police About Bikes). But for some reason we're apparently inured to that also unacceptable maintenance failure. Personally, if I'm going to bike on snow and ice, I'd much rather do it in a lane of my own, rather than with a massive SUV barreling down behind me... also on snow and ice. Former GOBoulder manager Martha Roskowski has been in charge of the People for Bikes "Green Lane Project" a campaign for more protected bike lanes across the US. They have 2 substantial data backing up the claim that this type of facility broadens the demographics of cyclists, and makes streets safer for all users. You can browse their library of statistics and other resources here:  <a href="http://www.peopleforbikes.org/statistics/category/protected-bike-lane-statistics">http://www.peopleforbikes.org/statistics/category/protected-bike-lane-statistics</a> Hopefully this is helpful. I'm happy to talk more or reach out to neighbors if that would be useful. Cheers,</p>
2/7/2015	Protected bike lanes - University	Michael	During the latest snow cars were parked outside of the designated parking areas and made for tough driving conditions both east and west bound. When a car opened a car door it required a full stop for the car in front of me. Might I suggest reverting back to the way University Blvd. was before the new configuration
2/3/2015	Protected bike lanes - University	Zane	I just rode University to CU and back for a talk in a class (about housing stuff) and there were 4 vehicles parked illegally in the hatched parts of the street, making it difficult for drivers to see cyclists at intersections. In addition, there were two vehicles on the S. side of the street parked so as to partially obstruct both the sidewalk and the bike lane. I think some additional physical indication of what people are and are not allowed to do here (e.g. flexible bollards) is likely not a bad idea... And of course there's always enforcement. Photos attached. Cheers,
2/2/2015	Protected bike lanes - University	Christina	<p>Hi TAB,I wanted to reach to give a few thoughts on the University protected bike lane. I'm a 95% bike commuter/5% bus commuter and I bike on University almost every day. I was super excited to see the city make an effort to try to protect bikers. I strongly agree with these types of efforts - they go a long way at making it feel safe and convenient to bike around town. Nonetheless, there are some clear problems with the set-up of the protected bike lane, mostly the snow, ice and steep slant. After the last snow storm, I was biking along University from Broadway and slipped right as I entered the bike lane. Most of the snow had cleared along the path, but the snow that was directly adjacent to the cars had melted and re-frozen, creating a slick of ice right. The ice with the combination of the steep slant cause my bike to slip from under me, which quickly sent my head slamming to the pavement. Previously this winter I nearly fell exiting the lane when the lane itself had been plowed but the snow from the road had been pushed right into the bike lane as it approached a cross-street.Snow and ice are obviously something that the city cannot control entirely, but making bike lanes that you cannot quickly exit and get onto the street with no substantive effort made to keep them cleared is a problem. Generally, when it is snowy and icy I ride in the road because they are maintained much more extensively and quickly. So entering the bike lane on University this winter has felt like roulette - if it's icy you are stuck in a slanty snowy gantlet with a wall of cars in between you and cleared pavement. Having the protected bike lanes without being able to plow them actually feels less safe. If the parked cars parking poorly is a problem, then install more ballards so that the cars can't obstruct the path of a plow.I'm happy to see the effort for more protected bike lanes and I fear that without quickly addressing these key (solvable!) issues, many folks in the community will not be supportive of expanding this pilot elsewhere. Thanks</p>

15-Feb	Protected bike lanes - University	Gary	I feel more safe with the physical separation from cars.
1/23/2015	Protected bike lanes - University	Jordan	Hello,I wanted to write in about a few of the projects I have seen around town and a few areas where I would love to see improvement. I will preface this with letting all of you know that I am not fully aware of all the projects that are happening around town and I am writing about my personal experience in the part of Boulder that I live, 30th and baseline, and the the routes that I typically take to work or social events. The University Hill "cycle track" The area west of Broadway that has switched where cars park with the bicycle lane effectively using cars as shields against cars for bikes. This was a fantastic idea and after riding on it I can't figure out why we wouldn't want to do this more places in Boulder. It feels a whole lot safer and generally more pleasant. It also has a narrowing effect on the street which I would hope would disincentivize cars from speeding through this residential street. A few things I noticed that I would like to see improved are: A better solution for when it snows. These lanes are at a slant and they get icy and sketchy when it snows. Maybe more frequent plowing would help. Some sort of light physical marker that separates the cars from the bike lane. This doesn't need to be anything to extreme just something to signal to cars that the bike lane isn't a parking spot. Again, this is more problematic with snow when some drivers, unfamiliar with the parking placement switch, end up halfway into the biking lane. Some sort of corner post forcing cars to slow down, look and make 90 degree turns. When I was a younger driver I would often lament anything that made my commute slower. Stop signs, crosswalks, speed-bumps or school zone speed limits. The reality is that these types of limitations make the road safer for everyone, including the drivers. We don't need to encourage cars to speed through streets making sharp turns, endangering pedestrians, cyclists and other cars. Below is a photo from Chicago that shows what I am talking about.
1/23/2015	Protected bike lanes - University	Thomas	Without active snow removal, the protected bike lane on University actually degrades the biking experience. There is permanent snow and ice on the protected lane and the parked cars make it impossible to avoid, so very hazardous. Previously when the lane was on the other side of the parked cars, on snowy days bikes could move into the travel lane where cars have compacted and pushed away the snow. So although I am hopeful that protected bike facilities will be useful to Boulder, riding it right now is worse than the streets with no bike facilities at all. Good intentions I know, but actual function is degraded...
1/22/2015	Protected bike lanes - University	DB	The present system on this stretch of road is EXTREMELY dangerous and needs to be dropped as soon as possible. This is now a very narrow 2 lane road with lots of traffic. Additionally, many cyclists do not use the designated bike lane and are now in amongst the cars. Interestingly, the skate boarders, of which there are many, also like to use the car lane as opposed to the bike lane. All of this is made worse this time of year with the snow. Apparently, the cyclists find the car lane safer or more desirable so more of them use it, the cars parking in the designated area are sometimes closer to the car lane than the bike lane and it is very dangerous when they open their car door as it juts out into the car thoroughfare. Additionally, cars coming off the perpendicular streets have to come out beyond the stop sign to visually see if they can safely turn on to University, thereby blocking the bike lane. This whole idea is terrible and, I believe, very unsafe for everyone using this stretch of road. Another point that I just thought of is the pedestrians that now cross the street midblock and come out from between the parked cars are right on you when driving down the street. I nearly hit one a couple of weeks ago. Please do not allow this experiment to go on 1 day more.
1/16/2015	Protected bike lanes - University	Peter	As a cyclist I ride it 3 - 4 times a week. Don't like the change because I feel hidden from the cars. I'm concerned about a passenger opening their car door -especially because they aren't used to seeing bikes on their right. When I get to an intersection, I feel as though I can't see everything.
1/15/2015	Protected bike lanes - University	Melissa	I am happy that Boulder is thinking creatively about bikes but the buffered bike lanes on University ave. are a disaster and more hazardous for cyclists. When it snows parking is horrible, the bike lanes are not plowed or they are so slippery and icy that the cyclists use the now very narrow roadway, which is twice as dangerous. On top of it, in a vehicle, because the parked cars are SOOO far into the road, to turn left onto University from a side street, I must get my car very far onto the road and put myself and others at risk. Please, change this buffered bike lane asap before someone get seriously hurt.

1/8/2015	Protected bike lanes - University	Chris	<p>I am a daily commuter on University avenue, and also a professional cyclist living in Boulder. I have some concerns regarding the recent changes to the lay out of the bike lane on University Avenue, as part of the living lab project in Boulder. I was given your email addresses by Community Cycles. If there is a more appropriate contact for these comments, I would very much appreciate it if you could either forward this email, or respond with better contact information. I understand the aim of the new layout was to separate bike traffic from vehicular traffic, but I think it has had some unintended consequences: - Cyclist have become hidden behind parked cars. Drivers turning onto side streets off of University can no longer see cyclists travelling in the bike path, and have often turned across the path of cyclists. This is a particular problem when cyclists are travelling eastbound at the Broadway intersection, and drivers are turning south onto Broadway, as the bike lane puts cyclists directly in line to be hit by cars. - Drivers entering University Avenue from side streets cannot see traffic on University Avenue, due to parked cars being further towards the centre of the road. This has caused drivers to pull out past the stop signs, obscuring the bike lane in the process, in order for them to see whether it is clear. - The University Hill area is a party zone. There is always glass on the road, and this has increased since the bike lane was moved closer to the curb, as many students seem to use the bike lane as an extension of the sidewalk. - Snow removal on the segregated bike lane is inadequate. The small plow which clears the bike lane is not equipped with mag chloride, thus the bike lane remains icy. This is greatly exacerbated by snow that collects under parked cars gradually melting and running across the bike lane. Refreezing of this runoff has caused the bike lane to be covered in black ice on many mornings, when the roadway is already completely dry. I have chosen to use the roadway for this very reason on a number of occasions, which defies the point of the new layout. Comparing the section of road between Broadway and 9th, to the section between 9th and 6th shows how much longer the bike path has been staying unrideable due to ice. - Entering and exiting the bike lane between intersections has become treacherous during snow due to ruts being formed by crossing pedestrians. These make it almost impossible to ride the bike lane at times. - During snowy conditions, parking lines are obscured, and drivers have been parking across the bike lane. Due to the fact that many students park their cars for extended periods on this stretch of road, this means cars are sometimes obscuring the bike lane for a week or more. - The buffer zones near intersections have become 'waiting zones' for a number of cars, that park adjacent to the curb, particularly taxis that use University as a pick up point for students. There seems to be no enforcement of this, and it's causing cyclist to merge into traffic near the intersections to avoid waiting cars. I support the Living Labs project, as I think it has the potential to create better solutions for how bikes and traffic can co-exist. In this case, I think the current format needs to be reevaluated in order to be a working solution for cyclists. Thank you for your time,</p>
15-Jan	Protected bike lanes - University	Liz	<p>This new track is fantastic although it has been a bit too icy recently. I would be very happy if it continued east of Broadway to replace the most dangerous (in my experience) bike lane around.</p>
15-Jan	Protected bike lanes - University	F	<p>I have not cycled here recently. How is snow removal working?</p>
12/15/2014	Protected bike lanes - University	John	<p>Hi, I hope you don't mind getting feedback on the new initiative on University Ave to put the bike lanes between the parked cars and the curb. I've been bike commuting that route since 1987 and initially I was very enthusiastic to the idea. Theoretically it seemed great. Unfortunately, in the last month my thoughts have changed 180°. 1. I've had two flats in a month versus 0 in the previous 37 years. The space between parked cars and the curb accumulates broken bottles from young adults exiting the passenger side of automobiles. Riding in that hemmed-in space provides no room to go around the broken glass and broken glass does not get swept away. 2. Skateboarders feel that they can choose any side of the street to go in any direction...problematic. 3. Big trucks hang off their driveways, and cars overhang the hash marks...problematic. Taken as a whole, the new bike lanes have limited the degrees of navigational freedom that previously existed to avoid obstacles and hazards. My critical thinking suggests sharing the main road with cars is my better choice, but now it's narrower. Regards,</p>
12/14/2014	Protected bike lanes - University	Bruce	<p>Please return to old parking/bike path configuration along University Ave. To whom it may concern: This is a letter in regard to the recent changes made to parking and bike path along University Ave. between 9th Street and Broadway. I am writing to voice my opposition to these changes. I have lived at 908 University for more than 20 years and ridden and driven this stretch of road nearly every day. I find the changes to be more dangerous for both bicyclist and drivers. I have seen the aftermath of several accidents (far more frequent than in the previous 20 years) and find the riding to be only marginally safer if at all. This is a failed experiment, please return to the previous parking and bike path configuration. Regards,</p>
12/14/2014	Protected bike lanes - University	Sara	<p>Please return to old parking/bike path configuration along University Ave. To whom it may concern: This is a letter in regard to the recent changes made to parking and bike path along University Ave. between 9th Street and Broadway. I am writing to voice my opposition to these changes. I have lived at 908 University for almost 20 years and driven this stretch of road frequently. I find the changes to be more dangerous for both bicyclist and drivers. I have seen the aftermath of several accidents (far more frequent than in the previous ~20 years). This is a failed experiment, please return to the previous parking and bike path configuration. Regards,</p>

12/11/2014	Protected bike lanes - University	Cindy	<p>Other Parking and bike lane on University from Broadway to 9th</p> <p>More Details:                  Would like to address safety issues with the recent change in the lanes for both parking and bikes. First issue is that the lane for the cars is now very narrow. Car doors can be opened into traffic and pedestrians now come from between the cars. Second the bikes don't always use the bike lane. When they do use the bike lane you can't see them on the other side of the cars that are parked especially when turning right onto Broadway. Third, when it snowed the plow took up more than one lane and the bike lanes weren't plowed in a timely fashion. This is a very busy block. I drive it at least 2 times everyday. Before the changes you could see all the dangers easily. Very open area to drive though. Now it's an accident waiting to happen. Please change it back!!</p>
14-Dec	Protected bike lanes - University	Beth	love em
14-Dec	Protected bike lanes - University	Ted	<p>I think these lanes are great! Turning onto University from the neighborhood used to be much more dangerous, because the parked cars in their former configuration blocked sight-lines of oncoming traffic (which was often going way too fast because of the wide lanes). In order to see the oncoming traffic, a car would have to pull into the bike lane and stop. Under this new configuration, the car can check for bikes first, and then move out to check for oncoming traffic. There are clearly details left to be worked out; intersection design may need to be rethought, permanent streetscape elements like planters used instead of temporary bollards, snow plowing strategies, etc.; but that's why this is a "living laboratory" right? Lanes such as these work brilliantly elsewhere in this country and in the world, and Boulder has the perfect kind of bike culture and existing bike network to implement them too. We don't have to reinvent the wheel either, simply look to places like Amsterdam where solutions to all of the conflicts mentioned here were worked out a long time ago.</p>
14-Dec	Protected bike lanes - University	Terry	<p>On the positive side, it slows traffic on University and creates separation from traffic when the lane is useable (most of the time). I have found it full of glass and ice/snow making it unusable at times.</p>
14-Dec	Protected bike lanes - University	Kevin	<p>While inexperienced cyclists may like this style of protection at first, it has many of the same problems as cycling on the sidewalk. 1) Even with the no-parking zones, the parked cars greatly reduce visibility between cyclists and cars. This presents major opportunities for collisions when a turning or crossing car does not see a fast-moving cyclist. 2) Having the parked cars across the bike lane from the curb turns the bike-lane into more of a side-walk, where pedestrians will be walking to/from their cars. This presents more opportunities for collisions between peds and bikes. 3) Despite the buffer, many cars park too close to the bike lane. Parked cars are a false protection, since proximity to parked cars presents hazards to cyclists: namely doors and pedestrians coming unexpectedly out from between cars toward the curb. 4) Cyclists who wish to turn left from the protected lane have no way to merge into the lane. Instead they would likely have to cross the street, then turn and wait and to cross the street they were already on. 5) Plowing the bike lane is difficult. The result in snowy weather is that cyclists ride in the now-narrower lane in the worst weather conditions. This is obviously not a positive result since the narrower lane is actually much less safe than it was before for bikes. 6) When multiple cyclists of different speeds use the lane one cyclist has to pass. The lane is too narrow to safely allow this. The passing cyclists will be forced too close to the parked cars, and the passed cyclist may also be scared or react unpredictably. Adding pedestrians and doors to this equation from the parked cars only makes matters worse. While treating cyclists more like pedestrians may seem safer to non cyclists and inexperienced cyclists, the result is more dangerous and hampers cycling in the long run.</p>
14-Dec	Protected bike lanes - University	Kevin	<p>The positives of the parking-protected bike lane are: 1) A narrower road means that cars will slow down.2) Creating an obvious and physical barrier between cars and cyclists. 3) Making cyclists feel safer, hence encouraging more cycling trips. I think we can retain the positives of a buffered lane without the negatives. For example a partially protected bike lane with plastic reflectors and occasional concrete bollards or parking curbs would allow for this. Something similar to that on Baseline between 30th and 35th but with gaps to allow for parking and cyclists to merge into the lane if needed (for turning). This would create a sharp visual barrier and partial physical barrier while retaining visibility between cars and cyclists, and gets cyclists "off the sidewalk," away from pedestrians and curb use. To allow for plowing, the reflectors and bollards could be set-in 4-6 feet from the edge of the car lane, with reflective paint marking the edge of that lane. Then in snowy weather, cyclists who would otherwise be riding in the road can ride in this buffer-zone, which, while not ideal, is much better than riding in the narrow car lane. This solution requires considerable road width, but not more than the parking-protected lane already needs. For an example of this proposal see this link:  <a href="http://www.streetmix.net/-/188593">http://www.streetmix.net/-/188593</a></p>

11/28/2014	Protected bike lanes - University	Kristen	I'm unsure of who to direct complaints to regarding recent bike and parking lane changes to W. University Avenue in Boulder, CO. I have witnessed more hazards and near accidents/accidents in the past week than I have in my entire 6 years of parking on University Ave for work. I've seen bikers nearly hit by cars, pedestrians nearly hit by bikers, a woman operating a Rascal in the new bike lane almost hit by a car coming off of a side street, etc. I have so many concerns and complaints about this new, and unbelievably dangerous street setup and would like to know who I should direct them to. Visibility when pulling out onto University is ZERO. Bikers do not ride in the bike lane because it doesn't get snow plowed and instead ride in the car lane. This new setup is dangerous for ANYONE traveling down this road whether it's by foot, bike, car, etc. I'm interested to know 1. If this is merely a temporary change or if there are plans in place to change it back, 2. If there have been other complaints, and 3. If there is a petition in place to have it changed back due to major safety concerns. Thank you for your time.
11/21/2014	Protected bike lanes - University	Keenan	The changes to the parking on University Ave, are AWFUL!! They don't plow the bike lanes, so now when I ride I have to ride in the street anyways that's now WAY too narrow. You park so close to the street that when you need to get out of your car, you're getting out right into traffic. If you're trying to do anything such as put snowboards on top of your car, get groceries out of the back seat, or anything, your standing in traffic while you're doing it. Trying to turn onto University, you can't see ANYTHING! In order to see anything, you have to pull really far out, and then your blocking this new bike lane! I am a cyclist and ride this road every other day to class and I have had way more incidents almost getting hit. Then it's also a nightmare from the cars standpoint too! Now when you want to park, the road is so narrow all the traffic behind you must stop while you struggle to parallel park, the old way you could easily and safely go around. This new set up is worse in every way and literally has no advantage. Especially the fact that the city didn't even plow the new bike lanes! Switch it back soon!!
11/20/2014	Protected bike lanes - University	Celeste	Here is another update on the University Ave Protected Cycle Track. I noticed that the bike lane was plowed after the last snowfall. Thank you for that. However, there are still 2 weather-related problems. 1) The road is sloped with the high point in the center of the road. As snow from the car park lane melts, it flows downhill toward the curb. As the temperatures fall, the water turns to ice making the bike lane very treacherous during a morning commute. 2) The bike lane was plowed, but at each intersection, bikers encounter mounds of snow that haven't been plowed. It makes more sense for bikers to ride in the main street where big snowplows and more traffic ensure that the roads are clear. Once again, I'm biking on the main, but now much narrower, road rather than in the bike lane. It seems as if the Protected Cycle Track was not designed for snowy areas whose roads are not completely plowed. Thanks for your consideration. Celeste Landry..Dear Ms Ratzel, In case you are not regularly checking on the status of the new University Ave Protected Cycle Track, I wanted to let you know my recent experience. Several days after the last snowfall, the eastbound bike lane still is icy and dangerous, not yet having been plowed. The last 3 days, I've biked to work and had to ride in the main street with the cars on a now much narrower street. The Protected Cycle Track would be much more successful and safer, I believe, if the bicycle lane were plowed after it snows. Sincerely,
11/20/2014	Protected bike lanes - University	Sharon	I would like to express my serious concern with the project recently completed on University Avenue between Broadway and 9th Street. Creating the "inner" bike path and "outer" vehicle parking has created a much more dangerous situation for both bikes and vehicles, than having bikes ride with the flow of traffic as they have done in the past. As a CU faculty member whose office resides at the I.B.S. building, I have now parked on University a couple of times since the change and have found it dangerous to stop my vehicle in the lane of traffic to parallel park, with traffic having to stop behind me and wait for me to successfully park, if they can't get around me in the other lane of traffic. Even more dangerous is the fact that people are pretty much forced to stand in the lane of traffic while exiting and entering their vehicles. This is especially dangerous on snow days, when you must stand in traffic to clear snow from your vehicle, which in the last couple of days has not been a fast process as windshields have had to be scraped which takes some time. It also seems more dangerous for bikes, as vehicles are now forced at cross streets to move up into the bike lane in order to see past the parked vehicles for oncoming traffic before turning out or crossing the road. It seems you have created greater problems unintentionally by your re-engineering of bike lanes and parking. I've talked to others I've seen parking on University, and they are also extremely displeased with the new engineering of this road. If you can't go back to the old method of parking, I would at a minimum suggest that you put the "blank lane" which you have created next to the bike path on the outside of vehicle parking (rather than inside) to allow people who are parking some safety as they enter, exit, and remove snow from their vehicles. Thank you for your attention. Sharon Mihalic CU Institute of Behavioral Science (303) 492-2137 (work)

11/20/2014	Protected bike lanes - University	Sarabeth	<p>You comment blog will not take my comments. I am well aware of the Learning Lab Projects, goals and procedures. 1. I do not care about the reduced parking spaces. 2. This street is a valuable and necessary connector between the 9th St residential corridor and as such was part of the traffic mitigation program instituted for the traffic through our neighborhood and is signed as such (arrow to Broadway) since Broadway needs to carry more of the through traffic. Making this connector less safe and slower hurts the greater neighborhood. The mitigation designed in the 90's was working well. If it is partially your intent to force cars off this connector, I strongly object. 3. Snow and winter exists in Boulder for many months every year, with snow on the streets occurring in 7 months, on average. Though this winter has started especially severe, in my 40 years in this neighborhood, the current condition of the streets is not really that unusual. 4. I travel that stretch 2-4 times per day and have witnessed from day one of this project, many dangerous situations. I fear that before winter is over, there will be a crisis of some sort. a. Inability of the city to plow as efficiently as in the past. b. Pedestrians in the dark, standing in the traffic lane trying to clean and access their parked cars, backing up traffic flow and putting themselves in great risk for getting hit. c. Unplowed or poorly plowed bike lanes leading to bikes traveling in the now narrowed car lane, in the dark, on slippery surface. (None I saw had lights or reflective clothing. d. Cars unable to park evenly in bad weather, encroaching on both the bike lane and the car lane, especially oversized SUV's. e. Truck and large vehicle passage very tight while additional watching for pedestrians in the lane makes this no better than other Hill side streets. This is a truck route, delivery trucks use this stretch all the time for the high density student residences. I believe school buses to Flatirons Elementary use it too. f. Because of reduced sunlight so close to the foothill shadow, snow lingers unusually long here. The eastbound bike lane is in shadow of the residences on that side and is currently especially bad immediately east of 9th. I appreciate bike safety and flow, I know and value the many regular cycle commuters locally and a member of my family is one in a different city, but the risk to all participants on this street needs to be considered equally. In fact, cyclists are now more at risk as they dodge ice and snow in the bike lane at the curb where driveway access to residences continually redeposits from car tires and people are loading and unloading their cars without the former safe access to the right of way strip. The former freedom for cyclists to travel in the sunny part of the street, while still being out of the center of the car lane (which is efficiently cleared by city crews while plowing the car lanes) was so much safer. Based on my long term familiarity with this location, it is my opinion that you need to seriously reconsider this project. Thanks,</p>
11/19/2014	Protected bike lanes - University	Eric	<p>The pilot project design has created two narrow travel lanes between parked cars. People parking block the travel lane adding to congestion. There is no place to push/store snow. Those parked are impacted and unable to traverse across the wind row of snow. Much more dangerous during winter weather and season. The design is workable. Bike lanes have snow on them and can't be plowed. Bike lane on north side is shaded by parked cars so will not melt with sun, especially this time of year.</p>
11/19/2014	Protected bike lanes - University	Eric	<p>The pilot project design has created two narrow travel lanes between parked cars. People parking block the travel lane adding to congestion. There is no place to push/store snow. Those parked are impacted and unable to traverse across the wind row of snow. Much more dangerous during winter weather and season. The design is workable. Bike lanes have snow on them and can't be plowed. Bike lane on north side is shaded by parked cars so will not melt with sun, especially this time of year.</p>
11/18/2014	Protected bike lanes - University	Nora	<p>...are awesome. I wish every street were like this so that I could bike with my 4-year-old, on the road, and not be scared that a wayward car was going to run him down. As it is, we stay on bike paths. Also, I just love the feeling of not worrying about a driver's side door opening into my face. The amount of space makes it feel safe; it is great! Thank you for all you do. Cheers,</p>
11/18/2014	Protected bike lanes - University	Lincoln	<p>University Bike Lanes Rule! Yes we want these, we use them, protected bike lanes, are great for cyclists, the environment and the city as a whole! These have been in Europe for years and they work, we know they work! There is not one positive thing in this city that can happen without reducing the number of parking spaces.</p>
11/17/2014	Protected bike lanes - University	Anonymous	<p>Riding my bike east towards school I almost got hit at the intersection by a car turning. Luckily I have good brakes. This new design is not safe as I can't see moving cars past all the parked cars.</p>

11/17/2014	Protected bike lanes - University	Diane	I would like to express my concern with the project recently completed on University Avenue between Broadway and 9th Street. Moving the bike path and vehicle parking has created a much more dangerous situation for both bikes and vehicles, than having bikes ride with the flow of traffic as they have done in the past. As a CU faculty member whose office is in the Institute of Behavioral Science building, I park daily in the University/Grandview area. I find it dangerous to stop my vehicle in the lane of traffic to parallel park, with traffic having to stop behind and wait for me to finish parking due to limited space in the middle lanes. Even more dangerous is the fact that people are forced to stand in the lane of traffic while exiting and entering their vehicles. This is especially dangerous on snow days, when one must stand in traffic to clear snow and ice from one's vehicle (in conditions where cars are passing very close and more likely to slide), which can take some time. It also seems more dangerous for bikes, as vehicles are now forced at cross streets to move up into the bike lane in order to see past the parked vehicles for oncoming traffic before turning out or crossing the road. I can only imagine how confusing this unusual driving/biking situation must seem to anyone who doesn't drive often on University, increasing the chances of accidents due to confusion. In addition, this new parking design includes much larger areas adjacent to intersections that have painted lines drawn on the road to indicate that parking is not allowed, lines which are not visible when the roads are covered with snow. Previously, signs along the side of the road clearly demarked where one could not park. This has resulted in a significant reduction of available parking spots in an area where parking is needed and highly competitive as well as difficulty identifying exactly where one can park on snowy days. It seems greater problems, including reduced parking, and confusion have been created by the reengineering of bike lanes and parking areas. I have spoken with others who I have seen parking on University, and they are also extremely displeased with the new engineering of this road. If it absolutely cannot be returned to the old method of parking, at a minimum could the buffer space next to the bike lane be moved to the other side of vehicles (toward center of road) to allow people who are parking some safety as they enter, exit, and remove snow/ice from their vehicles. Thank you for your attention to this issue.
11/17/2014	Protected bike lanes - University	Kat	Hi there, I just wanted to let you know how much I appreciate and love the protected bike lanes on University. It means a lot to me that my safety is much safer now! It makes total sense to have the bike lane on the inside. It also encourages biking and then that means we are lowering our energy consumption! Thank you!
11/17/2014	Protected bike lanes - University	Kirsten	Good afternoon, I hope this email finds you all well. I sent in a message to the Government Outreach website with my concerns associated with the new bike lane set up on University. In the reply back, it mentioned that outreach to the neighborhood was conducted last year regarding this. I'm wondering how this was done? Most of the people in this neighborhood are students, therefore transient and live there for only a year or two. My husband and I live there full-time and did not receive any "outreach" about this project. I'm all for innovation, but this set up has already proven to be dangerous. Making U-turns to get into a parking spot is a huge pain, the reduced parking in one of the most highly dense parking areas in town is a nightmare, and it the cyclists are not in view now at all when driving down the street, especially in the intersections. It makes it very hard to park when you fear a cyclist is hurling down the street in my passenger side blind spot. There were 4 accidents involving vehicles and bikes in the past several years, all of which occurred in intersections. It seems unnecessary to spend tax dollars on this project. Thank you for your time,
11/17/2014	Protected bike lanes - University	Elane	As a semi avid cyclist, I was excited to pass by University today and see the latest protected bike lane. I think these lanes are a great addition to the city and help people feel safer on bikes. I dislike seeing cyclists resort to sidewalks because they feel too exposed on the street. But when I talk to people about it, they express they just feel safer, even though statistics don't support that view. As a bike educator, I'm all about seeing more people riding their bikes for fun, fitness, and commuting. I think we need to have more facilities that extend further and prioritize cyclists to increase our mode share. I'm excited that Boulder continues to push bicycle innovation. We may be better than many places in the country, but I think we fall behind many communities in the world for bicycle infrastructure. I would love to see Boulder be a place where people from around the world can come to see what it takes to increase biking rather than the trip to Copenhagen most communities are doing. Thanks for your continued support of Boulder as a bike friendly community.
11/17/2014	Protected bike lanes - University	Timothy	To whomever is responsible for installing protected bike lanes on University Ave and Baseline Rd, I'm writing to express my satisfaction with the protected bike lanes on University Ave and Baseline Road. I commute to CU exclusively by bicycle from Lower Arapaho and cannot be happier to see that the city has installed bike lanes protected by parked cars. I feel much safer on my commute and everybody I've talked to who commutes on University says the same! Cycling in Boulder would be much safer if all bike lanes were protected, either by parked cars, curbs, or (ideally) raised sidewalks. My one criticism of the implementation on University Ave is that the parked-car protection extends too far towards the intersection (with Broadway), because it reduces mutual visibility of cyclists and motorists as their paths cross. Specifically, when travelling east, cyclists continuing east on University (their only option) must cross the path of motorists turning right, from east to south. The parked cars reduce visibility too far towards this intersection, such that there is increased risk of collision. See attached figure, left-hand panel. One solution would be to merge the car and bike lanes back together for a short distance offering time for motorists and cyclists to acknowledge one another. See attached figure, right-hand panel. This would require removing no more than 2 cars worth of parking. Ideally, the boundary between the car and bike lanes would be reinforced with a curb and markers, as on Baseline, to prevent early merging of enthusiastic commuters. Thanks again, and I hope to see more improvements to Boulder cycle commuting! Cheers,

11/17/2014	Protected bike lanes - University	Maureen	The new bike lanes & street parking on University are AWFUL and DANGEROUS! When I was leaving a close friends house attempting to get into my parked car I was almost hit by a jeep sliding down the icy street. I smashed my head and have a huge goose egg trying to avoid getting hit. I fear someone is going to be seriously injured with this new set up.
11/12/2014	Protected bike lanes - University	Sarabeth	University between 9th and Broadway has been made too narrow. This is a busy street and this is a safety hazard when people are on foot and getting in and out of cars, especially in bad weather. She would like to speak to whomever is responsible for making the decision to narrow this lane and if this is a permanent change.
11/11/2014	Protected bike lanes - University	Kirsten	I live on 9th and University, and here are a couple of things I've noticed so far with the new land changes. It seems less safe for skateboarders and bicyclists, as they are hidden behind parked cars, so they are harder to see at intersections as they don't slow down and have a false sense of safety with the new lane. Driving along university has become a problem as cars stop more frequently looking for parking spots and one can easily rear-end a parking car.
11/11/2014	Protected bike lanes - University	Beth	The new design of bike lanes makes no sense at all. there are parking spots floating out in the middle of the road with no curb. It is very difficult to figure out how to park safely without going in the bike lane. What happens when it snows??? How will anyone possibly park without a curb. This is a terrible design. Add a curb or move the lanes back.
11/11/2014	Protected bike lanes - University	Mackenzie	I would like to know who to contact about the change that was implemented on university Ave with the bike lanes. Now that the parking is in the middle and the bike lanes are on the outside has made it very dangerous. Now when you parallel park everyone has wait in the street as well as taking away at least 30 parking spots on the street. It is also very dangerous to pull out of the side streets into university because you have absolutely ZERO visibility of oncoming cars. I have almost gotten in multiple accidents from the changes you made. Who Can I contact about this issue. Thanks.
11/10/2014	Protected bike lanes - University	Anonymous	the new bike lanes are less safe for bikers, skateboarders and drivers. I live along university avenue and I have had three close calls in a week going to and from a car to my house. I have also almost hit a biker turning onto 10th street from university as the biker was traveling at a much faster speed and popped out from behind a car, probably 20 mph. This new design is an accident waiting to happen.
11/10/2014	Protected bike lanes - University	Michelle	The new unsafe parking/biking arrangement along University is absolutely horrible for mainly HUGE safety reasons. 1) At intersections, it is almost impossible to see if traffic from the opposite side, and your own side is coming because you are continually blocked by the cars, when that was never a problem before. 2) The road is more narrow, making it easier for people to get into accident. If someone were to get into an accident, it is possible that they would involve more than one car, because they could also hit the cars parked directly next to them. This will happen more and more with the snow, and worsening winter conditions. 3) Bikers can easily hit people going to and from their cars, when that never happened before. 4) If you park, on one side you have cars flying by you and on the other side, you have bikers, and skateboarders. It is very unsafe to get out of the car. 5) As a biker, how do you plan to plow the bike lane now. 6) Besides the safety issues, 14 spots have been lost in an extremely high density area. Please return the parking back to its original wayon the curb. It is better for everyones' safety.
11/10/2014	Protected bike lanes - University	Ann	I visited friends on University at night who live on the block of the reconfigured bike/parking lane. It was about 7pm, dark and snowing. It was difficult to see, and I got very nervous driving on that block. I honestly don't know how the bikers can see where the bike lane is. On top of the driving lanes feeling VERY narrow, it was hard to see the bike lane between the curb and the cars. When I parked, I was nervous to get out of my car because I was afraid a car was going to hit my door. I feel this is an extremely poor decision by the city. I'm even more confused as to why Boulder decided to implement this when winter is approaching. I feel the safety of both drivers and bikers is more compromised with this configuration, and hope you will reconsider this initiative. I fear you will hear more about accidents and injuries in the near future. Thank you,

11/9/2014	Protected bike lanes - University	Kinsey	The changing of location of the bike lane on University Ave has been quite concerning to me. As a biker and a driver these new lanes have been extremely inconvenient and dangerous. As a driver it is extremely difficult to turn onto the street because I cannot see around the parked cars in their new location and on top of that as I inch out to turn I am blocking the bike lane for a much longer period then before. There are also much less places to park my car and I often end up having to park multiple blocks away from my house which can be scary when I get home late from work and have to walk by myself. It is also very difficult and scary to park and pull out of the parking spot without being hit by moving cars. As a biker It is extremely difficult now to cross the street smoothly because cars have a harder time seeing me when I pop out from behind the cars. I was also almost hit by a truck pulling a Uturn who could not see me in the bike lane because it was blocked by the cars. Overall this new bike lane arrangement has been extremely inconvenient and unsafe for me as a taxpaying resident of Boulder and it is why I am taking the time to make this complaint.
11/8/2014	Protected bike lanes - University	Madeline	The new parking situation on University Ave is absolutely ridiculous. It is such a hazard to cars, pedestrians, and bikers. This did not make it safer for bikers in any way. It is much more difficult to see them coming and it is nearly impossible to park or exit a parking space without entering the new bike lane without a good view. It is also making parking much more difficult and it is absurd to expect people to parallel park decently in the middle of the street with a bike lane on one side and traffic on the other. I can't believe you would waste money and resources on this ridiculous arrangement. Not to mention it took away 18 spots in an area where it is already difficult to find parking. This needs to be put back to the way it was before.
11/8/2014	Protected bike lanes - University	Chuck	Hi:I rode the University Avenue parking-protected bike lanes this morning. All I can say is, "more, please"! The lanes are beautifully implemented and provide a very safe-feeling and pleasant environment. The passenger-side buffer zone is a nice touch. While there I saw a father with his young (7 year-old-ish) daughter riding eastward on the lane enjoying the protection from cars and car doors. I can assure you that the father would not have been biking with his somewhat wobbly daughter if the lane were in its earlier configuration. I look forward to seeing how the snow removal in the lanes works and what sort of feedback you get from other users of the street. One possible tweak would be to put concrete buffers along the lane. When the painted lines are obscured by snow drivers might have a hard time parking their vehicles in the right position. A concrete curb would limit how far they could drift into the bike lane. Thanks for making this change to University; I hope you can find other streets appropriate for similar treatments!
11/8/2014	Protected bike lanes - University	Erin	I am writing to voice my extreme disapproval of the city's recent restructuring of parking and bike lands on University Ave., starting at Broadway and going W towards 9th. As both a driver and a dedicated cyclist, this new arrangement is dangerous from both perspectives. It does nothing to improve safety nor traffic flow, and in fact makes both worse. Parking is now extremely challenging as there is no space for cars to pull around you, while you are backing into a slot. And pedestrians and cyclists still move inside of these car parking lanes. The visibility is extremely poor, from the cyclist perspective, and it's also harder for cars to see cyclists. I absolutely loathe the new layout as do so many other people that use this route daily. I ask you to please consider your actions, and return University to the way it used to be. Funny enough, this new arrangement is in total conflict with the way that CU recently redid the parking on University Ave EAST of Broadway (the backin style)... not that i like that either, but it is better than what just happened WEST of Broadway. The best of all worlds is how WEST of Broadway was before the change.
11/7/2014	Protected bike lanes - University	Evan	I am appalled at the new parking and bike path lanes on University. Not only have I almost been hit while biking in my proper lane by a car trying to park, but parallel parking blocks traffic and makes it so every car behind you has to suddenly stop. EXTREMELY UNSAFE. This new design is the WORST design I have ever seen. Honestly did the City of Boulder think this would help? It has made University Ave a nightmare! Cars cannot see bikers and a biker WILL BE HIT if you do not change it back to the original parking and bike lanes. Not that there was anything wrong with it in the first place! SOMETHING MUST BE DONE TO CHANGE IT BACK.
11/7/2014	Protected bike lanes - University	Melanie	Complaining about unsafe parking and driving situation now on University Ave due to changes in parking zones. Several parking spots were eliminated (18) in a zone where it is already impossible to find parking. Additionally, visibility from sidestreets onto university is very bad. Also high risk of hitting bikes or pedestrians
11/7/2014	Protected bike lanes - University	Morgan	I am filing a complaint due to the new unsafe parking/biking arrangement along University Ave. This new lane change has made it very unsafe for bikers and pedestrian visibility along with cars trying to cross traffic. Due to this new arrangement, it has also eliminated 18 parking spots in the area which is ridiculous due to the fact that it is already a high density area. Also, it is very confusing and unsafe because cars are flying by on one side of you while bikers and skateboarders are flying on the other creating many opportunities for accidents to occur. Another point is that when snow starts to fall, because they have made the lanes so narrow, there is a high chance that cars will slide into the already parked cars along the side. This new unsafe arrangement is causing many issues in our safe community. Please fix this issue because many people who live in this area and drive along it feel unsafe.

11/7/2014	Protected bike lanes - University	Jon	I am pleased that the city is trying new ways to make biking safer by putting the bike lanes inside of the parking on university ave. there were fliers arguing this is unsafe but not everyone shares this opinion. Hopefully this study will show this is an improvement.
11/7/2014	Protected bike lanes - University	Rebecca	Dear Boulder parking and transportation,I have lived on University Ave since 1992 and bike, walk or drive its length most days. I am very concerned about the most recent changes to the parking. Moving the bike lane adjacent to the curb and the parking between the bike lane and the traffic lane has created dangers for several reasons:* The narrower traffic lane means cars must swing into the opposite lane of oncoming traffic when parked cars open their left doors.* Passengers exiting the right side of cars must look for bikes.* Often people need to leave the right side doors open for a long time while they load and unload groceries, ski stuff etc. This creates difficulties for both bikers and those (un)loading.* Because this is a neighborhood of many rentals, moving vans must frequently park along University Ave. Now there is no room for them.* It is dangerous for bikes as vehicles turning left or right into the north-south streets have difficulty seeing bikes whizzing along behind the line of parked cars.* This parking configuration provides fewer parking spaces to an area of high population and proximity to the university where parking is in high demand.*Aesthetically, the lovely broad expanse of University Ave has lost its appeal by narrowing.* While it hasn't snowed yet, I imagine it will be very difficult for plows to plow the bike lane, forcing bikes into the very narrow traffic lane. Also, the traffic lane will become extremely narrow if plows either pile snow in the middle or adjacent to the lines of parked cars.Thank you for your consideration.
11/7/2014	Protected bike lanes - University	Ashley	As a resident on University Ave, the new parking/bike lane arrangement is very inconvenient and most of all extremely unsafe. Parking in designated parking lane is difficult due to oncoming traffic on both sides of the parking lane (cars and bikes). Biking is unsafe due to the lack of visibility for moving vehicles. Getting into a parked car is unsafe for the individual due to the narrow traffic lanes. At intersections, visibility is impaired for those pulling onto University Avenue. In addition, 18 parkings spots have been lost in a high density area and as a resident this is inconvenient. In terms of potential issues during the winter months, the icy roads will intensify all of these issues.
11/6/2014	Protected bike lanes - University	Jacqueline	Location: 10th and University Bike Lane Caller is concerned with the way that the bike lane has been repainted and she is concerned about her safety biking right here, due to lack of visibility and would like to speak to someone to express these concerns.
11/3/2014	Protected bike lanes - University	Nicole	Please do NOT implement phase 2 of the "Innovative Bike Treatments" along University Avenue. It will create an unsafe situation for drivers trying to make U-turns. And what about the customary snow storage in the middle of the street? This will be making it all too narrow. Sincerely,
14-Nov	Protected bike lanes - University	Charles	These lanes are great, and I'd love to see more installed elsewhere. I feel safer and calmer without having to look for cars and doors (thanks for the passenger-side door zone!). I saw a father and his young (7-ish) daughter riding on these lanes and imagine that never would have happened with the previous configuration. So I think this type of protected lane can do a good job at bringing out new riders who want a safe-feeling biking experience. I can think of three improvements for these lanes as they exist now. 1) Install cement curbs so that cars have a hard edge to park against. 2) Make the sign shown in the photo above more durable. 3) Make some changes to discourage cars from intruding into the lane at intersections.
14-Nov	Protected bike lanes - University	Waylon	I love it! I bike everyday, live on University. It's much safer (away from cars and car doors), encouraging children and families and old timers to bike. One note: It hasn't been plowed promptly, which makes it impossible to bike through, so I bike in the lane. But that can be fixed.Other advantages: it slows the traffic on University, which is an autobahn in the past (folks love to speed, I've seen a dog hit). It shifts parked cars away from houses, which is good for fresh air for the locals (cars offgas when parked). It needs to be longer to be helpful--should extend two or three blocks west. It's a no brainer. Thanks for doing it! I've talked with lots of folks and they're 90% positive. Some folks who don't bike hate them, but haven't offered specifics other than a concern about plowing, which I share
14-Nov	Protected bike lanes - University	E P	This was great before it snowed but now is awful!!! The snow and ice remaining in the bike lane force cyclists into the middle of the auto lane.
14-Nov	Protected bike lanes - University	Lesley	I'm not neutral. I am negative on this idea, and that's not a choice!

14-Nov	Protected bike lanes - University	Lesley	I agree. My husband complained bitterly when it snowed the other week. The bike lane was icy and he had to ride in the road which is much narrower now. I used to work on main campus and road my bike. I had no problem with University - it was wide and quiet. The only problem was broken glass the day after recycling pick-up. Please put it back the way it was.
10/24/2014	Protected bike lanes - University	Kirsten	Good morning, Please don't implement phase 2 of the "innovative Bike Treatments" along University Avenue. Being a resident along University Avenue, the plan will negatively affect me and will be unsafe for any drivers trying to do U-turns along University Ave. Parking is already a complete nightmare, and this will just make it worse. 1. Upwards of 12 parking spots will be taken away along University Avenue from Broadway to 9th when this goes into effect 2. There will not be enough room for cars to do U-turns safely and quickly on University Avenue 3. During Heavy snowfall, there will be no place to shovel the snow in the street Thank you for your time,
10/23/2014	Protected bike lanes - University	Marc	I have concerns with the approach being taken with the installation of the "Innovative" Bike Treatments along University Avenue. Most of the residents whom live on University Avenue are temporary and not about to speak up regarding this plan so I think someone should. I received a pamphlet today about the implementation of Phase II taking place in just over two weeks. The pamphlet mentions that one to two on-street parking spaces will be taken away for every intersection and driveway along University Avenue; this is completely unreasonable to the residents of parking spots being affected. I am requesting that Phase II be put on hold so that there can be further discussion with the residents of the affected area as the area is already high density and parking is very difficult for just the residents alone. As one of the only owner occupied residents on University Avenue between 9th and Broadway, I am in contact with all of the other property owners/ voters along University. Having Voted for Mary, Sam, Matt and Macon in the last election, I would appreciate a response. Please contact me at your earliest convenience
10/23/2014	Protected bike lanes - University	Marc	I have concerns about the innovative bike treatments. Parking for home owners and renters along university is already hard enough before taking away more parking spots. Any investment should be put into angled parking not taking away parking. People live here and own cars and this is a high density area already.
	Protected bike lanes - University	Peter	Like physical separation provided along baseline. But, not the barrier that parked cars provides because of the sight distance limitations. The 13th Street contra flow bike lane is fine.
	Protected bike lanes - University	Anonymous	Caller reported that East of 9th Street the Living Lab lane causes the parked cars to be more of a visual hindrance to seeing drunk college kids before they jump out into the street in front of you.
11/17/2015	Protected bike lanes - Baseline and Dashed Bike Lanes - Harvard	Scott	I can't make the open house tonight but thought I would provide a few thoughts on two of the Living Lab projects. I think the Baseline cycle track is fantastic and works really well. This is a very large road with fast moving traffic and the separation is comforting. I'd love to see the parking blocks and flexible delineators extended further east. I don't think physical improvements to the existing 30th - 35th is really necessary (not sure if you were considering that). From my experience the snow removal has been adequate. The Harvard lanes are I think are less great and I don't see a real improvement to the biking conditions. If anything it sends a message to bike to get over to the side of the road. Due to manhole covers and overgrown vegetation this doesn't work that well. Riding over manhole covers at night is surprising and uncomfortable. On this street with the low traffic volumes I like to ride side by side. If faster moving cars approach from the back they simply drive around. Again this treatment sends a message that cyclist should ride single file. I think sharrows on this section would work better. Thanks for all your great work on this and good luck tonight.
2/15/2015	Protected bike lanes - Baseline	Jordan	I like the physical separation, better sign the crossing of Baseline road at about 37th Street to promote use of the underpass instead of 35th for EB to NB cyclists.. EB on Baseline to NB 30th Street flashing yellow signal - is there a correlation to increased crashes? think about safety of intersection first. Suggests all pedestrian phase. Prioritize safety over efficiency.
5/12/2014	Protected bike lanes - Baseline	Freeanne	I really like the concrete block treatment and love the idea of the physical barrier between cars and bikes. I think it needs to be a different color. As a driver I tune them out because they are white. Recommend transition from white linear line to concrete blocks. I would love to see some red and white striping to help raise awareness of drivers.

11/16/2013	Protected bike lanes - Baseline	Alex	I wanted to bring to your attention a maintenance-related issue for the protected bike lane on Baseline; it does not seem to be getting plowed. The attached photo is looking west at around 34th St. This morning, the bike lane was full of frozen slush while the road was wet, but clear of snow. I imagine that the road was probably cleared of snow just by the normal traffic on it, but this does not happen for the bike lane. Now that the wheel stops make it impossible to "take the lane" if snow is blocking the bike lane, can you ask your road maintenance division to make sure they keep the bike lane clear this winter, even when this is not necessary for the vehicle lanes? (This was not a huge issue this morning since there wasn't too much snow, but if a couple inches or more fall it will be more of a problem.)
11/14/2013	Protected bike lanes - Baseline	Rick	Concerned that the treatment is too camaflogged. White on white - eastbound is worse. This will be much worse in winter snow. What about yellow or orange posts to taper out the treatment in both directions. Treatment starts abruptly. Western most concrete block on eastbound treatment is damaged. Saw a hubcab in the lane. Put the concrete strips half way between the line. Poles only would be an improvement. What about rumble strips instead of posts. Series of pavement reflectors in the buffer area. The treatment at driveways into CU parking lot is too restrictive for turning vehicles. Causes driver to use left lane only.
10/8/2013	Protected bike lanes - Baseline	Etta	Concern for the flexible delineators - they are distracting. The concrete barriers are okay. Proposes rumble strips be installed instead. This advises motorists that they are too near to the physical barrier and/or bike lane. Turned off 30th Street onto Eastbound Baseline and traveled in the bike lane all the way to 35th Street and turned south into Will Vill parking lot. Consider green bike lane and also reducing the number of poles - maybe one at the start and end of the block.
10/8/2013	Protected bike lanes - Baseline	Rick	Concern about the eastbound lanes by Will Vill. Left a message to get details.
10/7/2013	Protected bike lanes - Baseline	Nancy	Lives near meadow Brook off of Baseline. First experience was coming back from grocery store and made left turn in the right most lane. Vehicles in the left most left turn lane turn wide and encroach into the outer-right most turn lane. This impacts the right most left turn lane and requires the use of the outside right lane. The flexible delineator and parking blocks are physical impediments that require defensive driving. Issue #2: the immediate response of drivers turning onto Baseline is to move into the left turn lane. Issue #3 is to improve the turning radius for the driverway into Williams Village parking lot. A few posts too far east. Traveling west on Baseline, seeking to make a right onto 30th Street is most often desire line. Coming out of Meadowbrook, turn into left lane and traveling in this lane - a concern is that the drivers in the right lane move to the left to get as far away as possible. Concern for behavior of students exiting the Will Vill parking lot - "bat out of hell" style. Most bicycles are parked at the Will Vill racks on 30th Street. The lane is not strategically placed. Majority of bicyclists don't use this. Experiment doesn't accommodate students who live at Will Vill. Concern for emergency vehicle travel and a driver not being able to pull over to the right because of the physical barriers. As a driver, I would feel intimidated to pull to the right due to the physical barriers. Poor timing of installation - during students returning back to school. Consider protected bike lane pilot on Colorado Avenue instead.
9/9/2013	Protected bike lanes - Baseline	Ann	Likes the concrete blocks. But, the verticle reflectors are a distraction. Makes it seem much too narrow and are visually a problem.
8/23/2013	Protected bike lanes - Baseline	Carol	expressed concern for the protected bike lane treatment. The physical barrier presents an obstacle that would deter cyclists frm riding. The concern is for the potential to hit the physical barrier.
8/20/2013	Protected bike lanes - Baseline	Bob	Concerns for baseline travel delays and for drivers running

10/31/2013	Protected bike lane - Baseline	Brendan	<p>A couple months ago the protected cycle track on Baseline was installed, and I'm writing to provide feedback on that experiment. I couldn't find a feedback link so I hope this is a good way to provide feedback. I live on 37th street. I commute to work, run errands and drop my son off at daycare on my bike as well as use my bike for recreational riding. I've been commuting by bike for about 15 years now.</p> <p>I really dislike the new protected cycle track. There are a few of reasons:</p> <p>1) It makes it more or less impossible to safely merge with traffic to make a left hand turn. This is something I do multiple times a week while going east on baseline and turning left onto my street, 37th. The track has significantly increased the danger and difficulty of merging with traffic forcing me to cross all four lanes at 37th or use the underpass, both of which add time to my riding and both of which have safety concerns I consider worse then how it used to be (traffic coming out of St. Andrews is now a problem when it wasn't before because I would be in the turn lane)</p> <p>2) Cars can't use the shoulder/bike lane to turn onto the side streets and into the campus parking lots. At first this seems like an advantage but it is actually worse. The problem is that a car wanting to turn can be forced to stop in the right hand lane while waiting for an opening, with 40 MPH traffic around it. I've seen near misses on cars being rear-ended and I've seen cars cut off cyclists to avoid stopping in the right hand lane. The old way was never an issue, cars would slow down and go behind me.</p> <p>3) Cars seem to be less aware of me on my bike as I approach the 30th ST light from the east, I'm concerned the separation going away at that point actually increases the danger of the right hand turn lane for cars. I'm also concerned I'm less visible to the cars turning and crossing the bike lane at the intersections.</p> <p>4) This section of road simply doesn't seem to warrant a track. The bike lane already had huge separation from car lanes, in over 10 years living at this address and riding baseline I've never had a close call on that section of road due to a car coming into the lane, nor heard of anything occurring on this stretch of road to suggest this should be a concern. Left hand turns are by far the greater danger, and I think the track is more likely to increase then decrease that danger. There is a multi use path on the south side of Baseline cautious cyclists use. This seems to me a change that provides the appearance of greater safety without actually increasing safety.</p> <p>If you want to improve the usability of Baseline for bikes the biggest issue needing to be addressed is the bike lane not existing for the underpass of 28th ST. The second biggest issue is the bike lane from 28th to 30th with high volume of cars turning in and out of the commercial lots on the south in particular being a safety concern. Reducing the entrance and exists would improve safety significantly.</p> <p>Thanks,</p>
	Multi-way Boulevard	Anonymous	I bike on the sidewalk here because the multi-way looks safe only for autos. If development hadn't gobbled up so much space, we would have had room for a dedicated bike path, as exists east of the railroad tracks. Hopefully there is still time to adjust.
	Multi-way Boulevard	Anonymous	After a year or two of construction, this is what we got? Where are you suppose to bike, on the sidewalk or in the parking/drop off lane? Neither one is a good option.
12/5/2014	Dashed bike lanes	Terry	Think the dashed bike lanes would be a great opportunity to install a contra flow bike lane on Grant Street from College to Baseline Rd.
	Dashed bike lanes	Anonymous	This would be a great tool to use on Grant Street as a contra-flow climbing lane as an alternative to 9th street which is busy and dangerous.
	Buffered lanes - University Avenue	Anonymous	This is great. It provides a visual buffer for drivers, peace of mind for less secure cyclists and it doesn't interfere with road maintenance. This is miles better than the "protected" lane business on Baseline. Please do more of this and none of that.

11/11/2015	Buffered lanes - Spruce Street	Crystal	<p>Hello All:</p> <p>I live at 1709 Spruce Street and wanted to let you know I support the Spruce Street Living Lab that installed bike lanes in September of 2013. I always thought Spruce was wide enough to accommodate a bike lanes - it was about time this was done!</p> <p>I have noticed an increase in bikes since this was established two years ago. That is good.</p> <p>Here are a few suggestions:</p> <p>1) The corner of 17th and Spruce should have a four way stop. Every day you can hear horns honking and brakes screeching. This is the convergence of the 17th Strret bike lane with the Spruce Street living lab lane. Let's hope some distracted motorist does not kill someone.</p> <p>2) You should consider putting more bike symbols in the bike lanes to notify autos that the area is actually a bike lane. We have many autos that are visiting the area and might not be aware that there is a bike lane.</p> <p>3) You should consider extending the bulb out corners from 20th to Folsom. This also increases safety for walkers.</p> <p>4) And finally, the City should support a state wide total ban on texting and calling while driving. Auto drivers are too distracted and residents traveling in all modes are in danger. I am not kidding!</p> <p>Thanks for considering my input.</p>
8/28/2013	Buffered lanes - Spruce Street	Bart	Owns a business on SW corner of Spruce Street. Expressed concern for commerical driveway access and volume of traffic traversing the on-street bike lane
8/20/2013	Buffered lanes - Spruce Street	Bob	15th and Spruce. Longtime Boulder resident. Want to raise our awareness of the amount of commerical traffic that needs to park and load/unload in the 1600 block
8/19/2013	Buffered lanes - Spruce Street	Mike	1913 Spruce Street. Absolutely opposed to the bike lane project. Nothing wrong with bikes on Spruce Street. Only dangerous part is the round about, which pinches the bike rider when a car goes around it. Home owner for 30 years. Don't want it on my street. Won't help anything. Use another street. Pearl Street is a main thoroughfare. I don't want my parking impinged. Spruce is easy to ride on.
	Buffered lanes - Spruce Street	Anonymous	This is awesome! The double line clearly distinguishes the bike lane from a car lane, and provides extra space in case there's an obstruction in the bike lane.
	Buffered lanes - Spruce Street	Anonymous	Any option that even slightly raises the issue of dooring into the minds of automobile drivers is an excellent one. Thank you and please do this in more places.
	Buffered lanes - Spruce Street	Anonymous	Never been doored yet and am hoping that it'll stay that way. I will ride outside of the door zone regardless of paint on roads.
	Buffered lanes - Spruce Street	Anonymous	This section of road is already enormously wide. I love the idea of giving some extra space to the left of parked cars, both for "dooring", and visibility from those pulling out of driveways. The buffers between bike and car travel lanes are also most welcome.
	Buffered lanes - Spruce Street	Anonymous	I agree with Bill B too. I always prefer to ride out of a car door's reach, which usually means with traffic, than right next to parked cars. Justified or not, I have a greater fear of getting doored than hit by a moving car. Looks like I could ride far enough away from a door and still be in the bike lane in this scenario. 6' from the door of the car puts me in the middle of the bike lane, as detailed above. That's good enough for me.
	Buffered lanes - Spruce Street	Anonymous	I'd much prefer the cars to be on the outside of the cycle lane. This avoids the danger cited by Bill B29 below. I realize that this is currently illegal in Boulder, but I hope council will

			aggressively address the need to amend the parking ordinance.
	Buffered lanes - Spruce Street	Anonymous	This route is currently a mess unless you ride in the middle of the road. I'd support this IF the bike lane didn't put you dangerously close to the parked cars which could open their door at a bad time! So I'd like the option of driving in the car lane on this stretch of University.
	Buffered lanes - Spruce Street	Anonymous	This bike lane is terrific and should be expanded along major bike routes. The best way to encourage cycling is to make it as safe and convenient as possible. Cycle tracks and buffered lanes are great ways to do that. I would consider as well incorporating flexible physical markers (I'm not sure what they're called) to better delineate the bike lanes and protect the cyclists. I would suggest putting these buffered lanes on the 9th and Broadway corridors and identifying a major cross-town route to add them to.
10/18/2015	Back in angle parking - University	Anonymous	The back in angle parking is unweildy for traffic flow in both directions. Going east or west on University requires you to stop when someone is backing into a parking space.
11/19/2014	Back in angle parking - University	Eric	Has experienced ore near misses on his bike between broadway and McKay auditorium since the back in angle parking was installed.
10/4/2013	Back in angle parking - University	Sharon	Has anyone done observational studies to demonstrate whether diagonal or parrallel parking fills up first? Also, the diagonal parking spaces seem to be more narrow that standard. Driver gets dings on
9/26/2013	Back in angle parking - University	Susanne	I parked my truck and felt very unsafe. Lots of cars honked at me and offered other unkind gestures.
	Back in angle parking - University	Joe	Hi, My name is Joe White and I live at 1321 5th Street, close to where University and 5th intersect. I am responding to the flyer describing the three bike treatment demonstrations along University Avenue. My major concern is for the back-in angle parking on University between Broadway and 17th. In my opinion this is a bad idea. Many drivers do not pull into parking spaces well and cannot keep between the lines when going forward. The time to stop and attempt to back into a space will cause a great deal of traffic slowdown, especially during events at Macky, such as concerts. Already, during events at Macky traffic is almost a gridlock and trying to leave a parking space is difficult, though not as demanding as parking. I understand what you are attempting to demonstrate along this stretch of University. I suggest, however, that you create a Protected Cycle Track on University. You can create a protected track fairly quickly by installing short concrete curbs, the type found in parking lots, to leave a lane between the concrete curbs and the current edge of the street, thus creating the track. I think that attempting to reverse into a parking space will prove to be too challenging for most Boulder drivers - especially when they are on their cell phones. Regards,