



## **AMPS Community Engagement Report – Winter/Spring 2015**

Boulder is a national leader in providing options for access, parking and transportation. To support the community’s social, economic and environmental goals, it is important to create customized solutions that meet the unique access goals of Boulder’s diverse districts, residential and commercial.

AMPS: A balanced approach to enhancing access to existing districts and the rest of the community by increasing travel options — biking, busing, walking and driving — for residents, commuters, visitors and all who enjoy Boulder.

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# **AMPS Council Update - May 2015**

## AMPS Council Update – May 2015

### Community, Board and Commission Feedback

Community feedback continues to be a foundational element of AMPS. Since the onset of AMPS outreach activities in late Summer 2014, staff have been working closely with representatives from Kimley-Horn and Associates to continue and expand both traditional and online outreach efforts.

A variety of public engagement strategies are being employed to inform, educate and engage community members:

### Traditional Strategies

- ***Presentations to community groups*** (Ongoing)
  - Downtown Boulder Inc.
  - Downtown Boulder Business Improvement District
  - The Hill Boulder
  - Frasier Meadows
  - Senior Services Advisory Board
  - Better Boulder
  - Code for America
  - Commercial Brokers of Boulder
  - Boulder Tomorrow (To be scheduled)
  - PLAN Boulder County (To be scheduled)
  - Open Boulder (To be scheduled)
- ***Presentations to boards and commissions*** (Ongoing)
  - Boulder Junction Access District
  - Downtown Management Commission
  - Planning Board
  - University Hill Commercial Area Management Commission
  - Transportation Advisory Board
- ***Coffee Talks***
  - Gunbarrel
  - Spruce Confections NoBo
  - The Cup
  - Buchanan's
  - Ozo on Pearl
- ***Open Houses***
  - Joint Open House with Civic Area (October 2014)
  - AMPS Open House (April 2015)



## Online & Digital Media Strategies

- **Inspire Boulder**
  - Multiple topics, surveys and polls have been covered including TDM, Curb Management and general access management questions.
- **Social Media**
  - Twitter: [@BoulderParking](#), [@Bouldergobldr](#) and [#BoulderAMPS](#)
- **Commonplace**
  - Commonplace is a geographically-based online engagement tool that allows participants to make a comment or “rate a place” using a map of Boulder County. The City of Boulder is hosting the first installation of Commonplace in the United States.

## Other Outreach Strategies

- ***Walking Audit with the Youth Opportunities Advisory Board (YOAB):***

A walk audit was hosted as part of the Boulder Walks program of GO Boulder and the Access Management and Parking Strategies (AMPS) community engagement process. A primary objective of the University Hill Walk Audit with YOAB members was to gather youth input and perspectives on the current walking environment and opportunities for improving multi-modal access to the Hill commercial district. The Commonplace tool was used by students to document feedback during the Walk Audit.



## What We’re Hearing

Phase I of the AMPS public outreach and involvement was driven by three goals:

1. Introduce AMPS to the community
2. Place access management and parking into the larger context of Boulder’s social, economic and environmental goals
3. Begin gathering feedback from the community on how Boulder’s parking and transportation system can better meet the unique goals of the city’s diverse residential and commercial districts

Based on meeting notes, engagement with online tools and other outreach efforts, like the YOAB Walking Audit, several key themes were heard.

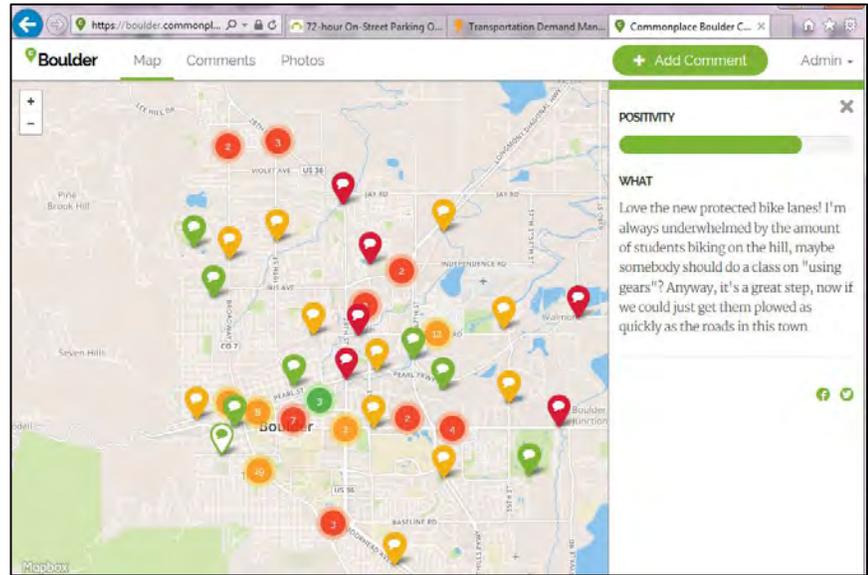
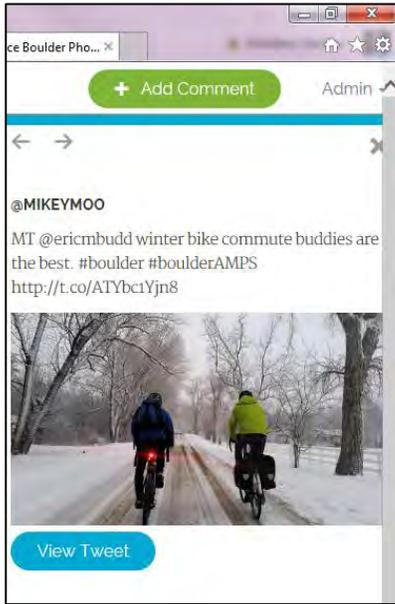
- Key Themes
  - ***Coffee Talks*** (Ranked in order of most frequent response)
    - How are community members getting around Boulder?
      1. Car
      2. Walk
      3. Biking
    - How is parking in Boulder currently?
      1. “Fine”
      2. “Congested”
      3. “Spaces are too small”
      4. “Expensive”

- Both bus and bicycle offerings were described as “good”
  - How could the way you access Boulder be improved?
    1. More off-street parking
    2. Bike parking, lockers and bike sharing offerings
    3. Cheaper parking
  - What do you think is the future of transportation in Boulder?
    1. Better bus and light rail
    2. More bicycle use
    3. Education on alternatives
  - People appreciate that Boulder has a lot of multimodal options, however this can be challenging for those who do not live in the City of Boulder.
- **April 15<sup>th</sup> Open House – Attendee Comments**
  - “Don’t make it harder to park downtown. Why require no parking for uses? Pushes parking into adjacent residential neighborhoods where finding on-street parking near residences is difficult. Difficult especially when contractors or professionals need to access a lot (e.g., plumber, electrician, etc.)”
  - Regarding the implementation of new parking technologies, the citizen would like to see:
    - a. “Real time availability data to users, both on-site (i.e., a sign at the entrance) and remotely (i.e., via an application that allows users to assess before they drive somewhere whether a space will be available when they arrive, or an estimate of how long the current wait is for a space to open up.”
    - b. “Metrics to assess over various time periods- daily, hourly, seasonally, etc. how demand for parking fluctuates.”
    - c. “Peak-period pricing!”
  - Regarding land use code for parking:
    1. “I highly support options 1-6 of the listed “possible options”; while EV’s (option 7) are somewhat better than conventional cars, I do not believe that they deserve extensive privileges if still used as SOV’s contributing to general congestion and inefficiencies inherent in SOVs as opposed to smaller or more communal forms of transportation.”
    2. “Absolutely parking requirements should be closely tailored to demand and use patterns expected in the immediate area, rather than by amorphous and large scale zones. Parking spaces ought to be valued, priced, and allocated as the valuable public resources they are. Parking minimums are antithetical to this approach, are outdated and damage efforts to reform auto-centric thinking and development patterns. Options 2, 3, and 4 help to accomplish this, option 2 being the best approach.”
    3. “I am so excited to see that unbundling parking is an option under consideration. This approach would go a long way toward discovering the true value of the overly subsidized parking available on our streets today. As with peak period pricing on roadways and parking spots, where prices rise during times of high demand and drop during low-demand times, unbundling the price of parking from leases (residential and commercial) is the best way we have found so far to let drivers self-

regulate, and learn to share the common resource they now tap for too cheaply.”

4. “Re option 5, multi-modal corridors, I would go further and require reduced parking availability while emphasizing the need to provide sufficient levels of frequent, direct transit service to reward/encourage people living and working in and near such corridors.”
    - “We absolutely need a “TDM with Teeth”- one with clear, enforceable, measurable goals, and the ability to penalize developments for non-compliance.”
    - “Community Cycles strongly supports efforts like you have described to encourage multi-modal transit, and looks forward to development of satellite parking facilities that would enable cycling to become a common element of daily commuting. To that end, we would suggest a continued emphasis on covered, secure, well-lit bike parking areas prominently located at grade at such facilities. Ideally, in the short term such facilities might be located near existing bike paths and on-street infrastructure, but we are committed to helping Boulder improve all of its roadways to accommodate everyday cycling for all levels of users.”
    - “You need to balance not making cars have an unnecessary start with not wanting abandon vehicles on the street. One way is permit parking because most would not renew a permit for an abandoned vehicle. In Philly they did get rid of abandoned vehicles with an ordinance, but I can’t recall it. Maybe 72 Hour is too short. Maybe two weeks is better. You need to look at what other cities have done and find the sweet spot.”
    - “Community Cycles strongly supports the implementation of shared parking everywhere in the city. We encourage the city to implement this in Boulder Junction, Hill, downtown, etc. ASAP!”
    - “Community Cycles strongly supports TDM w/teeth and will help you get it thru. We need it now, especially in Boulder Junction.”
    - “Thumbs up on the Parklet concept. Also, we need more bike corrals and they need to look better. Louisville’s are much nicer.”
    - “We strongly support 1-7. More bike parking. Parking max instead of mins. All these are a great start.”
- **Commonplace** (Launched at the end of January 2015)
    - 135 comments to date
    - 34% of users have added one comment; 14% of users have added three or more comments
    - Majority of users are residents between ages 26-35
    - Majority of users are signing up via the Commonplace website, followed by Facebook (20%) and Twitter (15%)
    - Top 5 most frequently tagged themes are:
      1. Crosswalk enhancements
      2. Bike lanes
      3. Sidewalk improvements
      4. Traffic calming / Pedestrian safety

## 5. Streetscaping



The “raw data” compiled via the Commonplace platform can be found in a separate attachment.

### Beginning Phase II Outreach

As the AMPS team transitioned into Phase II outreach in the Winter/Spring of 2015, outreach efforts became more focused around the Phase II Priorities outlined in each of the Focus Areas. Recent examples of this type of targeted outreach include a [72-Hour On-Street Parking Ordinance online survey](#) and [TDM questionnaire](#) on InspireBoulder about the role that private development companies might play in managing transportation demands of new development.

### On-Street Parking Survey Results

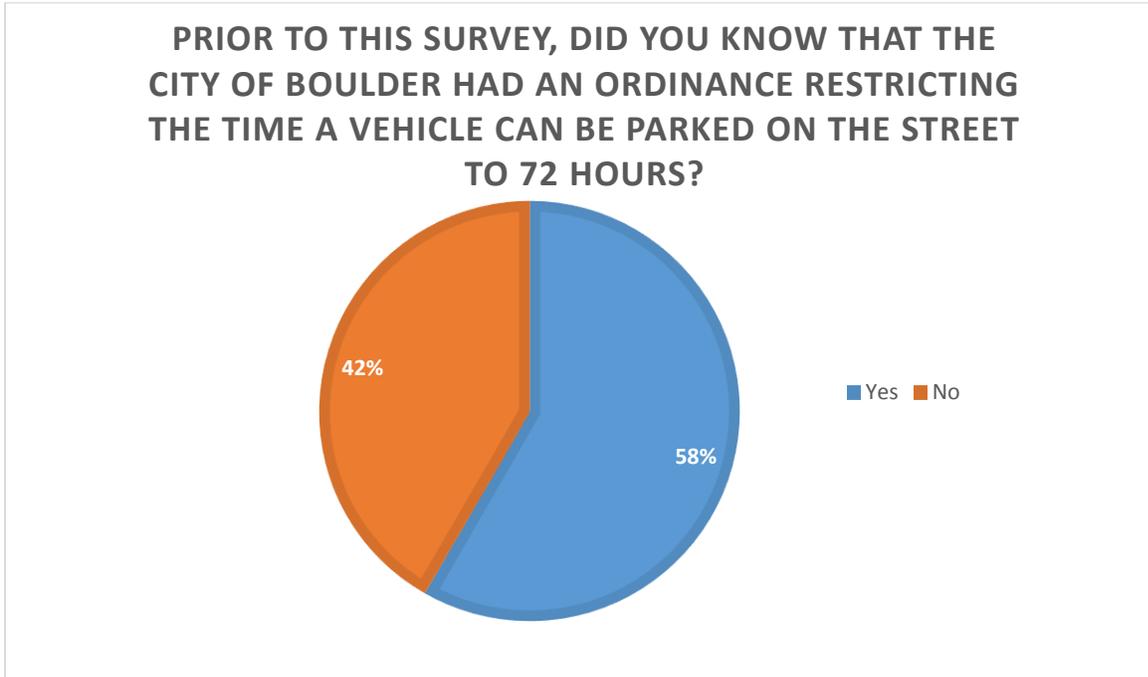
A survey was sent out to patrons that was focused on the existing 72-hour on-street parking ordinance. The survey consisted of seven (7) questions. The survey received 353 responses.

### **Key Findings**

The following are key findings from the survey:

- Approximately 42% of surveyors were unaware of the 72-hour on-street parking ordinance
- Feel as though the ordinance is unnecessary in residential areas
- Implement a permit system allowing residents to park longer than 72-hours and forcing commuters to follow the ordinance of parking on-street for 72-hours at a maximum.
- Need an increase in frequency of enforcement
- More education on the ordinance in areas prior to enforcement

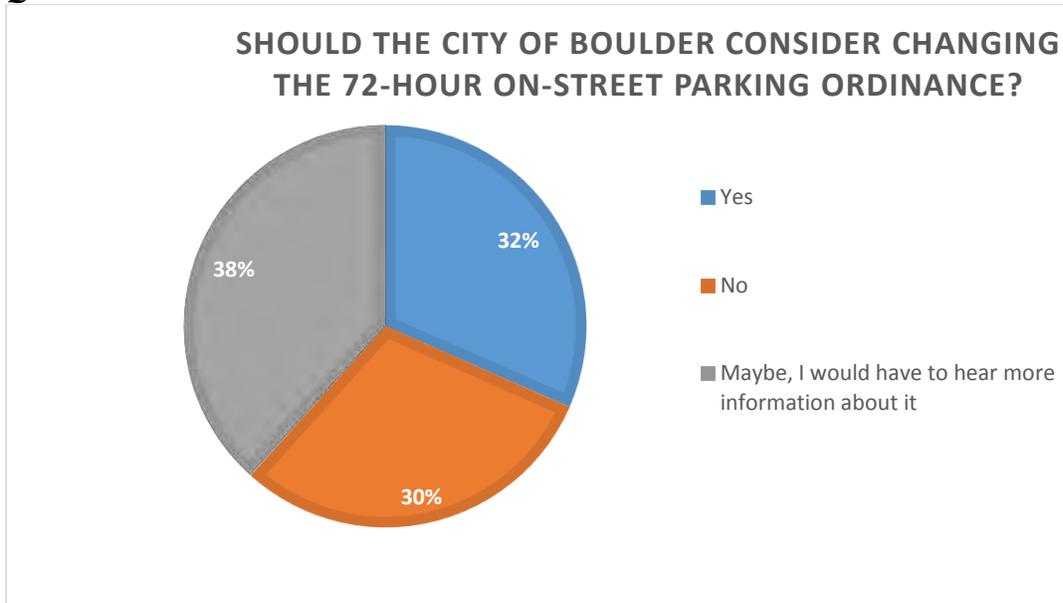
**Survey Results**



**Prior to this survey, did you know that the City of Boulder had an ordinance restricting the time a vehicle can be parked on the street to 72 hours?**

<b>Answer Options</b>	<b>Response Percent</b>	<b>Response Count</b>
<b>Yes</b>	58.3%	201
<b>No</b>	41.7%	144
<i>answered question</i>		<b>345</b>
<i>skipped question</i>		<b>0</b>

**QUESTION 2:**



**Should the City of Boulder consider changing the 72-hour on-street parking ordinance?**

<b>Answer Options</b>	<b>Response Percent</b>	<b>Response Count</b>
<b>Yes</b>	31.6%	109
<b>No</b>	30.1%	104
<b>Maybe, I would have to hear more information about it</b>	38.3%	132
<i>answered question</i>		<b>345</b>
<i>skipped question</i>		<b>0</b>

**QUESTION 3:**



**For what reasons would you like the 72-hour on-street parking ordinance to be changed?**

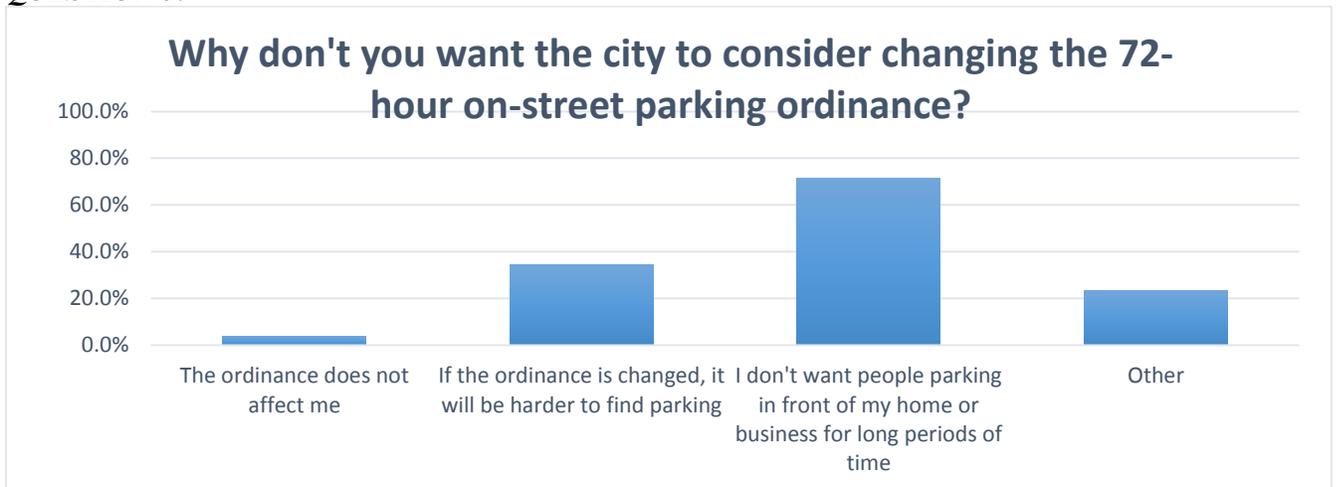
Answer Options	Response Percent	Response Count
I do not drive often and usually park on the street, so it is a unnecessary inconvenience for me	41.0%	43
I believe that it should only be enforced in certain areas of the city	16.2%	17
The city should not impose limits on how long someone is able to park "on a public street"	14.3%	15
Other	28.6%	30
Other (please specify)		36
<i>answered question</i>		<b>105</b>
<i>skipped question</i>		<b>240</b>

**QUESTION 4:**

What are your suggestions for how the city should change the 72-hour on-street parking ordinance?

- Homeowners and renters do not need to move the car within the 72-hour ordinance, but commuters do. Implement a parking permit or sticker that distinguishes the users. Residential permits should be free.
- Should not be enforced in residential areas
- Should be enforced in high demand areas as well as proper signage to distinguish these areas
- Implement a rule requiring cars to move a minimal distance of where car was previously parked, such as, one mile

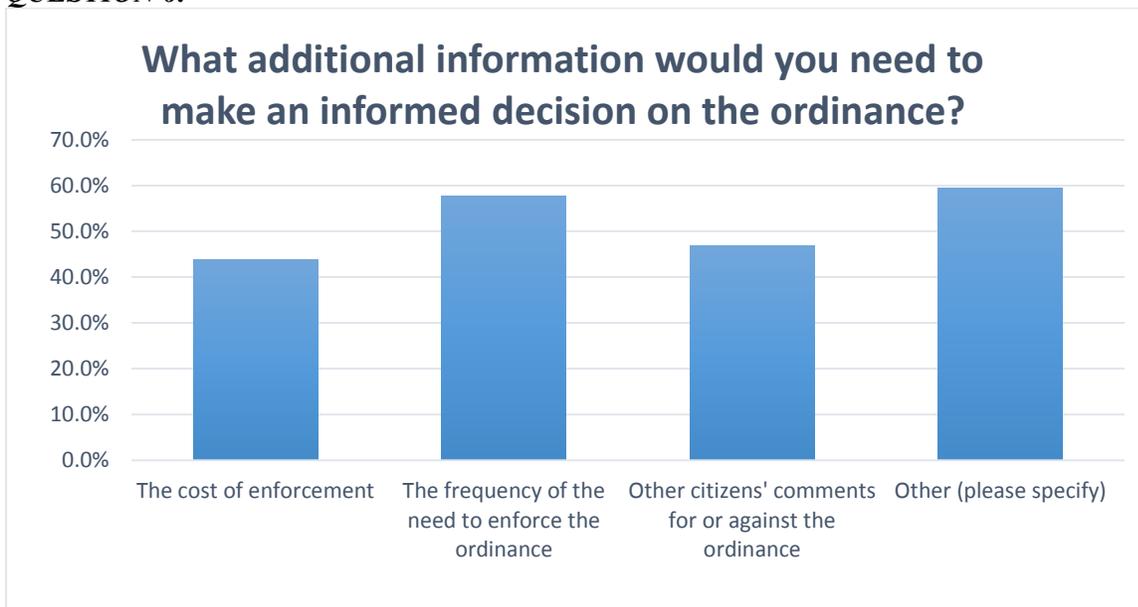
**QUESTION 5:**



**Why don't you want the city to consider changing the 72-hour on-street parking ordinance?**

Answer Options	Response Percent	Response Count
The ordinance does not affect me	3.9%	4
If the ordinance is changed, it will be harder to find parking	34.3%	35
I don't want people parking in front of my home or business for long periods of time	71.6%	73
Other	23.5%	24
Other (please specify)		38
<i>answered question</i>		<b>102</b>
<i>skipped question</i>		<b>243</b>

**QUESTION 6:**



**What additional information would you need to make an informed decision on the ordinance?**

<b>Answer Options</b>	<b>Response Percent</b>	<b>Response Count</b>
<b>The cost of enforcement</b>	43.8%	56
<b>The frequency of the need to enforce the ordinance</b>	57.8%	74
<b>Other citizens' comments for or against the ordinance</b>	46.9%	60
<b>Other (please specify)</b>	59.4%	76
<i>answered question</i>		<b>128</b>
<i>skipped question</i>		<b>217</b>

Additional comments about the 72-hour ordinance were collected by email.

- “The 72hr rule is completely ridiculous. Homeowners should be immune from this. We don't have a garage and when I asked the city if I could turn my old barn in back into a garage, they said NO. So what are they expecting homeowners to do. We need to be able to park our cars somewhere and be able to confidently leave them while on vacation. Plus, I thought the city wants everyone to cut their carbon footprint? Not allowing people to park their car, in front of their own houses, for more than 72 hours is in disagreement with this goal. My husband would much prefer to bike or walk to work in the summer, but he will drive in order to avoid a ticket every 3rd day. Please consider revoking that rule for homeowners in particular.”
- “Where parking demand is relatively low (i.e., non-commercial districts or residential areas) the current rule creates a perverse incentive to use one’s private vehicle. I am proud to not use my most of the year and people like me should be encouraged to let our cars stay put if we don’t need to use them. Where parking demand is higher, in commercial/downtown areas, 72 Hours makes no difference in terms of opening up parking or encouraging turnover. Cars should be allowed to remain in public parking areas, where turnover is not an urgent issue, for at least two weeks. Cars parked in the public right of way for longer periods of time and which might be suspected of being abandoned may be posted with notices requiring a response by the owner within x days (maybe 3 or 4) before towing.”
- “We pay an annual charge for our Whittier permits and the hangers. Now we find out that the permits only exempt us from the three-hour rule, but not the 72-hour rule. If this latter rule is to be enforced, we believe that there should be exemptions for at least times when homeowners are on vacation or ill. This is a residential neighborhood. Few homeowners have garages. We fail to see the justification for the 72-hour rule at all. These are not abandoned vehicles. Those of us who are retired don’t need to use our cars as much since we live in proximity to shopping and restaurants to which we can walk or ride a bike. That is one of the reasons we chose to live in this neighborhood. Lack of parking for us will have the potential of decreasing the value of our homes, as well as changing the character of the neighborhood. Reduced use of vehicles is a stated goal of the City Council but yet allowing commuters and other non-residents to use our valuable neighborhood parking spaces seem at odds with this goal.”

In addition to targeted online outreach, the AMPS Communication and Outreach team is working to “meet people where they are” and give presentations at existing group meetings instead of creating additional meetings for community members to attend.

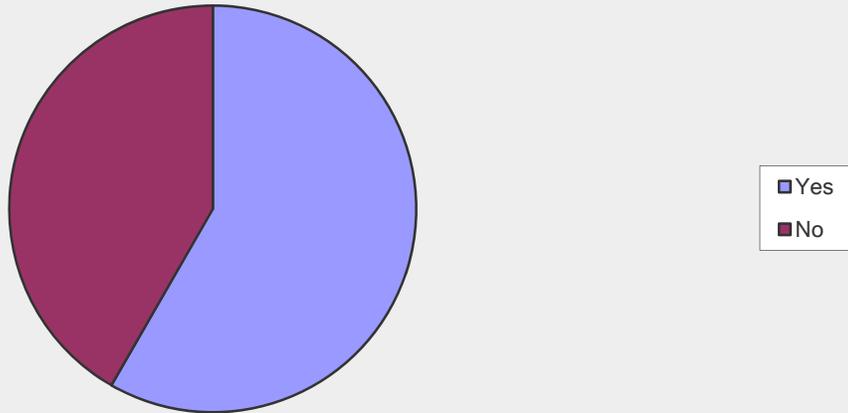
# **72-hour On-Street Parking Ordinance Survey**

## 72-hour On-Street Parking Ordinance Survey

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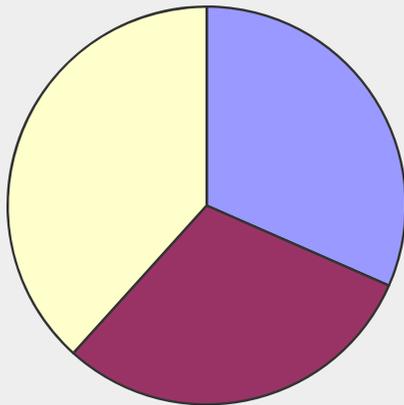


## 72-hour On-Street Parking Ordinance Survey

Should the City of Boulder consider changing the 72-hour on-street parking ordinance?

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No	30.1%	104
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Should the City of Boulder consider changing the 72-hour on-street parking ordinance?



- Yes
- No
- Maybe, I would have to hear more information about it

## 72-hour On-Street Parking Ordinance Survey

### For what reasons would you like the 72-hour on-street parking ordinance to be changed?

Answer Options	Response Percent	Response Count
I do not drive often and usually park on the street, so it is a	41.0%	43
I believe that it should only be enforced in certain areas of the city	16.2%	17
The city should not impose limits on how long someone is able to	14.3%	15
Other	28.6%	30
Other (please specify)		36
<b>answered question</b>		<b>105</b>
<b>skipped question</b>		<b>240</b>

Number	Response Date	Other (please specify)	Categories
1	Apr 27, 2015 7:16 PM	It should be shorter than 72 hours.	
2	Apr 25, 2015 6:10 AM	People that live (own or rent) downtown should not have to move their cars every 72 hrs. Don't you want people to walk and bike more? Why would you penalize someone for parking their car and walking instead. What about when I go on vacation for 2 weeks in the summer? Do I have to get someone to move my car every three days? We have a pick up that we use infrequently because it is a gas guzzler, but it is great for when we have to haul something. We pay an extremely high premium to live downtown in a small house with no garage. We don't have anywhere else to park our truck. I have wanted to turn my old barn into a garage and the city has said NO. So let me get this straight, you won't let me turn MY barn into a garage and now you won't let me park MY car on the street in front of MY house for more that 72 hrs in a row. That's crazy. We live downtown so we can WALK places and not drive. I say permit holders (ie homeowners and renters) should not have to follow this rule, but commuters should bc they are only meant to park on the street for their job during business hours.	
3	Apr 23, 2015 5:55 PM	The reality is that most neighbors recognize 'legitimate' vehicles in the neighborhood and my experience has been that they'll self-police this situation anyway and voluntarily call in vehicles that aren't recognized. In our Martin Acres neighborhood there are not enough off-street parking spots for the number of vehicles belonging to residents, so the ordinance is theoretically an unnecessary inconvenience to most people in the neighborhood. That said, I could see the rationale for enforcing this in high volume, high turnover areas of Boulder.	
4	Apr 23, 2015 4:10 PM	This rule is encouraging people to drive more often. I personally ride a bike to work everyday. Should I be punished for choosing not to drive? I could drive to work, and parking would not be a problem, my car would move every day. I don't think that is solving a problem, rather creating a new one.	
5	Apr 19, 2015 7:52 PM	I have an EcoPass, so like choice #1, I do not drive often and usually park on the street. It is an inconvenience to have to move my car every 72 hours to avoid the possibility of a parking ticket. Additionally, the start the car, drive a distance of .2 mile or more and park does not allow the engine to warm enough to be efficient in burning fuel. This requirement adds to our CO2 emissions and detracts from out quality of life. There are area's of the City & neighborhoods where enforcement is necessary. These are the complaint driven area's as it is. Between the City & BPD, this can be worked out within existing structures like apartment complexes, Neighborhood groups/associations or local businesses. Lastly, since we all pay for the public streets, as the public, the City should not need to regulate the entire city, just where the known problems are.	
6	Apr 15, 2015 11:37 PM	If a resident goes off on a vacation for more than 3 days, this could be construed to be a violation.	
7	Apr 15, 2015 9:04 PM	This question did not allow me to choose 2 answers. I would choose answers #1 and #3, "I do not drive often and usually park on the street, so it is a unnecessary inconvenience for me" AND I believe that "The city should not impose limits on how long someone is able to park "on a public street"."	
8	Apr 15, 2015 6:44 PM	We have two cars in our household and neither fit in the garage. Therefore, one is parked on the street and the other is parked in the driveway.	
9	Apr 15, 2015 3:48 PM	Parking in front of one's own property should be exempt. This is the only change that is needed. I think the ordinance provides a useful tool for owners to report vehicles parked in front of their properties for excessive periods of time. For owners, however, an exemption is needed in the ordinance since most properties are occupied by two vehicle-driving adults and most properties only have driveway space to accommodate one vehicle. Seems like a very obvious and simple change to accommodate property owners and prevent others from stashing their cars for excessive periods of time.	

10	Apr 15, 2015 3:37 PM	It should not be enforced in residential areas where people park in front of their own residences. For example, if I took a trip to Europe for 10 days, and took the RTD bus to DIA, my car would be parked in front of my house for over 72 hours. I think the problem is obvious.
11	Apr 15, 2015 1:55 PM	I believe the limit should be longer, in case someone's car broke down or they are on vacation, etc.
12	Apr 15, 2015 3:41 AM	I do not drive often, in fact I go to great lengths to not drive my car and ride my bike as often as possible. My wife as well. But as an owner of property in Martin Acres I bought my house specifically with the understanding that I can park on the street, since I have only one space in the driveway and the garage is too small to fit a car in. I also have no problem with Collectible or specialty vehicles being parked indefinitely by residents.
13	Apr 15, 2015 1:11 AM	We only have room for one car on the property and we don't drive much; so one vehicle sits in front of our house on our very quiet street for weeks at a time.  Such measures should only be enforced in the areas of the City that they are truly a problem ...or under extreme neglect cases.
14	Apr 14, 2015 11:50 PM	Time away on travel often exceeds 3 days
15	Apr 14, 2015 9:15 PM	The time should be longer. If a car is parked on the street and not moved in certain areas that are high use for 1 month or more than the driver should be consulted. And if after 3 months of trying to contact the driver the automobile still hasn't moved or the City has not heard word from the owner or a representative, then the automobile should be moved to where the owner will need to pay to get it out.
16	Mar 31, 2015 3:11 PM	This is an incentive for someone to drive instead of leaving their car parked.
17	Mar 18, 2015 2:52 AM	I think enforcement is "complaint driven" and varies across the city and is therefore discriminatory. I speak from experience: my friend's car which was old and "multicolored" and was ticketed just across the street from a Porsche that was rarely used and ignored. He could ill afford the ticket.
18	Mar 17, 2015 10:04 PM	If the City's master plan is to reduce driving and greenhouse gas emissions, we need to curb our cars more often, leaving them at home to three or five days a week while we bus, bike or carpool to work, school or errands. If we park on the street, we are being penalized for upholding Boulder's sustainability initiatives. This is counterproductive, and, frankly, silly.
19	Mar 17, 2015 4:33 PM	The purpose of this law is to deal with abandoned cars, not to keep cars moving every few days for no reason.
20	Mar 17, 2015 2:35 PM	I hope that when I am retired I will be able to do more of my local errands with an e-bike. This would mean using my car less often, and I think having to worry about moving it regularly is just dumb, and counter to Boulder's movement to reduce car miles travelled.
21	Mar 17, 2015 1:41 AM	I have no other legal place to park
22	Mar 16, 2015 8:15 PM	If we're trying to encourage use of alternate forms of transportation (bikes, walking, buses, etc.) it seems counterproductive to make someone have to drive their vehicle around the block to avoid a ticket.
23	Mar 16, 2015 6:26 PM	In low-density neighborhoods where people leave primary or secondary vehicles parked on-street while they use their primary vehicle, transit, or travel for a long weekend or up to two weeks, this seems silly.  I can see it in higher density areas perhaps, but if, for example, I didn't have garage space in Martin Acres and left my car parked in front of my house in on-street parking and came home to a ticket I would be upset and confused. There's lots of parking and it's not a hazard to anyone and in front of my house - why ticket someone for this?
24	Mar 11, 2015 8:39 PM	I only have on-street parking at my home and I bike or bus to work 100% of the time. My car is only used regularly on weekends or to run errands during the week.
25	Mar 11, 2015 8:09 PM	I bike almost all the time (to work, errands, etc.), and my apartment doesn't have adequate dedicated parking for me. Using a parking permit and on-street parking is my only solution to have a car available for the times that I need it.
26	Mar 11, 2015 4:11 PM	Many people have no where else to park and the city should not be encouraging people to drive *more*.
27	Mar 11, 2015 1:34 AM	It is used as a tool for neighborhood disagreements, therefore aggravating situations.
28	Mar 10, 2015 4:12 PM	I use the bus as often as I can even though I'm 1/2 mi from a bus line. (Part of meeting Boulder's carbon emission goals.)  While I have your attention, Why not have most of the 'parking enforcement crew' on bikes or on foot?

29	Mar 3, 2015 7:48 PM	This ordinance encourages regular driving and is antithetic to the city's goal of increasing the use of alternative transportation.
30	Feb 25, 2015 5:20 PM	"We do not drive often and _always_ park on the street because it is the only possible place to park."  We live on a street where many houses do not have driveways or garages and in most cases couldn't have them, because of the steepness of the land and the density of the existing houses. In an urban, historic neighborhood, it makes sense that residents should park on the street, and it seems to perverse to tell everyone to drive more.
31	Feb 25, 2015 2:46 AM	There should be a clause that lets you park your vehicle for longer periods if you are away and traveling and live on the street where it is parked. Other cities, such as Santa Cruz CA have this exception. I have private parking and this rule does not affect me but I think we should be reasonable
32	Feb 25, 2015 2:34 AM	-
33	Feb 25, 2015 1:30 AM	I do not drive often and usually park on the street so it is a unnecessary inconvenience for me
34	Feb 24, 2015 11:24 PM	The limit should be reduced from 72 hours.
35	Feb 24, 2015 11:02 PM	We own a rental unit in a condominium complex in Keewaydin Meadows with a restricted number of parking spaces. From time to time, as when selling a car, there is only room to park on the street. Similarly, visitors cannot park in the condominium lot for an extended time, and the only area for a week long visitor is the street. This area is not downtown and it is not an issue.  Similarly, on my neighborhood street in Keewaydin Meadows (not in a heavily trafficked area) some homeowners and visitors need to park vehicles on the street (we only have 2 car garages).
36	Feb 24, 2015 10:48 PM	I believe it should only be enforced in certain areas of the city, and in areas of the city where parking demand is high, then there should be an associated cost.



## 72-hour On-Street Parking Ordinance Survey

What are your suggestions for how the city should change the 72-hour on-street parking ordinance?

Answer Options	Response Count
	57
<i>answered question</i>	<b>57</b>
<i>skipped question</i>	<b>288</b>

Number	Response Date	Response Text
1	May 4, 2015 3:00 PM	Not have it.
2	Apr 29, 2015 7:52 PM	Not have one. Cars that have obviously been parked on the street for a significant amount of time so as to disrupt resident access for instance, could be served notice to move or be ticketed and towed if no action has been taken by the owner.
3	Apr 27, 2015 7:16 PM	Make it 48 hours.
4	Apr 25, 2015 6:10 AM	Homeowners and registered renters that pay for parking stickers should not have to move their car but commuters parking sticker people are different. They drive in and park for the day then leave, so it makes sense to only apply that rule to them. Give the homeowners a break. I mean, our mortgages are ridiculous and we should be able to park our car on the street in front of our house for goodness sake.  It also is in complete contrast to the cities goal of being Kyoto treaty compliant. Do you want us all walking and biking instead of driving? We live downtown to be close to everything, so we don't have to drive. Duh. If we are walking or biking....we are not driving....therefore our cars will be parked. If I have to turn on my truck every three days and drive around the block and re-park....I am polluting the neighborhood.
5	Apr 24, 2015 2:31 AM	I don't see a good reason for this in residential areas. I can't go on a week long vacation while my garage is undergoing construction without risking a ticket? Absurd.
6	Apr 23, 2015 3:31 PM	I think there should be a MUCH longer limit. There are many residences in town that do not have access to off-street parking. If short-term parking limits are imposed, it creates unreasonable restrictions on responsible people. For example, how could someone go on vacation without arranging for someone to move their car? Also, Boulder touts itself as a very bicycle-friendly city. I have gone several weeks at a time without driving my car. This should be a good thing, and the city should support people living an eco-friendly lifestyle! Please support making Boulder an attractive place to live by eliminating excessively restrictive laws.
7	Apr 19, 2015 7:52 PM	Some neighborhoods have proposed a solution like the parking district program, but in stead of being run by the City, have it run by the local neighborhood. This would encourage more neighbors to work together and provide for a little 'self regulation' where is it closest to the problem. A way of identifying a car that belongs to a bus commuter, a work from home or self employed resident or a retiree who does not need to drive every two to three days could go a long way to solving some of the parking challenges around the area. Since you would have to be a resident to participate, out of area vehicles, often where many challenges come from, could be easily identified, just like happens on the Hill or in Whittier, for example. A neighborhood based solution would offer many opportunities for people to work together and take a burden of the City.
8	Apr 15, 2015 11:37 PM	I believe the city knows the license plate number, which gets you an address, and if the addresses match, there should be NO violation. Neighborhoods could be responsible for enforcement, which could get neighborhoods a revenue stream for cars which are illegally parked by forcing the violator to either prove residence (if appropriate) or pay the neighborhood a fine to get their vehicle released. The enforcement could be a neighborhood owned boot much like the situation at Walnut and 9th and the parking area opposite sherpa's restaurant.
9	Apr 15, 2015 6:44 PM	If homeowners and renters could be be issued a free permit that allow for one car to be parked on the street of their residence, this would be very fair and helpful. Additional permits (put to 3?) could be purchased for an annual fee. My street has lots of cars on it, primarily, because there are 3+ renters in each home and they all have their own car. Additionally, cars are often stored on my street because the parking is seen as "free."
10	Apr 15, 2015 5:32 PM	Only enforce it if someone calls it in and for goodness sake stop ticketing the Unimogs on Dartmouth!!!!!!! The dude that owns them owns the house they are in front of. Come a few more houses down and ticket my truck that sits there for weeks without being driven because I'm riding the bus, or my bike, or walking.
11	Apr 15, 2015 3:48 PM	See previous comment.
12	Apr 15, 2015 3:37 PM	It should not be enforced in residential areas where people park in front of their own residences. For example, if I took a trip to europe for 10 days, and took the RTD bus to DIA, my car would be parked in front of my house for over 72 hours.

13	Apr 15, 2015 3:32 PM	<p>Treat residents (not just owners) differently in front of their own homes. I don't feel strongly about what "different" means, but I think that it's much more appropriate to park a vehicle in front of my own home for weeks at a time than to park it in front of my neighbors' homes.</p> <p>I don't think it's wrong or bad for someone to own multiple vehicles, and I don't think that should preclude a person from living in certain neighborhoods simply because they cannot reasonably, conveniently move all of those vehicles every three days.</p>
14	Apr 15, 2015 1:55 PM	See #3
15	Apr 15, 2015 3:41 AM	If enforcement was escalated, an exemption for residents that would allow unlimited parking would be acceptable. I do have issue with non-residents parking in the neighborhood when away on trips, going to school, etc.
16	Apr 15, 2015 3:03 AM	<p>As (apparently) written, it essentially forces people to avoid using mass-transit, which increases traffic and requires more parking in the commercial areas. As I see it, it is directly counter to many of the city's goals.</p> <ol style="list-style-type: none"> <li>1. Provide an exemption for vehicles in front of the owner's residence.</li> <li>2. In some commercial areas, 36 hours during weekdays might be appropriate.</li> <li>3. Enforce it in commercial areas, near the university and near transit stops.</li> </ol>
17	Apr 15, 2015 2:33 AM	I think people should be allowed to park longer than that on the street in front of, or close to, their own home. In my neighborhood, people typically have very small driveways and it can be very inconvenient or impossible to park two cars on those driveways. So people need to be able to park on the street, but they may have times when they don't drive their cars for a while. It's silly to force them to drive their cars in order to keep on parking them.
18	Apr 15, 2015 2:11 AM	Allow residents to park a car for a week in their own neighborhood.
19	Apr 15, 2015 1:11 AM	Such measures (this one, the VRBO one, etc.) should only be enforced in certain areas of the City or under extreme neglect cases.
20	Apr 15, 2015 12:43 AM	<p>PLEASE (!!!!!) stop with the 'dumb' one-size-fits-all solutions.... you are planners... do some overlay zoning to deal with issues in problem areas.</p> <p>Maybe make the time longer so you can still deal with abandoned vehicles</p>
21	Apr 14, 2015 11:54 PM	Since the City of Boulder consistently promotes No Driving, this law is contradictory to those aims. I have been ticketed and tagged as abandoned several times for parking operational, licensed and insured vehicles in front of my own property. This law should be changed so that it only addresses genuinely abandoned vehicles, not ones that are parked in front of the owner's property, and operational.
22	Apr 14, 2015 9:15 PM	Areas that are considered of high use and follow this rule should be duly marked as such.
23	Apr 14, 2015 7:23 PM	<p>Eliminate 72 hour restriction.</p> <p>If that makes street parking too congested, implement a resident tagging system.</p>
24	Mar 31, 2015 5:45 PM	Some restriction should be in place for on-street parking in business districts only. In front of one's own house or in residential areas, one should be able to park for as long as one wants to or needs to. However, there should be some way of marking and towing cars that are abandoned. I suggest that people who live in the residential area are good observers of "junkers" or even not-too-bad looking cars left for several weeks or more. The appropriate authorities could be notified in those cases.
25	Mar 31, 2015 4:21 PM	<p>There's a major difference between having a vehicle stay parked due to not needing or wanting to use, because of other modes of transportation or being away, or due to abandonment, disabled vehicle, living in, storage, etc..</p> <p>Maybe communicate or notify based on neighbor complaints.</p>
26	Mar 24, 2015 4:18 AM	Longer for residents
27	Mar 24, 2015 2:11 AM	All working vehicles should be allowed to park on the street. If the vehicle has an expired registration, then a ticket could be issued.
28	Mar 17, 2015 4:33 PM	Change it from 72 hours to 2 weeks or 4 weeks or 6 weeks, and change the 2/10 of a mile rule (why?) to simply moving the car. The target of the law should be truly abandoned cars, not someone who minimizes driving or is out of town for a while.
29	Mar 17, 2015 2:35 PM	Make it a 7-day rule.
30	Mar 17, 2015 4:08 AM	i don't know, that's why I elected them to make a rational decision

31	Mar 16, 2015 11:16 PM	Give residents parking permits that enable them to park on the street for 72 hours without moving the car. We live on a historic block (2100 block of Bluff Street) that (a) has small lots and (b) is up on a bluff, so there are no garages anywhere on the north side of the street. Because we live and work nearby and because we prefer to bike, bus, and walk rather than drive, we often leave our car unmoved for several days. It is unduly onerous and punitive of eco-conscious lifestyles like ours to make us move our car 2/10 of a mile every 3 days.
32	Mar 16, 2015 10:07 PM	Free Parking Saturday and Sunday
33	Mar 16, 2015 8:15 PM	I understand trying to avoid abandoned vehicles, so maybe the length of time should be changed to a few weeks or even a month. After that, a warning, then a ticket, then towing.
34	Mar 16, 2015 7:00 PM	Someone parking their vehicle long term in front of your house on a city street could become a problem.
35	Mar 16, 2015 6:26 PM	See response to #3. For areas where it may make sense (higher density, like downtown) I think there should be lots of education before stronger enforcement. Also, perhaps provide a long-term parking area for cars when there's no garage - a lot of older buildings don't even have a garage or carport, let enough room for 2 to 4 vehicles if there are multiple drivers/adults/roommates.
36	Mar 16, 2015 6:15 PM	Offer unlimited parking for neighborhood residents designated by window sticker permits. Often guests of residents need to park for a couple weeks - get use permits for them.
37	Mar 11, 2015 9:31 PM	Simply change the 72 hour limit to 336 hours (two weeks)
38	Mar 11, 2015 8:39 PM	Maybe make a limit as to how long a car can be parked if it is not within a few block radius on where it is registered.
39	Mar 11, 2015 8:13 PM	Get rid of it.
40	Mar 11, 2015 8:10 PM	Get rid of it
41	Mar 11, 2015 8:09 PM	In residential parking zones, if they have a tag and the license plates are current, then don't ticket. My Wife and I, will regularly not drive for many days as we ride bikes and walk a lot. We don't have a driveway or garage. When on vacation, cars may sit for weeks.
42	Mar 11, 2015 4:11 PM	Make an exception for neighborhood residents.
43	Mar 11, 2015 1:34 AM	Vehicles pay to be registered in the city and county of Boulder. The only times this should be enforced is parking in front of other residences. If your vehicle is registered to the property, there should be no time limit.
44	Mar 11, 2015 12:15 AM	Enforce only in NON residential areas.
45	Mar 3, 2015 7:48 PM	Expand the neighborhood permit system to areas of parking contention.
46	Feb 26, 2015 6:15 PM	Autos parked on owners' block should be exempt, anyone parking for over the hours whose owner does not live on the block should be subject to restrictions
47	Feb 25, 2015 5:37 PM	N/A
48	Feb 25, 2015 5:33 PM	for autos that belong to people who live on that block, there should be no restriction, for autos that do not belong to people that live on that block there should be restrictions.
49	Feb 25, 2015 5:29 PM	if the auto belongs to the person whose address it is parked at, there should be no restriction, if the auto does not belong to anyone living on that block it should be subject to restrictions.
50	Feb 25, 2015 5:20 PM	It depends on what, if anything, is perceived to be the problem. If you need to have a way to deal with abandoned cars, you could give a longer time period and then have a procedure for posting notice on the car.  I don't necessarily think that someone's entitled to use lots of street parking space as storage -- if someone has three cars but only drives one regularly, they should store the others somewhere else. But I doubt that's a widespread problem.  Perhaps the ban should be limited to downtown business areas, with permits for people who live in the area.
51	Feb 25, 2015 2:46 AM	There should be a clause that lets you park your vehicle for longer periods if you are away and traveling and live on the street where it is parked. Other cities, such as Santa Cruz CA have this exception. I have private parking and this rule does not affect me but I think we should be reasonable
52	Feb 25, 2015 2:34 AM	I think you should be able to park your car in front of your own house for unlimited amount of time. Not sure how you would know which house goes with which car.
53	Feb 25, 2015 1:30 AM	If the car is licensed and insured leave it alone - forever
54	Feb 24, 2015 11:24 PM	Reduce the 72 hour limit
55	Feb 24, 2015 11:21 PM	There needs to be an exception for residents on vacation, out of town, etc.
56	Feb 24, 2015 10:48 PM	In areas of the city where parking demand is high, then there should be an associated cost.
57	Feb 24, 2015 8:43 PM	Change the time limit to 30 days or more.

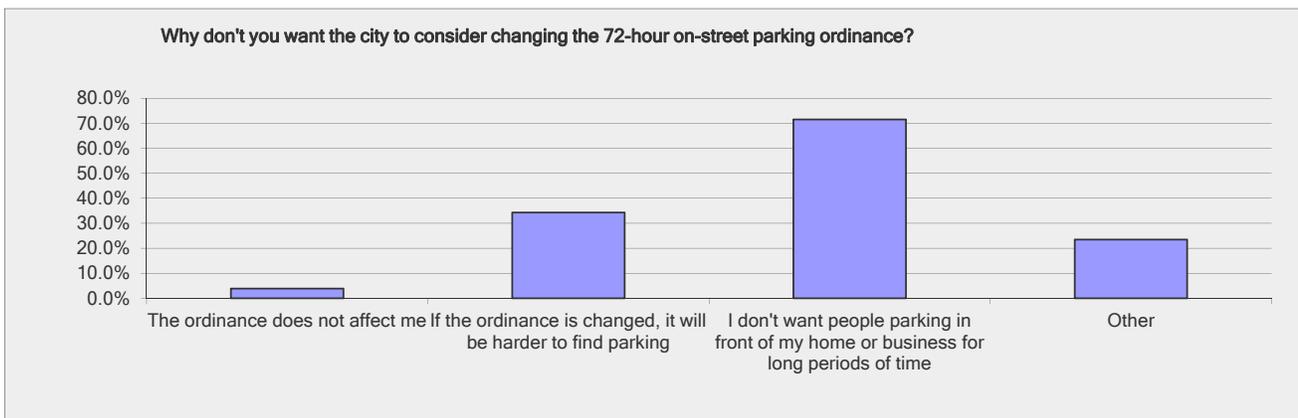
## 72-hour On-Street Parking Ordinance Survey

### Why don't you want the city to consider changing the 72-hour on-street parking ordinance?

Answer Options	Response Percent	Response Count
The ordinance does not affect me	3.9%	4
If the ordinance is changed, it will be harder to find	34.3%	35
I don't want people parking in front of my home or	71.6%	73
Other	23.5%	24
Other (please specify)		38
<b>answered question</b>		<b>102</b>
<b>skipped question</b>		<b>243</b>

Number	Response Date	Other (please specify)	Categories
1	May 1, 2015 6:41 PM	This is a severely misguided effort. Letting abandoned vehicles park for longer stretches of time is not going to encourage alternative modes of transport. These cars are left on the street by people that have no where else to store their EXTRA vehicles or else they would be moving about regularly. This only encourages rusted metal hulks to occupy city streets without repercussion. Please re-evaluate your plans, this is so disappointing, think about this more.	
2	May 1, 2015 6:22 PM	Dear City Council,  Would you like to have an abandoned vehicle left in front of your home with no way to have it removed in a timely matter?  Best, H.W.	
3	Apr 30, 2015 9:13 PM	Please continue to provide this service to city residents. Thanks so much!	
4	Apr 23, 2015 4:03 PM	My concerns mostly revolve around the college population....Imagine if all freshman knew that, rather than pay for a parking permit, they could park anywhere on a bus route or on the already congested Hill area without having to worry about it every 72 hours....	
5	Apr 16, 2015 8:09 PM	,it helps with abandoned vehicles	
6	Apr 16, 2015 7:56 PM	Streets are not cheap parking spaces for owners to park their vehicles for extended periods of time I live in Martin acres and people use the streets to park their business multiple vehicles sometimes stationary for days. On Dartmouth there are two old army trucks stationary for years!! The law doesn't need to be changed it needs to be ENFORCED!!	
7	Apr 15, 2015 9:28 PM	Why does it matter	
8	Apr 15, 2015 5:32 PM	I think the parking ordinance should be 24 hours--not 72.	
9	Apr 15, 2015 5:30 PM	There is at least one person in my neighborhood who has multiple vehicles parked around the neighborhood. I believe he has been given citations before. If there was a change, he would never move his vehicles. I don't know how you could monitor the folks who have hoarding problems, but at least makes it inconvenient for them.	
10	Apr 15, 2015 2:59 AM	The ordinance helps keep old, rarely used, semi-junker cars from cluttering up the streets. That effect is beneficial to the city.	
11	Apr 15, 2015 2:04 AM	It will also allow cars to be stored on the street - which is wasting a valuable resource.	
12	Apr 15, 2015 12:18 AM	I also understand that the city does not act to remove the car for WEEKS after the 72 hours is reached. In my neighborhood where students may leave their car parked and leave for vacation or spring break you may have a car park in front of your home for a long period of time.	
13	Apr 13, 2015 9:33 PM	Thank you	
14	Apr 11, 2015 8:01 PM	Why do you want to change it?	
15	Apr 7, 2015 10:36 PM	Personally, as a resident of Boulder I do not like to hear we are cutting services in any area, so I recommend keeping the ordinance in place. There must have been a reason for it in the first place, I don't understand why it isn't needed anymore.	
16	Apr 6, 2015 11:23 PM	Please consider lowering the quota for your parking officers ticket writing so they can still enforce this ordinance. Thank you	
17	Apr 6, 2015 2:25 AM	long term parking is too long already	
18	Apr 3, 2015 11:37 PM	If the ordinance is changed to give substantial relief, I'm afraid it will result in more vehicles being parked and forgotten, decreasing the amount of functioning parking spaces. We had a serious problem at my apartment complex with abandoned bicycles, which I know is different, but nowadays some bikes are more expensive than a lot of cars. There were so many abandoned bikes locked up to the bike racks that there were virtually no bike rack spots available for current tenants. Finally, the management company attached notices to all the bikes and after a couple of months it cut the locks and removed the bikes, and now tenants have to register their bikes in order to use those bike racks, which I think is a good idea. We pay for those amenities in our rent. Likewise, through city taxes we pay for the use and upkeep of the streets. I think it is a privilege to be able to store one's vehicle on a city street. I pay a lot of extra rent in order to have off-street parking and I try very hard to not even use my car when going downtown because of the parking difficulty, which is good overall. I use the buses and B-Cycle and reserve the car for trips not well-served by those resources. I think Boulder would be better served by coming up with ways to accommodate people who do not use their car within every 72-hour window. Maybe there should be a long-term parking lot someplace with low-cost taxi service. When I used to work a DoC, there was an arrangement for Share-A-Ride car-poolers so that they always had a guaranteed ride home in the event of an emergency like a kid getting sick. Also, Boulder could sell short-term low-cost permits to allow someone with a temporary need, such as illness, to go over the 72-hour parking limit. And, of course, as in the requirement to shovel sidewalks after a snowstorm, Boulder could choose to to not enforce the 72-hour parking limit during times of extenuating circumstances.	

19	Apr 1, 2015 2:43 AM	The most efficient manner to accommodate parking for all is to ensure the parking pigs move on soon. There are enough parking pigs in each neighborhood to cause discord and angry neighbors. The current 72 hour restriction gives neighborhoods and businesses some leverage to move the pigs on.
20	Mar 31, 2015 7:49 PM	Why in Heaven's name would a property owner/resident want long-term parking on the streets? It's dangerous for people wanting to get out of their driveways - where do your visitors park or maybe people don't have people come to visit or maybe all visitors need to ride bikes or hike to your house.
21	Mar 31, 2015 7:17 PM	What a still question! In my neighborhood college students will park and leave their car for days.
22	Mar 31, 2015 5:23 PM	Our block on Baseline Road is completely surrounded (north/south/east/west) by "residential parking permit zones" so we deal with students parking in front of the house on a daily basis. Unfortunately, vehicles are often parked blocking our driveway. There have been several instances of vehicles illegally parked for more than 72 hours - and there's currently a vehicle blocking our driveway that has been there for two days. Removing the 72 hour on-street parking ordinance is going to negatively impact those of us who are the only unregulated parking in the residential zones south and north of Baseline and would have little recourse to have vehicles removed.
23	Mar 31, 2015 3:46 PM	It will make the streets too difficult to navigate for traffic and also for snow and maintenance vehicles such as trash trucks and street cleaning. Let's continue to encourage citizens to use alternative transportation other than cars.
24	Mar 16, 2015 8:36 PM	It makes sense to me.
25	Mar 16, 2015 7:40 PM	I don't think the police are enforcing the present ordinance. I live near CU and have instances where cars often non operating that have been parked in front of my house for weeks and when police come out only ticket the car but do not tow. Inone case they pushed the car about three and left it be.
26	Mar 16, 2015 7:03 PM	The 72 hour is really 144 hours. You first call the Police after 72 hours and then they put a 72 hour tag on it. After 144 hours, the car will be removed. You have misrepresented the enforcement of the code in your survey.
27	Mar 16, 2015 6:32 PM	If a person would park the vehicle for >72 hours then why not for >96, or for two weeks? A limit is needed and 72 hours is reasonable.
28	Mar 16, 2015 5:53 PM	I lived in a place (which also has a lot of students) where people would park cars for months in the same spot and they clearly did not run and weeds grew around them, but the same people did not want to do anything about it. Then the city passed an ordinance like the 72 hour one and people either got their cars working again or got rid of them. It was much better.
29	Mar 13, 2015 12:43 PM	twice we have had people abandon vehicles in front of our home on Pine, this ordinance is the only leverage we have.
30	Mar 12, 2015 4:56 AM	With the increase in the cost of housing more and more people park on streets in mobile homes. This ordinance keeps them from staying in one place for too long.
31	Mar 11, 2015 11:08 PM	There are already people living in cars on the streets of Boulder. Allowing parking for greater than 72hrs would encourage this, which would cause more congestion, garbage, and non-tax-paying people using the community infrastructure in the neighborhoods in which it exists. There is already lackadaisical enforcement of this rule, unless the parked car is in a wealthy area of town.
32	Mar 11, 2015 8:26 PM	I live next door to a rental house that 6 people occupy. At any given time they have 5 cars on the street (S. 38th) I don't want there beater cars parked in front of my house for extended periods of time. I already have to deal with their trash blowing all over my yard. Please start to enforce occupancy limits and laws.
33	Mar 11, 2015 8:23 PM	I want some sort of legal option for getting a car moved if someone decides to park in front of my house.
34	Feb 25, 2015 12:41 AM	It is not that vigorously enforced right now so it certainly doesn't need to be relaxed.
35	Feb 25, 2015 12:32 AM	long term parking is bad for the neighborhoods. It is not just a Hill problem.
36	Feb 24, 2015 11:16 PM	I think it's a good policy that keeps the street clear of abandoned or non-functioning vehicles.
37	Feb 24, 2015 9:44 PM	We constantly have strangers park in front of our house, often for over a week at a time. It makes it so friends can't park there. I wouldn't mind if people parked in front of their own homes for any length of time.
38	Feb 23, 2015 11:18 PM	The 72 hr ordinance protects neighborhoods from becoming long term auto storage. Leave it in place and decide 'how' it is best enforced. I had a car for months by my house, the owner of the car was placed in a nursing home and the son didn't know what to do with it.



## 72-hour On-Street Parking Ordinance Survey

What additional information would you need to make an informed decision on the ordinance?

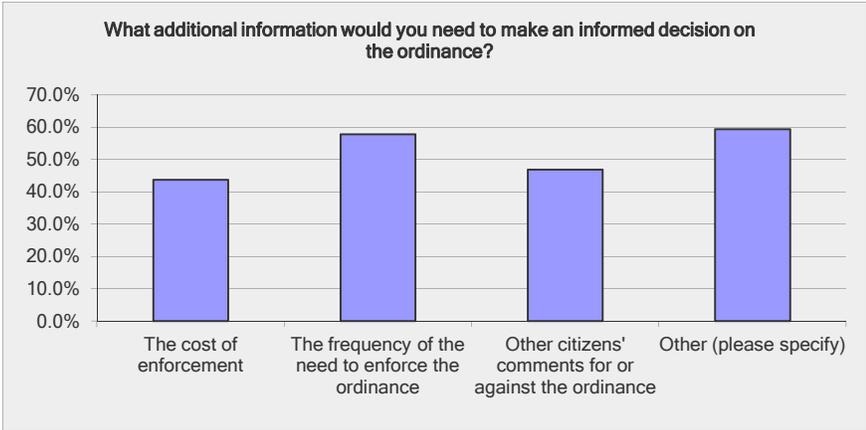
Answer Options	Response Percent	Response Count
The cost of enforcement	43.8%	56
The frequency of the need to enforce the ordinance	57.8%	74
Other citizens' comments for or against the ordinance	46.9%	60
Other (please specify)	59.4%	76
<b>answered question</b>		<b>128</b>
<b>skipped question</b>		<b>217</b>

Number	Response Date	Other (please specify)	Categories
1	May 6, 2015 10:59 PM	I'd like to know why this is a problem.	
2	May 2, 2015 1:19 PM	I think it should be reduced from 72 hours to 48. Renters in the over occupied houses next door consistently leave their vehicle in front of my house for days while leaving the space in front of their house hypocritically open for guests. They have a 2 car driveway with 3 cars (one sticking over the sidewalk) I have a 1 car driveway so guests have to park on the street.	
		It absolutely should not be increased or eliminated giving people the opportunity to be even bigger assholes than they currently are.	
3	Apr 24, 2015 1:58 PM	Will the time limit be reduced or extended. If it was extended beyond 72 hours I would agree even though it wouldn't affect me. Boulder has too many strict and ridiculous rules. I can hardly take the council members seriously anymore.	
4	Apr 24, 2015 2:48 AM	72 hour ordinance should not be enforced for a homeowner parking in adjacent to his property, as they purchase parking permits.	
		The city should provide park and ride lots for commuters.	
		Property developers should be required to provide off street parking for occupants of their building.	
		City Council should not be allowing developer to profit from high density development that doesn't provide off street parking for clients, customer, and shoppers.	
5	Apr 23, 2015 6:45 PM	What request called for the ordinance to be changed?	
6	Apr 23, 2015 4:33 PM	Are you making it less or more than 72 hours and are there any areas that are exempted.	
7	Apr 23, 2015 3:10 PM	What are the changes being proposed? Changing the time frame, eliminating it, reducing it, extending it? I didn't see that in the information.	
8	Apr 17, 2015 5:50 PM	Would this unduly penalize those of limited income who cannot afford a dwelling with off-street parking?	
9	Apr 16, 2015 6:06 PM	The 72 hour enforcement, as it stands now, is rarely enforced. While I don't think we should eliminate it or shorten it, I think it's ridiculous to ticket people that park in front of their own homes nor should we have to pay for the privilege of parking in front of our homes.	
		It seems to me it would be better left the way it is. There are more pressing issues going on like occupancy limits, possible co-op changes, etc. Seems to me, this is a solution in search of a problem.	
10	Apr 16, 2015 5:55 PM	If there would be allowances for home owners cars parked in front of their home. I wouldn't want them to be ticketed.	
11	Apr 16, 2015 4:37 AM	What are the proposed changes?	
12	Apr 16, 2015 3:06 AM	Whether the need for such an ordinance pertains to specific neighborhoods. Also, whether violations are issued to individuals parked in front of their own homes or if they are issued to cars parked in front of other people's homes for more than 72 hours. We own a car that often is parked in front of our home for more than 72 hours at a time, since we often choose to bike or take the bus. The city should not actively discourage residents from such positive behavior.	
13	Apr 15, 2015 9:02 PM	What exactly is being proposed???? I will not support doing away with a parking limitation under any circumstances. It's one of the few tools I have to exact appropriate behavior from the renters next door, across, and up the street.	
		The parking limitation is useful since the rentals have more cars than driveway spaces and often park way too close to the end of my driveway- 2 feet from the end not 5' and then I can't get out of my driveway between them parking next to it and across the street from it and the other side of my driveway is blocked by a light pole. I've had to go knock on doors only to discover the car belongs 3 doors up and they're out of town. Telling them that they're subject to towing after 72 hours usually produces someone with a key to move it.	
14	Apr 15, 2015 7:18 PM	i HAVE PEOPLE IN FRONT OF MY HOUSE ALL THE TIME. My neighbor has an unlicensed rental and they use the front of my house for parking and walk to CU everyday. When I complain they move the car around the block and one space up still on my space. Are you thinking you will limit them and follow through with enforcement or are you thinking you want to give them more/longer parking in front of houses in neighborhoods?	
15	Apr 15, 2015 7:12 PM	I would need to know if you were considering lengthening the allowable parking time (i.e., from 72 hours to something longer than 72 hours) or if you were shortening the allowable parking time. And what those final numbers would be.	

16	Apr 15, 2015 6:04 PM	The annual city O&M costs for an on-street parking space. The annual amortized capital costs for providing an on-street parking space. The real-estate value of an on-street parking space, were it converted to some other use. The typical cause of enforcement (complaint based?). The amount of unnecessary driving caused by the ordinance today. The reasons why neighbors who want people to move their cars are opposed to a neighborhood parking permit district being instituted... etc.
17	Apr 15, 2015 5:44 PM	If the ordinance would apply to my own vehicles parked in front of my house.
18	Apr 15, 2015 5:33 PM	There needs to be an exception for residents who must leave a vehicle parked in front of their homes. Otherwise, I like the ordinance.
19	Apr 15, 2015 5:28 PM	What are the proposed modifications?
20	Apr 15, 2015 5:14 PM	I'd need to understand how this affects homeowners. Living on Moorhead Ave, I'm constantly challenged and inconvenienced by students parking for extended times in front of my house. I think a parking program with permits and stricter enforcement would be good.
21	Apr 15, 2015 5:12 PM	Does this affect all streets? Seems like there should be some more enforcement for shorter time periods when people use our neighborhood for the exclusive purpose of avoiding parking fees at CU or at the Park and Ride.
22	Apr 15, 2015 3:51 PM	Whether there will be a distinction in the ordinance between a vehicle parked in front of the owner's residence and parked elsewhere in the city (i.e. near a RTD park n ride)
23	Apr 15, 2015 2:27 PM	I would be interested to know if a complaint had to be called in our if they cruise the neighborhood. I would also be interested to know if you could park in front of your own home.
24	Apr 15, 2015 1:25 PM	Other: Budget for changes to enforcement and the plan from the city to allocate needed resources. (Any change calling for enforcement requires that additional staff be allocated for this purpose in order to be meet stated objectives.)
		Obviously, proposed changes need to be articulated by city management before any public comment can be made. What exactly does the city propose? There is no indication of any proposal whatsoever associated with this survey and so it seems that this survey has very limited value. I would expect to see a survey to solicit feedback on actual changes under consideration and not the mere fact that maybe some unspecified changes could be proposed. Why are you sending this survey now and not with more substance and thought?
25	Apr 15, 2015 12:29 PM	How would a distinction be made between a homeowner parking in front of their house and an apartment dweller storing their car a few blocks away?
26	Apr 15, 2015 11:26 AM	How do they want to change it? How do I keep my neighbors with 5 cars from parking in front of my house for long periods of time?
27	Apr 15, 2015 4:04 AM	How will changing this ordinance affect my neighborhood, and how will it support active transportation choices (walking, biking, taking the bus) in our community?
28	Apr 15, 2015 3:34 AM	What would the length of time be changed to?
29	Apr 15, 2015 3:26 AM	what considerations are made for people on vacation or out of town. Why do we need this ordinance?
30	Apr 15, 2015 3:11 AM	Whether this applies to on street parking in front of home by home owner or others
31	Apr 15, 2015 2:40 AM	Include mobile home units or detached camper units, including those that are parked in a driveway, as needing to meet the 72 hour limit
32	Apr 15, 2015 2:13 AM	Are you considering increasing, decreasing, or removing the time limit? It definitely should not be decreased below 72 hours. It's probably fine as it is, as long as it continues to be mostly unenforced. Increasing the time limit would probably be good.
33	Apr 15, 2015 2:06 AM	Are you considering making the limit longer, shorter or removing it?
34	Apr 15, 2015 1:31 AM	This is totally stupid to those of us who have parked in front of our houses for the past 40 years.
35	Apr 15, 2015 12:48 AM	I'm surprised that nowhere in your messaging about this do you make this clear: Is the proposal to increase or decrease the length of time that someone can park on the street? This is a strange survey....it feels like we're being lured into saying we're interested in an ordinance change, but you're not telling us if you're going to make it shorter or longer that people can park. I wish the City would put its cards on the table as to their intentions, and then ask us if we're for or against it.
36	Apr 15, 2015 12:17 AM	Input from residents who have to put up with cars blocking access to their homes for up to three days -- the limit should be 24 hours, which would encourage drivers to use the designated park and rides. With developers planning to reduce parking in new developments, the burden on nearby homeowners, who already bear the brunt of CU parking and RTD commuters, becomes overwhelming.
37	Apr 1, 2015 2:52 PM	In what way is the ordinance being considered for change? Allowing a vehicle to be parked for longer than 72 hours? Or less than 72 hours?
38	Mar 31, 2015 11:21 PM	Any examples of hardship
39	Mar 31, 2015 3:28 PM	Why the ordinance was put into place to begin with.
40	Mar 31, 2015 2:18 PM	This is a common provision for more urban places I have lived (Philadelphia, Boston, DC). It might make sense in commercial areas instead of residential. Asking these questions without any context does not seem particularly useful for generating meaningful responses.
41	Mar 21, 2015 4:12 PM	How the city would handle this with people who have no off-street parking, but who may walk, bike, or use public transportation and not drive their car for long periods of time. Would they have a permit or something?
42	Mar 19, 2015 4:45 PM	If you live in a condo association with two cars for two people and have one assigned parking space, where shall the second car be parked but a public street/
43	Mar 19, 2015 3:13 PM	How vehicle storage or living in an rv parked on a city street would be handled
44	Mar 19, 2015 2:39 PM	The effectiveness of the policy in allowing for churn of parking availability on a neighborhood to neighborhood basis.
45	Mar 17, 2015 2:03 PM	If someone had an EcoPass, and didn't need to use their car on a daily basis. That opens up a whole different conversation about how cars are stored.

46	Mar 17, 2015 2:04 AM	Can we have an ordinance that allows for reporting of apparently abandoned vehicles so they can still be moved? Or an option to prevent people, predominantly students or part time residents from leaving a car in a random neighborhood for an entire summer or even a month at winter break. Unfair to residents nearby who cannot use valuable parking space near their own homes for weeks on end.
47	Mar 17, 2015 12:16 AM	How the ordinance would be changed, the impact, positive or negative, on off-street parking requirements and the consideration of possible alternatives, such as a city-wide resident street parking permit program with visitor permits for a reasonable annual fee.
48	Mar 16, 2015 10:56 PM	this ordinance is enforced on a complaint basis only. Right now we call the police (who in fact are very good about responding quickly) after a car has been parked in one place for more than 72 hrs. They mark the car and wait another 72 hrs. Then they try to reach the car owner for a few days, then they may or may not ticket the car. They may put 2 tickets on the car. I have never seen a car towed even after 3 weeks in the same spot. I think a few cars getting towed would shape up a number of offenders.
49	Mar 16, 2015 10:30 PM	The reason(s) the city is considering changing the ordinance.
50	Mar 16, 2015 8:40 PM	I would make a distinction between passenger vehicles and utility vehicles such as trailers. Utility vehicles should not be "stored" on public streets.
51	Mar 16, 2015 7:15 PM	The city's comments on the pros and cons. Why was the law created? Is there a possibility of amending it so that people could park in front of their own houses?
52	Mar 16, 2015 6:34 PM	I believe that the current ordinance is unenforceable for any practical purpose. The odometers of all parked cars are not being read and recorded and tickets issued if the car has not been moved .2 miles.  There needs to be a revised ordinance created which address the issue of abandoned vehicles, which is more practical to enforce, possibly using the existing license plate scanning system
53	Mar 16, 2015 5:55 PM	How and where enforcement would be done? 72 hours is not an issue in suburban type neighborhoods so what is the value of this type of regulation? It potentially penalizes residents of single garage homes. Seems to be more germane in densely populated neighborhoods.
54	Mar 16, 2015 5:44 PM	I would also want to know where this is effective, as in neighborhoods and/or business locations.
55	Mar 12, 2015 2:37 PM	It would be good if there were some exception to allow residents to park in front of their own homes for longer periods.
56	Mar 12, 2015 2:01 PM	I would only want this restriction removed for residents of the area where the car is parked. I live on Mapleton between 20th and 21st. People who don't live here seem to use our block for car storage, making it hard for residents to park sometimes. Every home in downtown doesn't necessarily have enough off street parking for resident's vehicles. So as things currently are, when those families go on a week vacation they have to worry about their cars being towed.
57	Mar 12, 2015 2:05 AM	It seems that this regulation is in conflict with the city's encouragement of bus and bike usage. It also seems to conflict with reduced VMT and reducing carbon footprint goals. I'm curious to know if parking on the street for more than 3 days is an issue outside of the downtown area or the hill.
58	Mar 11, 2015 10:30 PM	Potential for exceptions, for example in the case of prolonged illness.
59	Mar 11, 2015 8:59 PM	I'd like to know if this is regularly and uniformly enforced today. My guess would be that it is not. If we aren't going to enforce them or enforce them only in rare or special instances, what is the point of having the law?
60	Mar 11, 2015 8:22 PM	How long would the change make the allotted parking time?
61	Mar 11, 2015 2:34 AM	What problems has this issue been causing
62	Mar 10, 2015 10:17 PM	There are college students living in rentals who take up all of the available parking on my street and leave no room in front of my house for parking. I would like to see the 72-hour ordinance more strictly enforced. Even more, I would like to have exclusive use of the parking space in front of my house. There are too many cars already. Easing a 72-hour limit is not the correct solution to the underlying problems.
63	Mar 10, 2015 8:21 PM	How is it different than current regulations?
64	Mar 10, 2015 8:16 PM	What exactly is the city proposing? I have seen this ordinance used as a harassment tactic by neighbors. For instance, a car that is regularly used by a family but might be left on the street during a vacation gets called on. This is ridiculous.
65	Mar 10, 2015 7:57 PM	What exact problems there are currently with the 72 hour timeframe and how they would be addressed by a different timeframe
66	Feb 25, 2015 11:53 PM	I would want to consider the differences between neighborhoods. What about the parts of town where no signs are posted?
67	Feb 25, 2015 5:28 PM	Is this a big issue in the City of Boulder?
68	Feb 25, 2015 4:46 PM	What do residents do if they are out of town and leave their car(s) parked on the street?
69	Feb 25, 2015 4:32 PM	change to what?
70	Feb 25, 2015 6:27 AM	What is the rationale for changing this ordinance? What is prompting this change? i.e. What problem is the change being designed to resolve?
71	Feb 24, 2015 10:05 PM	Sometimes parking on the street for more than 72 hours is warranted. In my Whittier neighborhood, many houses don't have garages, and my neighbors without garages often walk or bike to work. We're all aware of "interloper" vehicles and report them as necessary.
72	Feb 24, 2015 9:35 PM	More information about what changes are being proposed

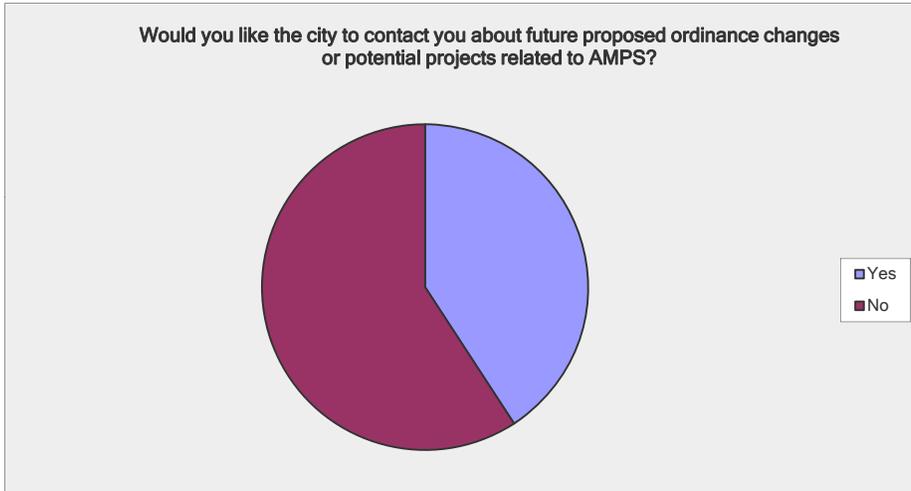
73	Feb 24, 2015 9:33 PM	what the other options are for parking a car and not moving it for a week or two or six weeks... what if you're on an extended trip or just use your car once a week for large grocery runs. environmentally it seems counter-intuitive to make people drive their cars just down the street
74	Feb 24, 2015 9:03 PM	Are you considering more or less time? Also, does this only apply when a complaint is made? My wife and I walk and bike almost everywhere so our car often sits on the street for many days. But it's in front of my house.
75	Feb 24, 2015 8:35 PM	What change is being proposed? What problems have led to the interest in changing the ordinance? Did I miss something here?
76	Feb 23, 2015 11:34 PM	How do you want to change it?



## 72-hour On-Street Parking Ordinance Survey

Would you like the city to contact you about future proposed ordinance changes or potential projects related to AMPS?

Answer Options	Response Percent	Response Count
Yes	40.8%	129
No	59.2%	187
<i>answered question</i>		<b>316</b>
<i>skipped question</i>		<b>29</b>



# **AMPS Open House Feedback - April 29th, 2015**

**AMPS OPEN HOUSE FEEDBACK**  
**April 29, 2015**  
**4:00-7:00 PM**  
**Boulder Public Library**

From Elizabeth Helgans:

Hi Mr. Cowern,

I just wanted to add onto an email that Richard Tucker sent you about parking in our neighborhood, specifically the 1700 block of Mapleton Ave. We have an illegal rental right next door which the city ignores. Because of it we have a near constant stream of random extra cars on our block. That coupled with the recent increase in commuter parking permits has made parking a real challenge lately. My husband and I don't have a garage. We only have one parking place off the alley which I use for my minivan (I have 3 kids). When my husband gets home from work, usually at 6:30-7pm, he often cannot find parking near our house.

It is super frustrating especially since we pay a ridiculous amount of money in mortgage, and should be able to park in front of our own home! During the day, I have been reduced to strategically parking another vehicle in front in an attempt to assure that my husband can park there later. It's ridiculous that it has become a strategic game for me all day, watching and waiting for one of the many commuter/illegal renter cars to move, so I can swoop in. I know that both Gary and Richard have voiced concern over the current situation and I simple wanted to add my 2cents!

Furthermore, the 72hr rule is completely ridiculous. Homeowners should be immune from this. We don't have a garage and when I asked the city if I could turn my old barn in back into a garage, they said NO. So what are they expecting homeowners to do. We need to be able to park our cars somewhere and be able to confidently leave them while on vacation. Plus, I thought the city wants everyone to cut their carbon footprint? Not allowing people to park their car, in front of their own houses, for more than 72 hrs is in disagreement with this goal.

My husband would much prefer to bike or walk to work in the summer, but he will drive in order to avoid a ticket every 3rd day. Please consider revoking that rule for homeowners in particular.

Thanks for reading... Happy to speak by phone if you'd like anymore of my thoughts on the subject.  
Sincerely, Beth Helgans 1735 Mapleton Ave

From Richard Stephen Tucker

Bill—it was very nice visiting with you on Wednesday. Thanks for your patience and courtesy. Much of what follows applies solely to our Mapleton neighborhood in the 1700 block but some is equally applicable to the surrounding area as well.

Our neighborhood is zoned RL-1 which is single family residential. Virtually all of the homeowners in our block are either retired or have at least one member of the family who is home full-time. Most of our homeowners own two cars, but a few have three and one has one, but this homeowner illegally rents out a portion of his property, so he has other cars parked on the street as well. During non-business

hours, virtually all parking spaces on both sides of Mapleton are occupied by the vehicles of homeowners and sometimes, even these homeowners have to park elsewhere because all spaces are taken up.

Section 2-2-15(a) of Ordinance No. 5869 provides, in pertinent part, that “restricting parking on streets in certain areas zoned for residential uses primarily to persons residing within such areas will...protect residents of those areas from unreasonable burdens in gaining access to their residences; preserve the character for those areas as residential;...[and] preserve the value of the properties in those areas.” I submit that issuing commuter permits and allowing for three hour parking for non-resident homeowners in our area is not in keeping with this goal. I also submit that in keeping with the goal of this Ordinance, the homeowners should be given the most consideration and should be the least inconvenienced. Instead, we believe that commuters and non-residents are being preferred to us by the issuance of the permits and the allowance of three-hour parking.

As I mentioned to you on Wednesday, for some reason, commuter permits seem to have increased for our block. I understand that some of these commuters formerly parked on Spruce and maybe Pine. Homeowners on those streets had the same complaints that Gary Urling and I made on Wednesday; hence permits on those streets were terminated and reissued for our block. We have seen some commuters parking on our block when their permits were issued for other areas. I can only speculate that this has happened because there were no spaces available for the blocks in which those permits were issued.

Using standard vehicle dimensions, there appears to be spaces for 12 vehicles on each side of the 1700 block of Mapleton. But some spaces are taken up by trucks and vans of homeowner, thereby reducing the number of spaces available for homeowners.

I mentioned to you that my wife and I are fortunate to have a garage and an extra extra space on the alley. We are not affected like most of our neighbors who can't park adjacent to their homes. However, our neighbors and we are affected because service providers that we hire to perform services don't have convenient access to our homes. For example, on a number of occasions, service providers that we have hired have had to reschedule because of the lack of spaces adjacent to our home. This is not only disruptive to us but to the providers as well. It is so bad at times that one of our neighbors who has a van had to resort to putting an illegal cone out in front of his home (during the Boulder International Film Festival) so as to preserve his space and access to his home.

We pay an annual charge for our Whittier permits and the hangers. Now we find out that the permits only exempt us from the three-hour rule, but not the 72-hour rule. If this latter rule is to be enforced, we believe that there should be exemptions for at least times when homeowners are on vacation or ill. This is a residential neighborhood. Few homeowners have garages. We fail to see the justification for the 72-hour rule at all. These are not abandoned vehicles. Those of us who are retired don't need to

use our cars as much since we live in proximity to shopping and restaurants to which we can walk or ride a bike. That is one of the reasons we chose to live in this neighborhood. Lack of parking for us will have the potential of decreasing the value of our homes, as well as changing the character of the neighborhood. Reduced use of vehicles is a stated goal of the City Council but yet allowing commuters and other non-residents to use our valuable neighborhood parking spaces seem at odds with this goal.

I know Kurt has initiated a parking audit for our block to determine the so-called "white spaces". The problem with this is the time of day that this takes place. If during the day (which it is), the figures are misleading because some of the homeowners are temporarily gone. As mentioned above, in reality there are no available spaces and if the audits were conducted at night or early in the morning, it would confirm that what I am saying is true. Also, the audits are not done periodically so what is indicated at one point in time, wouldn't necessarily be true at other times. For example, more spaces would probably be available during summer months when people take vacations. The City's regulations require regular monitoring and reporting, and annually, the City Manager is required to report her findings to the Council. We don't know if this requirement is being followed. If it is, could I have a copy of the most recent report to see if it accurately reflects the "white spaces" in our neighborhood and what is being done for safety with respect to ice and snow? Ice and snow removal is increasingly a problem (when removal happens which is infrequent, but that is another issue altogether) because of the increased number of vehicles, thereby creating a safety issue. Kurt has indicated to Gary that the monitoring is being done annually which to us is not often enough, especially since commuter permits are sold quarterly.

So what is the solution? The easy answer is to discontinue the commuter permits and the ability to park for free for three hours. If the Council follows through with legalizing, on some basis, short-term rentals and/or increasing density, parking will become an even greater problem for us. Another possible solution is to limit parking to certain days and/or hours, thereby giving us homeowners more predictability as to when spaces will be available. Further, the three-hour rule doesn't work. It is a complaint-driven enforcement matter. If the complaint is not called in at the opportune time, non-resident parkers can park all day for free. For example, I have called in violations at say 11:00am for a vehicle that has been there since 8:00am. I am told that an enforcement officer will come by and note the parker but the three-hour limit starts from the time the officer appears. If the officer appears at 2:00pm, then the officer will be off duty before the 3 hours elapse, hence allowing the parker to park for free for an entire day. A solution to this problem is to eliminate the three-hour rule entirely and prohibit non-residents from parking in Whittier at all. Parking garages could be built or existing ones utilized better. I mentioned merchants tokens to you, which could induce Pearl Street shoppers to use off-street parking. Merchants I have spoken to about this love the idea.

I am sure there are other issues I have failed to mention but I think you understand our frustration. Gary and I would be happy to discuss this in greater detail with you. Feel free to contact either of us. I am sending Gary a copy of this email so he will be advised of its contents. Thanks for listening to me.

Richard S. Tucker

[richardstucker@comcast.net](mailto:richardstucker@comcast.net)

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Check out our new book, [Step Right Up! Classic American Target and Arcade Forms](#)

[www.steprightupbook.com](http://www.steprightupbook.com)

From Tila Duhaime

Re Technology:

I presume that any vendor under serious consideration will be able to provide

- 1) Real time availability data to users, both on-site (i.e., a sign at the entrance) and remotely (i.e., via an application that allows users to assess before they drive somewhere whether a space will be available when they arrive, or an estimate of how long the current wait is for a space to open up.
- 2) Metrics to assess over various time periods- daily, hourly, seasonally, etc. how demand for parking fluctuates, which will ultimately inform...
- 3) Peak-period pricing!!

From Tila Duhaime

Re 72 Hour Parking Restriction:

Where parking demand is relatively low (i.e., non-commercial districts or residential areas) the current rule creates a perverse incentive to use one's private vehicle. I am proud to not use my car most of the year and people like me should be encouraged to let our cars stay put if we don't need to use them. Where parking demand is higher, in commercial/downtown areas, 72 Hours makes no difference in terms of opening up parking or encouraging turnover. Cars should be allowed to remain in public parking areas, where turnover is not an urgent issue, for at least two weeks. Cars parked in the public right of way for longer periods of time and which might be suspected of being abandoned may be posted with notices requiring a response by the owner within x days (maybe 3 or 4) before towing.

From Tila Duhaime

Re Updates of Land Use Code for Parking

I highly support options 1-6 of the listed “possible options”; while EV’s (option 7) are somewhat better than conventional cars, I do not believe that they deserve extensive privileges if still used as SOV’s contributing to general congestion and inefficiencies inherent in SOVs as opposed to smaller or more communal forms of transportation.

Absolutely parking requirements should be closely tailored to demand and use patterns expected in the immediate area, rather than by amorphous and large scale zones. Parking spaces ought to be valued, priced, and allocated as the valuable public resources they are. Parking minimums are antithetical to this approach, are outdated and damage efforts to reform autocentric thinking and development patterns. Options 2, 3, and 4 help to accomplish this, option 2 being the best approach.

I am so excited to see that unbundling parking is an option under consideration. This approach would go a long way toward discovering the true value of the overly subsidized parking available on our streets today. As with peak period pricing on roadways and parking spots, where prices rise during times of high demand and drop during low-demand times, unbundling the price of parking from leases (residential and commercial) is the best way we have found so far to let drivers self-regulate, and learn to share the common resource they now tap for too cheaply.

Re option 5, multi-modal corridors, I would go further and require reduced parking availability while emphasizing the need to provide sufficient levels of frequent, direct transit service to reward/encourage people living and working in and near such corridors.

Tila Duhaime

Re TDM

We absolutely need a “TDM with Teeth”- one with clear, enforceable, measurable goals, and the ability to penalize developments for non compliance.

Tila Duhaime

Community Cycles strongly supports efforts like you have described to encourage multi-modal transit, and looks forward to development of satellite parking facilities that would enable cycling to become a common element of daily commuting. To that end, we would suggest a continued emphasis on covered, secure, well-lit bike parking areas prominently located at grade at such facilities. Ideally, in the short term such facilities might be located near existing bike paths and on-street infrastructure, but we are committed to helping Boulder improve all of its roadways to accommodate everyday cycling for all levels of users.

Sue Prant

You need to balance not making cars have an unnecessary start with not wanting abandoned vehicles on the street. One way is permit parking because most would not renew a permit for an abandoned vehicle. In Philly they did get rid of abandoned vehicles with an ordinance, but I can't recall it. Maybe 72 Hour is too short. Maybe 2 wks is better. You need to look at what other cities have done and find the sweet spot.

Sue Prant

Community Cycles strongly supports the implementation of shared parking everywhere in the city. We encourage the city to implement this in Boulder Junction, Hill, downtown, etc. ASAP!

Sue Prant

Community Cycles strongly supports TDM w/teeth and will help you get it thru. We need it now, especially in Boulder Junction.

Sue Prant

Thumbs up on Parklet. Also, we need more bike corrals and they need to look better. Louisville's are much nicer

Sue Prant

We strongly support 1-7. More bike parking. Parking max instead of mins. All these are a great start.

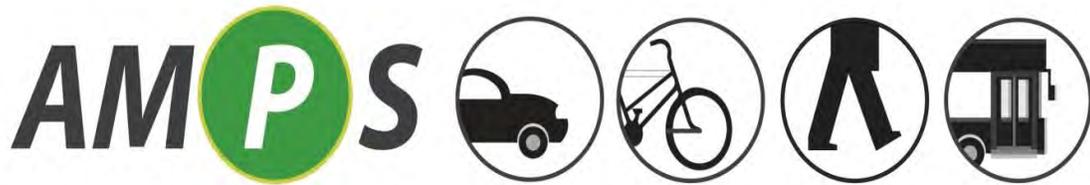
# **AMPS Open House Feedback - October 20th, 2014**

**AMPS Open House Feedback  
October 20, 2014  
4:00 – 6:00 PM  
Boulder Museum of Contemporary Art**

<b>Location</b>	<b>Comment</b>	<b>Additional Info</b>
General	Presentation would be easier to fathom if it was less dense....too much info. Can you put it online?	
General	I think it is difficult to consider other peer cities. Freiburg, Germany is inspiring, but too different from the USA.	
General	It would be great if everyone in town could get an inexpensive EcoPass	
General/ Downtown	Most people in Boulder are happy with the parking situation. I'm concerned about visitors.	
General/ Downtown	What about options for people who do not live in Boulder. They need to drive.	
General/ Downtown	What about people outside of Boulder, that don't live on a bus route? We can't forget about cars and parking.	
Downtown	Need more parking downtown	
Downtown	We need more parking in the Downtown and more parking for the Farmer's Market to grow	
Downtown	We need plenty of parking spaces downtown. New projects should be required to have underground parking – amount to be determined.	
Downtown	All my employees at my downtown business live outside of Boulder and have to drive. What about them?	Business Owner
15 <sup>th</sup> & Canyon	Valet	
15 <sup>th</sup> & Canyon	Clients need to be able to park. Employees can not all afford to live in Boulder. Still need to park downtown!!	Business Owner/ Professional Services
15 <sup>th</sup> & Canyon	Most employees live outside Boulder – Need adequate parking.	
Civic Area	Build underground parking lot between the Muni Building and the North Library wing....350 – 400 spaces.	
Downtown/ Boulder Junction	Need a unique, new look, feel, and type of electric bus from Boulder Junction to Downtown Mall. A parlor on wheels with upholstered sofas, side tables, and lamps.	

Central Boulder	There is a small parking lot on Broadway, just south of Iris. Edge parking there???	
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# **Commonplace Information**



## *Share Your Thoughts on Getting Around Boulder!*

To ensure that the community is able to share their opinions about getting around Boulder – using car, bus, bike or as a pedestrian – the City launched “Commonplace”, an online community engagement tool to help gather feedback for the Access Management and Parking Strategy (AMPS) project.

Commonplace allows residents and visitors to make comments about the physical environment in Boulder (think sidewalks, paths and lighting) as well as make suggestions about what they would like to see more (or less!) of in the City of Boulder, like more bike racks, bus stops and trails.

Commonplace can be accessed by visiting <https://boulder.commonplace.is> on a PC, tablet or smartphone. Adding a comment takes just minutes and those visiting the site can create a unique login or login with an existing social media account like Facebook or Twitter.

Comments can also be added to Commonplace via Twitter by simply using the hashtag #BoulderAMPS.

### How to Use Commonplace:

- Visit <https://boulder.commonplace.is> on any device (i.e., mobile phone, tablet or computer)
- Post a comment or “tweet” on Twitter using the hashtag #BoulderAMPS
- Scan the QR code below for direct access



**Commonplace Data Collected From February 1  
- April 30, 2015**

**COMMONPLACE DATA COLLECTED FROM FEBRUARY 1 - APRIL 30, 2015**

AREA FEELING (0 = Negative; 100 = Positive)	USER COMMENT	TAGS (WHAT USER WOULD LIKE MORE OF IN COMMENT AREA)	ADDITIONAL COMMENTS	AGE	TYPE	LINK TO COMMENT ON COMMONPLACE MAP
50	The intersection of Lashley / Hanover / Broadway is a tangled disaster waiting to happen. The entire Lashley Lane "bike route" really needs to be re-thought and re-designed from Table Mesa to south of the church parking lot, as there are myriad ways to get run over here.	Sidewalks, Bike lanes, Crosswalk enhancements, Pedestrian access, Public safety enhancements	Move the stop line further east on Hanover, and ban right on red from Lashley or Hanover to Broadway. Reconfigure the entire intersection. Make Lashley one-way southbound from Table Mesa to Hanover with a protected multi-use path. Address the myriad parking issues along the student housing here.	46-55	resident	<a href="https://boulder.commonplace.is/comments/5515cb9311febd722fcf9e68/">https://boulder.commonplace.is/comments/5515cb9311febd722fcf9e68/</a>
12	When this intersection was redesigned in 2009 (?), it became an order of magnitude worse for eastbound cyclists trying to access 61st from Valmont, a very popular bike route from south/east of town. The addition of lanes increased traffic speeds dramatically and now bikes are forced to merge into high speed traffic to make a left. There is now no crosswalk / pedestrian alternative if you are not strong / brave enough to make the left turn as a "vehicle" either. also the eastbound bike lane along Valmont Butte is perpetually full of snow, ice and debris throughout the winter, and owing to higher speeds and volumes on Valmont (thanks to Erie sprawl) it's incredibly dangerous / insane to try to "take the lane" here, as cars just don't give you any space.	Traffic calming, Bike lanes, Crosswalk enhancements	Seriously we need to figure out how to convince drivers to yield to bikes and stop being so freaking aggressive.	46-55	resident	<a href="https://boulder.commonplace.is/comments/5515ca0b11febd722fcf9e67/">https://boulder.commonplace.is/comments/5515ca0b11febd722fcf9e67/</a>
9	No path/side walk to connect east bound bicycle and pedestrian traffic to the South Boulder Creek path. Eastbound traffic has to ride against westbound traffic on Arapahoe as the sidewalk/path just ends after the storage facility.	Public safety enhancements, Sidewalks, Pedestrian access		26-35	resident	<a href="https://boulder.commonplace.is/comments/55159252153fef062f368b0c/">https://boulder.commonplace.is/comments/55159252153fef062f368b0c/</a>
	The timing of stop lights along 28th Street are terrible. Significant traffic builds up at all times of day due to poorly timed lights.	Traffic calming		26-35	resident	<a href="https://boulder.commonplace.is/comments/5510462c972983100692d4a9/">https://boulder.commonplace.is/comments/5510462c972983100692d4a9/</a>
18	Large/deep pothole in the east bound lane. Dangerous for cyclists especially.			26-35	resident	<a href="https://boulder.commonplace.is/comments/55101e1b8e3e838a037817b6/">https://boulder.commonplace.is/comments/55101e1b8e3e838a037817b6/</a>
34	The unpaved trail on the north side of the street is an improvement but considering this is the only east-west street connecting neighborhoods with a major park, church, community center & bike trails why are there not appropriate sidewalks on both sides?	Sidewalks, Public safety enhancements, Pedestrian access, ADA		36-45	commuter	<a href="https://boulder.commonplace.is/comments/550c3ca814667539358f6d6f/">https://boulder.commonplace.is/comments/550c3ca814667539358f6d6f/</a>

AREA FEELING (0 = Negative; 100 = Positive)	USER COMMENT	TAGS (WHAT USER WOULD LIKE MORE OF IN COMMENT AREA)	ADDITIONAL COMMENTS	AGE	TYPE	LINK TO COMMENT ON COMMONPLACE MAP
5	Worst intersection design in Boulder. I am totally surprised this intersection has not been redesigned because it is dangerous. First - car drivers from the north side assume they have right of way turning left despite the south side having the right of way. Second & the most hazardous result - pedestrians crossing (there are numerous because of the RTD bus stop serving local & commuter bus riders) across Arapaho have to watch out for those cars turning left because they are too busy trying to make it out of a short traffic light, there are distractions that cause drivers to not notice the pedestrian, and on top of that there are 2 lanes that turn left. This intersection is awful for everyone!	Crosswalk enhancements, Public safety enhancements		36-45	commuter	<a href="https://boulder.commonplace.is/comments/550c3bb614667539358f6d6e/">https://boulder.commonplace.is/comments/550c3bb614667539358f6d6e/</a>
	Headed to #Boulder to talk to The Hill Business Association about #BoulderAMPS! <a href="http://t.co/Q1guD6WrYJ">http://t.co/Q1guD6WrYJ</a> @BoulderParking					
28	drivers don't know how to use the roundabouts on Pine between 15th & 18th - the signage is fine, but most people assume that the drivers on Pine have the right of way, rather than following the rules of a roundabout	Traffic calming,Public safety enhancements	maybe some signage on Pine that says something like THIS IS A ROUNDABOUT - YOU DO *NOT* HAVE THE RIGHT OF WAY UNLESS YOU ARE ALREADY IN THE INTERSECTION	36-45	resident	<a href="https://boulder.commonplace.is/comments/550750cb328f5f8211d09c4e/">https://boulder.commonplace.is/comments/550750cb328f5f8211d09c4e/</a>
	The roads in Table Mesa are in terrible shape. Potholes everywhere. Inattention to basic maintenance in years past is taking its toll big time.		Fix the roads. Budget the money to do regular maintenance. Basic stuff -- the kind of thing we should expect from local government.	46-55	resident	<a href="https://boulder.commonplace.is/comments/54fe51d611c9b5524afaab53/">https://boulder.commonplace.is/comments/54fe51d611c9b5524afaab53/</a>
75	Rocky	Sidewalks, Pedestrian access		46-55	visitor	<a href="https://boulder.commonplace.is/comments/54dfaf97ebe95a41c5a3c78/">https://boulder.commonplace.is/comments/54dfaf97ebe95a41c5a3c78/</a>
100	Great place to sit and enjoy the creek!	Pedestrian access	Wish there were more places like this			<a href="https://boulder.commonplace.is/comments/54fdd3a67ebe95a41c5a3c72/">https://boulder.commonplace.is/comments/54fdd3a67ebe95a41c5a3c72/</a>
34	No crosswalks across Walnut!	Crosswalk enhancements, Pedestrian access	19th could become a great pedestrian route			<a href="https://boulder.commonplace.is/comments/54fdd33c7ebe95a41c5a3c71/">https://boulder.commonplace.is/comments/54fdd33c7ebe95a41c5a3c71/</a>
50	Giant pothole. Hard on both cars and bikes.			26-35	resident	<a href="https://boulder.commonplace.is/comments/54fce217f3b8c7867c33ad15/">https://boulder.commonplace.is/comments/54fce217f3b8c7867c33ad15/</a>
49	Giant, bike-tire eating pothole on the edge of the lane where bikes typically ride.	Bike lanes		26-35	resident	<a href="https://boulder.commonplace.is/comments/54fce1ecf3b8c7867c33ad14/">https://boulder.commonplace.is/comments/54fce1ecf3b8c7867c33ad14/</a>
81	like the path seperzted from Broadway. Pleasant place to walk and bike. like the markings telling pathnisers where to walk and bike.	Pedestrian access, Other	tag options should include bikeway or muti use path.			<a href="https://boulder.commonplace.is/comments/54fa35ebdc2133ec6a9b15e9/">https://boulder.commonplace.is/comments/54fa35ebdc2133ec6a9b15e9/</a>
24	need bike parking on west side of 13th street. bikes are parked to railings.	Bike parking				<a href="https://boulder.commonplace.is/comments/54fa347edc2133ec6a9b15e7/">https://boulder.commonplace.is/comments/54fa347edc2133ec6a9b15e7/</a>
50	alley could use more murals, lighting, and wayfinding signs to make them more invitin .	Streetscaping, Public safety enhancements, Pedestrian access				<a href="https://boulder.commonplace.is/comments/54fa347edc2133ec6a9b15e7/">https://boulder.commonplace.is/comments/54fa347edc2133ec6a9b15e7/</a>
50	is this supposed to be a crossing? its a natural place to cross. add signs for cars to yield to pedestrians v	Crosswalk enhancements, Pedestrian access				<a href="https://boulder.commonplace.is/comments/54fa33eadc2133ec6a9b15e6/">https://boulder.commonplace.is/comments/54fa33eadc2133ec6a9b15e6/</a>
50	project pie building is cute and modern and charming versus the lolicup bulifikg is run down gross dirty					<a href="https://boulder.commonplace.is/comments/54fa224bdc2133ec6a9b15e5/">https://boulder.commonplace.is/comments/54fa224bdc2133ec6a9b15e5/</a>
13	dirty its gross	Sidewalks				<a href="https://boulder.commonplace.is/comments/54fa215cdc2133ec6a9b15e4/">https://boulder.commonplace.is/comments/54fa215cdc2133ec6a9b15e4/</a>

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100	police station					<a href="https://boulder.commonplace.is/comments/54fa1f75dc2133ec6a9b15e3/">https://boulder.commonplace.is/comments/54fa1f75dc2133ec6a9b15e3/</a>
29	Confusing crosswalk	Crosswalk enhancements				<a href="https://boulder.commonplace.is/comments/54fa1ef6dc2133ec6a9b15e1/">https://boulder.commonplace.is/comments/54fa1ef6dc2133ec6a9b15e1/</a>
17	Intersection at 13th and College is really stressful.	Traffic calming, Crosswalk enhancements		30-39	visitor	<a href="https://boulder.commonplace.is/comments/54fa1ef6dc2133ec6a9b15e1/">https://boulder.commonplace.is/comments/54fa1ef6dc2133ec6a9b15e1/</a>
80	Awesome hand art	Other				<a href="https://boulder.commonplace.is/comments/54fa1e1edc2133ec6a9b15e0/">https://boulder.commonplace.is/comments/54fa1e1edc2133ec6a9b15e0/</a>
17	Sidewalks are dirty!	Sidewalks		30-39	visitor	<a href="https://boulder.commonplace.is/comments/54fa1dc3dc2133ec6a9b15df/">https://boulder.commonplace.is/comments/54fa1dc3dc2133ec6a9b15df/</a>
21	Dirty sidewalks	Sidewalks				<a href="https://boulder.commonplace.is/comments/54fa1d8adc2133ec6a9b15de/">https://boulder.commonplace.is/comments/54fa1d8adc2133ec6a9b15de/</a>
	Sidewalk on Pennsylvania could use some help! #boulderAMPS #YOAB #walkingaudit <a href="http://t.co/zkdjh1tjvG">http://t.co/zkdjh1tjvG</a>					<a href="https://boulder.commonplace.is/comments/54fa1cc6dc2133ec6a9b15dc/">https://boulder.commonplace.is/comments/54fa1cc6dc2133ec6a9b15dc/</a>
24	The sidewalks are not in very good shape	Sidewalks				<a href="https://boulder.commonplace.is/comments/54fa1c74dc2133ec6a9b15da/">https://boulder.commonplace.is/comments/54fa1c74dc2133ec6a9b15da/</a>
22	Open asphalt so less cars fit	Metered parking				<a href="https://boulder.commonplace.is/comments/54fa1be3dc2133ec6a9b15d8/">https://boulder.commonplace.is/comments/54fa1be3dc2133ec6a9b15d8/</a>
19	Congested parking lot next to lollicup	Parking lots, Metered parking				<a href="https://boulder.commonplace.is/comments/54fa1b98dc2133ec6a9b15d6/">https://boulder.commonplace.is/comments/54fa1b98dc2133ec6a9b15d6/</a>
18	Short cut ally does not have any sign, dosnt seem very safe especially at night. Dumpsters unappealing...water and ice is difficult to walk through	Pedestrian access, Public safety enhancements				<a href="https://boulder.commonplace.is/comments/54fa1b03dc2133ec6a9b15d3/">https://boulder.commonplace.is/comments/54fa1b03dc2133ec6a9b15d3/</a>
63	Lighting could be better, the tunnel is nice and wide and short but it is unclear where bikes vs pedestrians should be moving so a diastoncti		Make it clear where bikes and pedestrians should ho			<a href="https://boulder.commonplace.is/comments/54fa1944dc2133ec6a9b15d0/">https://boulder.commonplace.is/comments/54fa1944dc2133ec6a9b15d0/</a>
50	Have more directional signs for parking lot	Parking signage				<a href="https://boulder.commonplace.is/comments/54fa1822dc2133ec6a9b15cc/">https://boulder.commonplace.is/comments/54fa1822dc2133ec6a9b15cc/</a>
17	Need longer parking and need free parking	Metered parking	Cannot find a place to park of too expensive			<a href="https://boulder.commonplace.is/comments/54fa1816dc2133ec6a9b15cb/">https://boulder.commonplace.is/comments/54fa1816dc2133ec6a9b15cb/</a>
18	bike racks taking up most of the sidewalk	Bike parking				<a href="https://boulder.commonplace.is/comments/54fa17fedc2133ec6a9b15ca/">https://boulder.commonplace.is/comments/54fa17fedc2133ec6a9b15ca/</a>
31	Barrier, crosswalk is not defined.	Crosswalk enhancements, Sidewalks, Streetscaping				<a href="https://boulder.commonplace.is/comments/54fa179ddc2133ec6a9b15c9/">https://boulder.commonplace.is/comments/54fa179ddc2133ec6a9b15c9/</a>
48	Sidewalks are busy	Sidewalks				<a href="https://boulder.commonplace.is/comments/54fa1796dc2133ec6a9b15c8/">https://boulder.commonplace.is/comments/54fa1796dc2133ec6a9b15c8/</a>
43	sidewalks are bussy	Sidewalks		under-18	resident	<a href="https://boulder.commonplace.is/comments/54fa178cdc2133ec6a9b15c7/">https://boulder.commonplace.is/comments/54fa178cdc2133ec6a9b15c7/</a>
11	No white cross walk on road	Public safety enhancements	Almost got run over...too fast of dricers			<a href="https://boulder.commonplace.is/comments/54fa171fdc2133ec6a9b15c6/">https://boulder.commonplace.is/comments/54fa171fdc2133ec6a9b15c6/</a>
17	Need better lighting towards uclid. Scary at night time	Public safety enhancements	More lights please			<a href="https://boulder.commonplace.is/comments/54fa16a8dc2133ec6a9b15c5/">https://boulder.commonplace.is/comments/54fa16a8dc2133ec6a9b15c5/</a>
17	would like better crosswalk	Crosswalk enhancements, Public safety enhancements		30-39	visitor	<a href="https://boulder.commonplace.is/comments/54fa11a7dc2133ec6a9b15c4/">https://boulder.commonplace.is/comments/54fa11a7dc2133ec6a9b15c4/</a>
50		Transit signage		18-25	resident	<a href="https://boulder.commonplace.is/comments/54fa0af7dc2133ec6a9b15be/">https://boulder.commonplace.is/comments/54fa0af7dc2133ec6a9b15be/</a>
100	I am in love with the bike counter at 13th and Walnut. The stretch of bike lane set off by trees headed south between Walnut and Canyon is my absolute favorite block in Boulder to bike. Always makes me smile on my morning ride.			26-35	resident	<a href="https://boulder.commonplace.is/comments/54f7331767b11ef87a115d60/">https://boulder.commonplace.is/comments/54f7331767b11ef87a115d60/</a>

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50	Bike and car lanes merge between Norwood and Iris. Would be great to get additional signs and repaint the bike sign in the middle of the road, as cars don't seem to be aware they should be sharing the lane	Public safety enhancements, Bike lanes	Awesome bike lanes north of Norwood and south of Iris. Thanks!	26-35	resident	<a href="https://boulder.commonplace.is/comments/54f7323e67b11ef87a115d5f/">https://boulder.commonplace.is/comments/54f7323e67b11ef87a115d5f/</a>
50	Safety concern about pedestrian crosswalk. No lights and cars do not heed signs, so most people just cross wherever they can. Crosswalk connects Holiday neighborhood to busy bus stop.	Crosswalk enhancements, Public safety enhancements	Looking forward to Armory development and hope that this will be the impetus for improved pedestrian safety and bike access to Holiday neighborhood/Uptown	26-35	resident	<a href="https://boulder.commonplace.is/comments/54f7318e67b11ef87a115d5d/">https://boulder.commonplace.is/comments/54f7318e67b11ef87a115d5d/</a>
37	bike path needs to be connected to North Boulder Rec Center & other North Boulder locations	Bike lanes,Sidewalks	Connection between Goose Creek and North Boulder locations by multi-use path would be awesome!	36-45	resident	<a href="https://boulder.commonplace.is/comments/54f646bad8c0f4a876434a08/">https://boulder.commonplace.is/comments/54f646bad8c0f4a876434a08/</a>
16	dangerous, not family friendly	Public safety enhancements, Sidewalks, Crosswalk enhancements	This is a common place for families on bikes to cross Arapahoe from the neighborhood to the bike path at the end of 48th street. The sidewalk slopes into traffic and is cramped both along Arapahoe and 48th street on the SW corner. Improved bike and pedestrian crossing on the east side of the intersection and/or a multi-use path along the south side of Arapahoe would help.	36-45	resident	<a href="https://boulder.commonplace.is/comments/54f64485d8c0f4a876434a07/">https://boulder.commonplace.is/comments/54f64485d8c0f4a876434a07/</a>
	MT @ericmbudd winter bike commute buddies are the best. #boulder #boulderAMPS <a href="http://t.co/ATYbc1Yjn8">http://t.co/ATYbc1Yjn8</a>					
86	Great place to cross Canyon as a pedestrian!	Pedestrian access, Crosswalk enhancements	Sidewalks on both sides of Canyon are very narrow and scary through			<a href="https://boulder.commonplace.is/comments/54edfed8858e218f1f73f60d/">https://boulder.commonplace.is/comments/54edfed8858e218f1f73f60d/</a>
5		Sidewalks, Streetscaping, Traffic calming				<a href="https://boulder.commonplace.is/comments/54edfd74858e218f1f73f60b/">https://boulder.commonplace.is/comments/54edfd74858e218f1f73f60b/</a>
9	side walk is always covered in water or ice	Sidewalks				<a href="https://boulder.commonplace.is/comments/54edfcee858e218f1f73f60a/">https://boulder.commonplace.is/comments/54edfcee858e218f1f73f60a/</a>
50	This is a scary sidewalk/driveway experience for all users. The cars are looking left and not anticipating bikes on the sidewalk and I have seen (and experienced) many close calls. The little bump in the sidewalk actually slows cyclists down but the drivers are still really surprised to see cyclists there.			26-35	resident	<a href="https://boulder.commonplace.is/comments/54eca94308e851881c2cb1e8/">https://boulder.commonplace.is/comments/54eca94308e851881c2cb1e8/</a>
69	Gillespie is a main road in the neighborhood but it's lacking a protected bike lane. There should be plenty of room to add a bike lane similar to many downtown streets (Pine for example).	Bike lanes		36-45	resident	<a href="https://boulder.commonplace.is/comments/54e57410d57bea6a4cb87708/">https://boulder.commonplace.is/comments/54e57410d57bea6a4cb87708/</a>
50	Would love to have RTD bus service extend up this end of Hwy 36/28th street to allow easy bus travel to the retail area along 28th street. The 205 turns onto 28th at Jay, making it too far from the Holiday/Yarmouth Way neighborhood and the 204 is not convenient to access shops/businesses along 28th Street. If there was a bus that looped somewhere around where Hwy 36 and Broadway meet, I would take the bus to businesses along 28th.	Transit stop		46-55	resident	<a href="https://boulder.commonplace.is/comments/54e55f8bd57bea6a4cb87706/">https://boulder.commonplace.is/comments/54e55f8bd57bea6a4cb87706/</a>

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9	To utilize the southbound RTD bus stop/routes on the W. side of Broadway across the street from Yellow Pine, (directly across from IronWorks gym) residents in the area East of Broadway have to cross Broadway at Yellow Pine with no pedestrian crossing. There is a constant line of car traffic in the mornings and it is dangerous to get across. The next nearest pedestrian crossing is further South at Broadway and Yarmouth, nowhere near the RTD bus stops.	Crosswalk enhancements, Traffic calming, Pedestrian access		46-55	resident	<a href="https://boulder.commonplace.is/comments/54e55defd57bea6a4cb87705/">https://boulder.commonplace.is/comments/54e55defd57bea6a4cb87705/</a>
17	Yarmouth and 36th, East side	Bike lanes, Other	There is a 6 foot shoulder along the east side of 36, except for one 100 ft section where the shoulder goes down to 1 ft (by Yarmouth) which puts cars and bikes less than the required 3ft and is very dangerous.	36-45	resident	<a href="https://boulder.commonplace.is/comments/54e365bfb0750eb415f7d00e/">https://boulder.commonplace.is/comments/54e365bfb0750eb415f7d00e/</a>
68	So many kids biking to school in this neighborhood! It's great to see piles of bikes outside.	Public safety enhancements	This intersection is extremely potholled, and the stop signs are inconsistent. All the traffic should have to stop especially since this is a school zone. However whatever this neighborhood is doing to get kids biking needs to be emulated elsewhere.	18-25	resident	<a href="https://boulder.commonplace.is/comments/54e257b04813510e099b0f08/">https://boulder.commonplace.is/comments/54e257b04813510e099b0f08/</a>
38	I'm floored by the amount of students driving to school in this very bikeable neighborhood. Furthermore the unexperienced drivers are often careening down this road with little regard to the bike lane, and flinging their doors open without looking.		This would be a great spot for a parking protected bike lane similar to that on university. Also, the city should be working with school administration to encourage cycling and to be looking for cyclists when they do drive.	18-25	resident	<a href="https://boulder.commonplace.is/comments/54e256a04813510e099b0f07/">https://boulder.commonplace.is/comments/54e256a04813510e099b0f07/</a>
50	I live on this section of pearl and am very happy with the green medians, roundabouts and slow traffic speeds. However some drivers still insist on attempting to squeeze past cyclists even though the street is too narrow to do so safely. Often I see cyclists allowing an unsafe pass by moving into the "dooring" zone of parked cars, while the car passes within 3 feet. I encountered a man on a Sunday morning (who ironically had a bike on his car) honking and yelling profanely that I was not suppose to be cycling "in the middle of the road."		Better cyclist and driver education including signage and sharrows that reinforce the fact that cyclist should take the lane in this section and drivers must simply yield.	18-25	resident	<a href="https://boulder.commonplace.is/comments/54e255434813510e099b0f06/">https://boulder.commonplace.is/comments/54e255434813510e099b0f06/</a>
10	This entire road is sketchy for cyclists/pedestrians, but this bridge is possibly the worst. The shoulder narrows and it's often covered with snow/debris forcing you into traffic. Some drivers still don't understand that cyclists have the right to be in the road and insist on honking/passing dangerously.	Traffic calming, Bike lanes		18-25	resident	<a href="https://boulder.commonplace.is/comments/54e253334813510e099b0f05/">https://boulder.commonplace.is/comments/54e253334813510e099b0f05/</a>

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50	This bike lane can be sketchy riding southbound down the hill. While the lane itself is wide enough and you can get going roughly the same speed as cars, cars turning left onto Linden are often not looking for bikes and I'm always afraid of a car pulling in front of me while I'm descending at high speeds. A dedicated left turn signal could solve this, and more driver awareness.			18-25	resident	<a href="https://boulder.commonplace.is/comments/54e251f64813510e099b0f04/">https://boulder.commonplace.is/comments/54e251f64813510e099b0f04/</a>
78	Love the new protected bike lanes! I'm always underwhelmed by the amount of students biking on the hill, maybe somebody should do a class on "using gears"? Anyway, it's a great step, now if we could just get them plowed as quickly as the roads in this town.			18-25	resident	<a href="https://boulder.commonplace.is/comments/54e250164813510e099b0f03/">https://boulder.commonplace.is/comments/54e250164813510e099b0f03/</a>
16	The shoulder narrows rather suddenly going up the hill, making a dangerous mix of slower cyclists and speeding cars. Not that I suggest riding on 36, but this is a section of the popular "fruit loop" coming down from apple valley road, and could be improved for those users.	Bike lanes		18-25	resident	<a href="https://boulder.commonplace.is/comments/54e24f1f4813510e099b0f02/">https://boulder.commonplace.is/comments/54e24f1f4813510e099b0f02/</a>
25	This stretch of 36 is dangerously fast and wide for any user but cars. It is listed as a HC section on Strava because of cyclist deaths. It is the main access road to Nobo yet I usually choose to cycle through the neighborhoods which does not have a easily navigable bike route east to west. However, because there is plenty of space on either side of the road, it would be a prime location for a protected bike lane. Also, adding a traffic light or two would make crossing left much safer.	Bike lanes, Public safety enhancements, Pedestrian access, Traffic calming, Crosswalk enhancements, Sidewalks		18-25	resident	<a href="https://boulder.commonplace.is/comments/54e24db54813510e099b0f01/">https://boulder.commonplace.is/comments/54e24db54813510e099b0f01/</a>
4	I work at this intersection and in the last year I have seen dozens of car collisions, ped's getting hit or almost hit (including myself), and reckless drivers/truckers that treat Broadway like a highway through town. The problem is the mixing of slower downtown traffic/peds, the confusing one way streets, and generously wide lanes / fast speed limit on Broadway.	Streetscaping, Bike lanes, Crosswalk enhancements, Traffic calming, Bike parking, Public safety enhancements	Lower the speed limits, route heavy trucks out of town, install cameras that automatically ticket speeding / illegal turns, and narrow the road/install a PROTECTED bike lane. Cyclists are forced to ride dangerously on the road or dangerously on the sidewalk, not good for anybody. You can simply delete the dedicated turn lanes (which a snowy day indicate how little that space is actually used) and create a protected bike lane on both sides. Cyclists are just like drivers, they want to take the shortest route from point a - b, stop treating them like they are all out to lunch.	18-25	resident	<a href="https://boulder.commonplace.is/comments/54e244384813510e099b0eff/">https://boulder.commonplace.is/comments/54e244384813510e099b0eff/</a>

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42	The new/wider sidewalks and protected crosswalks are wonderful, but in the meantime the bike corrals have disappeared! This is one of the busiest section of pearl, especially for non - tourists, and I am constantly struggling to find bike parking and often have to lock up in the flow of peds. Also, can we be a bit more creative in our urban design than another flower rectangle and monoculture trees?	Pedestrian access, Bike parking, Crosswalk enhancements, Traffic calming, Streetscaping, Sidewalks	Personally I Believe this section of pearl should be completely pedestrianized, however in the meantime it should be a "shared space" where cars are secondary to bikes and peds. That means more bike parking, more expensive car parking, slower speed limits, more informal seating on the sidewalk, ect. Bring back the bike corrals, maybe throw down some sharows and install on demand pedestrian crossing signals.	18-25	resident	<a href="https://boulder.commonplace.is/comments/54e23fba4813510e099b0efd/">https://boulder.commonplace.is/comments/54e23fba4813510e099b0efd/</a>
	likely one of the most convoluted transit areas in the city. The bike lane suddenly disappears while going under the highway, right when you need it as the lane narrows. Also cars coming out of parking lots are not looking for bikes in this section. This sort of high risk road separating major neighborhoods encourages students and commuters to drive.	Transit signage, Sidewalks, Crosswalk enhancements, Bike lanes, Traffic calming	Protected bike lane continues all the way west on baseline. I know there is an underpass going in for peds but bikes and people should not be treated as "below" cars.	18-25	resident	<a href="https://boulder.commonplace.is/comments/54e23dec4813510e099b0efc/">https://boulder.commonplace.is/comments/54e23dec4813510e099b0efc/</a>
1	This is a really, really bad, busy, poorly laid out tangled mess of transit, disconnected cycle paths, freeway interchange and 6-lane arterial. It's a safety hazard nightmare, I don't even know where to begin. I live in Martin Acres and dread having to negotiate this area in my car, on foot or by bicycle.	Sidewalks, Public safety enhancements, Pedestrian access, Traffic calming, Crosswalk enhancements, Bike lanes		46-55	resident	<a href="https://boulder.commonplace.is/comments/54e22c174813510e099b0efa/">https://boulder.commonplace.is/comments/54e22c174813510e099b0efa/</a>
	RT @bouldercolorado: Use the new @Cmnplace map & #BoulderAMPS to help @BoulderParking create a state-of-the-art parking & access system.					
50		Public safety enhancements, Bike lanes, Other	There are 2 things going on here that should be addressed - sidewalk safety and bike lane maintenance. The railway level crossing at 55th has become so badly heaved that I have to take the sidewalk to avoid damaging the rims on my bike. It's also terrible for cars in the southbound lanes. This not only creates a hazard for riding, it also creates a situation where lots of debris is ejected from vehicles (broken parts, nails, etc. from contractor vehicles, snow and ice chunks in winter) such that the bike shoulder on the south side of the crossing is continually full of dangerous debris. For pedestrian access, the railway has allowed  weeds and brush to grow up on both sides of the sidewalk along the crossing, including invasive species such as olive that encroach on the sidewalk and shade it preventing ice / snow melt in winter.	46-55	resident	<a href="https://boulder.commonplace.is/comments/54e2055a4813510e099b0ef8/">https://boulder.commonplace.is/comments/54e2055a4813510e099b0ef8/</a>

AREA FEELING (0 = Negative; 100 = Positive)	USER COMMENT	TAGS (WHAT USER WOULD LIKE MORE OF IN COMMENT AREA)	ADDITIONAL COMMENTS	AGE	TYPE	LINK TO COMMENT ON COMMONPLACE MAP
50	Add a crosswalk light at 22nd and Arapahoe. CU and Naraphoa just finished a nice extension from the Boulder Creek path to Arapahoe. Need to finish the last bit and add a light to where the path comes out. Makes the most since.	Crosswalk enhancements, Public safety enhancements, Pedestrian access, Bike lanes		36-45	resident	<a href="https://boulder.commonplace.is/comments/54de8201ce114c5c7040ec57/">https://boulder.commonplace.is/comments/54de8201ce114c5c7040ec57/</a>
10	Need a pedestrian crosswalk, blinky yellow lights, at Arapahoe and 20th. Lots and lots of jaywalkers going across Arapahoe since there is only the stop light in front of Narohpoa. That light takes 1 to 3 minutes to activate, by the time it does most people have already given up and walked across.	Crosswalk enhancements, Public safety enhancements		36-45	resident	<a href="https://boulder.commonplace.is/comments/54de815cce114c5c7040ec56/">https://boulder.commonplace.is/comments/54de815cce114c5c7040ec56/</a>
50	This bridge over Foothills is so notorious it's got nicknames among the local community like "Death Spiral" and "Bridge O Doom". On the one hand, I love that we have a safe connection across Foothills. On the other, it is a crumbling piece of outdated infrastructure that desperately needs improvement, and soon. It's too steep and narrow for current use volume and poorly maintained / hazardous due to ice conditions in winter. Couple this with the high volume of commuter traffic as it is a main route to Eisenhower Elementary and a pinch point / focus for many trails on the network and it's got lots of hazards.	Public safety enhancements, Other		46-55	resident	<a href="https://boulder.commonplace.is/comments/54de5d8deef4123770522bfb/">https://boulder.commonplace.is/comments/54de5d8deef4123770522bfb/</a>
50	whyyyyyyyy is this indicated as a continuous route, yet there's no safe access across the railway and in fact there is a sign clearly stating you'll be ticketed if you cross here? This is one of the main connectors between North and East Boulder yet somehow the railroad has been given free rein to be selfish greedy jerks about implementation??	Pedestrian access, Public safety enhancements, Bike lanes, Other		46-55	resident	<a href="https://boulder.commonplace.is/comments/54de5bf0eef4123770522bfa/">https://boulder.commonplace.is/comments/54de5bf0eef4123770522bfa/</a>
50	This is a high use area for bike commuters and Safe Routes to School. We need as a community to have a conversation about better pedestrian and bike safety practices - this particular segment of path is narrow, contains many blind turns, very dark at night and is busy at all times of day. I daily see people on unlit bikes after dark and people walking on the wrong (left) side of the path here.	Public safety enhancements, Other	I would like CU in particular to insist on all incoming / new students receiving a "good neighbors" course of how to safely use local multimodal transit / bike paths, please. Safe Routes to School should also try to implement safe walking/biking practice (remain right of center). Local bike shops and clubs should work with customers and members to message speed limits on MUT /safe use practices as well.	46-55	resident	<a href="https://boulder.commonplace.is/comments/54de5a7566a438e96c9d0241/">https://boulder.commonplace.is/comments/54de5a7566a438e96c9d0241/</a>

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12	Agree with the other user about this. This is one of, if not the, worst cycle path implementations in the City of Boulder. It's a glorified sidewalk with poor traffic mitigation and sight lines. Exiting bus passengers frequently walk directly into the path of oncoming bikes (this is design error, not user error). Arapahoe offers more than enough width in this segment to create a proper bike shoulder in both directions. This is particularly dangerous going eastbound on a bike in the AM (so, counterflow) with left turning traffic unable to see you because of the sun.	Bike lanes, Public safety enhancements, Other	Reconfigure the entire section of Arapahoe between Foothills and 55th to conform to better reflect modern multimodal design safety practices. I also would like to generally see better differentiation between pedestrian and bike lanes and/or routes, plus better education and enforcement so that we stop conflating "sidewalks" with "bike paths" in this town. It confuses peds, bikes and drivers alike.	46-55	resident	<a href="https://boulder.commonplace.is/comments/54de590666a438e96c9d0240/">https://boulder.commonplace.is/comments/54de590666a438e96c9d0240/</a>
22	This is one of the more dangerous intersections in Boulder County. High speed traffic (in excess of 60mph regularly regardless of posted speeds and little enforcement) and very poor visibility, coupled with the merger of 2 very popular bicycle access routes between South Boulder and Superior make for a dangerous situation at the confluence of Cherryvale and Marshall Roads. Southbound bike traffic turning east (left) on Marshall is extremely vulnerable to being hit here.	Traffic calming, Public safety enhancements	I would suggest this is an ideal location for a traffic circle / other traffic calming measures. A 3-way stop would even be preferable to the current situation.	46-55	resident	<a href="https://boulder.commonplace.is/comments/54de570d66a438e96c9d023f/">https://boulder.commonplace.is/comments/54de570d66a438e96c9d023f/</a>
100	Crossing over the E-470 bridge is the best part of my commute. You can see the entire front range and see for miles all around, it's magical!! And a rarely pass a car on 104.			26-35	commuter	<a href="https://boulder.commonplace.is/comments/54de560566a438e96c9d023e/">https://boulder.commonplace.is/comments/54de560566a438e96c9d023e/</a>
3	There is a sketchy part here where the road goes from 3 lanes to one, and the curb does not allow a biker to get any further over, I always ride in the gutter here. Then right after the curb, it opens up to a huge shoulder. Super sketch!!!	Streetscaping		26-35	commuter	<a href="https://boulder.commonplace.is/comments/54de556366a438e96c9d023d/">https://boulder.commonplace.is/comments/54de556366a438e96c9d023d/</a>
100	There is no water here. Unless the blue represents water aquifers this is bs!!			26-35	commuter	<a href="https://boulder.commonplace.is/comments/54de548d66a438e96c9d023b/">https://boulder.commonplace.is/comments/54de548d66a438e96c9d023b/</a>
100	I love this path! As the trees change it's amazing. Just a beautiful path.			26-35	commuter	<a href="https://boulder.commonplace.is/comments/54de52d866a438e96c9d023a/">https://boulder.commonplace.is/comments/54de52d866a438e96c9d023a/</a>
8	This is a crazy scary entrance/exit/bikeway for everyone who crosses it. As a commuter, You really have to pay attention to the cars. If you don't know it's coming up, you will get hit. As a driver, you can't tell what's coming down the path. Super dangerous and needs blinking lights or something with more warning.	Public safety enhancements, Crosswalk enhancements	I work at the hospital and either drive out of this part or ride across it every day. It's dangerous for everyone and people DO get hit here.	26-35	commuter	<a href="https://boulder.commonplace.is/comments/54de527266a438e96c9d0239/">https://boulder.commonplace.is/comments/54de527266a438e96c9d0239/</a>
67		Other	It would be great to add an electric vehicle charging station to the library/civic area parking lots		resident	<a href="https://boulder.commonplace.is/comments/54dd4dc836d393fd6b0432db/">https://boulder.commonplace.is/comments/54dd4dc836d393fd6b0432db/</a>
	RT @VKSolesbee: Help @BoulderParking create a state-of-the-art parking/access system <a href="https://t.co/aFMzTqAbeO">https://t.co/aFMzTqAbeO</a> or tweet #boulderAMPS					
	Do you live in Boulder? Help @BoulderParking create a state-of-the-art parking/access system <a href="https://t.co/XurWekT6QH">https://t.co/XurWekT6QH</a> or tweet #boulderAMPS					

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	RT @CodeforBoulder: RT @zaneselvans @bouldercolorado: Use #BoulderAMPS to share your opinion about parking, access, & transp. issues. http://t.co/ASHVj3foa					
100	I love the magnetic coil bike detection at this crosswalk. It should be implemented at all mid-block crosswalks and traffic lights.			26-35	resident	<a href="https://boulder.commonplace.is/comments/54d9966400d4fae5556ecedf/">https://boulder.commonplace.is/comments/54d9966400d4fae5556ecedf/</a>
	This has to be the worst intersection in Boulder. Somehow they just rebuilt it and it's worse. This should have either become a high-speed roundabout (eliminating both traffic lights) or should have become a "Michigan left" (eliminating traditional left turns). As it is now you have to wait through two lights every time you turn left onto westbound Diagonal.			26-35	resident	<a href="https://boulder.commonplace.is/comments/54d9958700d4fae5556ecede/">https://boulder.commonplace.is/comments/54d9958700d4fae5556ecede/</a>
3	This is the worst biking location in Boulder. Solutions: add bike lanes or build the games LOBO bike path between Boulder and Longmont.	Sidewalks, Pedestrian access, Bike lanes		26-35	resident	<a href="https://boulder.commonplace.is/comments/54d993f400d4fae5556ecedd/">https://boulder.commonplace.is/comments/54d993f400d4fae5556ecedd/</a>
100	The protected bike lanes on Spruce are awesome!! We need more on other streets.			26-35	resident	<a href="https://boulder.commonplace.is/comments/54d992bc00d4fae5556ecedc/">https://boulder.commonplace.is/comments/54d992bc00d4fae5556ecedc/</a>
9	Glenwood had become a racetrack for Gebhardt test drives. With such high speed traffic it's dangerous to pull out from the numerous parking lots/neighborhoods. This road needs curb-bump-outs and/or traffic calming measures. It could also benefit from posting meters as it's become a popular spot for urban RV'ers and abandoned cars.	Traffic calming, Streetscaping, Metered parking		26-35	resident	<a href="https://boulder.commonplace.is/comments/54d9924c00d4fae5556ecedb/">https://boulder.commonplace.is/comments/54d9924c00d4fae5556ecedb/</a>
22	Kalmia is outdated. Despite being connected to several books paths, a large church and a growing neighborhood it only has a sidewalk on the north side of the road and no bike lanes. This road needs to be modernized as a complete street.	Sidewalks, Traffic calming, Bike lanes		26-35	resident	<a href="https://boulder.commonplace.is/comments/54d990e900d4fae5556eceda/">https://boulder.commonplace.is/comments/54d990e900d4fae5556eceda/</a>
38	Great new sidewalks and street parking. No bike lanes!?!?	Bike lanes		26-35	resident	<a href="https://boulder.commonplace.is/comments/54d9901a00d4fae5556eced9/">https://boulder.commonplace.is/comments/54d9901a00d4fae5556eced9/</a>
23	This intersection is terrible for pedestrians and cyclists. It has no crosswalks and high vehicle traffic especially after the construction of the new apartment complex.	Public safety enhancements, Pedestrian access, ADA, Crosswalk enhancements		26-35	resident	<a href="https://boulder.commonplace.is/comments/54d98eaf00d4fae5556eced8/">https://boulder.commonplace.is/comments/54d98eaf00d4fae5556eced8/</a>
	@bouldercolorado #boulderamps I went to B&N today instead of Boulder Books b/c of parking.					
	RT @zaneselvans @bouldercolorado: Use #BoulderAMPS to share your opinion about parking, access, & transp. issues. http://t.co/ASHVj3foa					
	Use #BoulderAMPS to share your opinion about parking, access, & transportation issues. https://t.co/YCSRzL3TJA http://t.co/1FPPTJst1J					
24	Monthly parking should have an area in the Spruce garage (and other garages) that are marked "reserved" so those who pay monthly know that they have a space.	Parking signage		46-55	commuter	<a href="https://boulder.commonplace.is/comments/54d91582c64849523eebf151/">https://boulder.commonplace.is/comments/54d91582c64849523eebf151/</a>
	RT @bouldercolorado: Use the new @Cmnplace map & #BoulderAMPS to help @BoulderParking create a state-of-the-art parking & access system.					

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	Use the new @Cmnplace map & #BoulderAMPS to help @BoulderParking create a state-of-the-art parking & access system. <a href="https://t.co/YCSRzL3TJA">https://t.co/YCSRzL3TJA</a>					
28	basemar center west entrance on Broadway doesn't have a safe ped crossing. It's used by a lot of rtd commuters as well as bikers.	Public safety enhancements, Pedestrian access, Crosswalk enhancements		26-35	resident	<a href="https://boulder.commonplace.is/comments/54d3d17006133f597a13c041/">https://boulder.commonplace.is/comments/54d3d17006133f597a13c041/</a>
16	Safety Hazard	Public safety enhancements	There's no pedestrian/bike crossing sign to alert incoming and exiting vehicles. The multi use path is blind to vehicles and I often get caught by surprise by vehicles turning into the Basmar center from the west entrance.	26-35	resident	<a href="https://boulder.commonplace.is/comments/54d3c15406133f597a13c03f/">https://boulder.commonplace.is/comments/54d3c15406133f597a13c03f/</a>
99	My favorite underpass while biking to work on Boulder Creek Path		So nice to avoid traffic on Arapahoe - excellent choices with above ground crosswalk at 13th, underpasses everywhere	26-35	resident	<a href="https://boulder.commonplace.is/comments/54d3b75006133f597a13c03d/">https://boulder.commonplace.is/comments/54d3b75006133f597a13c03d/</a>
80	While biking to work, Eastwards along Walnut, this is the last gateway till lighter car traffic and a bike lane (i.e. timed light cycles currently allow bikes to remain at cruising speed while sharing lane with cars).		Any changes to the light cycles should keep in mind that bikes are intermixed with cars as they approach this intersection going Eastwards (i.e. too many light cycles will bog down start / stop traffic with cars and bikes sharing the lane).	26-35	resident	<a href="https://boulder.commonplace.is/comments/54d3b5ff06133f597a13c03c/">https://boulder.commonplace.is/comments/54d3b5ff06133f597a13c03c/</a>
	#boulderAMPS Please add sinage to the areas where backend parking is a violation. ex. 16th & Pearl					
28	This is one of the most pedestrian- and cyclist-unfriendly areas in Boulder. No sidewalks and on-street parking combine to leave no options other than walking in the street. Very treacherous area when there is snow and ice.	Pedestrian access, Bike lanes, B-Cycle station, Sidewalks		26-35	resident	<a href="https://boulder.commonplace.is/comments/54d39f3d6baf382079caf237/">https://boulder.commonplace.is/comments/54d39f3d6baf382079caf237/</a>
	Awesome community garden space in Boulder #boulderamps <a href="http://t.co/M2JGTUIYQT">http://t.co/M2JGTUIYQT</a>					
33	Need longer parking periods for people taking SkyRide to Airport. Seven days doesn't cut it and the connections from the Transit Center on Sundays, Holidays, and Evenings can mean an hour waiting for a bus.	Bike parking		26-35	resident	<a href="https://boulder.commonplace.is/comments/54d3852c6baf382079caf234/">https://boulder.commonplace.is/comments/54d3852c6baf382079caf234/</a>
27	More support for bike commuters needed throughout city for city employees	Other		26-35	resident	<a href="https://boulder.commonplace.is/comments/54d37faa6baf382079caf230/">https://boulder.commonplace.is/comments/54d37faa6baf382079caf230/</a>
41		Traffic calming, Sidewalks		46-55	resident	
	New blog post time! Fee explains how to add photos to the #boulderamps project using Twitter <a href="http://t.co/7aRgW0teql">http://t.co/7aRgW0teql</a> <a href="http://t.co/2qZCh5KStO">http://t.co/2qZCh5KStO</a>					
50	Very Busy area between Iris and Glenwood.	Pedestrian access, Crosswalk enhancements	Many people will not walk to Iris or Glenwood for a safe crosswalk. Pedestrians are constantly running across the street to catch the bus or to get to get to the Diagonal Shopping Center. We need a safe pedestrian crossing located between Iris & Glenwood on 30th.	26-35	resident	<a href="https://boulder.commonplace.is/comments/54d2d9ab6b6a380675d614b8/">https://boulder.commonplace.is/comments/54d2d9ab6b6a380675d614b8/</a>

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	City staff hard at work planning for the future of getting around Boulder using all modes! #boulderAMPS <a href="http://t.co/KbKT9HtctC">http://t.co/KbKT9HtctC</a>					
50		Bike parking	We could use some bike parking in this area	36-45	resident	
	Nice connector #boulderAMPS <a href="http://t.co/t4q0hUMMaH">http://t.co/t4q0hUMMaH</a>					
	Test test #BoulderAMPS					
3	One of the most antiquated intersections in the city!	Crosswalk enhancements, Bike lanes, Streetscaping, Sidewalks	The whole intersection needs to be redesigned. The pedestrian crossing wait times are way too long.	36-45	commuter	<a href="https://boulder.commonplace.is/comments/54a18654f590815f0510d7c3/">https://boulder.commonplace.is/comments/54a18654f590815f0510d7c3/</a>
50	more bike parking needed		e.g. more detail on how this or nearby spaces could be improved for all users			<a href="https://boulder.commonplace.is/comments/549d857f576e951d547a5c9d/">https://boulder.commonplace.is/comments/549d857f576e951d547a5c9d/</a>
	Prettiest place on campus #boulderAMPS <a href="http://t.co/uoCov3MKJX">http://t.co/uoCov3MKJX</a>					
	#BoulderAMPS will make it easier for you to get where you need to go in the ways that you want <a href="http://t.co/34DPqo4IWW">http://t.co/34DPqo4IWW</a> <a href="http://t.co/yC6NsEccxC">http://t.co/yC6NsEccxC</a>					
75	Table Mesa Drive and Broadway intersection	B-Cycle station, Parking garages, Car share, Parking lots, Bike parking	Expand bike-sharing to this area of town, add covered/secure bike parking lockers, and consider additional parking and/or an expanded park-n-ride lot	26-35	resident	<a href="https://boulder.commonplace.is/comments/5491e1407caae4c87f4f08f7/">https://boulder.commonplace.is/comments/5491e1407caae4c87f4f08f7/</a>
	Getting geared up to launch @cmnplace to collect info from public about #boulderamps					
79	A lot of good signage	Traffic calming, Bike parking		30-39	visitor	<a href="https://boulder.commonplace.is/comments/549068efdc040e887a53431b/">https://boulder.commonplace.is/comments/549068efdc040e887a53431b/</a>
33	There is always congestion here.	Pedestrian access, Crosswalk enhancements, Traffic calming		30-39	visitor	<a href="https://boulder.commonplace.is/comments/548f5d348a58edd575a111ff/">https://boulder.commonplace.is/comments/548f5d348a58edd575a111ff/</a>
91	proximity to open space; distance from transit			56-65	resident	<a href="https://boulder.commonplace.is/comments/543f164c0936309c66411d0c/">https://boulder.commonplace.is/comments/543f164c0936309c66411d0c/</a>
67	Great cycling lanes	Bike lanes, B-Cycle bike sharing station		46-55	other	<a href="https://boulder.commonplace.is/comments/5437ef66c7b50854415269cb/">https://boulder.commonplace.is/comments/5437ef66c7b50854415269cb/</a>
40	parking always full	Parking lots		46-55	other	<a href="https://boulder.commonplace.is/comments/5437ef3ac7b50854415269ca/">https://boulder.commonplace.is/comments/5437ef3ac7b50854415269ca/</a>
36	Very congested at any time of day, especially if you are turning onto Arapahoe	Traffic calming		30-39	visitor	<a href="https://boulder.commonplace.is/comments/5435c4e3c1f3beb02bef9184/">https://boulder.commonplace.is/comments/5435c4e3c1f3beb02bef9184/</a>
	Use the new @Cmnplace map & #BoulderAMPS to help @BoulderParking create a state-of-the-art parking & access system. <a href="https://t.co/YCSRzL3TJA">https://t.co/YCSRzL3TJA</a>					