

Ben	6/3/2015	Online Comment form	All corridors	1	1	1	1	1	positive	safety	comments: Great idea! Would like to see something similar attempted on Broadway from Iris Avenue to Arapahoe. No bike lanes or shoulders at all on that stretch.
Phil	6/3/2015	Online Comment form	Folsom Street					1	negative	worse for cars	comments: I cannot overstate how terrible this idea is. Do NOT close the roads. Boulder officials should be focused on making public/alternative transportation better, but not at the cost of making private transportation worse and punishing those who do not utilize the public transportation services. The road system is already a joke among locals, don't make it worse.
Rogger	6/3/2015	Online Comment form	Folsom Street				1	1	unclear	auto congestion safety	comments: Avoid bike commuter/automobile user here who has extremely mild feelings about Living Lab. Very worried about increased traffic-congestion due to downsizing of Folsom Street. This is one of the few ways to avoid the over-congested 28th Street parking lot if you are going North-South. Please think very carefully about this unfortunate change! As a user of the 17th block in parking levels so, but stops traffic and endangers passing bikers) and University Ave (downright dangerous as the lanes are now narrow and cars swerve to avoid opening doors and students unexpectedly running out from behind cars). Huge redneck gets hurt from your experiment.
Cathy	6/3/2015	Inquire Boulder	Folsom Street, Iris Avenue	1	1				negative	congestion safety	Just voice my concern over the proposed traffic lane reductions on Iris Avenue & Folsom Street to 2 lanes and wider bike lanes. The east/west Iris Avenue road is heavily traveled & this proposal will force folks out of their cars but will cause greater traffic congestion & possibly dangerous situations for drivers & cyclists. Very opposed to the proposal.
Cathy	6/3/2015	Inquire Boulder	Folsom Street, Iris Avenue	1	1				negative	auto congestion safety	Just voice my concern over the proposed traffic lane reductions on Iris Avenue & Folsom Street to 2 lanes and wider bike lanes. The east/west Iris Avenue road is heavily traveled & this proposal will force folks out of their cars but will cause greater traffic congestion & possibly dangerous situations for drivers & cyclists. Very opposed to the proposal.
Lola	6/3/2015	Online Comment form	Folsom Street, Iris Avenue	1	1				negative	auto congestion neighborhood cut thru	Comments: Not a good idea! You are going to consider car traffic in busy streets, families will benefit from improving on building more bike paths. Use money to fix streets full of potholes! I live in Kalma Ave., lots of families bike on this street, plus Crest View and Foothill students, baseball kids, etc. If you redo Iris Avenue, more drivers will use Kalma, making it dangerous.
Carolyn	6/3/2015	Online Comment form	Folsom Street, Iris Avenue	1	1				positive	safety communication	Comments: I think the proposed "right turn" evidencing is a great idea. I'm 62 and do most of my in-town errands by bike and an e-bike. I look forward to the increased safety on all these corridors. In addition, I'm guessing that the changes to Folsom Street and Iris Avenue in particular will make the neighborhoods on both sides of these streets feel more connected.
Virginia	6/3/2015	email to Council	Iris Avenue				1		negative	auto congestion existing bike lane	I would like to comment on this proposed project. I have lived in Boulder long enough to remember when Iris Avenue was a one lane dirt road (quite a few years ago). If this project is implemented, Iris Avenue may as well become a one lane road again, with much increased traffic. There are very few East/West routes in our fair city. Taking away one would very detrimental to all, not just motor vehicles. There are some very great bike paths and some great streets for cars. It seems to me it would be better to train users how to use these things for everyone's benefit, rather than take away their intended use. Not everyone has the ability, time, and energy to ride a bike. Just as not everyone is able to have a car. Let's not jeopardize either by creating unwanted barriers to either. Thank you, Virginia (Ginny) Velehr
Tina	6/3/2015	Online Comment form	Iris Avenue	1					negative	auto congestion heavy truck traffic	Comments: Very bad idea! Making Iris Avenue into 2 lanes for cars: Where do all those big trucks we see everyday on our streets plan to go?? Maybe carry concrete mixers & large lumber on bicycles?? How about the buses? One stops to let off passengers & the whole street backs up! You don't want me on a bicycle. I gave that idea up years ago so you don't have to get me off the street! I condense my driving to multiple purposes per errand, very efficient. North Boulder is already very congested. Traffic up & down Broadway increasing due to the density the city has allowed north of Poudre. Where will all that traffic go?? You won't stop the cars, only make it harder to get around. There are very few through streets for cars here. The bike lanes cut onto side streets making it safer for everyone. Please don't cause more accidents by making Iris Avenue single car lane street! You are discriminating in your planning against a whole group of residents.
Susan	6/3/2015	Online Comment form	Iris Avenue	1					negative	auto congestion	Comments: Hi. I have already sent a comment about 63rd Street and 55th Street since I drive those roads most often. I just used Iris Avenue, and it was full of traffic in both lanes in both directions. I was driving around 11:15am. This area can't afford losing a lane either. I had an idea that could help you see the negative impact removing a lane of traffic in all of these areas would have. Why don't you simply close a lane in each direction within an area area for a few months and monitor how the traffic congestion increases. You could check at various times of day, but especially during rush hour and other times that get a lot of traffic. I am sure you will get a lot of good data and feedback once you see how congesting these area will make car driving much worse while not really adding any significance to bike traffic at all.
Linda	6/3/2015	Online Comment form	Iris Avenue	1					negative	neighborhood cut through	Comments: I attended the meeting last evening at the NBRC to discuss how the Iris Avenue Street corridor changes will impact neighborhood streets, specifically Kalma Ave. I have lived on Kalma Ave for 25 years and have been involved with the transportation department to slow traffic down on Kalma and discourage drivers from using it as a cut-through street. When Iris Avenue has a lot of traffic and/or backed up, drivers will use our street Kalma Ave, as a cut through and drive at excessive speeds which is particularly dangerous since there is such a significant curve. Many neighbors are concerned that the changes to Iris Avenue corridor will divert traffic onto our street on which many children/families ride their bikes. Perhaps Iris Avenue will be safer for bicyclists, but this is at the expense of neighborhood streets that Boulder has been committed to in the past (downright dangerous cut-through traffic).
Ayan	6/3/2015	Online Comment form	Iris Avenue	1					positive	safety reduce traffic volume	Comments: This is a Great Idea for Iris Avenue Ave! Please give it a try. It has the potential to be really great for biking and helping reduce traffic noise and speed. Thank you, Ayan
Douglas	6/3/2015	Online Comment form	Iris Avenue	1					unclear	auto congestion	As residents of North Boulder we use Iris Avenue as our primary East/West route for getting around Boulder (and beyond). I'm very interested in watching how the "experiment" of closing down one lane of vehicle traffic works but I'd also like to request that the city share some data so we can better quantify the impact, success, failure. Specifically can you share the following metrics: -Current Data for Iris Avenue Avenue (Broadway to 28th) Average Vehicles Per Hour Average Cycles Per Hour Average Accidents Per Hour Number of Accidents Past 30/60 Days (All Types) Number of Accidents Past 30/60 Days (Involving Cyclists) I'd also like to understand the impact to side streets that "might" become more frequent routes for motorists if Iris Avenue traffic is more congested or slower. I believe this can be easily accomplished by taking car counts for 7-8 day prior to the Experiment and then keeping those in place the duration of the Experiment. Traffic patterns on those side streets will change over time if there are frequent delays and frustrated motorists begin seeking "short cuts" around the bottleneck. The pre-experiment data is critical as a "control", so I'll be interested to hear back if this can be accomplished (and if not, why not). If there is other data
Jim	6/4/2015	Online Comment form	55th Street	1					negative	auto congestion	Please visit 55th Street during peak hours and see how much traffic is on it. Turning it to one lane would be disastrous. I bike commute on it almost everyday and it is fine as it is. I am also usually the only one on it too. The only real issue is RR crossing which is dangerous. Fix that if anything. On 63rd Street, do not see the need to do anything here too. I ride that section frequently and use the path which is on the west side of the road. What could be done is use more signs to tell cyclists to use the path who don't use, which is pretty dumb in the first place.
Phillip	6/4/2015	Online Comment form	55th Street	1					negative	auto congestion cart bike	Anyone who actually lives and works in Boulder or this area in particular could not possibly be happy with this idea. This location is many miles from downtown, restaurants, and the major middle and high schools. It is a business park with plenty of bike usage. Decreasing the car lanes will not increase bike riding, just traffic jams. Furthermore, riding a bike to work is just not an option for busy families and I'd imagine 90% of the workforce out here is from out of town. My observations from having worked in Flatiron Park on 55th Street for years. 1. Make bike travel safer and more appealing for older people, women, and families with children? There are 2 bike paths - north/south and east/west in proximity to 55th Street street. I have seen many bikes on these paths and on 55th Street. It seems likely that people who choose to bike in this area are already riding to work on 55th Street because they are much safer and faster. For this targeted group, I would suggest that they continue to use these bike paths and avoid the potential car/bike confrontation that will still be possible with expanded bike access to 55th Street street. I would suggest that these lane reductions will actually make bike travel more hazardous on 55th Street street during peak business hours than it is now. 2. Reduce residential traffic. I normally come into the office before 7AM and leave after 6PM because of the congestion at the intersections of 55th Street and Pearl, and 55th Street and Arapahoe. The added frustration and impatience associated with being stuck in traffic while trying to go a few blocks would probably lead to less attentive driving and/or more aggressive driving behavior and more risk to cyclists. Finally, this is a business/industrial area. I suggest that these lane reductions on 55th Street does not make any sense.
Bob	6/4/2015	Online Comment form	55th Street	1					negative	auto congestion existing bike lane	I would not support downsizing 55th Street to 2 lanes. I already experience congestion at peak times with difficulty accessing my office or pulling out of my office complex on 55th Street. With train traffic (frequently) the traffic already backs up several blocks when stopped for trains. This would become completely untenable with only two travel lanes.
Patrick	6/4/2015	Online Comment form	55th Street	1					negative	auto congestion train	I work at 55th Street street and commute daily. The reduction of lanes will negatively impact not only my commute but also everyone else who works in Flatiron Park. There is not enough bike or pedestrian traffic along 55th Street for this to be considered a viable solution. There is already traffic complications cause by the train track crossing 55th Street street. This will also negatively impact traffic because there are many businesses along 55th Street that do not have turn lanes, and reducing the lanes will cause more traffic by cars turning.
Kelby	6/4/2015	Online Comment form	55th Street	1					negative	auto congestion train	This section of Street already has a lot of vehicle traffic for people commuting to work, many of whom live far away from biking to be practical. By removing a car lane it will add at least 10-15 minutes of wait time at the intersections. More time in a car means more gas consumption, which is bad for the environment. There is already a bike lane there. I do not think there will be enough of an increase in bike usage to justify the additional wasted gas.
Derek	6/4/2015	Online Comment form	55th Street	1					negative	auto congestion sling cars	This proposed restructure to 2 lanes is ridiculous. There are so many businesses, such as mine, in this area that reducing from 4 to 2 lanes will greatly increase traffic. There are already bike lanes on each side as well as sidewalks. Fix the railroad crossing if something needs changing but don't force a bottle neck on the thousands of who work here.
Noah	6/4/2015	Online Comment form	55th Street	1					negative	auto congestion	I would like to strongly urge that the plans to make 55th Street two lanes rather than 4 is not acted upon. I have worked in this area for 28 years and the traffic is very congested as it is. This would create major problems for everyone.
Marsh	6/4/2015	Online Comment form	55th Street	1					negative	auto congestion	I work in Flatiron Business Park off 55th Street and Central Ave. This is a business park, there is significant traffic throughout the work-day - and phenomenal traffic during rush hour. Reducing 55th Street from 2 lanes to 1 lane is ridiculous and will take rush hour from bad to worse. Snarling traffic at rush hour will impede fire/police response - there is a fire station on 55th Street south of Arapahoe. If you want to widen the bike lane - then pay to widen the street and cut down width of the sidewalk.
Peter	6/4/2015	Online Comment form	55th Street	1					negative	auto congestion Fire Station Access	Have you considered the traffic impact of closing 55th Street Street between Arapahoe and Pearl when a train crosses? I work in an office on 6425 55th Street St. Traffic routinely backs backed up flatiron Lk during rush hour when a train crosses. Simply rebarbaling a street that backs up regularly extend past Pearl. What about the north bound traffic on 55th St?? CherryRd Lk is already closed for the summer. Reading to additional traffic on 55th Street. This is the success/fail criteria for this program?
Cody	6/4/2015	Online Comment form	55th Street	1					negative	auto congestion auto congestion	Although I support bike lanes and am glad to see a proposal for over 10 years I cannot support your current proposal to reduce 55th Street from four lanes to two for the purpose of creating a more pedestrian and bike friendly environment. The negative consequences to auto traffic would be immense. I work in Flatiron Park and like thousands of other folks who live outside Boulder's bicycling commuting range: I carpool daily to and from Boulder. Currently during evening rush hour, the northbound right lane of 55th Street backs up over a quarter mile to turn right on Pearl. Your proposal would create a parking lot. Please observe the 55th Street and Pearl intersection from 4:45-6:40 and you will see a big problem even though the city just spent millions fixing that intersection post-flood. Also, with the proposed 2 fewer lanes it will be almost impossible to make a left turn from a side street or business parking lot during rush hour so if you decide to go ahead with this project, be sure additional stop lights are your budget so the over 3,000 people that currently work in Flatiron Park can get home. Please also consider that there is a lot of commercial traffic (trucks) using 55th Street to access Flatiron businesses between rush hours or to worse traffic that would be impeded/diverted by the Living Lab proposal. Additionally, when the train blocks 55th Street Street, cars pile a hundred of yards both ways.
Keith	6/4/2015	Online Comment form	55th Street	1					negative	auto congestion train	I am very afraid that. Reducing 55th Street Street to 2 lanes will cause more congestion and accidents. I am a business owner at Flatiron Park and travel this area sometimes 4 times a day, my business has about 15 employees and 250 clients. Thank you, Rachel Taylor Segel
Rachel	6/4/2015	Online Comment form	55th Street	1					negative	auto congestion access	While I find bike lanes to be very important, it's surprising to me that the combination of bike lanes already present on 55th Street along with the alternative routes around the office park and through it are not sufficient. At high traffic times and with the train track crossing just by Arapahoe and 55th Street, removing the extra lane would cause unacceptable levels of traffic back up trying to get in and out of the office park. Thinking more about this: Where is the consideration for commuters, the business park? 55th Street is NOT an urban corridor where grandpa, grandpa, the parents and kids go for a Tuesday afternoon bike ride! What was the thought process behind this? Was there one? Exiting the business park going North on 55th Street, turning right on to Valmont, there is a long line even now. Imagine how much further that will be backed up when there is just one lane? We'll have difficulty leaving the business park to get home! I hope FedEx raises a huge stink about this! Worse than the sink I'm going to raise daily. This is not a good plan for business. Traffic in Boulder is already horrible. But this will just make it worse. Living laborator... what a bunch of crap. What about reality? Our daily lives. You can't experiment with our lives and expect us to journal about what it's like with a bike lane.
Gary	6/4/2015	Online Comment form	55th Street	1					negative	auto congestion	I just heard of the plans to reduce 55th Street street down to 1 lane each direction. This is a terrible idea. They shut down one lane to do construction recently and it was a horrible backing of traffic. There are more cars than bicyclists and they already have lanes created for them. Please do not do this. Traffic will be terrible. Please free free call if you need any details.
Rebecca	6/4/2015	Online Comment form	55th Street	1					negative	auto congestion	I work in the Flatiron Park business district and commute by car to Boulder every two days for work. The traffic on 55th Street is already horrendous. Thousands of people commute from Flatiron Park to work in the businesses in Flatiron Park. Biking is not a feasible option. Biking is a much better and dismuted that the city would even consider restricting 55th Street to two travel lanes. Seriously? Count the cars. Please consider the businesses and their employees, bringing REVENUE to this city.
Cathleen	6/4/2015	Online Comment form	55th Street	1					negative	auto congestion	I do quite a bit of business with companies along the part of 55th Street street in question and it is already a bit of a mixed bag for traffic. If a train ever comes through it seems to readily congest and the shoulders seem quite wide for bikes. Shrinking the road to a single lane would be a step backwards for the city and the many companies that call the 55th Street Street corridor home. If the city wanted a better solution a more comprehensive bike trail system that not negatively impact businesses traffic would be preferable. Reducing 55th Street Street between Arapahoe and Pearl from four lanes to two is an awful idea. Given how many people work in the office park and other businesses in that area, vehicle traffic - especially at rush hour - is already problematic. Further, the existing sidewalks and bike paths in the area seem more than sufficient for the volume of foot and pedal traffic.
Tim	6/4/2015	Online Comment form	55th Street	1					negative	auto congestion access	I currently work in the Flatiron Business Park off 55th Street near the intersection at Pearl/Valmont. I am a Boulder native and while I understand the desire to create more opportunities for cyclists and pedestrians, the fact remains that many people who work in Boulder cannot afford to live here (myself included). I think it's very short sighted of you to assume we all have the luxury of walking to or biking to or taking the bus to work. Taking 55th Street down to two lanes of traffic is utterly ridiculous. First, I have seen firsthand how efficient the City of Boulder's contractors are at roadwork. I can only imagine how many months of construction we are all in for if you move forward. Second, 55th Street Street is the only major North/South route between 76th and Foothill Parkway to access many businesses in the area. Do you really want to increase the traffic by Stasio Ballfields by 80%? My office faces 55th Street and I see daily the back-ups and traffic jams that already occur during peak driving times. Cutting this to one lane in each direction will create considerably more auto emissions because we'll all be sitting on the side of the road waiting for an opportunity to merge into traffic. I really hope you reconsider this plan. While I appreciate the beauty of
Sally	6/4/2015	Online Comment form	55th Street	1					negative	construction auto congestion	There is no need to reduce the number of lanes on 55th Street to accommodate bicycles. That might be the dumbest idea I have ever heard. There is already plenty of room for bicycles. This will cause a negative impact on normal traffic and make 55th Street a major headache. Those of us who work in Flatiron park must use 55th Street to get to our offices. As there is no alternative route, You would be better off building a trail of path in the existing open space just east of 55th Street or building additional through streets at Commerce, Range or 48th.
Matt	6/4/2015	Online Comment form	55th Street	1					negative	existing bike lane auto congestion	

Eric	6/8/2015	email to Council	Folsom Street		1	positive	safety	Better for cyclists	Dear Council and Transportation Board - I support the proposed changes to remove traffic lanes from Boulder streets in favor of wider bicycle lanes, especially on Folsom Street. I've commuted by bicycle along Folsom Street between Pearl and Colorado for thirteen years. It's one of the most miserable bike corridors in the city, and it's interrupted by bus stops every block. Every time a pothole forms, it takes up most of the usable bike lane. And I can't count how many close calls I've had with large vehicles creeping over the white line. Though I don't see anything about it in descriptions of the proposed evidence phase, I also hope "leading" bus stops between the traffic lane and the bike lane can be tried eventually. The HPD always seems to average the same speed as a cyclist, leading to the dangerous and annoying "leapfrog" phenomenon. -Eric D. Zimmerman
Jessica	6/8/2015	email to Council	Folsom Street		1	positive	safety		Hello, My name is Jessica and biking is my main mode of transportation around Boulder. I frequently cycle along Folsom Street, and I strongly support the Rightizing Boulder Streets Pilot Project. I know several people that have had close calls and been hit by motorists while biking and this project, and projects like it are important steps to make the roads safer for me and all other cyclists. Thanks, Jessica
Glenn	6/8/2015	email to Council	Folsom Street, Iris Avenue		1	negative	auto congestion	existing bike lane	To whom it may concern, I'm emailing you to voice my opinion about the bike lane Rightizing project. I commute by bike every day to the University of Colorado and ride on Folsom Street and Iris Avenue, where the rightizing will occur. I think the idea of taking lanes away from cars for bikes is ridiculous for these reasons: There is way more car traffic than bike traffic, it doesn't make any sense to take away lanes from cars for bikes. Taking away car lanes is just going to make cars angry and less patient with bikes, making it more dangerous for us. I highly doubt this project will raise bike ridership by any significant amount, maybe 3%? Boulder is one of the best places in the country to ride a bike, if you aren't comfortable riding here, you're not going to be there. Lastly, it is a huge waste of money to change the streets that are in fine working order at the moment to do this. And to change them back, supposedly if that ever happens. Thank you for reading, Glen Bierke, Ph.D.
Mike	6/8/2015	Online Comment form	Folsom Street, Iris Avenue		1	negative	auto congestion	emergency vehicles	Living Lab Folks: I hope your projects on Iris Avenue and Folsom Street both work! I think that they will probably be best viewed at 10 AM on Sunday mornings. Rush hour M-F... well not so likely to be a big success then! If there was any coordinated attempt at making Foothills Parkway actually carry traffic around Boulder I would give this project a bit more of a chance at being successful. But lets face it... Foothills Parkway is aptly named as cars wait for light after light at Valmont and Arapahoe and Baseline during rush hour... parked... idling... waiting... day after day. Why not share the wealth and congest some other roads as well??? And yes, I know that building even one overpass on Foothills Parkway would be so very expensive.... but isn't there an expense for doing nothing as well?.... so lets do the obvious thing and try to create Foothills Parkway on Iris Avenue and Folsom Street. Yes... I saw that your computer models show that significant wait times should not increase.... and you have very expensive and multiple Series Planners who are all saying that this will all work.... but from my daily view of traffic on Iris Avenue and my common sense tells me something else is far more likely to occur. 1) WAVES OF TRAFFIC My main concern is that this "Calming Traffic" fix will
Amy	6/8/2015	Online Comment form	Folsom Street, Iris Avenue		1	negative	auto congestion	no bikers	I am very opposed to reducing car lanes on Iris Avenue and Folsom Street. I live on Hawthorn west of Broadway, it is already extremely difficult to head north because there isn't a stop light. If the car traffic lanes are reduced to one, it will be nearly impossible to head north. At rush hour, when the lanes heading north back up with traffic, it can take up to 5 minutes to turn left to head north. Secondly, there are many, many more cars on these streets than bikes, so I am not sure why in the world this is even being considered. There are plenty of bike paths in Boulder and we have spent millions of dollars creating underpasses on major thoroughfares for bikers.
Rich	6/8/2015	Online Comment form	Folsom Street, Iris Avenue		1	negative	auto congestion	Communication	Are you kidding? Tell me that this is just a joke, OK? Has anyone from the transportation department even tried to use Iris Avenue from about 3:30 until 6:30 at Folsom Street, when the light turns red, traffic backs up in both lanes almost to Hermosa Street, let alone past 25th Street. And you now want to limit that to one lane? With a bus every half hour to stop up even more traffic? Why was no surveying done of the motorists who might NOT actually be inconvenienced to gauge public opinion on that? Where are the "surveyors"? I have heard a little about, and how do you get invited to take them? Unless, of course, you belong to the two-wheeled community. What in the world is going to happen when it snows? Or rains hard? Will all these intruded bicyclists still be out there, will they accommodate to their cars. Then the backup will be solid along the whole length of the street. You guys have simply got to be kidding about this. City Transportation Department have needed to hear with no impact on traffic or transport times... right? There's another good one!
John	6/8/2015	Online Comment form	Folsom Street, Iris Avenue		1	negative	auto congestion		I strongly oppose this project, particularly at its pignals to Folsom Street and Iris Avenue Avenue. Boulder has an existing traffic congestion problem. Folsom Street is currently one of the least congested North-South streets through the heart of town. Similarly, Iris Avenue Ave. - especially on its West end starting at Broadway - is one of the least congested East-West routes through town. The removal of two lanes of traffic (one in either direction) on the proposed stretches of Folsom Street and Iris Avenue will dramatically negatively impact traffic congestion. The alleged benefit of significantly increasing bike traffic by widening the bike lanes along those stretches by a couple of feet is dubious at best, and we all know that once a change like this is made - even if the benefits prove to be negligible - it will never be undone and the original car traffic lanes will never be there. Plus, with no guarantee that this project will achieve its intended result of significantly increasing bike traffic, can Boulder justify the expenditure of what will be considerable taxpayer, i.e. community, funds?
Dan	6/8/2015	Online Comment form	Folsom Street, Iris Avenue		1	negative	auto congestion	environment	This is a really bad idea! The congestion is already terrible so these changes. Closing lanes will increase pollution. This is not going to get more people on bikes.
Christine	6/8/2015	Online Comment form	Folsom Street, Iris Avenue		1	negative	auto congestion	neighborhood cut thr	I live in Newlands. Removing vehicle lanes will only serve to cause more driver frustration, pollution from idling cars and longer drive times, and alternate routes through residential streets. Have you seen the Foothill school traffic? Find ways to expand the bike paths. I resent others speaking for me and assuming that with the right circumstances, I will ride a bike to work or to my daily errands or my work commute. DD NOT REDUCE THE BICYCLE LANES ON FOLSOM STREET AND IRIS AVENUE
Lucky	6/8/2015	Online Comment form	Folsom Street, Iris Avenue		1	negative	auto congestion		I'm a biker, love to bike, and I think the Folsom Street and Iris Avenue downsizing is a horrible, horrible idea.
Alice	6/8/2015	Online Comment form	Folsom Street, Iris Avenue		1	negative	can't bike	auto congestion	I do not agree that reducing vehicle traffic lanes on Iris Avenue and Folsom Street will assist in reducing traffic congestion. While it may be feasible for Boulder City residents to ride their bicycles instead of driving cars, it is not feasible for those of us who do not live in the City of Boulder, such as those of us who live in the mountains west of Boulder. We live in Boulder County and work and go to school in the City of Boulder, and those circumstances require that we drive our vehicles to town on a daily basis. Iris Avenue and Folsom Street are already very busy streets, which are often congested because there are major arteries through the city. To reduce traffic lanes on one street to accommodate bicycles will only make it more difficult for those of us who rely on those streets to get to work and school. This will become only more problematic once the University and Boulder Valley schools resume classes in late August. Indeed, university traffic in the streets of Folsom Street from Valmont to Arapahoe is already seen at all times of the day, and it will be detrimental to an already existing issue. I pay taxes and registration fees for my car and I want our road lanes to be for cars! If the City is considering the removal of street lanes and replacing them with a dedicated bike lane then bike users who wish to use these lanes should have to pay a licensing fee and be required to place a license plate on the bike, this way we can go to maintenance. They don't seem to have to pay to use and upkeep the roadways and they don't seem to be reporting any issues. In a previous article I read in the Daily Camera about this there was mention of this dedicated bike lane reducing accidents. I do not think this is a true statement. If the City wishes to reduce accidents then they should look into making car bus lane, and phone use illegal so that
Linda	6/8/2015	Online Comment form	Folsom Street, Iris Avenue		1	negative	existing bike lane	auto congestion	I primarily get around town by bicycle, and regularly bike the segments of Iris Avenue and Folsom Street under consideration. As a dedicated cyclist, I greatly appreciate the City's desire to build safe travel around town on two wheels. However, the removal of two lanes on Iris Avenue and Folsom Street raise several concerns for me. As already busy corridors for car traffic, particularly during commute hours, my fear is that going to a single lane in either direction would result in a steady stream of traffic with fewer "gaps" that allow traffic to enter from side streets. This also would exacerbate what I feel is the most dangerous aspect of widening these two corridors - crossing into traffic from the bike lane to make a left turn. That said, my greater concern is with the proposition of adding physical barriers between car traffic and the bike lane. I find it need to leave the designated bike lane at least momentarily on virtually every ride, whether it be to avoid debris, overtake a slower moving cyclist, or to simply cross the street to make a left turn. My sense is that confining cyclists to a relatively narrow lane using a physical barrier (posts, planters, etc.) may introduce a new danger in the form of striking a barrier that offsets the intended protection from car traffic. While hitting such a barrier is a concern, it is not the most significant concern. To Boulder City Council and Transportation Advisory Board - I support rightizing Boulder streets via the Living Lab project - specifically the changes and study area proposed for Iris Avenue and Folsom Street Avenues. I believe it's important to measure the impact of reducing lanes in our high capacity corridors as well as exploring safer transportation routes for cyclists and pedestrians. I would suggest the following per the proposals: 1) Ensure you are measuring impacts of changes to other high flow corridors - specifically, Edgewood Avenue. Edgewood continues to be problematic with respect to westbound speeding and traffic density. 2) I would suggest the multiple turn lane options to Broadway Avenue and Valmont - specifically, double left turn lanes on Folsom Street onto Arapahoe, and double left turn lanes from Iris Avenue onto Broadway. Thanks, Jason Ramus
Wendy	6/8/2015	email to Council	Folsom Street, Iris Avenue		1	positive	safety		Dear City Council, Boulder prides itself on being bike friendly and supportive of alternative transportation. Not all of our heavily traveled streets reflect these values. We have a very high number of bicycle commuters in town, myself being one of them. Some of our streets are great to ride on as a bicyclist and some are not. As a driver, I worry about cyclists on some of our busier streets. As both a bicycle commuter, a frequent driver, and a recreational cyclist, I completely support the proposal to widen some city streets and make them safer for all users. Why would we want to jeopardize our quality of life and the safety of our residents? Please support bike lanes whenever possible. Thank you, Wendy Dublow
Dominik	6/8/2015	email to Council	Folsom Street, Iris Avenue		1	positive	safety	Better for cyclists	My name is Dominik, and I regularly ride on Folsom Street and Iris Avenue. I support the pilot project re-allocating some road space from cars to bikes, because it will make it safer and more pleasant for me and others to ride bikes in the city as everyday transportation. Feeling safer riding my bike will help me to use my bike more frequently. Please let the project move forward, so we can have an informed decision based on our experiences and actual before-and-after data - about whether this kind of infrastructure is safe for Boulder. Thanks Dominik Schneider
Will	6/8/2015	email to Council	Folsom Street, Iris Avenue		1	unclear	auto congestion		How about banning bikes on Broadway between Baseline and Iris Avenue? There is a danger there and there are adequate bike lanes on 9th St. and now Folsom Street. Please consider. Sincerely, Will Wackett
Michelle	6/8/2015	Online Comment form	Iris Avenue		1	negative	auto congestion	neighborhood cut thr	Iris Avenue is my main road to get to all my errands, grocery, kids activities, and work. There is not a time of day (except early morning or late night) that Iris Avenue is not congested with cars making full use of both lanes. During my many trips on Iris Avenue, I never a biker. When Iris Avenue is backed up and I take side streets, I see many bikers. They are taking full advantage of the quiet wide roads of the side streets through the area. Reducing lanes on Iris Avenue will force more car traffic into the neighborhoods... gone will be the days of the bike being able to bike safely on their street and I will be trying to avoid the congestion on Iris Avenue. Also in the winter, Iris Avenue is rarely plowed adequately, and with the snow and cold, very few people will be taking advantage of those bike lanes. Why are you taking a major artery and increasing the congestion? I'm just wondering which people will be using this to bike to work. Just observed the intersection of Iris Avenue and Broadway any weekday from 7:30-9 and again from 3-6 and you will realize that this is an awful idea.
Barbie	6/8/2015	Online Comment form	Iris Avenue		1	negative	auto congestion	can't bike	This is about the dumbest idea, removing a traffic lane to enlarge the bike lane! Traffic congestion in Boulder is already difficult. And somehow I think you are forgetting about people who need to get around town by car, who are not physically fit enough to ride a bicycle. Removing vehicle lanes on Iris Avenue is a bridge too far in making Boulder bike friendly (which it already is). Working women with kids still won't commute by bicycle because I can't haul 2 kids to 2 different schools, drop off the dog at daycare AND commute to work in Denver - all on a bike. It's just not going to happen, and in the meantime - no matter what your models show - drivers in Boulder don't always pay attention, won't use the turn lanes as planned, will only partially pull into turn lanes, and on Iris Avenue in particular traffic will back up on one of the only main ways to get from east to west Boulder and to the North Boulder Rec Center. Some of us can't do everything on a bike, and sacrificing vehicle lanes isn't a of a sudden going to produce a lot of working moms like me cycling over town. Your minds are already made up, but register me as one very annoyed driver.
Andrea	6/8/2015	Online Comment form	Iris Avenue		1	negative	can't bike	auto congestion	Anyone who have an "experiment" obviously nobody knows what the are doing - More gimmicks/SMART/sustainable!!! Don't waste space and money on landscaping, medians, etc. which the City foofs endlessly replace regularly with the lawnmower funds. We already spend \$20 million Broadway with absolutely no increase in car, bus or bike capacity and made the street less safe. Foothill School/Avenue/Broadway is a disaster now and Option 1 will only make it worse and Option 2 is even a poorer choice. Either leave the mess as is or widen at major cut Broadway to add car, bus loading and bike capability.
L	6/8/2015	Online Comment form	Iris Avenue		1	negative	existing bike lane		I drive all these corridors routinely. I oppose your proposals across the board. Bikes simply do not need further preferential treatment. State laws already provide for adequate safety. You should focus more on bicyclist education, such as wearing reflective clothing, requiring cyclists to have lights and reflectors, etc. Thank you.
Penny	6/8/2015	Online Comment form	Iris Avenue		1	negative	existing bike lane		My name is Michael Quinn and I am the Producing Artistic Director at 807 Stage (Boulder's Dinner Theatre). I couldn't make the meeting last night regarding lane closures and adding bike lanes in various locations in Boulder. I have to speak up on the closing of lanes on 55th Street. Why do you want to make traffic in and out of Boulder worse? Foothills Parkway during rush hour is a mess, and 55th Street is often the easiest way to get in and out of town. The traffic here during the evening rush hour is often at a standstill. The cars down here are not residents, they are commuters trying to get in and out of Boulder!!! The traffic from Arapahoe to Baseline on 55th Street is always parking lot from one end to the other. Which then backs up to Pearl. Then there's the train! Everything you do to make Boulder "calm" and bicycle friendly just makes traffic more of a nightmare and I bike ride on the sidewalks on 55th Street as a result! Why don't you replace the sidewalks with bike paths? Why inconvenience the majority for the few of us that might ride their bikes. I heard that an argument was raised that it would slow people down. You can't get much slower than a dead stop which is where we are RIGHT NOW!!! It's just going to make people be stopped in traffic for a much longer period of time and very annoying in the process. Oh there have been studies made regarding all of this. Why don't you and Dear Mami and IRL, I am writing about the proposed changes to denish drivers lanes on 55th Street. I am writing about the proposed changes to denish drivers lanes on 55th Street. So let me get this straight - the City wants to clog traffic more than it already is in order to provide more elbow room for bicyclists? Do I have that right? It seems to me that the current bike lane on 55th Street is the same width as all the other bike lanes throughout the city. Why do bicyclists on this particular route work in Boulder and in in Brookfield because I can't afford to live within the confines of Boulder proper. My commute is usually about 35 minutes (I purposely come in early for that reason), but going home it's at least 45-60 minutes. If you close down a whole lane on 55th Street one of my usual routes home, you will impact traffic, will back up on one of the only main ways to get from east to west Boulder and to the North Boulder Rec Center. Some of us can't do everything on a bike, and sacrificing vehicle lanes isn't a of a sudden going to produce a lot of working moms like me cycling over town. Your minds are already made up, but register me as one very annoyed driver.
Susie	6/9/2015	email to Marri	55th Street		1	negative	auto congestion	can't bike	I oppose eliminating lanes on 55 Street between Arapahoe & Pearl. With the number of businesses located east of 55 Street, I think the proposed change will cause traffic jams at rush hours. If you want to improve the ability to navigate this corridor, I think it's important to fix the uneven crosswalk at the railroad track. That uneven surface is dangerous for both cars and bikes. I think it would be a better investment of city funds to improve / widen the bike paths to eliminate traffic jams at high traffic areas (e.g. near Scott Carpenter Park) and to separate bike and walking traffic. I think that improving the bike paths will incent more families and seniors to ride bikes.
Phyllis	6/9/2015	Online Comment form	55th Street		1	negative	auto congestion		

Name	Date	Method	Location	Support	Score	Category	Comments
							Dear City of Boulder Council Members: As a local citizen of Boulder, I want to express my fullest support for the Right-sizing Boulder Streets Pilot Project. I am proud to live and work in a city that continues to support human transportation, in all its forms. This project in particular is noteworthy because of the measurable safety improvements that it can bring to our community. I am a strong believer that the safety benefits of projects such as those proposed in the Right-sizing Pilot Project will be felt not only by the people using bikes, but by the people driving cars/trucks/buses/motorcycles/etc., as well. I look forward to evidencing out all of the pilot projects, but am especially excited for the Folsom Street project, where I commute on a weekly basis. I hope that you all choose to support these projects, in full. Thank you, Morgan Shimabuku
Morgan	6/10/2015	email to Council	All Corridors	1	1	1	positive safety
Mike	6/10/2015	email to Council	All Corridors	1	1	1	positive safety
Timothy	6/10/2015	email to Council	All Corridors	1	1	1	positive evidence
Gina	6/10/2015	email to Council	All Corridors	1	1	1	unclear auto congestion
Terry	6/10/2015	email to Council	All Corridors	1	1	1	unclear auto congestion
John	6/10/2015	email to Council	All Corridors	1	1	1	unclear safety
Tom	6/10/2015	email to Council	Folsom Street			1	negative auto congestion
Mike	6/10/2015	email to Council	Folsom Street			1	negative auto congestion
Jon	6/10/2015	email to Council	Folsom Street			1	negative auto congestion
Angela	6/10/2015	email to Council	Folsom Street			1	negative Future Growth auto congestion
Ellen	6/10/2015	email to Council	Folsom Street			1	unclear auto congestion
Karla	6/10/2015	email to Council	Folsom Street, Iris Avenue			1	negative auto congestion
Sama	6/10/2015	email to Council	Folsom Street, Iris Avenue			1	negative auto congestion
Karla	6/10/2015	email to Council	Folsom Street, Iris Avenue			1	negative auto congestion no bikers
Clove	6/10/2015	email to Council	Folsom Street, Iris Avenue			1	negative existing bike lane auto congestion
Maura	6/10/2015	email to Council	Folsom Street, Iris Avenue			1	negative existing bike lane
Donna	6/10/2015	email to Council	Folsom Street, Iris Avenue			1	negative neighborhood cut through
Andy	6/10/2015	email to Council	Folsom Street, Iris Avenue			1	positive safety
Peter	6/10/2015	email to Council	Folsom Street, Iris Avenue			1	positive evidence

Bryan	6/11/2015	Online Comment form	55th Street	1				negative	no bikers	auto congestion	As one of a majority of people who commute from outside of Boulder every day, I cannot support any decrease in usage for vehicular traffic in this business park area. While I recognize that this may have a positive influence for some Boulder residents, this would have an extremely detrimental effect to a vast majority of the users of 55th Street between Arapahoe and Pearl. In my time working in the Flatirons Business Park, I have seen one biker use 55th Street. It would seem that this large construction project would go unused. Thus so, it appears that an extreme portion of workers in this area are out of town commuters, and reducing these lanes would cause further traffic issues to an already congested area.
											In general the city's road and traffic experiments of late have been failures at best. The use of non-intuitive traffic lane markings on east bound Pearl Street approaching the 28th Street intersection, and west bound Arapahoe approaching foothills have resulted in several near misses in traffic accidents with me when I hold the curved or bent lane markings and others, either due to rain or snow obscuring lines, or being from out of town or driving to other visual cues, cross into my lane nearly striking me. Where there were straight lanes the traffic department bent them, confusing and angering motorists. The destruction of east bound Arapahoe from 63rd Street to 75th is a classic example of a failure of use of resources and no better flow of traffic. Again the road use design and markings have left drivers confused, making errors according to road marking and in general making navigation choices counter to intuitive traffic patterns. The best example of this very poorly designed road use and markings is west bound Arapahoe traffic that wants to turn right on 63rd Street. Go try it sometime. Further... on Arapahoe as an example the road was closed/under reconstruction and reconstruction for 2 years. The cost to taxpayers directly must have been \$10,000,000 and indirectly another \$10,000,000 in lost productivity. The pollution of 700 days of stop and go traffic and all the off-road diesel burned is an ecological disaster from day one. Even if my facts are wrong the concepts stand. Tearing up a road, using valuable funds, wasting people's time, creating pollution in construction and wasting resources has the one mile rebuild of Arapahoe an economic and environmental disaster. For what? As if foot wide sidewalks that no one walks on? Bike lanes that get little use, more people bike east on Valmont than east on Arapahoe. Significant roadway lanes were set aside for bus lanes; and to be blunt in all the times I have used the road, haven't seen a bus on it. The wasted engine fuels to neck traffic from 3 lanes to one would be a non-starter if that cost were considered. Millions wanted for no net gain. Hey Go Boulder/Living Lab, here is your experiment. Use your data and do an honest cost and environmental impact study. Just the necking to one lane and stopping and starting of cars at 63rd Street to go east is a net loss environmentally on its own.
Timothy	6/11/2015	email to Council	55th Street	1				negative	noise		Leaving two lanes for vehicles from Cherrvale to 75th and not stopping one lane of east bound traffic at 63rd Street and the Vo-Tech school would have been a brilliant savings in vehicle fuels and clean air. Take a minute and picture it. It is clear whoever is making these plans is really
											Heidi. My name is Taylor Self, and I regularly ride on 55th Street. I support the pilot project re-allocating some road space from cars to bikes and installing protected and buffered bike lanes because it will make it safer and more pleasant for me and others to ride bikes in the city for everyday transportation. Feeling safer riding my bike will help me to use my bike more frequently. Please let the pilot project move forward, so we can have an informed discussion — based on our experiences, and actual before-and-after data — about whether this kind of infrastructure is right for Boulder. Sincerely, Taylor Self
Taylor	6/11/2015	email to Council	55th Street	1				positive	safety	communication	My business is in Flatiron park off of 55th Street. I think it's a great idea. The street as it is is unfriendly to pedestrians and bicyclists, especially in winter. I can only imagine what the street would be like if it was carrying enough traffic to warrant four lanes. It would be like LA or something.
Doag	6/11/2015	Online Comment form	55th Street	1				positive	safety		This is fantastic idea!
Emily	6/11/2015	Online Comment form	55th Street, 63rd Street, Iris Avenue	1	1	1		positive	safety		Don't do it on 55th Street!!! There is way to much traffic there now, and then to cut it down to one lane in each direction (I CRAZY!) You are just Asking for more traffic jams, road raging people, and more near and traffic accidents. It's just a stupid idea to do it on 55th Street street. On 63rd Street, I think there is enough room there now for them.
Karen	6/11/2015	Online Comment form	55th Street 63rd Street	1	1			mixed	auto congestion		This might be the worst idea the City has come up with to date, and that is really saying something. If anyone working at the City has been on 55th Street or 63rd Street during rush hour, you'll know there is no way to turn onto these streets. Traffic is already backed up blocking side streets from turning onto them. Reducing lanes on these streets will make them even more impassable than they are today. How are families supposed to get to school, work, sports or music activities around Boulder on a bike? Biking might work great for empty nesters or college kids, but it is not great for everyone.
Peter	6/11/2015	Online Comment form	55th Street 63rd Street	1	1			negative	auto congestion		When our roads are icy, do you expect people will be biking on them? There are no closing down lanes on Folsom, 55th Street, and 63rd Street. It is hard enough to get around Boulder as it is. We needed these streets to be 4 lanes, that is the reason they were built with four lanes and two bike lanes.
Joe	6/11/2015	email to Council	55th Street 63rd Street	1	1			negative	auto congestion		Joe Mullins
											I live and work in Boulder, and would like to voice my comments on 3 of the proposed consider changes. 55th Street Street: I work in the Flatirons Business Park and strongly disagree with the proposed changes to 55th Street Street. I have the benefits of living in South Boulder and can ride my bike to work, and there are multiple paths I can choose to ride to get to work, even when the underpasses are flooded or closed. Many of my coworkers do not have this benefit, and commute via car. I do not like to ride my bike in the winter, and not even a direct bike lane from my home to my work would get me to ride in poor weather. I would suggest money be invested in improving the rough railroad crossing. A few weeks ago one of the Northbound lanes of 55th Street at Arapahoe was closed, and the impact on traffic was severe backups down 55th Street all the way to Baseline, where traffic was backed up both directions. This would cause more traffic to enter the neighborhoods, which I understand to be the opposite of the intent of this program. 63rd Street Street: I have driven and biked in this area and disagree with the proposal. The existing multi-use path could be improved, and an matching one put in on the East side of 63rd Street. This again is a mostly industrial area with many people commuting either to the business parks here, or into Boulder for their jobs. Folsom Street St: I agree with this proposal. I see many people commuting by bicycle down Folsom Street, and with 28th St close by for vehicle traffic, Folsom Street could be the location for improved bicycle traffic. Perhaps before any physical modifications are made to the streets, cones and barriers could be erected during the different times of the year (summer, spring/fall, winter) to better understand the impact to all modes of transportation. A one-way "bike to work" or "bike Boulder" day could be organized to measure the maximum potential ridership for a realistic high-water scenario.
Jason	6/11/2015	Online Comment form	55th Street 63rd Street Folsom Street	1	1	1		mixed	auto congestion		Hi, My name is Daniel Higgs, I'm a CU student and small business owner, and I regularly bike ride on both Folsom Street and 55th Street. I support the pilot project re-allocating some road space from cars to bikes and installing protected and buffered bike lanes because it will make it safer and more pleasant for me and others to ride bikes in the city for everyday transportation. Feeling safer riding my bike will help me to use my bike more frequently. Please let the pilot project move forward, so we can have an informed discussion — based on our experiences, and actual before-and-after data — about whether this kind of infrastructure is right for Boulder. Thank! Daniel Higgs
Daniel	6/11/2015	email to Council	55th Street Folsom Street	1				positive	safety	evidence	Dear City Council, My name is Neil Kolwey, and I regularly ride my bicycle on 55th Street St., and periodically on Folsom Street. I support the pilot project re-allocating some road space from cars to bikes and installing protected and buffered bike lanes because it will make it safer and more pleasant for me and others to ride bikes in the city for everyday transportation. Feeling safer riding my bike will lead to me using my bike more frequently. Please let the pilot project move forward, so we can have an informed discussion — based on our experiences, and actual before-and-after data — about whether this kind of infrastructure is right for Boulder. Sincerely, Neil Kolwey
Neil	6/11/2015	email to Council	55th Street Folsom Street	1				positive	safety	Better for cyclists	Boulder has always been a leader in encouraging alternate modes of transportation. Let's keep it that way! I fully support and look forward to the right signing experiments.
Devin	6/11/2015	Online Comment form	55th Street Folsom Street	1				positive	safety		Dear City Council Members, This whole idea of changing the configuration for the bike path enlargement on the only current 4 lane streets that handle morning and afternoon commuter, school, and general traffic is without a doubt the dumbest thing you have all ever considered. All you will accomplish is to make cars take other streets to avoid this ridiculous idea, causing congestion in the residential neighborhoods. Making unsafe conditions in these neighborhoods. The current street configuration is safe, and moves well. Why would you want to change this? Please find other things to spend your time on, other than further appeasing a bike movement that will benefit a few, instead of the majority of working families trying to navigate their days with busy schedules. Mary Huffman
Mary	6/11/2015	email to Council	55th Street Folsom Street Iris Avenue	1	1	1		negative	auto congestion	neighborhood	My name is Jaime Schomburg, and I regularly ride on 63rd Street street. I support the pilot project re-allocating some road space from cars to bikes and installing protected and buffered bike lanes because it will make it safer and more pleasant for me and others to ride bikes in the city county for everyday transportation. Feeling safer riding my bike will help me to use my bike more frequently. Please let the pilot project move forward, so we can have an informed discussion — based on our experiences, and actual before-and-after data — about whether this kind of infrastructure is right for Boulder. Increased safety will allow me to ride with my family, which includes three young children. It would be especially helpful to help me bike safely around Gunbarrel where I live and which is nerve-wracking and extremely difficult with my children now. I love the right issue that has been done in Boulder so far and would love to see these projects completed. My husband and I made a conscious decision to live in Boulder so we could pursue an active lifestyle including biking and we fully support these projects. Thank you for taking this into consideration! Sincerely, Jaime Schomburg
Jaime	6/11/2015	email to Council	63rd Street		1			positive	safety	Better for cyclists	My name is Lindsay Strunk and I ride on 63rd Street and Folsom Street regularly to get around town. In fact, we recently sold one of our cars and I now travel by bike even more frequently than before. I support the pilot project re-allocating some road space from cars to bikes and installing protected and buffered bike lanes because it will make riding bikes in our beautiful city safer and more pleasant for everyone. I currently DO NOT ride on Iris Avenue because that road feels unsafe in its current state. Cycling improvements along this road would make that bike route more accessible to me and others like me. In addition to making cyclists feel safer, I believe that improved infrastructure such as that proposed in the pilot project will lessen tensions between drivers and cyclists, encourage more residents to travel via bicycle, and decrease the noticeably heavier car traffic we're experiencing on our main thoroughfares. Please let the pilot project move forward, so we can have an informed discussion — based on our experiences and actual before-and-after data - about whether this kind of infrastructure is right for Boulder. Thank you for taking the time to consider my thoughts regarding the pilot project and I look forward to evidencing out the new infrastructure! Regards, Lindsay
Lindsay	6/11/2015	email to Council	63rd Street Folsom Street		1			positive	safety	Better for cyclists	

Michael	6/11/2015	email to Council	All Corridors	1	1	1	1	positive	safety		Dear City Council Members: I moved to the Boulder area 8 years ago and was impressed by the bike facilities that are so much better than where I was living in Virginia. But as I gradually became part of the cycling culture, I came to realize that I'm not like the perhaps too over-confident 20 year old cyclist I often see whizzing around town without regard to the space shared by all of our modes of transportation. In my travels I've seen and used protected bike facilities in other cities and I am excited at the prospect of seeing them here. I hope you will move forward on the four demonstration projects so that we can all experience an even better cycling experience in Boulder. Sincerely, Michael Detalla
Herschel	6/11/2015	email to Council	All Corridors	1	1	1	1	positive	safety	Better for cyclists	My name is Herschel Goldberg, I have been a Boulder resident for 48 years and I regularly ride on the bike paths and bike lanes around Boulder. I support the pilot project reallocating some road space from cars to bikes and installing protected and buffered bike lanes because it will make it safer and more pleasant for me and others to ride bikes in the city for everyday transportation. Feeling safer riding my bike will help me to use my bike more frequently. Please let the pilot project move forward, so we can have an informed discussion — based on our experiences, and actual before-and-after data — about whether this kind of infrastructure is right for Boulder. Sincerely, H. Goldberg
Cheryl	6/11/2015	email to Council	All Corridors	1	1	1	1	positive	safety		I am a committed bicycle commuter who moved to Boulder in part because of its reputation as a highly bike friendly city. I try to bike year round in Boulder, and for the most part it is possible and safe! However, I do sometimes find myself stressed and nervous when riding on large roads where the bike lane is particularly narrow. I think the proposal to try out "right-sizing" these roads to remove a car travel lane, add a turn lane, and/or give cyclists more space and safety is a great idea, and the sort of thing that the city of Boulder should be implementing and promoting in order to retain the qualities that make this such a bike and pedestrian friendly city, and a forward-thinking model for other US cities to follow. I think it will also make potential bike commuters who might currently be unwilling to commute because of fear and stress more likely to ride, which of course offers great environmental and social benefits, as well as reducing automobile traffic by putting more people on bikes. The pilot program on Folsom Street, Iris Avenue, 55th Street and 63rd Street will be a good trial and my hope is that it will lead to more bike-friendly reinventions of urban corridors that currently feel dangerous to cyclists, while providing an opportunity to examine actual impacts it may or may not have on traffic flow and numbers of bike commuters. Thank you, Cheryl Corsiglia
April	6/11/2015	email to Council	All Corridors	1	1	1	1	positive	safety		Hello City Council Members, I am in support of the right-sizing changes for safer biking. I commute to work by bike and I often am extremely fearful of cars that zoom right by me without concern of striking me. I think these changes will help encourage others to bike more around town instead of driving everywhere. Before I moved to Boulder, I drove every day. Now I try to only use my car once a week. Please consider these right-sizing changes in order to provide safer biking options. Respectfully, April Olliver
Feed	6/11/2015	email to Council	All Corridors	1	1	1	1	positive	safety		Dear Councilmembers, I'm writing today in support of the proposed pilot project to "right-size" Folsom Street, Iris Avenue, 55th Street, and 63rd Street. I commuted exclusively by bicycle here in Boulder for about five years. After too many close calls and near misses, and numerous friends hit by cars, I stopped using a bicycle for my transportation needs; I now commute mostly by motor vehicle. That said, this proposal to provide protected bike lanes in Boulder is what I'd like to get me back on my bike. I don't understand why 30th Street between Baseline and Arapahoe wasn't chosen as one of the corridors to be "right-sized". 30th has narrower bike lanes, narrower sidewalks, and higher motor vehicle speeds. In any case, this project is a good start. I strongly feel that the protected bike lane on Folsom Street should extend south to Arapahoe. The section between Canyon and Arapahoe has the worst bike & pedestrian facilities of the whole stretch (part of it doesn't even have a sidewalk!), and the highest potential for human-powered transport. There's already a double left-turn from southbound Folsom Street onto eastbound Canyon, so concerns about left turns being delayed at Arapahoe are relatively moot. It's important that the Folsom Street protected bike lane extend to Arapahoe to provide a complete corridor, without a 3-block gap in safety south of Canyon. With Boulder creating more dense in-fill development, it's especially important now for safe human-powered transport to be created. Let's not wait for gridlock and unsafe walking/cycling conditions. Thank you for helping to create a safe and low-stress transportation network in Boulder, Feed Eck
Alex	6/11/2015	email to Council	All Corridors	1	1	1	1	positive	safety	Better for cyclists	My name is Alex Dawson and I support the pilot project re-allocating some road space from cars to bikes and installing protected and buffered bike lanes. These projects will make it safer and more pleasant for people to ride bikes in the city for everyday transportation. Feeling safer riding my bike will help me to use my bike more frequently. Please let the pilot project move forward, so we can have an informed discussion — based on our experiences, and actual before-and-after data — about whether this kind of infrastructure is right for Boulder. I believe the data will show an overwhelming benefit to adding protected bike lanes! Thank you, Alex Dawson
Eric	6/11/2015	email to Council	All Corridors	1	1	1	1	positive	safety	Better for cyclists	My name is Eric Lees, and I use a bicycle as my primary (90+% of the time) means of transportation for the 3+ years I have lived in Boulder. Boulder's bicycling infrastructure was one of the reasons that I chose to relocate here when I was looking for a job in the pharmaceutical industry. I support the pilot project re-allocating some road space from cars to bikes and installing protected and buffered bike lanes because it will make it safer and more pleasant for me and others to ride bikes in the city for everyday transportation. During my bicycle commuting in Boulder I have experienced around a dozen "close calls" that likely would have ended with me in the hospital or worse. I am a confident experienced bicycle commuter but I also remember when I started commuting on a bicycle and the fear that goes along with being unsure of your safety. In order to get more people out of the hump and on a bike which will improve their health, the environment, and the quality of life in Boulder, please let the pilot project move forward, so we can have an informed discussion about whether this kind of infrastructure is right for Boulder. Progressive communities like Boulder should not be scared away from new infrastructure that could be a boon to the community especially since the changes can be easily reversed if the data shows otherwise after implementation. Thank you for your consideration! Eric Lees
Tracy	6/11/2015	email to Council	All Corridors	1	1	1	1	positive	safety	Better for cyclists	I commute every day to downtown Boulder from north Boulder and strongly support the right-sizing project, particularly for Folsom Street. There are five major north-south commuter streets across Boulder: Foothills Parkway, 30th, 28th, Folsom Street, and Baseline. Only two of those are appropriate for bike commuters, Folsom Street and 30th. For those of us who work west of 28th, it's Folsom Street, and that's it. Unfortunately, the bike lane on Folsom Street, which I ride every day, is too narrow to be truly safe for bicyclists. As I'm sure you have measured, there are quite a few of us in that bike lane, as well. A protected bike lane is a perfect improvement to both protect current commuters and encourage others. Best regards, Tracy Latta
Shannon	6/11/2015	email to Council	All Corridors	1	1	1	1	positive	safety		City Council, Echoing Gavin's experiences and comments, I too, support this pilot project. I trailer my 3 year old around on the path, but I drive when I take her to Target, McGuinty, or Baseline anywhere north of Iris Avenue and east of Foothills because I feel unsafe. I'm not anti-car at all and, in fact, think I would be more aware of bikes while behind the wheel if these wider, more visible lanes were in place. I want everyone to be safe! This project is innovative for Boulder, but has proven to be effective in many other cities. Please give it a chance. Thanks, Shannon Cox Baker
Jordan	6/11/2015	email to Council	All Corridors	1	1	1	1	positive	safety		Every day in the United States, 100 people lose their lives because of a motor vehicle accident, 15% of these people are pedestrians or people on bikes. It is the number one cause of death for people under the age of 35. Right-sizing streets isn't about people who ride bikes vs. people who drive cars. Many of us in Boulder both drive a car and ride a bike depending on weather, time constraints, and what/who we need to transport. Right-sizing streets is about safer streets for ALL users. A 2010 Federal Highway Administration study found that right sizing streets reduced crashes by 47% across 15 sites in Iowa and 19% across 30 sites in California and Washington. This isn't Boulder being wacky or weird or some sort of bike utopia. This is part of a national trend to increase safety on the road for everyone. Right-sizing has occurred in Philadelphia, New York, Charlotte, Seattle, Tampa, Los Angeles and many other cities. San Francisco alone has completed over 40 right-sizing projects since the 2000s. Even Boulder has completed successful right sizing projects on parts of Baseline, Table Mesa, and the downtown section of 13th Street. I understand that there are concerns about this pilot project around pre- and post-data collection on impacts such as travel time and spillover into neighboring streets. Instead of opposing a project that is safer for our whole community, let's offer constructive feedback to make this project better. Let's change the discussion about whether or not we should try good ideas to how we measure success and how we can make good projects great. Jordan Mann 744 Marine Street
Francis	6/11/2015	email to Council	All Corridors	1	1	1	1	positive	safety		Dear Council Members, As a Boulder resident and voter, I support the proposal for protected bike lanes and I ask you to support them as well. I will be unable to attend the council meeting on June 15th so I am writing to you now to make my voice heard. I commute to work in Boulder by bicycle most every day, but I seldom ride on Folsom Street or Iris Avenue due to the high volume of car traffic, the speed they are traveling, and the width of the bike lanes. This is even though I live 3 blocks from the intersection of Folsom Street and Iris Avenue and I consider myself an experienced cyclist. If these roads are intimidating for me to travel on during rush hour they must seem even more so for less experienced cyclists. Having protected bike lanes would change this. Protected bike lanes have been successful and embraced by communities all across the United States. They could work here in Boulder as well. Please let this pilot experiment proceed to find out. Sincerely, Francis Sullivan
Bob	6/11/2015	email to Council	All Corridors	1	1	1	1	positive	safety		Hello, As a resident of Boulder who does not own a car, I am writing to strongly urge you to proceed with the Living Lab Phase II complete streets program. I would benefit from safer, improved bicycling infrastructure on the segments of 55th Street and Folsom Street under consideration. I can say that the protected bike lanes and intersection improvements to Baseline Road have made it easier to use that corridor on a bike. I rely on safe bike infrastructure like that — not just bike lanes — to complete the variety of trips I make for work, life, and leisure using only my bike. Please allow the experiment to continue, and let the results speak for themselves. Regards, Bob Peterson

Ellen	6/11/2015	email to Marzi	Folsom and Iris Avenue	1	1	negative	existing bike lane	neighborhood cut thro	<p>I am writing to express my opinion on your proposal to "right-size" bike lanes. I own a home at Grape Ave. in the Green Meadows neighborhood. This neighborhood is bordered by Folsom Street and 19th on the East and West and Iris Avenue and Valmont on the North and South. The right-size pilot program will affect bike and car traffic on two major roads that serve as entrances and egresses to this neighborhood. I am writing in hopes that in judging the success of this pilot program, you will include a thorough assessment of the impact to the Green Meadows neighborhood.</p> <p>If you are not familiar with the Green Meadows neighborhood, it is a neighborhood full of small ranches that, according to city rules, have not and cannot be turned into McMansion-type homes. This has resulted in it being relatively more affordable for young families and older retirees. Many neighborhood children attend Columbine elementary school on Glenwood Ave. during the week, and use the park and soccer field on the weekend. My concern is that the right-sizing pilot plan will lead to greater traffic on 19th as cars traveling North/South try to avoid increased traffic on Folsom Street. I am even more concerned that there will be to heavier use of cut-through routes on Glenwood and Grape Avenue as cars traveling East/West seek to avoid Iris Avenue. This is already happening in this area due to a general increase in traffic. I predict it will only get worse if traffic is negatively impacted by the removal of car lanes on both Iris Avenue and Folsom Street.</p> <p>While the right-sizing plan for Folsom Street and Iris Avenue may benefit cyclists outside the neighborhood, it is of no real benefit to those who live in Green Meadows. Residents can already safely bike in this area by simply riding through the quiet neighborhood. Because of strategically placed crosswalks and underpasses, it is very easy to connect to existing bike trails at the corner of Valmont and 24th.</p> <p>Folsom Street near Grape Way, Glenwood at 26th, and Iris Avenue at 25th. These existing bike trails already serve most areas in Boulder. My concern is that the new right sizing system will make biking through the neighborhood more stressful, as traffic increases, with little additional benefit.</p> <p>I recently read in the Camera that the City Council is committed to preserving neighborhoods in Boulder. I hope that you will consider the safety and serenity of the Green Meadows neighborhood.</p> <p>Dear Council members,</p> <p>I am opposed to the removal of vehicle lanes to give MORE room to the bike lanes on Folsom Street. I am a Realtor at RE/MAX of Boulder. Our office is at Canyon & Folsom Street. My personal office space faces Folsom Street. I hear traffic on Folsom Street every day. Folsom Street IS A VERY VERY BUSY ROAD. As you can imagine, it already is difficult getting out of our parking lot due to the amount of traffic congestion. I strongly recommend not reducing the lanes as that would make it even more congested. As it is people cut thru our parking lot as a way to try to short cut the traffic.</p> <p>AS for bikers:</p> <p>We have tons of paths all around Boulder to help walkers, bikers, skateboarders and strollers, the handicap move around in various ways so we can meander around town without having to go on the roads. In addition on Folsom Street the biker's have their lane already here. Perhaps the focus could be on creating bike lanes in areas off of the diagonal where serious accidents with bikers and automobiles have occurred. Life threatening accidents!</p> <p>So much of our community loves biking as a form of enjoyment...not sure that bikers are trying to actually get to work or enjoy a ride in the city on their bike on the roads. Plus we all have these bikes that carry your bike if you need to get out of the city or around the city to work.</p> <p>Enjoy your day and thank you for being open to our community perspective!</p> <p>Kimberly Fels</p>
Kimberly	6/11/2015	email to Council	Folsom Street	1	1	negative	access	existing bike lane	<p>Dear City Council members,</p> <p>I have been a bike rider in Boulder for many, many years and do ride my bike along Folsom Street frequently. The present bike lane there is very narrow and it would be very helpful and safer if it was made wider. As a bike rider and a resident of Boulder I ask you to please support the plans of the Transportation Dept. to make the bike lanes on Folsom Street, Iris Avenue, Arapahoe, 55th Street and 63rd Street wider.</p> <p>Thank you very much,</p> <p>Maria Richmond</p>
Maria	6/11/2015	email to Council	Folsom Street	1	1	negative	safety	Better for cyclists	<p>Hello City Council,</p> <p>I live on 27th and Valmont, and love to bike around town. I use my car as well, but the easier and safer it is to on bike the more I will bike. I use Folsom Street to bike South all the time, and Iris Avenue to head North West frequently. Would much prefer prioritizing safety and convenience for bikes than cars. Please do the rightizing demo project.</p> <p>Thank you,</p> <p>Damian Leuthold</p>
Damian	6/11/2015	email to Council	Folsom Street	1	1	positive	safety	Better for cyclists	<p>I am a custodian at CU and ride my bike every day (all seasons) from the mapleton mobile home park to CU along Folsom Street. I start my a.m. commute at 4am and return home at 1pm. My biggest challenge is riding during the winter on snow days. The city plows the streets and parks the snow into the bike lane, so I ride in the right lane of traffic. I am excited about the plan to expand the bike lane, but have a concern. The images presented here show white posts separating the driving lane from the bike lane. It seems like these posts would make it difficult to drive a plow through the bike lane towards the curb. Will the plow have room to move the snow/ice from the car lane and through the transition zone and then against the curb? If the plow just pushed the snow into the transition zone, it makes it difficult to transition in and out of the bike lane. If the snow is plowed into the transition zone and left, the melting sludge can make it difficult to ride through. I put mountain bike tires on my bike in the winter months and I still have had my front tire get caught in the sludge. What is the plan for snow conditions?</p>
Cynthia	6/11/2015	Online Comment form	Folsom Street	1	1	positive	safety	winter maintenance	<p>All</p> <p>I read through the technical report on the "rightizing" of Folsom Street, etc. I could not find any part that detailed the additional delays that would occur with buses on a frequent schedule.</p> <p>Can any of you point me to that?</p> <p>Thanks,</p> <p>Steve Pomranace</p>
Steve	6/11/2015	email to Secretary	Folsom Street	1	1	unclear	bus delay		<p>Hello, my name is Danielle Lamb-Books, and I regularly ride on Folsom Street and Iris Avenue where the rightizing pilot project is proposed (I work on Iris Avenue and live just off of Folsom Street). I support the pilot project re-allocating some road space from cars to bikes and installing protected and buffered bike lanes because it will make it safer and more pleasant for me and others to ride bikes in the city for everyday transportation. It also seems like the right direction to move in to lower pollution and carbon emissions by encouraging more commuting by bike. Please let the pilot project move forward, so we can have an informed discussion — based on our experiences, and actual before-and-after data — about whether this kind of infrastructure is right for Boulder.</p> <p>Thank you for your time and consideration.</p> <p>Danielle</p>
Danielle	6/11/2015	email to Council	Folsom Street, Iris Avenue	1	1	positive	safety	environment	<p>Good morning,</p> <p>I am a 56 year-old cyclist who lives on Broadway and often ride my bike on Iris Avenue and Folsom Street. Both of these streets, along with others in Boulder, need additional measures due to increase city traffic to protect bikers. I have experienced dangerously close drive-by on these streets and have also witnessed them while driving. By providing additional ongoing safety measures for bikers the City of Boulder can ensure that biking continues to grow as a viable alternative to motorized traffic, thus keeping our city congestion down and our air quality high.</p> <p>Thank you!</p> <p>Kevin Kinnaman</p>
Kevin	6/11/2015	email to Council	Folsom Street, Iris Avenue	1	1	positive	safety		<p>Re-allocating some road space from cars to bikes and installing protected and buffered bike lanes because it will make it safer and more pleasant for me and others to ride bikes in the city for everyday transportation. Feeling safer riding my bike will help me to use my bike more frequently. There have been times when cars got so close to me that I considered myself lucky.</p> <p>Please let the project move forward, so we can have an informed discussion — based on our experiences, and actual before-and-after data — about whether this kind of infrastructure is right for Boulder.</p> <p>My address is Marne St Boulder, CO</p> <p>All my best,</p> <p>Pat Bartel</p>
Kat	6/11/2015	email to Council	Folsom Street, Iris Avenue	1	1	positive	safety	Better for cyclists	<p>Greetings,</p> <p>I live in near north boulder and regularly travel on Folsom Street and Iris Avenue via bicycle and car. I strongly support the move toward "rightizing" these roads.</p> <p>Thanks,</p> <p>Max Britkin</p>
Max	6/11/2015	email to Council	Folsom Street, Iris Avenue	1	1	positive	safety	Better for cyclists	<p>Dear city council:</p> <p>I understand that you think there is little opposition to the lane closures of Iris Avenue to car traffic. Well here is one for the opposition column. Strong opposition, in fact, as I see this as a waste of tax payer dollars and a great set back for traffic movement in this city. The traffic on the Iris Avenue Ave route is essential to moving traffic through the city. Such a closure as proposed only adds to environmental damage from the increased number of hours of car idling - stopped on the congested roadways. This "experiment" will not stop these cars from being driven in the city but rather increase road rage against cyclists.</p> <p>Iris Avenue Ave is in my neighborhood and I use it daily - both on my bicycle and in my car. It is fine as it is. Decreasing traffic on Iris Avenue will only move traffic to "neighborhood routes" increasing congestion and safety concerns where we least want it.</p> <p>Eroy Quinteros</p>
Eroy	6/11/2015	email to Council	Iris Avenue	1	1	negative	auto congestion	enviro	<p>City Council -</p> <p>I am writing to urge you not to "right size" Iris Avenue from Broadway to 26th. There is no need for it as a bike commuting thoroughfare as Kalmia, Hawthorne, and Grape are safer streets for cyclists. Furthermore, there is no way parents are sending their kids to make a left turn on Iris Avenue, especially if cars are stacked up even more than they are now because there is only one lane in each direction.</p> <p>Many of the advantages of right-sizing a street do not apply to Iris Avenue. Pedestrian traffic is minimal, so there is little benefit in the advantages to pedestrians. There is no commercial property in that stretch, so the economic value is non-existent. It snows in the winter here, when very few people ride their bikes at all.</p> <p>Do we want cars speeding down Grape, Kalmia, and other East-West residential streets to avoid backups on Iris Avenue? Why not keep the cars on Iris Avenue and encourage cyclists to use other avenues.</p> <p>If this plan must go forward, the Council would be remiss not to have clearly defined parameters for "success" and "failure." If this really is a trial period (an expensive trial), there should be a date and a measurement where we decide to keep the new system or revert to the old.</p> <p>Money would be much better spent, if we really need to spend money, clearly marking main East-West and North-South bike paths, whether it's 13th street, 19th street, Kalmia, or Mapleton.</p> <p>Thank you for your consideration</p> <p>Trevor Gibson</p>
Trevor	6/11/2015	email to Council	Iris Avenue	1	1	negative	existing bike lane		<p>I regularly ride on Iris Avenue. I support the pilot project re-allocating some road space from cars to bikes and installing protected and buffered bike lanes because it will make it safer and more pleasant for me and others to ride bikes in the city for everyday transportation. Feeling safer riding my bike will help me to use my bike more frequently.</p> <p>Boulder has a reputation as a bike-friendly and energy conscious city that is good for economic development such as tourism and attracting employers such as Google. We need to stay current with national trends that shows our commitment to the sorts of projects that support this reputation. Safe bike lanes are the future. Let's make changes now that fit into that plan and safe lives sooner rather than later.</p> <p>Please let the pilot project move forward, so we can have an informed discussion — based on our experiences, and actual before-and-after data — about whether this kind of infrastructure is right for Boulder. Thank you for keeping Boulder the sort of place we are all proud to call our home.</p> <p>Best,</p> <p>Nikki Kayser</p>
Nikki	6/11/2015	email to Council	Iris Avenue	1	1	positive	safety		

Dawud	6/14/2015	email to Council	63rd Street/10 Avenue		1		1	positive	safety	Better for cyclists	<p>Hi, my name is Dawud Miracle. My 4 young kids (5-11) and I regularly ride on Iris Avenue, & 63rd Street. I strongly support the pilot project re-allocating some road space from cars to bikes and installing protected and buffered bike lanes because it will make it safer and more pleasant for me and my kids to ride bikes in the city for everyday transportation.</p> <p>While Boulder has done an excellent job to date with bike lanes, this project gives us parents an even greater feeling of security and safety for our kids riding in bike lanes. One of the reasons we moved to Boulder 5 years ago was because of the biking community and the progressive, forward-thinking support the city pays to cyclists. Accepting this pilot project would continue to display Boulder's support to cycling of all types - and families specifically.</p> <p>As I understand this project I can see my kids and I using our bikes even more frequently. This project, and its future possibilities, more fully supports my desire to share with my kids a lifestyle of riding their bikes as daily transportation. So safer streets would assist our family in making that more possible. Please let the project move forward. I'm looking forward to an informed discussion - based on our experiences, and actual before-and-after data - about whether this kind of infrastructure is right for Boulder in the long term.</p> <p>Thank you for your consideration and for helping move this proposal forward.</p> <p>----- David Miracle</p>
Prv	6/14/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion		<p>I have lived in the Newlands neighborhood for 28 years. I enjoy using the bike routes in Boulder for recreation, but being age 67 and having some physical limitations, I will never use the bicycle for errands around town. Ever since the traffic circles were installed on Balsam and Pine and the congestion has worsened on Broadway and on Canyon, I have preferred taking Iris Avenue and Folsom Street when driving my car to get to the commercial area around 28th and Canyon, as that route is pleasant and efficient with a minimum of stops for traffic lights. I am not happy with the plan to change the lanes to favor bicycles on Iris Avenue and Folsom Street, as I am confident (no matter what the planners say) that traffic for cars will be impeded and I will be left with NO pleasant route across town. If you want to experiment with traffic lanes, please do so on one road at a time, not four.</p> <p>By the way, have you ever thought about how annoying the term "right-sizing" is to people who do not agree with the plan? The planners are "right" and the rest of us need to be educated, I suppose? Not necessarily.</p> <p>Prv Nagel</p>
Tom	6/14/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion		<p>To the Council,</p> <p>I live in the Gunbarrel area and for personal and business reasons we drive into Boulder on a daily basis. The proposed plan concerns us given the existing traffic situation in Boulder and it already takes to get around to where you need to go - let alone find parking downtown. This concept needs to be tabled for more detailed study and consideration of everyone's needs including the business sector: if road access to downtown is diminished so will our desire to go downtown.</p> <p>Tom Lennon</p>
Jack	6/14/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion	access	<p>I firmly disagree with Boulder's removing of traffic lanes in heavily-trafficked streets. Doing so will only increase the stress level of those who do drive as you will be worsening the traffic congestion problem in Boulder. As one who has cycled and walked throughout Boulder, I believe you will find that not many people will change their habits and get out of their cars. Boulder is not arranged like older European cities which make not use a car very practical. Given that we have a winter climate, most people will not cycle in the winter months. That is for the young and hardy, and for those who can afford to purchase the gear that is required for winter cycling.</p> <p>I'm surprised that there is proposal to remove two lanes from 63rd Street. The area targeted by the City is a mainly business area. There is already a designated bike lane on the sidewalk, west side of 63rd Street. I've cycled and walked this shared-modal lane at various times of day, and never is there an issue with those who use the street. Riding on this sidewalk bike lane is extremely safe. So why would the City replace a bike lane that is already very functional and working well with a plan to restrict traffic by adding bike lanes that are not needed? I'm also surprised that the city has architected an urban-like design in Gunbarrel that will cause congestion and then decide to increase further the congestion by restricting traffic on 63rd Street; this attitude seems absurd. I've lived in this area since 1980. There are many elderly people who will surely not begin using bicycles for transportation, especially not in the winter.</p> <p>Where bike lanes are truly necessary are on two main north-south arteries in Boulder: Broadway and 28th Street. When I've cycled on 28th Street I can ride on the sidewalk since there is virtually no pedestrian usage. But cycling on the sidewalks of Broadway is definitely not an option. For both streets the sidewalks are wide enough that bike lanes could be made by removing sidewalk space where now there is grass and trees. By creating such lanes you will decrease city maintenance, decrease water usage and enhance major north-south routes. But, as you know, removing a tree in Boulder is cause for a World War.</p> <p>This will increase congestion by removing traffic lanes in heavily used streets so</p>
Susan	6/14/2015	email to Council	all Corridors	1	1	1	1	negative	auto congestion		<p>Dear Friends,</p> <p>Before our consideration tomorrow night, I thought I'd elaborate on a point made by Sam Maher in his recent op-ed. I believe if these "living laboratory" experiments are to go forward it is vitally important that you begin with a knowledge of current metrics, monitor the results of the experiment (objectively and subjectively) and receive regular reports from the staff on the results of the monitoring. You should also agree on what the success of these road reconfiguration experiments is - a 50% increase in bicyclists in a year? 5 or 5.7% maintenance of a specific LOS standard at critical intersections? post-oversights from bicyclist surveys? reduction in bicycle and/or auto accidents?</p> <p>And I would ask first what has been learned from the living laboratory experiment on University Ave. west of Broadway. It has been in place a while and hasn't been without controversy. Does the staff judge it a success? Do you? Have you ridden your bike or parked a car there? Have accidents been reduced or other metrics that you care about been reported to you?</p> <p>I'm concerned that jumping on this bandwagon because we want to support bicycling is ill-advised. The "rightsizing" experiment must be perceived as an action taken seriously, one that you will evaluate transparently and end-of measures of success are met.</p> <p>If I close by attaching a photo I took this morning in Ogden Utah on our way home from Portland. Talk about the need for road right-sizing! Two travel lanes, a middle turn lane and two rows of parking and hardy a car in sight. Please know that I am not opposed to reconfiguring Boulder's roads per se. But you will lose community support if the change is not made thoughtfully and carefully.</p> <p>Best, Susan</p>
Linda	6/14/2015	email to Council	All Corridors	1	1	1	1	negative	access		<p>Hi Peter,</p> <p>I'll be sending in our Trip Tracker form for reimbursement this week but I wanted to let you to know that I believe will not be participating in the Trip Tracker program for 2015/2016 school year if the City Council passes their plan to "right-size" certain roads. We've enjoyed doing our part to encourage bike riding in Boulder but I believe the negative financial impact of the proposed measures, if passed, will not allow us to afford to participate in the program in the future.</p> <p>Regards, Linda Spillmann</p>
Hollie	6/14/2015	email to Council	All Corridors	1	1	1	1	negative	communication		<p>Hello,</p> <p>Respectfully, you may be voting on right sizing bike lanes far too early. The community has not been given a chance to voice our concerns, nor have we seen any data that suggests 1) there is a substantial problem that additional bike lanes would solve, and 2) what impact these lanes might have on businesses and drivers. For example, even now Folsom Street gets backed up whenever anyone driving north turns left onto a street without a stoplight. While the road down to one lane each way, and gridlock seems inevitable, not to mention dangerous, it may not be a popular opinion, but right sizing seems plain wrong without thorough investigation into its possible effects on everyone involved.</p> <p>Hollie Rogin</p>
Jim	6/14/2015	email to Council	All Corridors	1	1	1	1	negative	cost	auto congestion	<p>Hi Bill,</p> <p>I've been to oppose the plan to remove traffic lanes from heavily traveled city streets. This is an imprudent use of \$300,000 of the taxpayer's money. These funds could be more effectively used to enhance existing GHG reduction programs (EnergySmart and Boulder's Energy Future) which are potentially more effective and represent a more significant portion of the Boulder's carbon footprint. This money should not be wasted on a program of dubious value and little impact.</p> <p>The ongoing cost of this experiment will be much more than stated because of the operational costs imposed by the increased difficulty of snow removal from the dedicated lanes, the increased cost of maintaining lane demarcation striping and the cost of replacing the separation bollards sheared off by snow plows.</p> <p>Public dissatisfaction with increased traffic congestion could create organized, vocal opposition and organized back-lash for other more important significant changes due to the climate action plan.</p> <p>The City's VISSIM modeling indicate an increase in transit times. While it is unknown if the additional travel time will be 5 seconds or 3 minutes and 23 seconds, all cases result in additional vehicle operating times. Due to the heavy traffic load on these street (10,000 to 20,000 vehicles per day) the increased delays will result in increased green house gas emissions due to increased vehicle operating times.</p> <p>Thank you for your consideration.</p> <p>James Look</p>
Shawn	6/14/2015	email to Council	All Corridors	1	1	1	1	negative	evidence	future growth	<p>lab" concepts for the following reasons:</p> <ol style="list-style-type: none"> 1. The use of the word "lab" in a scientifically-minded city like Boulder implies that this is an experiment which has a documented hypothesis (there is one: safer bike lanes will lead to more bikers on the modified roads throughout the year while only adding a few minutes to drive time), a set duration for the experiment (this is not strictly defined beyond "12 to 18 months"), pre-established metrics for success and failure (while criteria is specified, the metrics are not quantitatively defined), and a willingness to promptly remove the "experimental setup" at the end of duration, accept the experiment's results and act accordingly (to be seen), for one, would be very upset if the experiment shows that drive time increases during rush hour by eight minutes on 55th Street (the "Four/Ten's analysis" worst case result), and half an hour during adverse weather, but the city claims success as the average drive time over all 24 hour periods during the experiment barely changed. I would feel likewise if success is measured by the addition of a small number of additional bikers who were already riding but via other routes. 2. Deciding to implement these lanes shortly before the new Google campus is built makes the timing of the experiment and validity of the model extremely suspect; how will the results be extrapolated for all of the new drivers the buildings will add? 3. This effort doesn't do anything towards fixing Boulder's major problem in bike commuting, while we are known for having the bike paths clear before the streets, we often forget that, at least in South and East Boulder, most people live near "bike routes" or other neighborhood streets that are not plowed and are poorly maintained in the winter, meaning that the city has a significant last mile problem making it dangerous to bike commute. As a point of reference, Darley Ave, a designated bike route in Table Mesa was covered in ice and snow for two months last winter. 4. As Boulder is not Copenhagen, we need to remember that we are not a flat city that has mild and predictable year-round weather. This makes comparisons for "experiments" like this to non-comparable cities problematic. This lack of comparison means that experiments like these are discriminatory against the elderly and families with young children who live outside of the city's core but need to use the city's services as they are unable to ride during rainy or snowy weather due to hills, the need to carry <p>Dear City Council,</p> <p>While I applaud your idea for thinking outside of the box, I do not feel that this is the solution. Boulder is blessed with numerous bike paths and I enjoy them with my family on a regular basis. Even if traffic was restricted I still wouldn't allow my children to ride on a city street. There are too many obstacles besides cars to contend with. Yes, it takes a bit more planning to figure out how to run errands on my bike using the bike paths, but there are ways to traverse the city without using city streets. As a driver, restricting traffic on already congested roads isn't the solution. Please reconsider your plans to restrict traffic.</p> <p>Keri Roberts</p>

Lori	6/15/2015	Online Comment form	55th Street	1	negative	auto congestion	As a long-time employee working in the Flatiron Industrial Park, I am vehemently opposed of this plan where 55th Street is concerned. Turning 55th Street between Arapahoe and Pearl into a 2-lane road is the most ludicrous thing I have ever heard! Obviously, the members of council and their supporters of the preposterous idea have never been in line waiting to exit either of the two exits in the industrial park during the 5pm rush hour, during a severe snowstorm, or when the train is passing through. One has to have a lot of patience at the corner of Flatiron Parkway and 55th Street when trying to merge onto 55th Street heading north, while the cars inch slowly towards the east turn onto Pearl/Valmont. Not that many years ago, in 2010 or so, it took an hour, (no kidding) to get to Arapahoe and 55th Street, using the Central Ave exit of the park! I wonder, who is footing this bill? US? Have you sold our City streets to the highest bidder, like Hwy 36? I've lived in Boulder nearly 25 years and this is the most pathetic use of taxpayer money I have ever seen. Big waste.
Nolan	6/15/2015	Online Comment form	55th Street	1	negative	auto congestion	I'm only really familiar with the traffic on 55th Street St, so I'll limit my comments to that area. The proposal to make 55th Street a one lane (in each direction) road is a terrible idea. There is already a lot of slowdown from high volumes at various times of the day, and reducing the number of lanes would only make this worse. I don't believe this worsening would be negligible either. Let's take one instance of when a train comes through, stopping traffic. It's not uncommon for this to cause a backup of traffic all the way to Arapahoe (to the south), and almost to 55th Street (to the north). With a single lane, this backup would certainly increase and impact traffic flow on Arapahoe on regular basis (vehicles attempting to turn north on to 55th Street would have to wait, blocking west bound traffic and even east bound when the turn lane gets filled). Increasing the quality of the bike lanes would be nice, but there is far too much impact to vehicle traffic to consider it a good trade-off. I urge you to pursue other avenues. I'm actually quite angry that this proposal has made it this far, and I'm being loud in my comments. Why don't you spend some money on fixing the railroad crossing on 55th Street so that vehicles don't slow to <5 mph in order to pass over it?
Rick	6/15/2015	email to Council	55th Street	1	negative	auto congestion	Respectfully, For someone who has worked on this industrial zone area for 17 years, this plan does not make common sense. I love to encourage anything that helps ecology, however it must make business sense then common sense. This is a business location with business people and including trucks. It should not encourage people to be put in harm's way with this current plan. Please reconsider this plan for the safety of Boulder residents and the people who work in these areas. Thank you! Rick
Suzy	6/15/2015	email to Council	55th Street	1	negative	access	Please DO NOT approve plans to decrease lanes of traffic on 55th Street because this decision would greatly impact my small business which is located at 2400 Central in the Flatirons Business Park. Thank you. Suzy
Anonymous	6/15/2015	online comment form	55th Street	1	negative	access auto congestion	55th Street between Arapahoe and Pearl is not a residential street. It makes sense to minimize traffic on residential roads, but this area is purely commercial. Reducing lanes will only affect the businesses in this area negatively. Hello Council, Businesses on 55th Street were given 2 day's notice last week for a Stakeholder meeting regarding rightizing. Transportation sent a flyer out, and it had the CC'd email addresses listed as contacts for questions. Well I couldn't attend a meeting with 2 day's notice so I emailed the contacts, but no response at all and it's been a week. Need Loader
Ned	6/15/2015	email to Council	55th Street	1	negative	communication	commuting both by bike and car from various points all over Boulder/Gunbarrel/Longmont, and unfortunately cannot attend the meeting tonight due to work obligations. I did attend an outreach meeting in the Flatiron Business Park last week though, and am just appalled at some of the logic behind the Living Lab "experiment". The biggest points I have at the moment are: I feel that the Chamber's announcement to state that they want to delay this decision as of this afternoon is a good one. There needs to be much more research done before pulling the trigger on any of this, especially because you are going to piss off a LOT OF BUSINESSES in Gunbarrel and East Boulder by impeding our traffic, and a LOT of Boulder's core businesses doing national and international distribution are the ones that exit our here. You don't want to encourage us to move out of your city/county. One of the only "real" arguments for turning 55th Street into a living breathing parking lot that was brought up in the outreach session last week by the people who did the research and wrote the Living Lab Proposal was that it's not safe for entire families with children to ride down 55th Street when they need to get to the Humane Society and adopt pets, ON BIKES. Children adopting pets on bikes. That's a REALLY large population of people compared to the over 3,000 that work just in the business park 5 days a week! The people who did this research and are making the arguments to "rightsze" 55th Street are a complete joke. The rest are bullet points to validate personal experience I have from once being a commuting cyclist/now car commuter due to distance that may interest you further. I feel the places I have lived and biked from and now commute from and the reasons why should have impact on your ultimate decision. * First, I am a card-carrying/fit-wearing member of the women's Ten20 cycling team for the
Kate	6/15/2015	email to Council	55th Street	1	negative	evidence	I am a Boulder city resident who has worked on a street off of Central Ave. (which is off of 55th Street) for about a dozen years. Also, my parents lived in San Lazaro, which is near the Valmont Post Office for at least 5 years. Additionally, when the weather is nice I generally take a walk in the neighborhood or on the bike path near my office (that heads towards Stanio softball fields and runs along the west side of the lake across from Western Disposal). I have therefore had many years to observe the traffic-foot, bike and car-in-the-neighborhood of 55th Street between Arapahoe and Valmont. I am wondering if the parties are looking at all the options. There are fairly wide pedestrian walkways on the west side of 55th Street which are not used a great deal. I would like to request that the City Planners look carefully at these walkways. Perhaps the grassy bump between the sidewalk and the street could be pushed into the current bike lane, and the sidewalks could be widened and made into multi-use paths such as at CU on the east side of Broadway or on the west side of Broadway in front of the Bureau of Standards. It might even be possible to buy or obtain an easement from the businesses on the west side of the street if necessary to widen those paths. This might require the loss of some trees, but new ones could be planted. While I am in favor of safe bike lanes, I do not think the bike traffic I have seen is anywhere near justifying the loss of car lanes. Traffic going south from Arapahoe to baseline during rush hour, which is a single lane in each direction, backs up and the drive takes 4 times longer than without traffic. When trains go by (N of Arapahoe and S of Valmont) traffic also backs up for a long time. I think the congestion, which is manageable today, would become extreme. And yet there appears to be lots of room on both sides of the road to enlarge the sidewalks. Please research these options.
Tamah	6/15/2015	email to Council	55th Street	1	negative	existing bike lane	I am all for safe cycling in our city, but feel that taking out two lanes on 55th Street will cause a huge issue with traffic and is frivolous spending of taxpayer's dollars. There are perfectly good bike lanes on that road. Removing two lanes will back up traffic and cause an issue with the turn lane from Arapahoe onto 55th Street. It will also back up traffic into the neighborhood across from 55th Street over Arapahoe.
Kate	6/15/2015	email to Council	55th Street	1	negative	existing bike lane auto congestion	Not to mention what will happen when a train is blocking 55th Street. Please don't fix what is not broken! The proposed construction and decreased number of lanes will make car traffic worse and there are no alternate routes to accessing the Flatirons Business Park. The current bike lane appears to be sufficient as there is not a great deal of bike traffic. There is, however, quite a lot of car traffic on 55th Street particularly between Arapahoe and Pearl during rush hours.
Anonymous	6/15/2015	Online Comment form	55th Street	1	negative	existing bike lane auto congestion	First of all, I am a biker but I am totally oppose to this development. There are already comfortable bike lanes in both directions on 55th Street. It is an industrial park area. A lot of semi trucks traffic come and go from that park every day. There are factories that produce real stuff over there and they received raw materials and ship finish products every day. There is also a warehouse with a lot of feed trucks. There is a high increase of workers from two new companies that are being located in that industrial park and there will be operation soon. It will be an increase of around 500 more people in the park. Can you imagine the access and exit of that park will look like in pick hours? The worst will be the slow down having to share the line with the big trucks. Why don't invest in new bike paths that are inconclusive like in Gunbarrel area to have better connection to downtown, this area is getting more populated. Rather than work in an area like 55th Street that is all ready alright for bikes. Also it is all ready surrounded by a lot of bike paths alternatives. I can't believe this proposal!
Daniel	6/15/2015	Online Comment form	55th Street	1	negative	existing bike lane trucks	I am unsure why this is even being proposed. I just moved back to Boulder from Chicago and am working off of 55th Street and don't think the widened bicycle lane is necessary. While a project like this may look appealing on the surface, it is sure to negatively impact all commuters using the road and the surrounding businesses. As business in the area continues to grow, traffic will grow with it. The city should be facilitating that growth, not deterring it. Additionally, the residential development in the area east of 55th Street will only contribute to this potential problem. The city of Boulder should have the (obvious) foresight to accommodate for growing populations in the area. Limiting or scaling back what has become a vital thoroughway in the area makes no sense whatsoever. If the city is just looking for ways to spend its annual budget, I can think of a dozen different projects that would better benefit the community. To whom it may concern:
Ben	6/15/2015	Online Comment form	55th Street	1	negative	Future Growth auto congestion	I am the president of Black Roofing. We operate 55 trucks every day on the streets of Boulder. In addition I was born and raised in Boulder. My primary customers are the University, the City, and BCH. It is my opinion that reducing traffic lanes in favor of bike lanes will not work! You will never get the participation from the bicycle population that you need to reduce the traffic flow. I predict that this change will be a disaster for Black Roofing and the City! Can you imagine heading south on 55th Street, turning east on Arapahoe on a cold rush hr at 5PM? The traffic will back up to Valmont!
Tim	6/15/2015	email to Council	55th Street	1	negative	noise auto congestion	Sincerely, Tim Black I work just off 55th Street between Arapahoe and Pearl. The amount of LARGE trucks that uses that corridor, along with the railroad crossing would seem to my mind to be plenty of reason NOT to include this street in your "experiment." Please do not take away lanes for motorists. We are already crippled by all of the laws for the selfish bikers and ignorant and uncaring pedestrians. If lanes are taken away, during a train crossing, the traffic WILL back up all the way to Arapahoe.
Bill	6/15/2015	Online Comment form	55th Street	1	negative	noise train	

Geoffrey	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion	neighborhood cut	<p>Dear Council Members:</p> <p>As a Boulder Native and Business Owner for the past 35 years or so, I have obviously watched with great interest how our transportation system in Boulder functions and interplays with needs of the business community and residents.</p> <p>It seems to me that taking an already congested system of arterial roads and downgrading them is the wrong direction for Council to take. If the issue at hand is bicycle safety, then perhaps it would be worthwhile to investigate the expansion of our current system of bike paths and trails. I for one, would even support a referendum on the ballot issuing bonds or collecting additional sales tax perhaps to fund additional bike/pedestrian paths.</p> <p>Closing lanes to automobile traffic will more than likely:</p> <p>A. Add to congestion, adding drive time to automobile trips thereby increasing pollution.</p> <p>B. Drivers will find ways using residential streets to avoid driving on the "Right Sizing" over used congested streets.</p> <p>C. Businesses will avoid locating in areas which have been made more inaccessible by "Right Sizing".</p> <p>D. Conflicts between bicyclists and motorists has the potential to increase as more automobiles are squeezed into less and less space.</p> <p>In summation, I think we need to come up with a better plan for both bikes and automobile traffic. Right Sizing needs to be more study, no proof exists that the community as a whole will benefit from closing lanes. Right Sizing is clearly the Wrong thing to do!</p> <p>Thank you for taking the time to consider my opinion.</p> <p>Geoffrey Kay</p> <p>To Whom It May Concern-</p> <p>As a business owner and city resident, I am strongly opposed the proposed "Right Sizing" of Folsom Street & Iris Avenue. Our city streets are fast becoming "grid lock".</p> <p>As a voting tax payer, I expect that ALL groups in our community are equally represented. It is evident that the biking community is getting preferential consideration with regards to Transportation projects and engineering. Many of us do not have the option of leaving our cars at home. I urge you to consider the rest of our community- the families, the workforce, the 60,000 plus employees who commute into Boulder for work- these are folks who don't have the luxury of a bike choice. There are plenty of bike ways incorporated within the city limits.</p> <p>Thank you for your consideration-</p> <p>Andrea</p> <p>Andrea Farnacci</p> <p>I am writing to express our concern about this hasty decision to change Iris Avenue and Folsom Street. We live in this area and these are the main streets we use to cross town. They are already congested but not YET as congested as 28th and 30th. Iris Avenue is the only good east/west route in this area.</p> <p>We also like to ride bikes and are certainly not opposed to them. These streets already have good bike lanes and we have a city filled with a lot of good bike lanes.</p> <p>Most of us still use cars for our daily lives- driving family members, going to work, shopping, helping people in need of assistance, night time activities, etc. The weather in Boulder is not conducive to cycling all year for many of us.</p> <p>I hope you reconsider this hasty idea.</p> <p>Sincerely,</p> <p>Peggy Pepper</p> <p>North Boulder</p> <p>Council</p> <p>I am very upset about the right sizing idea regarding "safe cycling" along a few of our main arteries in Boulder. I have been told that statistics show the roads you may convert to less lanes for cars and more for bikes have already shown to be free of cycle accidents. How can your proposed plan make them safer than the statistics already show?</p> <p>My husband is a big cyclist and it still would not be practical for him to bike to work regardless of it being safer. We have four children and I would not be able to move my children around to school and their activities on bikes no matter how safe you make it.</p> <p>I also am concerned about the increased emissions of cars waiting in traffic due to your decreasing the number of car lanes. Those emissions certainly won't be good for the environment.</p> <p>Please reconsider this ridiculous plan.</p> <p>Tina Di Scipio</p> <p>Obviously the cycling community is in favor of it but will it really have a major effect on who bicycles?</p> <p>These are just isolated sections. Getting to and from the sections won't change. There's no reason to believe it will get more people to start riding in a major way. I won't be one of them.</p> <p>What effect will it have on traffic flow? I suspect it will tell me that if you reduce the lanes in one place the cars will go to another. Folsom Street is bad at rush hour now. If two lanes are taken away, cars will take alternate routes. My guess would be to 28th Street, adding to its rush hour traffic.</p> <p>Boulder is seeing a great amount of growth now with all the new, ugly apartment/condo complexes. I don't think now is a good time to cut back our major roads.</p> <p>Bruce Gladstone</p> <p>The following letter from Jeff Schulz to the Daily Camera captures my own attitude toward the "right sizing" proposal for increasing bike use in Boulder. I am not a fan, and the proposal sounds ridiculous to me. The proposed changes will most definitely increase car congestion at the targeted streets, but they are not likely to increase bicycle use.</p> <p>What is the function? My best guess is to punish resident and non-resident drivers who do not conform to Boulder's utopian (or is it dystopian?) visioning.</p> <p>Thank you for your consideration,</p> <p>Kathy Tegmeyer</p> <p>My residence is located at 3111 Washington St., Boulder, CO, 80304.</p> <p>My place of employment is Formation Environmental LLC at 2500 55th Street St., Boulder, CO, 80301.</p> <p>My total car mileage per year is approximately 7,000 miles. I like to ride my bike, but that is not always practical for a full-time working professional.</p> <p>*****</p> <p>Jeff Schulz: A dystopian look at our "right-sized" future</p> <p>Posted: 06/14/2015 07:25:25 PM MDT</p> <p>As the flammable liquid tanker car derails at Pearl and 30th Street and rolls through the lobby of the new, smart-growth tower, thankfully, all residents safely evacuate. Just as the last bearded hipster squeezes through the exit without spilling his latte, a fire erupts.</p> <p>The Boulder Fire Department is ready to roll, but, unfortunately, it's rush hour and the recent lane reductions combined with all the flashing crosswalks have caused perfect gridlock everywhere. Knowing that they can access water once on the scene, the can-do firemen commandeer several Bicycles and pedal over to the calamity.</p> <p>They quickly discover that the electric water pumps won't turn on because the muni hasn't installed those backup power circuits yet. The road county fire squads are called in, but, summer drag, large potholes on the unmaintained county roads are causing unanticipated delays. Smoke can now be seen from the downtown treehouse where council members are playing rock-paper-scissors to decide on when to train their high-powered bureaucracy cannon at each. Will it be the immediate trailer park owners?</p> <p>Please listen to those who live and drive and cycle long-term in Boulder. We do not need to jam up major roadways across town into a single lane in the hopes of encouraging a few more cyclists. The lanes on Iris Avenue and Folsom Street feel safe to us cyclists already. Besides, less busy streets are so much more appealing to ride on without all the traffic. Also important to stress is that the vast majority of people in north Boulder drive! To work and day care and for groceries and to take aging parents to appointments. Please consider that this drastic change will not benefit the majority and only serve to make the necessary driving exceedingly frustrating.</p> <p>Thank you for your consideration, Lynn Kimball</p> <p>Hello,</p> <p>Why do you continue to try to keep us from going anywhere? During one of our recent rainstorms I was watching how the bikers handled it. They didn't! I did not see one single biker on the road. Bad for business! Bad for Boulder!</p> <p>Thanks,</p> <p>Mike Elliott</p> <p>Hello,</p> <p>I want to voice my opposition to widening the bike lane from Broadway to Iris Avenue. I live on Broadway in North Boulder, and can tell you that the congestion during the morning rush is quite bad at the intersection of Broadway and Iris Avenue. Cars waiting to turn from Broadway onto Iris Avenue are often waiting in a long line that causes more traffic on Southbound Broadway. Iris Avenue is one of the main roads connecting the west side of Boulder with the East and with the increased development of North Boulder, there is bound to be more traffic that needs to get across town and connect with Foothills Parkway and routes leading out of Boulder. Reducing Iris Avenue to one lane in each direction is simply put a bad idea.</p> <p>I have spoken to several others, including my parents who live off of Linden and they are also opposed to any idea that increases congestion on Broadway and Iris Avenue. There are other "back" routes for bikes to take to get across this part of town.</p> <p>I want to say that announcing that you are meeting on important issues on the day that you are meeting does not allow concerned citizens enough time to plan to attend the meeting.</p> <p>Thank you for your time and consideration,</p> <p>Michelle Stedid</p> <p>Dear City Council,</p> <p>I'm writing to let you know I'm against the proposed changes to the above roads. I live at 20th and Alpine and ride my bike virtually every day to our office off Broadway and Argoshee. I love biking all around Boulder, but I do not think these proposed changes are warranted. I'm very concerned the increase in traffic congestion will outweigh the benefits of being more biker friendly. I suggest that you experiment with making the change to just 1 way on one of the roads as an initial evidence.</p> <p>Regards,</p> <p>Jim</p> <p>I'm writing about the living labs Experiment. Please do not close additional road space to give to bikes. I would like instead for you to figure out ways to help traffic navigate the city more easily. It is so hard to get from one side of the city to the other in the morning, lunch time or in the evening and closing lanes is only going to make things worse. Please stop investing in winding roads just for bikes and instead when you widen a road for bikes also make room for traffic. Your suburbaness about forcing people out of their cars is not working and its making the city more difficult to work and live in.</p> <p>Your goals as planners should be "How to make it easier and rewarding for your constituents and employers in your community to do business and commute" I feel like your current goal is how to force people out of the car. I vote you stop doing this.</p> <p>I'm fine with investing in bike paths and creating shoulders for bikes on rural roads, but taking space out of already overcrowded city lanes is CRAZY. 99% of the traffic is cars in these areas. Even your silly videos says that, so why would you reduce the traffic area for less than 1% of the people? Its crazy talk.</p> <p>I love to ride my bike and love to have my kids ride bikes. I feel like the city has invested heavily in bike paths and underpasses. I find it pretty easy to get around town on bike paths and sidewalks. We do some errands on bikes and the kids commute to school on bikes some days. But we are not a "BIKE every day family" 95% of our trips are in a car. I pay for the roads with my sales tax dollars, auto tax dollars and my federal tax dollars. I want to get a vote for what my money goes to and I vote you don't make it harder for me to commute in my car by taking away roadways and giving to bikes who are not there.</p> <p>I have 50 employees. We have invested in bike racks and encourage them to ride to work. However, some of them live in Arvada, Breckenridge or Longmont and commute into the city. We offer bikes for them to ride at office but they still choose to drive because it's just too far for them to get and a lunch or to go to a clients home for a meeting. It is not possible for us to do our job via bike when its freezing cold, hot, or raining on. We can't ride from 55th Street and Valmont to Tim Cup in table mesa with everything we need for a meeting. We can't show up at a customer's home</p>
Andrea	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion	Car use bike	<p>I am writing to express our concern about this hasty decision to change Iris Avenue and Folsom Street. We live in this area and these are the main streets we use to cross town. They are already congested but not YET as congested as 28th and 30th. Iris Avenue is the only good east/west route in this area.</p> <p>We also like to ride bikes and are certainly not opposed to them. 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My best guess is to punish resident and non-resident drivers who do not conform to Boulder's utopian (or is it dystopian?) visioning.</p> <p>Thank you for your consideration,</p> <p>Kathy Tegmeyer</p> <p>My residence is located at 3111 Washington St., Boulder, CO, 80304.</p> <p>My place of employment is Formation Environmental LLC at 2500 55th Street St., Boulder, CO, 80301.</p> <p>My total car mileage per year is approximately 7,000 miles. I like to ride my bike, but that is not always practical for a full-time working professional.</p> <p>*****</p> <p>Jeff Schulz: A dystopian look at our "right-sized" future</p> <p>Posted: 06/14/2015 07:25:25 PM MDT</p> <p>As the flammable liquid tanker car derails at Pearl and 30th Street and rolls through the lobby of the new, smart-growth tower, thankfully, all residents safely evacuate. Just as the last bearded hipster squeezes through the exit without spilling his latte, a fire erupts.</p> <p>The Boulder Fire Department is ready to roll, but, unfortunately, it's rush hour and the recent lane reductions combined with all the flashing crosswalks have caused perfect gridlock everywhere. Knowing that they can access water once on the scene, the can-do firemen commandeer several Bicycles and pedal over to the calamity.</p> <p>They quickly discover that the electric water pumps won't turn on because the muni hasn't installed those backup power circuits yet. The road county fire squads are called in, but, summer drag, large potholes on the unmaintained county roads are causing unanticipated delays. Smoke can now be seen from the downtown treehouse where council members are playing rock-paper-scissors to decide on when to train their high-powered bureaucracy cannon at each. Will it be the immediate trailer park owners?</p> <p>Please listen to those who live and drive and cycle long-term in Boulder. We do not need to jam up major roadways across town into a single lane in the hopes of encouraging a few more cyclists. The lanes on Iris Avenue and Folsom Street feel safe to us cyclists already. Besides, less busy streets are so much more appealing to ride on without all the traffic. Also important to stress is that the vast majority of people in north Boulder drive! To work and day care and for groceries and to take aging parents to appointments. Please consider that this drastic change will not benefit the majority and only serve to make the necessary driving exceedingly frustrating.</p> <p>Thank you for your consideration, Lynn Kimball</p> <p>Hello,</p> <p>Why do you continue to try to keep us from going anywhere? During one of our recent rainstorms I was watching how the bikers handled it. They didn't! I did not see one single biker on the road. Bad for business! Bad for Boulder!</p> <p>Thanks,</p> <p>Mike Elliott</p> <p>Hello,</p> <p>I want to voice my opposition to widening the bike lane from Broadway to Iris Avenue. I live on Broadway in North Boulder, and can tell you that the congestion during the morning rush is quite bad at the intersection of Broadway and Iris Avenue. Cars waiting to turn from Broadway onto Iris Avenue are often waiting in a long line that causes more traffic on Southbound Broadway. Iris Avenue is one of the main roads connecting the west side of Boulder with the East and with the increased development of North Boulder, there is bound to be more traffic that needs to get across town and connect with Foothills Parkway and routes leading out of Boulder. Reducing Iris Avenue to one lane in each direction is simply put a bad idea.</p> <p>I have spoken to several others, including my parents who live off of Linden and they are also opposed to any idea that increases congestion on Broadway and Iris Avenue. There are other "back" routes for bikes to take to get across this part of town.</p> <p>I want to say that announcing that you are meeting on important issues on the day that you are meeting does not allow concerned citizens enough time to plan to attend the meeting.</p> <p>Thank you for your time and consideration,</p> <p>Michelle Stedid</p> <p>Dear City Council,</p> <p>I'm writing to let you know I'm against the proposed changes to the above roads. I live at 20th and Alpine and ride my bike virtually every day to our office off Broadway and Argoshee. I love biking all around Boulder, but I do not think these proposed changes are warranted. I'm very concerned the increase in traffic congestion will outweigh the benefits of being more biker friendly. I suggest that you experiment with making the change to just 1 way on one of the roads as an initial evidence.</p> <p>Regards,</p> <p>Jim</p> <p>I'm writing about the living labs Experiment. Please do not close additional road space to give to bikes. I would like instead for you to figure out ways to help traffic navigate the city more easily. It is so hard to get from one side of the city to the other in the morning, lunch time or in the evening and closing lanes is only going to make things worse. Please stop investing in winding roads just for bikes and</p>

Phil	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	existing bike lane	auto congestion	I wish I had time to write a coherent, well reasoned letter about the "right sizing" issue before you tonight, but I don't, so this message may be a little brief, and more emotional. This solution (?) has dubious objectives to begin with; it is shotgun in its approach with absolutely no sense of how you will accomplish any benefit, or measure it eventually. I cycle recreationally all over town, and occasionally commute to work by bike. There are plenty of safe routes that are direct, scenic, and less traveled than the streets you propose to improve. This solution only aggravates the auto user on these roads and pushes them somewhere else, probably on a road already congested. Please stop this war on the auto, a device that actually makes some of our lives more convenient some of the time. I am fine delivering cycling services and infrastructure that improve my cycling experience, but do not approve of modifications to streets that actually deteriorate services for the auto. At a minimum, get serious about investigating this completely, but I would prefer you direct staff to abandon its pursuit of making the City measurable in both the north-south AND the east-west thoroughfares. I don't know how much further we must go to have a balanced set of goals for bikes, pedestrians, and autos, but this is not the way. This may be worse than the blinking crosswalks, which are categorically unsafe for pedestrians, cyclists and autos equally. By the way, in my informal survey of friends and associates, no one can figure out where this came from, or why we haven't heard from all the cyclists who've had "narrow misses" on
Laura	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	existing bike lane	Can't use bike	I am strongly opposed to your plan to eliminate car lanes in order to make bike lanes larger. I have been an avid bicyclist in Boulder since 1981. This plan will NOT lead to an increase in people riding their bikes. Boulder is already one of the most bicycle-friendly towns in the country. Most people that want to ride already do, and do so safely. Why would you inconvenience 20,000 cars a day for the sake of a handful of bike riders? Biking, for most, is a recreational activity that we fit in when we have the time to do that. Even though I live and work in Boulder, for me to commute by bicycle takes me 45-50 minutes by bike, but 20-15 minutes by car. I do not have the time to do that. For me to do errands by bicycle is very unlikely as well. It would take 1-4 times as long, and I would only be able to run the errands that do not require me to carry anything more than one bag of groceries home with me. I do not ride my bike when it is raining. I do not like to ride my bike at night. I do not ride my bike when it is below 40 degrees outside. If this is indeed an "experiment", then what are your measures of success? How many bikes go up and down these routes daily? How many more bikes would have to be added to this city in order for you to consider your experiment a "success"? How many more pounds of CO2 will be put into the atmosphere by the cars who will have longer travel times on these routes? Folsom Street is probably the busiest street on your list to experiment with. When CU is in session, I will see about 8-12 bicycles on a given trip down the length of Folsom Street. When CU is not in session, I see ZERO to ONE bicycles. When it is dark, there are ZERO to ONE bicycles. When it is snowing or raining, there are ZERO to ONE bicycles on this route? How can you justify the increase in CO2 emissions to benefit, on average, only a handful of people? If you really want to make this an "experiment", do it with one street with temporary lane closures for 6 months to measure the number of new bikers that take advantage of it. Don't do it on a major
Janet	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	existing bike lane	future growth	A follow up to the Sean Maher editorial today in the Camera regarding right sizing. As an over 60 couple, who worked for the suburb district for 30 years and are now retired and trying to enjoy our north Boulder location, another "experiment" comes from the staff and council who all live under a dome of "utopia." Maybe staff should become acquainted with all of the bike trails through north Boulder and see a rider does not need to ride directly on Broadway, there are alternatives on 4th or 5th. I do not see commuters on Broadway, they all head toward 4th. Not sure where your scientific numbers came from to support such a change, oh is it from this "experiment" staff wants to conduct to try and put another notch in their belt of look what we can do to our citizens in Boulder. Broadway is very busy. A new housing development plus those individuals who have the audacity to drive into Boulder to work has created an impact on wait times. We do not mind waiting for the traffic to clear because like us, they are the working class just trying to make ends meet. The city of Boulder seems determined to build and build the citizens onto their bikes. It is not going to happen by forcing us into smaller lanes in the morning. Not all of us can ride our bikes to our traditional jobs nor want to, so how about fixing the roads, also called the infrastructure, and stop catering to whatever social experiment you are on this year and start taking care of the citizens who do drive and ride bikes. While this is a social experiment to you, these are our lives so how about trying to make them better. Hoping you will not rush to make changes to our roads and listen to the thoughtful and important questions that Mr. Maher asked in his article. Janet Orton
Valerie	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	existing bike lane	neighborhood cut through	Hello I'm all for more biking options in Boulder but I think adding more bikes onto already congested thoroughfares doesn't make sense. In my opinion, what makes more sense is to define and enhance bike routes through quieter neighborhoods - this would be safer for everyone and less intimidating. I live on Riverside and a bike path under Broadway connects to my street. Lots of bikes go west from there to 28th Street on side streets and avoid the car traffic just fine. I don't have any doubts that more congestion on the main streets will drive cars to the side/neighborhood streets so why not circumvent that problem by sending bikes there? Sincerely, Valerie Berg
Beverly	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	neighborhood cut through		I am writing to comment on the proposal to change the four streets to increase the size of the bike lanes and decrease the vehicle lanes. I am opposed to this proposal. I commuted to my job on the Pearl Street Mall for over two years until Google closed which took me along Iris Avenue for a brief distance until I could duck into a neighborhood. I am a 64 year old female part of your target group. Although the few blocks on Iris Avenue was my most pleasant part of the commute, it was fast and there was a crosswalk that I could use to get the bike path. And it didn't deter me from the commute. My point is that I believe that the best resolution to getting more people comfortable with biking is to educate the potential biking population about using the neighborhoods and paths rather than directing them onto the main traffic arteries. My concern is that the vehicle traffic will avoid the currently used main streets and use the local neighborhood streets adversely affecting the quality of life in those communities. I would much prefer that those streets be utilized by the bikers. After being stuck behind a bus or Western Disposal a few times on Iris Avenue and not being able to pass, a vehicle driver will soon find another route to get from Broadway to 28th and that will be through a now peaceful neighborhood full of dog walkers, kids with training wheel bikes, etc. Thanks for considering my comments. Beverly Ghiozzo
Michael	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	noise	auto congestion	I am a resident in Boulder and business owner, employing 30 people with an office in downtown Boulder. I wanted to reach out to express my feelings regarding the proposed "bike lanes" to be added/expanded on certain streets in Boulder. In researching the issue to outline my thoughts I came across this article by Sean Maher in the Boulder Daily Camera. http://www.dailycamera.com/business/columnists/c_28300676/sean-maher-concerns-questions-about-boulders-bike-lane-hour-longing Mr. Maher's positive feelings about cycling in Boulder mirror mine. Also, the concerns and questions he asks align very well with my own. Please take these points seriously and answer the questions for us before proceeding with any changes. This seems like good due diligence in making the right balanced decision for our community, and good politics as addressing these questions help the citizens of Boulder (no matter what side of the issue they may take) feel as though you acted prudently and listened to their concerns. In addition to those questions I have a few other comments/questions/concerns: 1) I do support experimentation. As Boulder grows we need to use our assets to manage that growth effectively so as to retain the best quality of life possible in our community. Experimenting with those assets (in this case our streets) to see what we can make work better make sense. 2) While I agree with experimentation, why does the pilot need to be 12 - 18 months? I don't understand why that is necessary and believe it could result in a situation where the experiment fails (which is fine) but it fails and causes trouble for a really long time. 3) I will disagree with those who say (as referenced in the above article) that such a program worked in New York or Chicago and that as evidence for what that implies for Boulder. Those are very different cities, with very different people and culture. They also begin from very different starting points in terms of their physical makeup, population size, and commuting habits. I've spent enough time in those cities to know the reasons that such approaches might work in those cities would be very different for how/if it would work here.
Arthur	6/15/2015	email to Council	All Corridors	1	1	1	1	negative	evidence	data	Dear Council, I agree with Sean Maher's point that this whole "right sizing" process feels rushed. I urge the council to defer approval for a period to enable pros and cons to acquire information to be presented to you. I would make the point somewhat differently. If I understand correctly, these lane closures are being promoted as an experiment. The result of the experiment will then indicate future policy. If this is to be an experiment, then it should be carefully designed to yield the information desired. That in turn requires that council and staff have a clear notion of what they wish to accomplish so that the information acquired will be relevant to a decision. Is the issue here increased safety for cyclists, with the hope that this will increase ridership? Then would you not need a baseline showing the incidence of accidents involving cyclists on the streets to be affected? You can then measure the reduction in accidents during the experimental period to determine how effective this measure is in improving safety. You would also need a baseline of existing bicycle usage in the experimental areas so that you could judge the effectiveness of the closures in increasing bicycle usage. I am not trying to design the experiment. These are just examples of the factors that will need to be examined. If the council defers implementation and uses the additional time to educate the staff as to the kind of experiment it would find helpful, I think it would be very useful. Of course, if this is not an experiment but is being presented as an action that is ready to be put in place, then the matter is quite different. I must say that labeling "lane closures" as "right sizing" does suggest that the matter has already been determined. Arthur Travers
Harris	6/15/2015	Inquire Boulder	All Corridors	1	1	1	1	negative	safety	congestion	The closing of lanes on several of Boulder's busiest streets, if you do take away lanes on those streets you can expect more accidents, more road rage, more anger at the city, but not more bike riders. Please reconsider.

											My name is Zach Noffsinger, and I regularly ride on Folsom Street and Iris Avenue, often with my kids (ages 5 and 9). I strongly support the pilot project re-allocating some road space from cars to bikes and installing protected and buffered bike lanes because it will make it safer and more pleasant for my family and others to ride bikes in the city for everyday transportation. Feeling safer riding my bike will help me to use my bike more frequently. Please let the project move forward, so we can have an informed discussion – based on our experiences, and actual before-and-after data – about whether this kind of infrastructure is right for Boulder.
Zach	6/15/2015	email to Council	Folsom Street/Iris Avenue	1	1	positive	safety	letter for cyclists			Regards, Zach Noffsinger
Tom	6/15/2015	email to Council	Iris Avenue	1		negative	auto congestion				I am strongly opposed to reducing the number of car lanes on Iris Avenue to widen bike lanes. While I support bike usage, the benefits will be reaped by the few and the inconvenience will be felt by the many. Keeping traffic moving should be kept as a high priority. Alternative bike routes are already available for those bike riders who prefer to avoid high traffic routes. Tom Wilke
Marion	6/15/2015	email to Council	Iris Avenue	1		negative	auto congestion	emergency response			Please do not go forward with this poorly conceived and poorly thought-out plan. It is already difficult for those of us in the neighborhoods along Iris Avenue to turn onto Iris Avenue, what it will be like with only one lane in each direction is hard to imagine. The idea that "the elderly" will suddenly decide to ride bikes is ludicrous. In a city with an older-trending demographic consideration of older people by the Council might be a good idea. I have seen no info on bike traffic on Iris Avenue now or number of bike/car accidents or what "safer" might mean. What happens with emergency vehicles in this scheme. Buses? In the winter the snowplows pile the snow in the middle of Iris Avenue effectively reducing it to one lane so now there will be no lanes I presume. It is also not clear why the very vocal biking community seems to be the driver in these sorts of decisions. Dr. Joel and Marion Sebin
Peggy	6/15/2015	email to Council	Iris Avenue	1		negative	auto congestion				Dear Council, When I read of the proposed changes to Iris Avenue Avenue I was heartbroken. As a senior citizen living west on Poplar Avenue, I drive Iris Avenue east and west everyday more than once usually. This is a necessity and already the traffic on this road is congested. I implore you to consider the needs of older citizens living in Boulder when you create more congested roads in our city. Thank you, Peggy Phillips
Peter	6/15/2015	email to Council	Iris Avenue	1		negative	auto congestion	existing bike lane			CITY Council members, I have lived along Iris Avenue Avenue, just east of 13th street, for 22 years. In that time the traffic has increased exponentially. It is a direct east-west corridor through the northern part of Boulder. As such, I believe that your proposal to take away 2 lanes of traffic, to encourage citizens to ride their bicycles more, is a misguided idea, and smacks of hubris. You are, again, trying to impose on the people that elected you, something that you think is better for us. We have had minimal notice and chances to voice our views on this. Even though these widened bike lanes would go directly past my home, I will not use them. There are nearby, dedicated, off-street bike paths which are considerable safer, quieter, and more scenic. I cannot imagine what your proposal would do to the traffic congestion during commute hours. Please reconsider implementing this bad idea without further study and input from the communities which would be directly affected. Peter Stout
Judy	6/15/2015	Online Comment form	Iris Avenue	1		negative	auto congestion	existing bike lane			I am both an auto driver/bicyclist and moved here in 1978 and have lived in same home west of Broadway, west of the Foothill School path, so I understand this corner metric you have put up, and see potential traffic flow, and can say it will congest Broadway more than it already is at rush hour and school times, which is practically ALL DAY LONG!! Bicyclists utilizing this area already know it is best to avoid Iris Avenue and use the VERY MANY streets and bicycle designated paths and leaving Iris Avenue alone to motorists because you will not see/count that many cyclists on it now. AS SAID- I've lived here almost 40 years! You will be willing to impact Iris Avenue, the best east-west mid town artery for traffic, on a social experiment that won't affect those of us who already choose, if/whenever we have time - to take a bicycle for shopping or whatever needs it this program gets my NO VOTE! IT is not worth the usage of our tax dollars. PLEASE reconsider this deal! I can only speak for my area of town I have known for almost 40 years. DON'T BELIEVE enough research, study, or feedback has gone into this proposal for a vote tonight. Sincerely Yours, Judy Delzer 303-444-7256
Tim	6/15/2015	email to Council	Iris Avenue	1		negative	auto congestion				I am deeply concerned about the Living Laboratory proposal to restripe Boulder arterials, particularly the Iris Avenue corridor. As an able-bodied bicyclist myself, I understand the need for safer bicycling lanes, but not at the expense of people with disabilities. Please do not vote to advance the Iris Avenue corridor proposal at this time. The SmartHome, a home for Boulder citizens with disabilities, is located at 1806 Iris Avenue. It houses people with physical and cognitive disabilities. Many of the residents are in wheelchairs; all of them are dependent on motor vehicles for transportation. Some of them, like my younger brother, can occasionally make trips by bus. When I called out transportation staff to make sure there was a plan in place to mitigate their transportation needs, I expected to hear something like "Don't worry, we are planning a Do Not Block" striping in front of the SmartHome's parking lot egress. After all, staff is proposing to funnel two lanes of traffic that currently back up at the light at 13th enough to block egress and ingress to the SmartHome into a single lane- further impairing the mobility of our citizens with disabilities. Instead the response I received from staff was "What SmartHome? A residential group home for people with disabilities on Iris Avenue?" What? The address? Staff had done no outreach to the community of people with disabilities. Nor have the citizens on the TAB, whose duty it is to represent all Boulder citizens, ever voiced a concern about the effect of this proposal on people with disabilities- such as those who live in the SmartHome. This injustice should be redressed- the affected residents and the caregivers who transport them need be invited into the planning process. Staff should also be instructed to do outreach to Imagine, Boulder Via, LaborSource, CORE, and other agencies that serve the disabled to obtain their input on these proposed changes. In addition to egress concerns, staff has also said that RTD stops in the corridor may need to be relocated. Our citizens with disabilities should be consulted as part of that process. We may find that this community have other concerns with these proposal- but only if we actually engage with
Tim	6/15/2015	email to Council	Iris Avenue	1		negative	auto congestion				Dear Council, I am out of town and unable to attend tonight's meeting, so would like to communicate my concern about the proposed living lab project for Iris Avenue Road. I live in the Melody Catalpa neighborhood, for which this is a main arterial when we need to drive. I believe Shaun Maher captured the concerns well in his editorial. I love that Boulder encourages bicycling and other methods of travel, and enjoy the network of paths including Kalmia to 29th or almost two miles. We need to relocate the crossing on Iris Avenue at 16th, where bike traffic tries to cross north and south, but much less need to enhance bike lanes on Iris Avenue itself. I fear this is going to create a traffic nightmare... as well as further increase traffic already cutting through our neighborhood. We need a way to measure these and respond, but have been told there is "no budget" for any of this. Perhaps we are trying to do too much too fast. Thank you for your consideration, Lind Olson
Lind	6/15/2015	email to Council	Iris Avenue	1		negative	auto congestion				CITY Council Members, I have been a resident / home owner living in North Boulder for 38 years. From all of my residences Iris Avenue has been and continues to be my main access to everything I do. Buses and bikes are not an option for me. Since learning of the proposal to reduce the number of car lanes in favor of bike lanes I have been even more aware of the traffic congestion on Iris Avenue. I can not believe that such a plan has even been proposed. CHANGING CAR LANES INTO BIKE LANES IS A MISCALCULATION!! If Bikes and buses don't work for most people and the weather in Boulder is unsuitable for those modes of transportation 6 months out of every year, Boulder's population will continue to grow and Boulder definitely needs more and better transportation routes and routing for everyone but be reasonable in finding solutions and don't be swayed by the biking minority... Lance Dattenshoed
Lynne	6/15/2015	email to Council	Iris Avenue	1		negative	cost bike	auto congestion			Changing 55th Street to a two lane road is unnecessary and instead will cause severe congestion south of the proposed area and into surrounding neighborhoods. I travel on 55th Street every weekday during my commute to Flatiron Park. On any given day, I may see 2-3 bicyclists. Although the 8Right Sizing is only proposed to be between Arapahoe and Pearl, the impact will be mostly felt south of the proposal - between Baseline and Arapahoe and other neighborhood side streets. An example of this is the increased traffic due to the current Cherryvale closure. An additional 10+ minutes has been added to my commute since the Cherryvale closure, leading to more idling and thus more exhaust. There are already adequate pathways for pedestrians and cyclists along 55th Street. In the immediate surrounding areas there are an abundance of trails. Additionally, 55th Street between Arapahoe and Pearl has sidewalks on both sides of the street, as well as shoulders. Due to the already high traffic volume, the disproportionate amount of pedestrians and cyclists to vehicles, and existing trails/sidewalks/shoulders, 8Right-Sizing 55th Street at a high cost to tax payers just does not make sense.
Rebecca	6/16/2015	Online Comment form	55th Street	1		negative	auto congestion	no bikers			Adding 55th Street from Arapahoe to Pearl a two lane road would be a disaster. At 5 o'clock in the afternoon the right lane heading towards Pearl street is already backed up to Flatiron Parkway because of all the people trying to go straight and turn right. I drive down 55th Street toward Pearl street in the left lane because I can't get onto Pearl street. If everyone had to wait in that same lane to go anywhere, we would be stuck there for a long time and we would all be very unhappy. I support cyclists and the other roads that will be modified, but I cannot support 55th Street street being modified. Thank you for your time
Lacie	6/16/2015	Online Comment form	55th Street	1		negative	auto congestion	access			Drive on the 55th Street street section every day and from work. Traffic is generally tolerable but at 5 pm when everyone leaves it can be a nightmare. The double turning lane onto Arapahoe confuses many motorists and causes a lot of issues. There should be signs way in advance of the light. Cyclists do not seem to have an issue with the normal sized bike lanes. Me and about 10 people from my company ride those bike lanes a couple times a week and we do not have an issue with safety. Generally cars drive pretty slowly along this 55th Street section. If you want to fix something, fix the horrible pavement around the train tracks. People have to slip on their brakes to creep over the uneven concrete where the tracks cross the road.
Bill	6/16/2015	Online Comment form	55th Street	1		negative	auto congestion	access			I would much rather see 55th Street stay two lanes in each direction with a multi use path on the side instead of the road losing a lane in each direction. Traffic during rush hour is bad enough on that road already.
Dan	6/16/2015	Online Comment form	55th Street	1		negative	auto congestion				I think this is a waste of taxpayer dollars. Not everyone that works in Boulder lives in the city limits. There are still a lot of people commuting from outside of Boulder that will probably be hit the hardest with increased traffic by shutting down an entire lane. What's wrong with expanding on the bike paths we have now? The cyclists already don't use caution when cycling on the road, how will this make things better? It would be far more simple to expand on the paths that exist or create more than close down lanes on existing streets. Especially with the bus system, you would have people stuck behind a bus for miles if this is implemented. I can't even imagine the kind of road rage that would result from this. It would be great if we could all bike into work or use the buses but that system isn't even fully available. For instance, I live in East Longmont, there is no bus I can take directly from my house to get to Boulder in a timely manner. Unfortunately, the best option is to drive. Now, when I lived in Boulder it made sense to take the bus or bike everywhere. But again, not everyone can afford to live here. This proposal is highly inconvenient to the working population. Let's fix the roads, extend the existing bike trails (not on the roads) and expand the bus system with all of that tax money.
JM	6/16/2015	Online Comment form	55th Street	1		negative	cost	auto congestion			

Jared	6/16/2015	email to Council	55th Street	1					negative	no bikers	auto congestion	<p>Hello,</p> <p>I have seen many signs around 55th Street and Central asking for feedback on the new proposal: if I must be honest, I do not see a need to repave the bike lane in this area. There are not many riders on this road to make this worthwhile. However, there is an abundance of cars and trucks that use this road very often.</p> <p>I think by making these changes would only cause the traffic to be worse which could pose a threat to bicyclist more so than how it is now.</p> <p>This is my opinion.</p> <p>Please let me know if this message has been received.</p> <p>Thank you,</p> <p>Jared</p>	
Jeff	6/16/2015	Online Comment form	55th Street 63rd Street	1	1				negative	cant bike	auto congestion	<p>How idyllic it would be if we could all live within a few miles of where we work in Boulder and bike to work riding down monstrous bike lanes, but the reality is that many people who work in Boulder need a car throughout the day for their jobs, or they commute from neighboring communities. Have any of the people deciding this fate for the city driven on these corridors during rush hour? They are already backed up with cars for blocks and blocks. I feel Boulder already has a much better biking situation than most cities I've visited, with plenty of bike lanes completely separated from traffic and running along gorgeous creek and mountain views. Boulder has overpopulation and overdevelopment issues, so to me taking away lanes of traffic on a couple of the very few ways in and out of town will cause huge delays, frustration, and smoggy traffic jams.</p> <p>What an absolute nightmare. I hardly know where to start, so I will start with the fact that our rural fire dept. has just built a new facility on 63rd Street, in part because it is a 2-lane street on both sides. This ensures that their trucks can get out in the event of an emergency. 63rd Street is also a main artery in and out of Boulder from the Diagonal, which includes commuters from Nwot, Longmont, and further out. They are obviously not likely to ride a bike that far every day. You know that. And there already is a bike path on 63rd Street, which is safe from traffic, but rarely used. Lastly, there have recently been hundreds and hundreds of dense housing units built in Gunilans, with the streets still going. This will add thousands of people to this small area, with 63rd Street being the main road to Boulder and other outlying areas. Did you factor that in?</p> <p>As for 55th Street, that street too already HAS a bike path, safe from traffic, and rarely used. In addition, there are train tracks that cross 55th Street with trains backing up heavy traffic several times a day. Imagine the nightmare of this with 2 lanes gone.</p> <p>This proposal serves a small minority, and projects your opinion that we should all somehow figure out how to ride our bikes instead of driving. For me, I do both, but last time I checked, I had the choice. What will happen is that you will create traffic so backed up on all these corridors, that cars will be forced to find alternate routes, i.e., through neighborhoods, where our kids like to ride their bikes in safety. You're forcing a square peg here - find a way to modify the existing bikeways, which are already safely away from traffic.</p> <p>I am very distressed by discussions to close lanes to cars especially on Iris Avenue and Folsom Street. In a city that already has gridlocked corridors, this would make what is already an unpleasant experience more untenable. Rather than driving through Boulder given the traffic and parking challenges, I find it's often easier to leave town to shop.</p> <p>Additionally, if you're considering ways to become more environmentally conscious, there are many more effective and viable options to cut greenhouse emissions. Not everyone is capable of biking. Many of our senior citizens cannot. Please don't make living in Boulder increasingly difficult for those who don't have the leisure or capability to bike.</p> <p>Rosemary</p>	
Susan	6/16/2015	Online Comment form	55th Street 63rd Street	1	1				negative	emergency	existing bike lane	<p>I have been a member of the Boulder community since 1994 and I am a working mom of two young boys. I have concerns about the potential changes to Iris Avenue avenue. I live at 4059 Dawn Court in north Boulder. I am worried about delays in coming to work. I can only drop my boys off at daycare at 7:30 in the morning, which only allows me to have 10 minutes to get to work. I am unable to bike due to these tight time constraints and trying to haul 70 pounds of children in a timely fashion. I am also worried that decreasing the lanes of Iris Avenue could back up the morning traffic even more. Currently 28th and Iris Avenue Avenue are very busy around commuting hours.</p> <p>Furthermore, I am a practicing physical therapist and treat a large community of people with injuries. Many of them are unable to bike commute due to their deficits. I hope that you will take my concerns into consideration.</p> <p>Sincerely,</p> <p>Katie</p>	
Rosemary	6/16/2015	email to Council	All Corridors	1	1	1	1		negative	auto congestion	Can't use bike	<p>Dear City Council,</p> <p>I have been a member of the Boulder community since 1994 and I am a working mom of two young boys. I have concerns about the potential changes to Iris Avenue avenue. I live at 4059 Dawn Court in north Boulder. I am worried about delays in coming to work. I can only drop my boys off at daycare at 7:30 in the morning, which only allows me to have 10 minutes to get to work. I am unable to bike due to these tight time constraints and trying to haul 70 pounds of children in a timely fashion. I am also worried that decreasing the lanes of Iris Avenue could back up the morning traffic even more. Currently 28th and Iris Avenue Avenue are very busy around commuting hours.</p> <p>Furthermore, I am a practicing physical therapist and treat a large community of people with injuries. Many of them are unable to bike commute due to their deficits. I hope that you will take my concerns into consideration.</p> <p>Sincerely,</p> <p>Katie</p>	
Katie	6/16/2015	email to Council	All Corridors	1	1	1	1		negative	auto congestion	Can't use bike	<p>walked to school, took the school bus, road my bike, and walked everywhere. There just wasn't a need for me to get a drivers license or a car until I turned 21. So I know very well how to get around town without a car. It wasn't until I switched jobs, and lost the ability to get the ECO Pass, that I was enticed and convinced to learn how to drive and get a car. The bus system was just too expensive as a regular resident of Boulder, and I couldn't walk or ride my bike in the Monsoon down pours, high winds, and snow storms. Yes, we have more than one season here in Boulder Colorado.</p> <p>As a long time Boulder Native and resident, my take on the Living Lab project for expanding bike lanes is the following:</p> <ul style="list-style-type: none"> Expanded bike lanes only serves bike able individuals, which doesn't represent ALL of Boulder's demographic of residents. Boulder is already recognized as one of the top bike-able cities in the Nation. Seen therefore that. Apparently our sidewalks need more help than the bike lanes, since more and more runners, have started to take to the bike lanes on the roads, instead of the sidewalks. We need to re-align our efforts to serving ALL of Boulder's residents, not just the able bodied, by maximizing our options and efforts, for a top of the Nation public transit system and pedestrian accessible city. I strongly urge and encourage our city council & board to shift it's efforts from the Living Lab project for bicycle lane expansion, to more robust, accessible, and enticing multi-use sidewalks/paths, and install a state of the art non fossil fuel dependent public transportation system. The current bike lanes on Iris Avenue Ave between Broadway & 28th Street, could all be expanded to become multi-use sidewalks, which would take bicyclists off the roads for more safety, and these multi-use sidewalks could be used by ALL residents of Boulder, not just serving the able bodied bicyclists, which doesn't represent the entire population and is short sighted. <p>planning such concentrated efforts on a system, that is already Nationally recognized.</p> <p>comments and the various council comments. Most of the council members were appealing to emotion by using the "safety issue" as the main reason for voting for this project.</p> <p>George and Lisa made the most sense for the rest of the community, other than the bikers, which of course turned out in full force for the citizen portion.</p> <p>One of the citizen comments stated that temporary cones could be installed to block off the lane for bikers as a much less expensive solution for a trial period. Of course it is easy to spend other people's money. One knows that if \$140K or more is spent to reconfigure Folsom Street the same people will block down the road to spend a similar amount to undo the changes if this experiment doesn't work. No mention of this happened with the various council member's discussion following the citizen input.</p> <p>Lisa is very correct that the citizens of this city have had soooooo much shovled at them over the past number of months, which begins to feel like it is on purpose because the citizens have no time to fight back. I hate to open the Daily Camera anymore to see what the city headlines of the day are. I've lived in Boulder 45 years and living here used to be fairly non stressful from a city government point of view. Not anymore and frankly I am getting VERY tired of putting up with this and paying high taxes to support various experiments.</p> <p>An alternate bike path was suggested for 63rd Street - but continually skirted by the council members.</p> <p>The same with Iris Avenue and 55th Street. Folsom Street is a main north-south artery, even though most council members seem to put it at the top of the list to do first. I guess will find 9th street now instead of Folsom Street and other's will probably do the same.</p> <p>On Broadway we have multiple buses to skirt that essentially turn it into a 2 lane street most of the time.</p> <p>Table Mesa from Broadway east to the turnpike exit is the same problem with left turning traffic into Martin Acres.</p> <p>Hello Boulder City Council,</p> <p>I regret I can't attend tonight in person, I couldn't get sitters for my kids.</p> <p>You've heard so many pleas around the Living Labs project, from outrage to cheerleading to confusion and plenty of good questions. I want to reiterate my request you put this on hold for a base and very real concern: this is a recipe for tension in the community between various demographics and pointedly between drivers and cyclists on any roads. The reasons and rapport between the negatively affected parties and those who like this idea is simply not fully baked yet. Since everything is theoretical - pro and con - and this isn't urgent, please put this Living Lab on hold. With all that is also going on re: density, neighborhood rights, comp plan and housing issues, etc., this is an unnecessary and very tangible, confusing and seemingly punitive anti-car flash point.</p> <p>Thanks for your consideration and listening to all the views tonight. I respect your efforts to address all these details.</p> <p>Sincerely,</p> <p>Dan</p>	
Amaraia	6/16/2015	email to Council	All Corridors	1	1	1	1		negative	cant bike	existing bike lane	<p>comments and the various council comments. Most of the council members were appealing to emotion by using the "safety issue" as the main reason for voting for this project.</p> <p>George and Lisa made the most sense for the rest of the community, other than the bikers, which of course turned out in full force for the citizen portion.</p> <p>One of the citizen comments stated that temporary cones could be installed to block off the lane for bikers as a much less expensive solution for a trial period. Of course it is easy to spend other people's money. One knows that if \$140K or more is spent to reconfigure Folsom Street the same people will block down the road to spend a similar amount to undo the changes if this experiment doesn't work. No mention of this happened with the various council member's discussion following the citizen input.</p> <p>Lisa is very correct that the citizens of this city have had soooooo much shovled at them over the past number of months, which begins to feel like it is on purpose because the citizens have no time to fight back. I hate to open the Daily Camera anymore to see what the city headlines of the day are. I've lived in Boulder 45 years and living here used to be fairly non stressful from a city government point of view. Not anymore and frankly I am getting VERY tired of putting up with this and paying high taxes to support various experiments.</p> <p>An alternate bike path was suggested for 63rd Street - but continually skirted by the council members.</p> <p>The same with Iris Avenue and 55th Street. Folsom Street is a main north-south artery, even though most council members seem to put it at the top of the list to do first. I guess will find 9th street now instead of Folsom Street and other's will probably do the same.</p> <p>On Broadway we have multiple buses to skirt that essentially turn it into a 2 lane street most of the time.</p> <p>Table Mesa from Broadway east to the turnpike exit is the same problem with left turning traffic into Martin Acres.</p> <p>Hello Boulder City Council,</p> <p>I regret I can't attend tonight in person, I couldn't get sitters for my kids.</p> <p>You've heard so many pleas around the Living Labs project, from outrage to cheerleading to confusion and plenty of good questions. I want to reiterate my request you put this on hold for a base and very real concern: this is a recipe for tension in the community between various demographics and pointedly between drivers and cyclists on any roads. The reasons and rapport between the negatively affected parties and those who like this idea is simply not fully baked yet. Since everything is theoretical - pro and con - and this isn't urgent, please put this Living Lab on hold. With all that is also going on re: density, neighborhood rights, comp plan and housing issues, etc., this is an unnecessary and very tangible, confusing and seemingly punitive anti-car flash point.</p> <p>Thanks for your consideration and listening to all the views tonight. I respect your efforts to address all these details.</p> <p>Sincerely,</p> <p>Dan</p>	
Madeyn	6/16/2015	email to Council	All Corridors	1	1	1	1		negative	cost	existing bike lane	<p>Hello Boulder City Council,</p> <p>I regret I can't attend tonight in person, I couldn't get sitters for my kids.</p> <p>You've heard so many pleas around the Living Labs project, from outrage to cheerleading to confusion and plenty of good questions. I want to reiterate my request you put this on hold for a base and very real concern: this is a recipe for tension in the community between various demographics and pointedly between drivers and cyclists on any roads. The reasons and rapport between the negatively affected parties and those who like this idea is simply not fully baked yet. Since everything is theoretical - pro and con - and this isn't urgent, please put this Living Lab on hold. With all that is also going on re: density, neighborhood rights, comp plan and housing issues, etc., this is an unnecessary and very tangible, confusing and seemingly punitive anti-car flash point.</p> <p>Thanks for your consideration and listening to all the views tonight. I respect your efforts to address all these details.</p> <p>Sincerely,</p> <p>Dan</p>	
Dan	6/16/2015	email to Council	All Corridors	1	1	1	1		negative	evidence	outreach	<p>My comments and the commentary that appeared June 6 in the Daily Camera. On the comments, the final bullet I didn't have time for...some motivation to get to something like a form-based approach to bike-friendly street design.</p> <p>Cheers,</p> <p>D</p> <p>-----</p> <p>Comments for 15-June:</p> <p>I was surprised and excited to read about plans for Phase II of living lab a couple weeks ago. I'm on the Daily Camera Editorial Advisory Board, and we decided to write about the subject in the June 6 edition...so additional thoughts from me are available online.</p> <p>In that commentary I mentioned the dramatic increase in enjoy-ability of visiting cities from NYC to Paris and Berlin since they have started redesigning their streets to be more bicycle and pedestrian friendly.</p> <p>My home away from home is Amsterdam (long story), so I've spent a lot of time looking at how The Netherlands led the way in smart design for bicycle traffic. In The Netherlands, they have an excellent tradition of reality-based decision making through input and discussion among parties with vested interest in the issue at hand. This process, recently dubbed the "Folder Mode", may not always lead to complete consensus, but I like to think about it as leading to "cooperation despite differences".</p> <p>Executing Phase II in a smart way, with good outcomes analysis, should help mitigate polarization and negativity from those who are skeptical, so let's do this right.</p> <p>I live right along the Baseline Phase I isolated lanes, and just love how safe I feel along that stretch compared with the critical 30th Street north/south route. Right now, those white "Boulders" [a word I just learned from Living Lab] are serving their purpose, but I'm really looking forward to when we can have more attractive dividers. Think brickwork and landscaping.</p> <p>It's really serendipitous that the other major subject for this evening is form-based design.</p>	
David	6/16/2015	email to Council	All Corridors	1	1	1	1		positive	better for cyclists		<p>If the purpose of this project is to make biking easier and safer for older people, women and children in my opinion it would be much better to designate a bike path way on Valmont/Balsam from Folsom Street to Broadway and eliminate street parking and make the bikeway where cars would normally park. This could also be done on a street such as 19th from Iris Avenue down to Pearl. The speeds on these streets is much slower which I would think would make the bike rider feel safer. I would think this could be accomplished by no parking signs and painting in the bike lane. Or maybe some other kind of barrier between the traffic lane and the bike lane. I think this would be much more preferable for cars and bikes.</p>	
Mary	6/16/2015	Online Comment form	Folsom Street Iris Avenue					1	1	negative	safety	auto congestion	

Sandy	6/16/2015	email to Council	Folsom Street/Iris Avenue	1	1	positive	safety	Better for cyclists	I occasionally use Iris Avenue and Folsom Street to bike to work, but the lanes are too narrow to feel truly safe, so I am often stuck using my car to commute. With the protected lanes, I would probably ride to work 100%, and also feel safe taking my friends and family for bicycle rides on these streets. The protected lanes project is a wonderful advance in Boulder's infrastructure! Sandy To Council Members, Weaver, Young, Jones, Cowles, Shoemaker, Flax, and Morzel. It really stinks what your doing to Iris Avenue Ave. I hope this evaluate without biased towards the bike lobby. Except for Morzel I don't think any of you really know what the traffic is like on Iris Avenue. I love riding my bike but not everyone can ride a bike to work, etc. Randy		
Randy	6/16/2015	email to Council	Iris Avenue	1		negative	can't bike		no have back from each of you when the last time you were in Gurbarnell? You have dumped an excessive amount of apartments here! We have an active business community as well as residential. Many, many people commute to or from Boulder, Lockhead Martin, Spectra Logic, the new Avery Brewery (which has its own driveway to 63rd Street) amongst many others. The traffic is HEAVY in the mornings and in the evenings! We were told (by our fair city) our traffic would be diminished with all these apartments because everyone would be moving there then walking to their jobs! This was based on a study done at Berkeley! REALLY???? Many semi trucks use our roads 24/7. Taking left hand turns both ways on Spine. It appears you have an agenda that does not benefit the masses. I would like to know the advocacy groups involved and how many are out of state groups. I'm tired of myself and many others being made out to be "the bad guy" because we drive our cars!! I love my car and I love where it takes me! I will NOT give up my car! I am extremely concerned about the access for emergency vehicles getting through. Weaver states that people can wait an extra 12 seconds to save a life. What about the people who require emergency assistance, which would include cyclists???? This will slow down emergency response for sure. Please provide me with your research that you conducted that shows this 12 second delay since it seems so "official" but Berkeley did one!! Guess you don't care what the fire chief has to say. You have a responsibility to protect all the public safety!! Not just the cyclists!! Let's be sure to remember the 63rd Street street project is in front of not one but TWO fire stations!! Do NOT understand how you could put so many at risk of a slower response time that gives 12 seconds isn't that of a death cam taking left hand turns and hitting cyclists while being on their cell phones is terrible. Why are you not regulating cell phones? Many cities have laws about cell phones that are strongly enforced!! Seems right up your alley telling us all how we should live our lives. Let's also remember that the car is not always the one at fault. What I see from many many cyclists is a lack of respect for the rules. I have to be licensed to drive a car yet any yahoo can ride a bike. I pay taxes, and car registration and yet the City Of Boulder can't maintain our roads, yet you can be frivolous enough to build special bike lanes? Please, help me understand!! I feel like I'm speaking to my		
Leslie	6/17/2015	email to Council	63rd Street	1		negative	Future Growth	auto congestion	Boulder, take care of your streets! I'm just back from a trip in my car that included travel on Folsom Street and 28th Street. Thinking about how traffic will change due to the upcoming lane changes to accommodate cyclists, it's very likely more traffic will end up on 28th Street. Driving on 28th Street is a dangerous endeavor as cars slow, duck and weave to avoid potholes, cracks, crumbling pavement and sunken manhole covers. Every once in a while a crater size pot hole will be filled and the quick fix lasts a couple of weeks as the cheap repair turns out to be a complete waste of money. BETTER spending taxpayers' money on a new road project. I think the city council should do the responsible thing and fix the streets that are already in disrepair that will be negatively impacted by these changes. I was taught to take care of what I have and it will last. Boulder, take care of your streets! Shayna		
Shayna	6/17/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion	cost	Hey city council! This about says it! Bad, bad, decision by council re: right (wrong) sizing for the majority of Boulderites! http://www.dailycamera.com/editorial/ci_2812520/editorial-ban-cars-boulder
Keye	6/17/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion		Dear City Council members: Thank you very much for your support of the city's Living Lab Phase 2 projects. I appreciate that you acted on the facts, and not the emotions and fear-mongering about what might happen. These and other Living Lab projects are a sensible solution that can be undone should they not meet the community's standard of success. I was pleased that you've approved that staff move forward with multiple corridors, as each are unique, and there will be many lessons learned from each individual project. I hope that 55th Street will be reconsidered in the future as I ride on that road often and the vehicle speeds and close calls with automobiles make it a very unsettling experience. Thank you for your service to our community. Sincerely, Brian
Brian	6/17/2015	email to Council	All Corridors	1	1	1	1	positive	better for cyclists		Really excited 3/4 got passed at council. However I have a question/concern about Folsom Street. We live in Boulder and would love to ride the whole length of Folsom Street regularly with kids, at rush hour etc. It would make a huge difference to us to have a direct and safe route into town/creek path etc. Right sizing will massively improve the south part of Folsom Street, but I'm worried that the section from Iris Avenue to Valmont will prevent us from riding with kids, which is such a shame. The bike lane in that section is really narrow, and so is the car lane, so you feel squished between parked and moving cars. And there is the constant and real danger of being doored by the parked cars. It is possible to eliminate the parking lanes! All the houses have big driveways and garages so they don't need on street parking. I can see that that should be a big issue. Right sizing this section would make a complete and direct north/south route and would be 5000 much more valuable than some pieces of it. (north of Iris Avenue is low traffic and fine as is). I'm very worried that without a safe route from Iris Avenue to Valmont, you might not see the increase in biking that you would like and so the whole program might get shelved. Right sizing the whole route would make it really inviting. Could you comment on this and let me know what the options are?
Eleanor	6/17/2015	Online Comment Form	Folsom Street			1	positive	safety	Better for cyclists		Gentlemen/Ladies, for those who approved killing lanes (ie Iris Avenue) for cars over bikes: are you delusional? Why in the world would raise the driving pressure of 90% of our population for maybe 1% of the population (bike riders)? Do you really think we will park our cars and carry 6 bags of groceries in the snow, rain, heat, cold etc. on bikes? As a Boulderite for 45 years I have seen "good intentions" on the part of city council come to a good AND in the difference I have observed in "Common Sense". I see no common sense in making Iris Avenue two lanes where there is two 4 foot bike lanes now and must say rarely used at that. If you drive a car you have noticed more bad manners and rage more than ever seen before - its "frustration". Why would you raise that level for no practical reason? As a representative body I expect you to represent the majority not the minority! I know you all have long hours but must say this kind of foolish decision making to me, does not encourage me to vote a pay raise as being contemplated. Additionally related, I have given up in supporting downtown business because lack of access to reasonable parking spaces, you have to drive around and around... defeating the very idea of traffic mitigation. Also it seems stalls continue to decline with new large concrete islands, then killing more street stalls for bike racks when they could be combined? Again in the thinking cars will magically disappear? Yes they will with the paying citizens. It seems to serve the citizenry you would support finding more convenient parking not killing them... just don't get the apparent short sightedness, someone please help me understand, I'm missing the thing I came here for. (glad I'm not driving or I would be enraged), thanks for listening. Tim
Tim	6/17/2015	email to Council	Iris Avenue	1		negative	can't bike	auto congestion		no bikers	There are already bike lanes on Iris Avenue. Why would reducing the number of car lanes improve the situation? At university between 5th and Broadway, bikes seem to prefer the car lane rather than the super protected bike lane there. Also, I have almost never noticed bikes on Iris Avenue between Broadway and 23rd which I travel on at least once per week. Frances
Frances	6/17/2015	email to Council	Iris Avenue	1		negative	existing bike lane		Horrible idea!! There is so much traffic on 55th Street at now, that it is frustrating in the morning and late afternoon. This is almost a worse idea than whoever approved the Arapahoe mess from 65th to 75th. Only 2 lanes under the railway tracks is horrible and gives everyone road rage in the morning with the fools that wait until under the tracks to merge. Then all that wide street and only 2 lanes for traffic. Why ruin 55th Street as well??		
Anonymous	6/18/2015	Online Comment Form	55th Street	1		negative		auto congestion			How does Boulder expect to move any traffic in this city? Folsom Street is a major street. There is Broadway, Folsom Street, 28th that will move traffic north and south. Why would you want to turn 63rd Street into another mess like Arapahoe between 63rd Street and 75th? These lane changes are bad ideas! Employees already don't like commuting to Boulder and this is making it worse, along with the 55th Street SE proposed changes. Why don't you just stripe the streets through September and let us see how long that lasts before public outcry of not being able to drive across town in less than 50 minutes!! At least you wouldn't be wasting millions of dollars on BAD PLANNING, with NO PUBLIC input because you only announced these bad plans a week ago, AND Arapahoe is a mess... when will that be made better????
Commuter	6/18/2015	Online Comment Form	63rd Street	1		negative		auto congestion	Communication		Dear Boulder City Council, RE: Changing the traffic lanes on three Boulder streets. One concept that is incorrectly being used to support these changes is that it is just fine to trap south-turning Norwood drivers for several minutes as cars stream uphill on Broadway in single file during heavy traffic times (morning, noon, and evening). I hope you are worrying about these likely effects of the changes: Longer emergency responses (especially if middle lane is blocked) Hazardous turning of bikes and cars across long lines of cars No additional protection for bicyclists at driveways and cross streets More pollution from idling cars I'm copying some data below that I hope you will take to heart. It is not too late for you to back away from this wrong-going of our streets. Let's have some civil conversation and more analysis and see what other possibilities would be better. Thank you, Mary
Mary	6/18/2015	email to Council	63rd Street, Folsom Street and Iris Avenue	1	1	1	1	negative	auto congestion	emergency response	I think the curmdogon's Daily Camera piece on 6/16/15 is on target. Right-sizing is going to flood neighborhood streets with commuters. Your social engineering attempts are stupid, insulting and more importantly Boulder is a town of cats & everyone knows you can't herd cats. P.S. The curmdogon is Bob Greenlee. sly
Schuyler	6/18/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion		The city may as well let WALMART build at both ends and shut down Pearl Street. Because that will be the effect when your planners get their way of slowing traffic flow.... NO ONE will want to be downtown because of all the road rage. Who dreams up these messes and pushed through QUIETLY with NO public input because you didn't want anyone to complain or give their HONEST feedback???? Why isn't someone looking out for us business owners that are having trouble keeping employees because the commute into Boulder and through Boulder is UNDESIRABLE at best? Did anyone in Boulder read the new proposed costs of driving 36 to Boulder from Denver? > The Colorado Department of Transportation has unveiled the new toll proposal for the first phase of the I-25 Express Lanes & drivers without passes could be paying nearly \$14 to use them between Broomfield and Denver. So you want employees to pay \$14 or more to drive here, then not be able to get across town in less than an hour, and someone thinks this is a good idea?? What is wrong with the planners that they DON'T take businesses and employees into consideration when worrying about people wanting to ride their bikes?? A lot of bike riders obey the laws and are not a problem. There is a large contingent of bike riders that ride against traffic, start on a sidewalk and jump to the street in the middle of a block, don't wait for stop lights, don't wait for walk arrows when they are already on the sidewalk... How about charging them a fee and letting the rest of us get to work on time. Just as bad is far more Subaru that the city CONTINUES to let them park on cherrylee street UNDER THE SIGN THAT SAYS NO PARKING YOU WILL BE TOWED... Where is the common sense in Boulder?
Frustrated	6/18/2015	Online Comment Form	All Corridors	1	1	1	1	negative	auto congestion	Communication	
Tired	6/18/2015	Online Comment Form	All Corridors	1	1	1	1	negative	access		

Stephanie	7/1/2015	email	Iris Avenue		1				positive	safety	lives in North Boulder off of 19th and Iris Avenue. We're excited about the change. My husband bikes to work every day and it is often hairy and scary to ride his bike across Iris Avenue to get to the south side of Iris Avenue. He rides during the snow and we've had some near misses and some accidents with there is snow covering the area. Our family is very excited including our family who we don't let ride on Iris Avenue. If you'd like to speak to us please call me or my husband Tod	
											A city council member claimed this weekend in the Daily Camera: http://www.dailycamera.com/guest-opinion/ci_2842264/may-dolores-young-purpose-is-safety that the "road diet" proposed by staff is in accordance with FHWA guidelines, saying "Boulder's selected road segments meet the criteria set forth in their guidebook". In fact at least on Iris Avenue the project seems to go against FHWA guidelines according to city traffic data. The first comment on the article about the approval: http://www.dailycamera.com/news/boulder/ci_28320818/right-swing-debate-his-boulder-county shows with links that the city's traffic data indicates Iris Avenue isn't appropriate for a road diet based on federal guidelines. The 3rd comment on this page http://www.dailycamera.com/letters/ci_28325656/sharon-lanouque-talks-about-road-diet-did-air links to other sources indicating Iris Avenue is even further above the level where a road diet should be considered. I don't see data for Folsom Street so I have to wonder if the planners even had the data they needed to see if a road diet is viable. There are many good arguments in comments on letters about the topic on the Camera like on this letter: http://www.dailycamera.com/letters/ci_28402201/jam-schramski-dismayed-and-bemused-by-opposition-road and here: http://www.dailycamera.com/letters/ci_28408213/eric-lacy-get-out-your-cars indicating these routes aren't good choices and questioning whether the planning department did a good job in their selection.	
James	7/6/2015	email to Council	All Corridors	1	1	1	1		unclear	evidence	Thanks to Mary Young for writing the editorial on right swing streets. I know this takes time to do but you might want to consider when you have so much negative response. Many times people do not fully understand what you are trying to accomplish. I want to let you know that I support a development impact fee. Development should pay it's own way. I also support a short term rental tax but am against short term rentals of less than three months. I would not like to feel that my neighborhood is a motel with people coming and going. I feel a head tax is long overdue. I am extremely disappointed in the lack of architectural design in many of the buildings in Boulder. I appreciate density and desire to live in a walkable city. Walkable cities deserve interesting buildings and great landscaping. Perhaps a public art program for ALL new development will help but so would setbacks and interesting architecture. All attempts to get cars off the road and people into public transportation, walking or biking will get my support. I support higher parking fees, less parking spaces, free city buses, e-carpools, etc. Gloria	
Gloria	7/7/2015	email to Council	All Corridors	1	1	1	1		negative	auto congestion	The dates when the city will evaluate the effect on traffic on Folsom Street do not occur during when school is in session and therefore will not give an accurate picture. Also, please consider the cars turning right on Canyon from southbound Folsom Street. That lane gets very backed up during rush hours.	
Tracy	7/7/2015	Online Comment form	Folsom Street					1	negative	evidence	Dear City Council and Transportation Advisory Board: I am writing with concerns about Boulder's bid to re-purpose vehicle lanes and "right size" roads for bicycles. I applaud the interest in making this bike friendly city even more of a bike haven, but I am concerned the current proposal misses the mark. I fear that your effort to create safer roads will redirect traffic to our neighborhoods and create more unsafe conditions. Your project targets increasing biking for "older people, women and families with children." My daughter Lucy just recently mastered her two-wheeler; we decked it out with a bell, tassels and basket from U-bikes just last week. My son Sampson tries to keep up with his big sister on his Strider bike. It is a joy to watch young children master the bicycle, and I want nothing more than for them to have a lifetime of smooth safe bike routes. When kindergarten starts in August for Lucy, we will walk and bike to our neighborhood school- Foothill Elementary, safety is my first priority for my kids. We live at 1394 Kalma Ave. The reduced lanes on Iris Avenue will have a direct impact on our street. When there is construction on Iris Avenue or Broadway we always see increased cut thru traffic on Kalma. (The increased traffic that Kalma sees has led transportation department to put portable speed signs, a recognition that the nonneighborhood traffic does speed.) The section of Kalma from Broadway to 56th street has NO sidewalks. It is already unsafe for pedestrians and bike riders, and this project will dramatically increase risk to families with children and older people on this side street, and no doubt other pervened short cuts in the neighborhood. I readily agree that Iris Avenue and Broadway is a dangerous and very congested intersection. An underpass there would be a very welcomed upgrade to the neophyte bikers in the neighborhood heading to Foothill Elementary. (Does this project outline increased sidewalks, overpass or underpass for Iris Avenue and Broadway where the school children cross or a flashing light at the crosswalk of 56th and Iris Avenue?) It would be a travesty if your vision of creating a safer Iris Avenue corridor in reality creates dangerous neighborhood traffic. Please first create a safe corridor before you experiment with "right sizing" on Iris Avenue.	
nathanosob	7/7/2015	Twitter	Folsom Street						positive	safety	Dear City Council and Transportation Advisory Board: I am writing with concerns about Boulder's bid to re-purpose vehicle lanes and "right size" roads for bicycles. I applaud the interest in making this bike friendly city even more of a bike haven, but I am concerned the current proposal misses the mark. I fear that your effort to create safer roads will redirect traffic to our neighborhoods and create more unsafe conditions. Your project targets increasing biking for "older people, women and families with children." My daughter Lucy just recently mastered her two-wheeler; we decked it out with a bell, tassels and basket from U-bikes just last week. My son Sampson tries to keep up with his big sister on his Strider bike. It is a joy to watch young children master the bicycle, and I want nothing more than for them to have a lifetime of smooth safe bike routes. When kindergarten starts in August for Lucy, we will walk and bike to our neighborhood school- Foothill Elementary, safety is my first priority for my kids. We live at 1394 Kalma Ave. The reduced lanes on Iris Avenue will have a direct impact on our street. When there is construction on Iris Avenue or Broadway we always see increased cut thru traffic on Kalma. (The increased traffic that Kalma sees has led transportation department to put portable speed signs, a recognition that the nonneighborhood traffic does speed.) The section of Kalma from Broadway to 56th street has NO sidewalks. It is already unsafe for pedestrians and bike riders, and this project will dramatically increase risk to families with children and older people on this side street, and no doubt other pervened short cuts in the neighborhood. I readily agree that Iris Avenue and Broadway is a dangerous and very congested intersection. An underpass there would be a very welcomed upgrade to the neophyte bikers in the neighborhood heading to Foothill Elementary. (Does this project outline increased sidewalks, overpass or underpass for Iris Avenue and Broadway where the school children cross or a flashing light at the crosswalk of 56th and Iris Avenue?) It would be a travesty if your vision of creating a safer Iris Avenue corridor in reality creates dangerous neighborhood traffic. Please first create a safe corridor before you experiment with "right sizing" on Iris Avenue.	
Kate	7/7/2015	email	Iris Avenue					1	negative	safety	Please do not reduce 56th Street to two lanes. This planned change to 56th Street will greatly and unnecessarily increase traffic outside of Flatiron Park, especially given the substantial bike path framework that already exists on 56th Street and around the Park. Over 3000 people work in Flatiron Park, not to mention all the semi-trucks, city buses, and FedEx/UPS trucks that pass through. With the existing four lanes, traffic already gets backed up to Arapahoe and Pearl whenever a train passes through. And during rush hour, the line of cars waiting at the lights on 56th Street and Arapahoe stretches almost to the Central Ave intersection. Exacerbating this existing congestion by taking away a lane in each direction, just to help out the few bikers who travel 56th Street, is downright foolish. Please rethink this plan.	
Kate	7/8/2015	email	56th Street	1					negative	auto congestion	I would like one or more of the city council members to help me understand how removing a lane paid for by state, city and taxes levied on automobiles use is being taken for the purpose of widening an underutilized bike path. 1) Will I be required to register my bike to pay for this new facility the city has deemed is in my interest? 2) Given automobile traffic on these routes far exceeds that of bikes, and the existing path more than accommodates the number of riders today, what is the purpose of removing a car lane? 3) Given there is never a bike traffic issue on the routes being "right-sized" by city leadership, automobile traffic will increase once these two lane thoroughways are taken away and carbon dioxide emissions will increase significantly, why does the city feel this is in our interest? 4) Is it legal to take away these lanes, paid for, in part by taxes levied on automobiles, without voter approval. Given there is not a bike traffic issue on these routes, and I am unaware of any statistical justification based upon biker safety, I would like to understand why you feel increasing carbon emissions to increase bike lanes width on public roadways is necessary. I use the Folsom Street bike path on a daily basis from my house North of Iris Avenue to Colorado on a regular basis. I've never seen a traffic issue. I would say the ratio of cars to bikes is WELL over 100/1. More so on Iris Avenue to Broadway, not once have I ever seen bikes backed up. Nor are they emitting gases. I would like to understand your analysis of the traffic (car to bike) on these routes that suggest what you are moving forward with makes more sense. As city leaders, I look forward to receipt of the rational/simple math you have utilized in your "right-sizing" these routes (taking car lanes away on main thoroughfares for the purpose of widening underutilized bike paths). Sincerely,	
Tim	7/8/2015	email to Council	All Corridors	1	1	1	1		negative	auto congestion existing bike lane	I hope this email message reaches the Boulder City Council as I want to express my strong opposition to the "right sizing" traffic project, especially the Iris Avenue portion from Broadway to Folsom Street. I am sure that you have heard many reasons from many people that oppose the project, but this summarizes my reasons: 1 Current bike lanes are more than wide enough (I've ridden them on my bike). 2 Iris Avenue vehicle traffic is already very heavy and the idea that this project will somehow get people out of their vehicles and on to bikes is illogical. 3 If bicyclists don't like Iris Avenue, they can take side streets. There can't be a good argument that taking side streets inconveniences or causes their trips to be longer. Bicyclists have chosen to take more time by riding. 4 Most people that need to travel can't ride a bike either because of travel distance, physical limitations, need to carry cargo or many other reasons. Therefore, limiting lanes for vehicles unfairly discriminates against a majority of street users. 5 If bicyclist safety is the main concern, then the bike lane can be separated by the use of plastic posts, such as those on Baseline and University. If this project is an experiment, I truly hope that it will be evaluated honestly and terminated if there is not a significant increase in bicycle traffic and significant reduction in vehicle traffic. Thank you for your consideration. Peter	
Peter	7/8/2015	email to Council	All Corridors	1	1	1	1		negative	existing bike lane auto congestion	I was one of several folks who voiced concerns about this project at one of the meetings, especially with regard to Iris Avenue and traffic diversion through the neighborhoods. However, I am also someone who very much agrees with the broader goals of the plan and hopes to see it succeed. As I stated at the meeting, I am a daily bike commuter and should be this project's biggest fan...but I have concerns over whether the changes are being made in the right place and with the proper planning/research. So, this is my written plea to you to take extra care to do this well. Please be spot on in your efforts to track (before and after), and respond to, diverted traffic. Please post and evaluate comprehensive traffic diversion statistics for the Folsom Street area before continuing on to the Iris Avenue portion of the project. I'd also encourage you to post now the pre-project traffic stats for neighborhoods likely to be affected by diversion. The more transparent the decision-making can be, the more in you will get from the community. Also, please don't respond with speed bumps 4C nobody likes those. I think we all can agree that the changes are expected to increase safety on the targeted streets. But if even one child is killed by diverted traffic or bike/pedestrian safety is compromised in the surrounding neighborhoods, then the overall project will be a resounding failure. No one wants to see that happen. Please be vigilant in your planning and take careful action to make the experiment one that everyone can support. And thank for looking at creative solutions to improve transportation in our town! Thank you, Jeff	
Jeff	7/8/2015	Online Comment form	Folsom Street, Iris Avenue					1	1	negative	evidence	I just want to say I am excited for construction to start. I know that my neighborhood has created a strong voice against, but, based on our neighborhood email exchanges, I also know that the neighbors eager to see what happens and in support are similar in number and simply quieter as they are not concerned. Looking forward to the Living Lab!
Lieschen	7/8/2015	Online Comment form	Iris Avenue					1		positive	better for cyclists safety	Lieschen BoulderColorado: It can be done! :) #BoulderCouncil #BridgingLab. TWC News Austin - About 40 Austin Streets will soon feel a bit cooler than before, as the city aims to
e. b. smith	7/9/2015	Twitter	All corridors	1	1	1	1			positive	safety	

Mikeja	7/18/2015	Twitter	Folsom Street				1	positive	safety		My wife and I rode our bikes down Folsom Street today. Thank you for making it so much safer.
Mary	7/19/2015	email	Folsom Street				1	negative	auto congestion	safety	Spent about 20 minutes trying to get from Arapahoe to Valmont on Folsom Street. Felt really sorry for the folks trying to get out of the Village Shopping center or trying to access Folsom Street from the side streets, as the bumper to bumper cars only let a few in at a time and the silly time at stop lights was very long. The good news is that we actually saw someone on a bicycle! Mary
Lynn	7/20/2015	email to Council	Folsom Street				1	negative	auto congestion	cart bike	Dear City Council, I live off of Folsom Street and I am absolutely horrified to see what they have done and are still doing to one of the last main thoroughfares that was not congested all hours of the day, but now is. I think what you have done is literally a CRIME. Boulder is only going to get more populated and to take our driving lanes is absurd and preparing for a happy driving future for residents. Not all of us are 20 years old and can ride a bike everywhere. This feels a lot like Boulder after the flood...it's a total disaster. And will make going to work and the store a challenge every day. I cannot believe that anyone in their right mind would make a decision to create such a driving hazard. Shame on somebody. And when it snows and there are all those bars up on the side of the road, where will the snow go? What an absolute nightmare! This just cannot be happening. Wake me up. Take it all down and change it back. It's just horrible. How did this ever happen. Lynn
Hilary	7/20/2015	email	Folsom Street				1	negative	auto congestion		City of Boulder: your plan for Folsom Street is a complete cluster. At 5:30 this afternoon, (and mind you, most of the students are gone) there was a backup from north of Pearl St. all the way to Arapahoe. Your behavior will never get me to ride my bike to town. PLEASE do not ruin the other streets you are targeting!!!! Stop the nonsense!!!! Hilary
Dave	7/20/2015	phone call	Folsom Street				1	negative	auto congestion		Folsom Street is backed up for a good mile from Canyon past Pine. Don't know what genius thought of this idea. But, it is really stupid. Feel it's a total failure. Decreasing the number of lanes is counterintuitive to me. During peak travel times you can't get through. I'm a carpenter that carries a lot of tools. Will not bicycle. Encourage the bicyclists to use other corridors that aren't along the main thoroughfares. Need to find an alternative that doesn't take away from the cars. Can't believe that the city is going to do this along Iris Avenue. Takes me 10 minutes to get from Five to Arapahoe. Boulder needs to look at widening its streets not making them smaller. Comments at Council meeting were from cycling community. Comments since have been negative. Concern that comments will stop being made because no action is taken - no one listening. Comments now are people's real reaction. Iris Avenue will be worse. Folsom Street is a corridor I can drive. I'm going to go down other corridors without lights instead. It's a terrible idea. Taking away from auto traffic to give to bicycle's isn't an advantage. I live in Boulder but not in town.
Ron	7/20/2015	phone call	Folsom Street				1	negative	auto congestion		Seeking information on construction along Folsom Street. Don't understand reason for only one lane in each direction. Congestion along Folsom Street at Pearl traffic signal had to wait three cycles. Lives along Folsom Street. He shared his frustration about increased congestion along Folsom Street. In particular he indicated that he has experienced delay at the intersection of Pearl Street @ think while heading southbound having to stop at a red light.
Calvares/Arnyas	7/20/2015	Twitter	Folsom Street				1	negative	auto congestion		Folsom Street at Pearl backed up well beyond Pine. 8:05 a.m.
Jerry	7/20/2015	phone call	Folsom Street				1	negative	safety		Congratulate the engineer on the brilliant design of Folsom Street. But, it doesn't work. Expressed concern for the turning radius at Canyon. Shared an experience of a cement truck on S8 Folsom Street turning right onto west bound Canyon Blvd. Two bicyclists were queued on the left side of the right turning vehicle. The truck was encroaching into the bike lane.
Mary	7/20/2015	email	Folsom Street				1	neutral	auto congestion		Spent about 20 minutes trying to get from Arapahoe to Valmont on Folsom Street. Felt really sorry for the folks trying to get out of the Village Shopping center or trying to access Folsom Street from the side streets, as the bumper to bumper cars only let a few in at a time and the silly time at stop lights was very long. The good news is that we actually saw someone on a bicycle! Mary
Ronowe	7/20/2015	Twitter	Folsom Street				1	positive	better for cyclists		Drove down Folsom Street this morning. Peaceful (even with the work crew in the center turn lane) nicely done. boulder, colorado.
Omar	7/20/2015	email to Council	Folsom Street				1	positive	safety		HL I would like to express my support for the new bike lane installation on Folsom Street St for the following reasons: 1) I like the new configuration 2) Safe biking facilities like this need to be encouraged if we are going to move to an environmentally sound transportation system 3) The Folsom Street project should be allowed to undergo its full expanding period of at least one year 4) Rely on data and statistics, not the loudness of those who complain, to judge the success or failure of the project Thanks! Omar
Joe	7/20/2015	Twitter	Folsom Street				1	positive	safety		And as a biker AND a driver, I'm okay with losing a car lane to have a safer bike lane. #Folsom StreetRightSizing Ladies and Gentlemen, I understand the "Right Sizing" of Folsom Street is an experiment. I would like to offer my experiences driving south on Folsom Street at 5:45 PM last night. 1. South-bound traffic came screeching to a halt in the vicinity of Pine Street, because an elderly man was turning left and did not get completely over into the turn lane. This, of course, would have happened in the road's previous condition, but it raises the question whether the road is actually safer. 2. Traffic backed up at the stoplight at Canyon Boulevard, past South Street; it took 2 light changes for me to get through the intersection. 3. I estimate that the additional time to travel from Iris Avenue to Canyon was 4 minutes, considerably more than the "12 seconds" put forth by Staff. While vehicle traffic was congested, there were very few bicyclists. Thank you for your consideration. Fred
fred	7/21/2015	email	All Corridors	1	1	1	1	negative	auto congestion	safety	Ladies and Gentlemen, I understand the "Right Sizing" of Folsom Street is an experiment. I would like to offer my experiences driving south on Folsom Street at 5:45 PM last night. 1. South-bound traffic came screeching to a halt in the vicinity of Pine Street, because an elderly man was turning left and did not get completely over into the turn lane. This, of course, would have happened in the road's previous condition, but it raises the question whether the road is actually safer. 2. Traffic backed up at the stoplight at Canyon Boulevard, past South Street; it took 2 light changes for me to get through the intersection. 3. I estimate that the additional time to travel from Iris Avenue to Canyon was 4 minutes, considerably more than the "12 seconds" put forth by Staff. While vehicle traffic was congested, there were very few bicyclists. Thank you for your consideration. Fred
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anonymous	7/21/2015	phone call	Folsom Street				1	negative	auto congestion		Was traveling northbound on Folsom Street. Stopped at three lights which has never happened to me before. I saw 2 or 3 near accidents. Most notably I didn't see a single bike from Canyon to Valmont. I am a bit frustrated.
Tony	7/21/2015	email	Folsom Street				1	negative	auto congestion		I am a concerned citizen of boulder writing to you about the right sizing program. I oppose it!! I'm so angry about this that I'm the only thing I could think to tell you. I was born at home here in boulder in 1985 and have lived in boulder all my life. Last year I became a proud homeowner in boulder. The first thing that went through my mind when I drove on the new lane of Folsom Street was I need to move out of this town! Tony
Stephanie	7/21/2015	email	Folsom Street				1	negative	auto congestion		I'm writing this e-mail while I'm stuck in traffic on Folsom Street. I have waited over 5 minutes to cross Pearl. Ironically while I've been idling in traffic, I have not seen one cyclist. After idling in traffic for double the time I usually do, I am now 30 minutes late picking up my son. It frightens me to think how bad traffic will be when the CU students are back and people are back from summer vacation, since right now it's terrible! I'm not sure why the bike lanes were added for only a few cyclists, but it's making traffic worse. I don't understand why the City didn't use the money to fill the hundreds of potholes in Boulder. We have a car sized one in front of our house that the City will not fill. Hopefully in the future the City will use the tax payers money better and make Boulder a better, not worse place to live. Stephanie
Chloe	7/21/2015	email	Folsom Street				1	negative	auto congestion		Hi Boulder Council, I was informed that this is where I write to give feedback about the new lane configuration on Folsom Street. I do not understand the thinking behind this rearrangement, especially when so many drivers use Folsom Street as an alternative to the traffic shit storm that is 28th. If bikers felt uncomfortable riding on Folsom Street, there must have been another option to slightly widen the bike lane without completely removing the second driving lane on each side. From Mapleton to Canyon is now even more backed up because of the short light at the pearl intersection and the multiple pedestrian crosswalks. I sincerely hope this change was just a trial, even though that makes it an even bigger waste of money. The council needs to focus on improving traffic in this town as its population grows, not making it worse. Chloe
Tony	7/21/2015	email	Folsom Street				1	negative	auto congestion		I am a concerned citizen of boulder writing to you about the right sizing program. I oppose it!! I'm so angry about it that this is the only thing I could think to tell you. I was born at home here in boulder in 1985 and have lived in boulder all my life. Last year I became a proud homeowner in boulder. The first thing that went through my mind when I drove on the new lane of Folsom Street was I need to move out of this town! Tony
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Roger	7/21/2015	Twitter	Folsom Street				1	positive	safety		Hi New Folsom Street Bike Lanes. A-Nice work. Hello Mami and David, I just wanted to make sure you're following the comments section in the Daily Camera regarding the "right sizing" (very funny!) of Folsom Street. The community, as you call it, is strongly against these changes. Does anybody in City Council care? I've already submitted a specific comment about Folsom Street to Living Labs. If you proceed with Iris Avenue, the congestion during morning and evening commutes will be unbelievable. There is no good alternative to Iris Avenue. Cars will be speeding through neighborhoods while kids are walking and biking to school. There is nothing safe in what you're doing. And your metric will not show the impact on our neighborhoods!! Leora
Leora	7/21/2015	email	Folsom Street/Iris Avenue				1	negative	safety	auto congestion	Hi Boulder Council, I was informed that this is where I write to give feedback about the new lane configuration on Folsom Street. I do not understand the thinking behind this rearrangement, especially when so many drivers use Folsom Street as an alternative to the traffic shit storm that is 28th. If bikers felt uncomfortable riding on Folsom Street, there must have been another option to slightly widen the bike lane without completely removing the second driving lane on each side. From Mapleton to Canyon is now even more backed up because of the short light at the pearl intersection and the multiple pedestrian crosswalks. I sincerely hope this change was just a trial, even though that makes it an even bigger waste of money. The council needs to focus on improving traffic in this town as its population grows, not making it worse. Chloe

Steve	7/21/2015	email	Iris Avenue			1		positive	public transit		Dear Council, As a neighbor and also parent of a student at Boulder I was interested in hearing about the project at Iris Avenue and B. Margaret actually took time to meet me on several mornings to look at the impact of traffic on the school in the mornings. The traffic never did back up to the entrance to the project. I also learned that the impact of traffic will be less than the former medical use or if another medical use was to use the property. I am a supporter of density and think this will help to make the public transportation more efficient. Residents will be able to hop on the RTD or take a bike on Broadway or Iris Avenue. There will also be a significant portion of funds that will go towards supporting affordable housing as well. The project looks attractive and is well thought out and will be a wonderful place to live and work. Thank you for your consideration. Steve Lallang 303-438-8927 Steve
Steve	7/22/2015	email to Council	63rd Street/Iris Avenue			1		negative	existing bike lane	auto congestion	Just to let you know... Yesterday I rode my bike on both sides of Iris Avenue - east on Kalmia and Linden (which are to the north of Iris Avenue), and then west on Hawthorne and Grape (which are to the south of Iris Avenue). I saw 4 cars total in motion in all that distance. Both these routes are perfect for cyclists who don't want to have to ride next to traffic. The short transition between the 4 W streets on the alternate routes couldn't have added more than 20 seconds total. And for those who want a perfectly straight ride, the bike lanes on Iris Avenue are already plenty wide, bigger than many others in town. Along 63rd Street, there is a perfectly adequate bike path right next to the west side of the 4 lane part; I've ridden it any number of times from Lookout south. A little feedback I got today - at around 2 PM, Folsom Street was backed up from Pearl past Spruce, people were waiting multiple light cycles at Pearl, and traffic was backed up on Spruce waiting to turn. And CU is not yet in session nor are the schools open. No doubt most people will now respond, not by shifting from driving to biking, but by driving on alternative routes that are now relatively less congested, just moving the emissions elsewhere. A bit more feedback from a number of people - this (plus the Housing Boulder debacle) is creating significant collateral damage for a much more potentially beneficial project - the muni. All your actions are being seen through the filter of these decisions, and that there never seems to be any public acknowledgment of any of the obvious mistakes or omissions, or the need for course corrections. So the competency of the council to handle something as complex as the muni is being seriously questioned by a lot more people. So... you might consider, as they say at the Legislature, "P.L.-ing" (postponing indefinitely) the downsizing of the other streets. Not much if anything to be gained, but a lot of downside for a really worthwhile project and a definite undermining of a lot of people's hard work... Steve
Cynthia	7/22/2015	email	All Corridors	1	1	1	1	negative	auto congestion	safety	The web page said you wanted to hear from the public. Here are my observations. I live in the neighborhood and walk and drive different sections of Folsom Street quite a few times a day. The traffic from the light at Pearl and Folsom Street now backs up through the Pine & Folsom Street intersection multiple times a day (9:45 am, 11:30, 2pm, 6:40 pm) Turning west on Spruce is difficult because the south bound traffic on Folsom Street does not always see this as an intersection and blocks the right of way onto Spruce. It continues moving drivers will clog the westbound Pearl instead of taking the dogleg into the neighborhood. Trying to turn south on Folsom Street from Spruce is backing up. It used to usually only back up a car or two, now it backs up four to five cars. Many of those cars then block the bike lane in an attempt to get into the backup traffic already traveling south on Folsom Street. The pedestrian intersection of Spruce and Folsom Street is scarier to navigate because the cars are more focused on trying to get through the intersection. I have seen more incidences in the past few days where the drivers ignore the flashing yellow lights. Since the traffic on Folsom Street is reduced to one lane the turning and through traffic on Pine at the light at Folsom Street and Pine is backing up even more than normal. The access to the turn lane from traveling north on Folsom Street turning east on Valmont gets backed up if there are 3 cars or more waiting to turn. Many of the cars are just moving into the bike lane. Cars are often ignore the lane changes at the same intersection as the travel south on Folsom Street. There are also issues with turning cars not moving completely into the turn lanes and partially blocking to only lane of traffic. The turning onto Folsom Street across essentially a lane and a half is awkward. It changes where, as a driver, one focuses to see oncoming traffic and pedestrians. With time one might get used to it, but Boulder is a town with many non-resident drivers. Setting up awkward situations seems to reduce the ability of those drivers to negotiate the cyclist and pedestrian traffic flow they might not be used to. Why were no orange signs posted warning drivers that the lanes markings had changed? Will the green and white delineators need to be removed each year for the Boulder Boulder? Will these lines need to be repainted yearly? The new bike lanes with buffers on Spruce and Pine did not make it through last winter well.
Julianne	7/22/2015	email	All Corridors	1	1	1	1	negative	cost	congestion	Issues. I am reaching out to you now, hopefully to clarify any misperceptions you might have, my thinking, bikes etc. I am aware of the success Copenhagen Denmark has with a thriving biking culture. It is appealing and a model Boulder should strive for. Nonetheless, Boulder's elevation, terrain changes, and our employment center status resulting in SOV commuters - we have different issues than Copenhagen. Our solutions will be different too. The right sizing debate needless pitted bikes vs. cars. Please see the Captains' guest opinion today's Camera. It feels like everyone in the City woke up to a "tax accomplish" decision made by biking zealots and staff. You were an advocate for this decision. Your interest in all things bikes qualifies you to be on the Transportation Board. But, considering the Transportation Board's decision on right sizing, your bias was obvious. This detracts from the purpose of "hearing". Your attitude caused a lot of the push back the Board experienced. If you feel this strongly about your ideas, consider lobbying. My hope, we'll spend the next five years reducing SOV traffic, especially commuter traffic, in Boulder. If we get people out of cars, multi-modal transportation will be encouraged. In this sense I favor bikes and walking and mass transit (public or private) I am aware of the "Sustainable transportation infrastructure investments and mode share changes: A 20 year background of Boulder, Colorado". It is a 2012 article published in Transport Policy by Hensao, Plakowski, et al. The Fig. 2 graph at pg 68 explains what I've suspected for a few years. Boulder has funded bicycling compared to transit by three times as much money, for years. This leads me to my real concern. Boulder needs more money for transportation planning. Council will probably put an employee head tax on the ballot, its discussion indicated using the proceeds for more eco-passes or ? Regardless, I do not think we are going to slay the SOV dragon with more eco-passes. RTD's bus service in Boulder is a relic of 1970s bus service. RTD is focused on light rail. Its rider numbers have been flat for years even with 80% subsidy per ride. Politically I doubt if RTD can change. More important, all Dear Boulder City Council, I moved to Boulder because it was one of the country's most bicycle-friendly cities, and I've been bicycle commuting ever since. Thank you for continuing to make Boulder better for bicycling. Everything you do for bicycling has many unintended positive consequences as well, for noise, pollution, health, etc. Sincerely, Devin
Devin	7/22/2015	email to Council	All Corridors	1	1	1	1	positive	better for cyclists		
Van	7/22/2015	email	Folsom Street					negative	auto congestion		I'm writing this e-mail while I'm stuck in traffic on Folsom Street. I have waited over 5 minutes to cross Pearl. Ironically while I've been sitting in traffic, I have not seen one cyclist. After sitting in traffic for double the time I usually do, I am now 10 minutes late picking up my son. It frightens me to think how bad traffic will be when the CU students are back and people are back from summer vacation, since right now it's terrible! I'm not sure why the bike lanes were added for only a few cyclists, but it's making traffic worse. I don't understand why the City didn't use the money to fill the hundreds of potholes in Boulder. We have a car sized one in front of our house that the City will not fill. Hopefully in the future the City will use the tax payers money better and make Boulder a better, not worse place to live.
Stephanie	7/22/2015	email	Folsom Street					negative	auto congestion		I'm writing this e-mail while I'm stuck in traffic on Folsom Street. I have waited over 5 minutes to cross Pearl. Ironically while I've been sitting in traffic, I have not seen one cyclist. After sitting in traffic for double the time I usually do, I am now 10 minutes late picking up my son. It frightens me to think how bad traffic will be when the CU students are back and people are back from summer vacation, since right now it's terrible! I'm not sure why the bike lanes were added for only a few cyclists, but it's making traffic worse. I don't understand why the City didn't use the money to fill the hundreds of potholes in Boulder. We have a car sized one in front of our house that the City will not fill. Hopefully in the future the City will use the tax payers money better and make Boulder a better, not worse place to live.
Stephanie	7/22/2015	email	Folsom Street					negative	auto congestion	winter maintenance	Hi Boulder Council, I was informed that this is where I write to give feedback about the new lane configuration on Folsom Street. I do not understand the thinking behind this rearrangement, especially when so many drivers use Folsom Street as an alternative to the traffic shit storm that is 28th. If bikers felt uncomfortable riding on Folsom Street, there must have been another option to slightly widen the bike lane without completely removing the second driving lane on each side. From Magleston to Canyon is now even more backed up because of the short light at the Pearl intersection and the multiple pedestrian crosswalks. I sincerely hope this change was just a trial, even though that makes it an even bigger waste of money. The council needs to focus on improving traffic in this town as its population grows, not making it worse. Stephanie
Chloe	7/22/2015	email	Folsom Street					negative	auto congestion		I am a concerned citizen of Boulder writing to you about the right sizing program. I oppose it!! I'm so angry about it this is the only thing I could think to tell you. I was born at home here in Boulder in 1985 and have lived in Boulder all my life. Last year I became a proud homeowner in Boulder. The first thing that I thought that went through my mind when I drove on the new lane of Folsom Street was I need to move out of this town! Chloe
Tony	7/22/2015	email	Folsom Street					negative	auto congestion		

Virginia	7/26/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion		I strongly recommend that every member of City Council who voted for the "right-sizing" pilot project for Iris Avenue Ave be required to travel on Iris Avenue everyday in both directions to really understand the problems you are causing for all drivers in the North Boulder area. It can be a very good thing to change one's mind.	
											Virginia First, let me register my objection to the City of Boulder's preferred feedback mechanism on the Folsom Street "right-sizing" project via the Inspire Boulder website, which requires creation of an account, the terms of use for which are not visible due to malfunctioning of the website itself. This seems an unnecessary impediment to citizens wishing to provide feedback on the project. It also reflects a lack of awareness by staff, who evidently (though not surprisingly) gave little thought to the user experience. Such fundamental disregard for the intended user and the absence of evidencing of the site conform a disturbing tendency to forge ahead without proper research or evaluation. Second, having now had the opportunity to traverse the Folsom Street demonstration site by bicycle, I can tell you that it does nothing to enhance my sense of safety. Meanwhile, it is ugly and visually confusing, especially at intersections where the risks of collision might be expected to be highest and the need for simplicity pre-emptive. Solid and dashed automobile lane markings, bicycle lane buffers and delineator poles, and pavement painting combine as a distracting assault on the senses. I pity those who live along this corridor. And I could not shake the fear that all the traffic markings had the potential to increase my risk as a cyclist by bewildering automobile drivers, who encounter this rapidly changing visual backdrop at a faster rate than do cyclists. I note that during my exploratory ride to view the demonstration on July 26th, I was the only bicyclist traveling in either direction over the entire length of the experiment. I look forward to early removal of this allegedly temporary experiment, though I suspect my anticipation will prove to be in vain.	
David	7/26/2015	email to Council	Folsom Street					1	negative	auto congestion	safety	Dear Council Members, City Staff, and Transportation Advisory Board, While the bike friendly retrofit on Folsom Street has only been in place a short time, I wanted to take a moment to thank you. I live in South Boulder, and frequently travel to activities, events, and commerce in the central and north parts of town. While I try to bike whenever possible, our family owns and drives two cars on a regular basis. Last week, I traveled on the redesigned Folsom Street during peak rush hour both in my car, and on my bike. When traveling by car during rush hour, I sat in traffic for at least an extra minute or two but I saw no difference at all when driving off peak. It seems to me to be very appropriate to trade a few minutes delay during a few hours of the day for the benefits the new bike lanes offer. This represents a major improvement in our ability to travel as a family in this important north-south corridor. We now have a family friendly bike connection between Boulder Creek Path, and Goose Creek Path which has until last week been problematic (forcing us to drive when we otherwise would have preferred to bike). I suspect I will take some time for people to learn how to incorporate this new bike route into their daily travels, but when thinking about transportation planning in Boulder I believe that it is important to consider a fairly long time perspective. We are not just trying to accommodate the transportation patterns of today as much as trying to ensure a vibrant city in the years to come. I really appreciate your willingness to challenge the status quo and take the steps that will guide us to a comfortable, safe, efficient, and sustainable city. Sincerely yours, Ron
Ron	7/26/2015	email	Folsom Street					1	positive	safety	Better for cyclists	I personally think it is absolutely fabulous. It makes sense. Iris Avenue is currently a freeway right now. If they put polid there keeping people down to the correct speed. Things would be much better. This is actually an even better idea. We have safety for people who ride on bicycles. I've been so long, so scared for people who ride with a trailer on the back of their bike. What a tragedy it would be for them to be run over by someone going 55 in a 35 mile zone. I can't speak for Folsom Street. It's always been pretty good. I really appreciate
Martin	7/26/2015	phone call	Folsom Street/Iris Avenue					1	1	positive	safety	
												The web page said you wanted to hear from the public. Here are my observations. I live in the neighborhood and walk and drive different sections of Folsom Street a few times a day. The traffic from the light at Pearl and Folsom Street now backs up through the Pine St/Folsom Street intersection multiple times a day (8:45-9:30, 3:30-4:45 pm) Turning west on Spruce is difficult because the south bound traffic on Folsom Street does not always see this as an intersection and blocks the right of way onto Spruce. If this continues, more drivers will clog the westbound Pearl instead of taking the dogleg into the neighborhood. Trying to turn south on Folsom Street from Spruce is backing up. It used to usually only back up a car or two, now it backs up four to five cars. Many of those cars then block the bike lane in an attempt to get into the backup traffic already traveling south on Folsom Street. The pedestrian intersection of Spruce and Folsom Street is scarier to navigate because the cars are more focused on trying to get through the intersection. I have seen more incidences in the past few days where the drivers ignore the flashing yellow lights. Since the traffic on Folsom Street is reduced to one lane the turning and through traffic on Pine at the light at Folsom Street and Pine is backing up even more than normal. The access to the turn lane from traveling north on Folsom Street turning east on Valmont gets backed up if there are 2 cars or more waiting to turn. Many of the cars are just moving into the bike lane. Cars are often ignore the lane changes at the same intersection as the travel south on Folsom Street. There are also issues with turning cars not moving completely into the turn lanes and partially blocking to only lane of traffic. The turning onto Folsom Street across essentially a lane and a half is awkward. It changes where, as a driver, one focuses to see oncoming traffic and pedestrians. With time one might get used to it, but Boulder is a town with many non-resident drivers. Setting up awkward situations seems to reduce the ability of those drivers to negotiate the cyclist and pedestrian traffic flow they might not be used to. Why were no orange signs posted warning drivers that the lanes markings had changed? Will the green and white delineators need to be removed each year for the Boulder Boulder? Will these lines need to be repainted yearly? The new bike lanes with buffers on Spruce and Pine did not make it through last winter well.
Cynthia	7/27/2015	email	All Corridors	1	1	1	1	negative	auto congestion	safety		Dear Boulder City Council members: We are 35 year city residents of Boulder and CU alumni. We were skeptical about the right sizing experiment but have had a open mind to see how it plays out. The recent implementation of Folsom Street, however, makes it very clear what a huge mistake this project is. Traffic is backed up in both directions causing drivers to often sit through 2 cycles of red lights (leading to pollution) and the average speed has been reduced from 30 mph to less than 20 mph...cars often moving more slowly than bikers...was that your intent? We strongly urge you to reconsider implementing the Iris Avenue portion which will cause north Boulder residents virtually no efficient way to get around town. We foresee drivers choosing to drive thru neighborhood streets to avoid traffic jams thus jeopardizing the safety of families living on side streets. Perhaps it would be safer for bikers and residents to have bikers mainly use the side streets and not the main city thoroughfares. We are disappointed with the whole city council and the process used to implement this right sizing project...as felt like your minds were made up and you weren't listening to the valuable input and concerns against the project. You have time to redeem yourselves which we suggest you do...or you run the risk of the whole lot of you being ousted in the next election. Mike and Cindy
cinda	7/27/2015	email to Council	All Corridors	1	1	1	1	negative	auto congestion	Communication		3 If you want to do something useful in this "experimental corridor", the "Folsom Street Project", have a large sign put up on the North West corner of Folsom Street and Pearl which would make bicyclists more aware that they don't have to ride West on Pearl from the intersection where there is no room for either a bike lane or bike riders, unless one rides the gantries for two blocks at 20 mph with buses and cars following close behind. The alternative is to take the path parallel to Pearl on the North side of the ditch. This runs for two blocks and takes them far enough on Pearl Street into the wider sections and past the vulnerable gauntlet zone. Nowhere else in Boulder is there a more safe and tranquil bike path, which is well granddaded by the Town Home's along it. There is one place, just before the first driveway from the North where the removal of an obscure tree would allow for better viewing of potential bike and vehicle traffic, and where a simple filling in with concert might make this location straighter and safer. A sign designating this path on the West end of it would also be useful to make cyclists aware that this is available would also be useful. 2 The situation is the same at Pearl and Folsom Street on the South side of Pearl Street while approaching Folsom Street from the West. Again there is no bike lane, and, no room for one in front of the Boulder Chamber of Commerce. Here you would have to apply a different kind of creativity. Work in concert with the Chamber and have them deed a set-in (like setback) by "condemning" perhaps six feet of their lawn and garden allowing for a safe bike lane and equivalent pedestrian new side walk. Since both of these situations I would consider hazardous, especially so when the Buses which travel this route frequently, along with commercial trucks entering the high density East Central Boulder "Zone". These rather simple solutions could truly make a difference for bike riders and reducing the potential for accidents. I took photos of the described area a few days ago, but rather than send them to you I would encourage you to visit there and take in what I'm describing and proposing.
Rob	7/27/2015	email to Council	Folsom Street					1	negative	auto congestion	Communication	How will you decide if the living laboratory on Folsom, Iris et al meet your criteria? No matter how hard I look, I can't find any baseline data nor can I find any specific goals nor can I find how you will measure something that seems to be unattainable. Please at least provide me with specific baseline data, a timeline and specific goals that would equal success. Thank you BoulderBoulder I ride just about everyday now! Folsom Street is fantastic!!! Even my husband rides now! I've BikedBikedAnd Thank you BoulderBoulder for helping us get there safely. BikedBiked
Leis	7/27/2015	Inquire Boulder	Folsom Street					1	neutral			
BeZeroWaste	7/27/2015	Twitter	Folsom Street					1	positive	safety		
Bonnie	7/27/2015	Twitter	Folsom Street					1	positive	safety		
Isabel	7/27/2015	Twitter	Folsom Street					1	positive	safety		
												Dear City Councilors, I know I should ride my bike more for many reasons, my health, to save money, and to reduce my carbon footprint. But it's too easy to jump in the car believing that I'm saving lots of time compared to bicycling. In reality I'm saving only a handful of minutes. All the reasons I named should be enough encouragement to bike, but I have to admit, I need discouragement to drive. Right Sizing does that. I have yet to ride on Valmont since the change but I have driven on it. I travel on Iris Avenue almost every day. Strangely, I'm looking forward to Iris Avenue being Right Sized. It's just what I need to push myself to bicycle more. I used to work downtown in an office where everyone was given an Ecopass and a parking space. No one took the bus or bicycled to work except me. They all drove. One of my young co-workers drove only 7 blocks from home when he didn't need to have a car to perform his work. I was a member of a neighborhood group whose mission is to help each other live more greenly. We met at each other's houses, all within 5 blocks. Most members drove to the meetings. I live near many CU professors who don't normally need to have a car during the work day but they drive to work when they could easily take the SKIP. I'm guilty of the same behavior. Once I get used to biking more than occasionally I believe I won't think anything of jumping on the saddle rather than getting in my car. Making more thoroughfares safe for bicycling can only encourage this change. While Right Sizing roads will be congested initially, eventually we'll recognize that bicycling is easy and drive less. One can't ignore the huge benefit of having more people on bikes to reduce Boulder's carbon impact. There's been a lot of grumbling about Right Sizing Valmont. Right Sizing is the right thing. Give it time. Deborah
Deborah	7/27/2015	email to Council	Iris Avenue					1	positive	environment		It seems really shortsighted. When I am using a bicycle for travel, I certainly don't contend with NYC gridlock, but traffic on Folsom Street, Iris Avenue, 28th, and 30th is always one hot mess...no matter the time of day. And you think reducing lanes is helpful? You are catering to a very narcissistic, entitlement-fueled group. One group, one very loud and whiny group of Boulder citizens. Like any "temporary" tax imposed by government authorities, it will never go away even if 3 years from now no one is
Anonymous	7/28/2015	Inspire Boulder	all corridors	1	1	1	1	negative	auto congestion	safety		It will be a disaster for my ability to get around Boulder. The metrics were not studied carefully before implementation. This so called "right sizing" has turned into a win-lose situation. The collective eye of the City Council, Transportation Advisory Board and the Boulder Transportation Dept. has prevailed. ego, Citizens 0
Anonymous	7/28/2015	Inspire Boulder	all corridors	1	1	1	1	negative	auto congestion	safety		It will keep me out of Boulder. I used to come into Boulder from the Garbair area. I will not longer do that as I do not want to deal with bike riders who do not follow the traffic laws. I am 64, when I ride my bike I do not worry nearly as much about cars who quote often are following the traffic laws but the bike riders who don't even know the traffic laws and that they apply to them as well as car drivers. Make bike riders follow the laws and maybe there will be fewer accidents.
Anonymous	7/28/2015	Inspire Boulder	all corridors	1	1	1	1	negative	auto congestion	safety		

Anonymous	7/28/2015	Inspire Boulder	all corridors	1	1	1	1	neutral	auto congestion		Not working! The bike lanes were just fine before and there was plenty of room! It has taken me several times and different times of the day over 25 minutes to get from 19th and Forest to Corner! Folsom Street has been my outlet for avoiding 28th for years and now it is backed up for blocks at each light. Even from the east/west feeder streets (between Arapahoe and Valmont)! Please reconsider! I am not a fan and I was willing to give this a try with an open mind. NOT WORKING.
Anonymous	7/28/2015	Inspire Boulder	Folsom Street					negative	auto congestion	safety	It is very difficult to turn right onto Folsom Street from the Whittier side streets. There are very few breaks in traffic long enough to merge (the intersection has a yield sign) and I found that after waiting a long time with traffic backing up onto the side street behind me I finally had to hit the gas hard and jump into the largest gap I could find. Forcing all of the traffic into one lane creates an almost non-stop flow of traffic, making even merging at the void dangerous.
Anonymous	7/28/2015	Inspire Boulder	Folsom Street					negative	auto congestion	noise	It makes any drive on Folsom Street take 5-10 minutes longer than before. Forcing me off Folsom Street onto side streets. What a mess. Its going to make it twice as hard to get in and out of my Trout Farm condo, plus your machines are keeping me up at night... Thanks for all the night noise pollution... SO LOUD!!!!!!!!!!!!!! I agree with the business owners on Folsom Street - you are wasting money on a bad idea... Run loud machines next to your own homes all night...
Anonymous	7/28/2015	Inspire Boulder	Folsom Street					negative	auto congestion		I've been traveling by car on Folsom Street every morning and some late afternoons. The reduction to one lane is a very poor idea. With all the cars funneled into one lane, red lights cause traffic to back up, vastly increasing driving times - and frustration. While there are some cyclists, there are many, many more cars. Is it a 50:1 ratio? Maybe 30:1 Anyway, the discrepancy is huge. I'm sure many frustrated drivers are taking 28th or 30th to avoid delays. How are you addressing this?? No to this Avenue!
Anonymous	7/28/2015	Inspire Boulder	Folsom Street					negative	auto congestion		New Project makes for worse situation I drive this route (Iris Avenue to Colorado Ave) 3-4 times a week to get to work. Right now, before students return and classes begin, there were 3 bicycles on average in both directions and near complete congestion in the car lanes. Also, frustrating and impossible to turn left off of Folsom Street. Extremely difficult for cars from the side streets to get onto Folsom Street. Slower and much more frustrating.
Anonymous	7/28/2015	Inspire Boulder	Folsom Street					negative	auto congestion		Poorly. No increased use by bikes. I spend more time in the car and don't desire to spend money in Boulder businesses because I don't want to spend more time in traffic. This was a solution in search of a problem and irresponsible waste of taxpayer money.
Anonymous	7/28/2015	Inspire Boulder	Folsom Street					negative	auto congestion		The Folsom Street Right Sizing pilot has caused major delays in my commuting both on weekdays and weekends. The flow of traffic is dramatically affected between pearl and canyon, particularly southbound due to the back up of cars turning left onto canyon. Just getting through this 2 block section added 5 minutes to my drive, and I observed ONE cyclist during this time. I am all for projects that enhance the ability for different transportation options, but Folsom Street is a poor choice.
Anonymous	7/28/2015	Inspire Boulder	Folsom Street					negative	auto congestion		The living lab has doubled the time it takes myself and all cars to get around Boulder. It has caused major car traffic on all streets in Boulder, especially side streets where kids are playing. This traffic will only get worse when the CU students return. The "lab" planned for Iris Avenue will cause more major traffic on side streets. There are already traffic jams with two lanes and as a cyclist myself, bikes do NOT travel on Iris Avenue. It will cause major car delays for the hard working Citizens.
Anonymous	7/28/2015	Inspire Boulder	Folsom Street					negative	auto congestion	safety	The traffic during the afternoon rush hour on Folsom Street between Canyon and Pearl is terrible now that it is down to one. If the desire is to make this a bike route and have car traffic divert to other streets then it works. If the desire is to keep Folsom Street as an available street for car traffic it is a bad idea. I have to drive most days because I am the one in our family responsible for getting our child to camp, sports, etc... I will not take Folsom Street any longer.
Anonymous	7/28/2015	Inspire Boulder	Folsom Street					negative	auto congestion		The traffic from the signal at Pearl and Folsom Street is backing up all the way through the intersection of Folsom Street and Pine. The Spruce/Folsom Street intersection feels less safe as a driver and pedestrian. Turning left onto Spruce is now almost impossible if there is traffic. This program should be scrapped.
Anonymous	7/28/2015	Inspire Boulder	Folsom Street					negative	auto congestion		The vertical decor at the Walnut/Folsom Street crosswalk makes it necessary to drive southbound in the right lane to have visibility. Now that lane is closed to cars. All the local traffic turning right and left, both directions, stops the entire line of single lane traffic! This is a nightmare for those of us who have to commute this street every day! Please give drivers, the majority of taxpayers, the space they need to get to work!
Anonymous	7/28/2015	Inspire Boulder	Folsom Street					negative	auto congestion		This has been an absolute nightmare. I have worked in Boulder for 28 years and depend on Folsom Street to be able to get around to child care and other necessary, daytime errands when I spend my money in Boulder instead of where I live in Erie. It took me 15 minutes to drive from Walnut to Arapahoe yesterday...15 minutes. It used to take 3. This is a disgrace. You are inconveniencing so many more people in the name of helping the few. A bike is not an option for me so my dollars will go elsewhere.
Anonymous	7/28/2015	Inspire Boulder	Folsom Street					negative	auto congestion		This is a disaster. No rational person could have thought this would be a good idea. The traffic on Folsom Street has become impossible. How does this affect my ability to get around Boulder? It completely disables it. And Folsom Street is now more dangerous for both cars and bicycles. Congratulations on your abject failure.
Anonymous	7/28/2015	Inspire Boulder	Folsom Street					negative	auto congestion		This is already adding far more than 10 seconds to my commute. There are no students in town. It is adding to the cost of doing business. I have seen no more cyclists travel this route. People are lazy. This town is lazy. People will not ride bicycles because they have "wider" lanes. I am a general contractor, shutting heavy equipment and material through town. Cycling is not an option. Please put my taxes to better use, and not experiments.
Anonymous	7/28/2015	Inspire Boulder	Folsom Street					negative	auto congestion	traff	This is an absolute disaster. I and many elderly neighbors can't get to the Dr. easily. No left turn onto Folsom Street. Road blocked now on northbound and lanes. Traffic for as far as I can see. All easily predictable by anyone even slightly familiar with the area.
Anonymous	7/28/2015	Inspire Boulder	Folsom Street					negative	auto congestion	safety	This is an absolute waste of taxpayer money for a city that already has traffic congestion issues. This only creates more hazards for vehicles to get around town and more congestion. Folsom Street is/was the only side street that was somewhat uncongested to travel on besides Broadway or 28th. Contrary to popular belief, not everyone can or does get around Boulder on a bike. It makes no sense to punish the taxpayers who need to commute for the small minority of bikers.
Anonymous	7/28/2015	Inspire Boulder	Folsom Street					negative	auto congestion		This is an awful idea. Whoever approved this needs to be fired. I drive Folsom Street and 19th to avoid the traffic on 28th and on Broadway. I hate this. Now you are making it congested on Folsom Street. I suppose I will take to driving on the residential streets to get around Boulder. Wait, I have an idea. Lets have the bicycles ride on the residential streets and leave the main through ways to the cars!
Anonymous	7/28/2015	Inspire Boulder	Folsom Street					negative	auto congestion	safety	This is insane! Really! Our already overcrowded secondary streets are past capacity, added housing in our community and with nearly three times the additional traffic daily that comes here to work. Have you seen the backed up traffic on 28th and down Folsom Street? And you want to add Iris Avenue and a few other secondary streets to this hot mess. As a resident of four decades on our lovely city, get real! I like lanes didn't get wider. You just wasted a lane. I live in this neighborhood. Yikes!!!!!!
Anonymous	7/28/2015	Inspire Boulder	Folsom Street					negative	auto congestion	traff	This is ridiculous. Traffic in Boulder is getting worse by the day and the city is only growing with jobs and housing and we're reducing the number of lanes for traffic? Nothing about that makes any sense. Do they want us to only ride our bikes because they definitely are taking the cyclists side vs. the cars. I would love to ride my pink cruiser everywhere but that just isn't feasible because daily I'm carting around stuff I bought around town supporting the Boulder economy. Ridiculous.
Anonymous	7/28/2015	Inspire Boulder	Folsom Street					negative	auto congestion		This Living Lab experiment is a total disaster. It has increased my drive time home by 12-15 minutes. I have only seen 2 bicyclists in their designated lane. What used to be a viable option on Folsom Street (where I live) to get home is now a drudgery.
Anonymous	7/28/2015	Inspire Boulder	Folsom Street					negative	auto congestion		This project has been in place for 1 week. It is still summertime so no BVSD or CU students. My commute during rush hour has increased by 8-10 mins. Not the 12 sec increase that was advertised. It is a lot to suffer through light cycles 5 times which is unacceptable. I will start using side streets if this continues.
Anonymous	7/28/2015	Inspire Boulder	Folsom Street					negative	auto congestion		This project is awful so far. The traffic on Folsom Street is much worse and likely going to cause me to avoid patronizing businesses in the area that I used to frequent on average once to twice per week. I hope these businesses don't take too much of a hit, but I simply don't have the time to wait through multiple traffic cycles in order to get my errands done. Fortunately I don't have to commute through this area, otherwise I would be much more vocal and angry about this change. HORRIBLE IDEA
Anonymous	7/28/2015	Inspire Boulder	Folsom Street					negative	auto congestion		Very negatively. Cars are backed up, can't cross Folsom Street from the trailer park to Bluff (on a bike), the street looks ridiculous-like a circus with so many lanes, paint and posts and more lanes. There were no problems on Folsom Street. This creates terrible traffic backups.
Anonymous	7/28/2015	Inspire Boulder	Folsom Street					negative	auto congestion		You really have to be kidding. This is your idea of better driving around Boulder? This is insane! you turn a two lane heavily traveled road of Folsom Street into a one lane so someone with a bike can have a nice wide berth to ride around Boulder and you have no idea how much of a traffic jam disaster you have created? So my question to you is what bicycle fan is on the City of Boulder Council that pushed this along avoiding any thought to traffic problems that you just created? Change this back now!
Anonymous	7/28/2015	Inspire Boulder	Folsom Street					negative	auto congestion	safety	I just saw an email from Macom Colwes "Studying" Folsom Street traffic. This is getting ridiculous that we are doing changes to Folsom Street and then "studying" traffic patterns when CU and Boulder high school are out of session. Please put off the traffic study and further "Right-Sizing" until after a month of complete traffic studies when traffic patterns are back to normal load in this area. Everybody, except T.A.B. & some City Council members, don't seem to know that traffic is much more congested during the school year. This project is giving the City Council and the T.A.B. a black eye. The least you can do is gather full and accurate data before proceeding. Non-Engineers should not be making traffic engineering decisions! "I bike, walk and/or drive a car in the area every day. Maybe get somebody that does the same to advise the Council, not somebody that lives miles away and doesn't normally use this corridor or doesn't even own a car." "4 sections of Folsom Street still need to be re-paved between Canyon and Arapahoe. After every storm, large potholes open up in the bike lane. The new paint is pretty, but it doesn't help with rider safety." Stephen
Stephan	7/28/2015	email	Folsom Street					negative	auto congestion		Wow. We live off Folsom Street on Forest and have two kids ages 9 and 11. The increase in traffic has made all the drivers angry and I am now scared to ride down Folsom Street with my kids. On the way home from downtown heading north on Folsom Street we were almost hit by two different cars trying to get into the right hand lane at Valmont. As my husband put it, it really isn't the car fault that they can't move sideways. Your civil engineers might want to take a look at the feasibility of a car turning there.
Anonymous	7/28/2015	Inspire Boulder	Folsom Street					negative	safety	auto congestion	When you are provided analyses of the impacts of "right sizing", it's important that you get measurements of traffic volume as well as travel times and delays. And of course bike numbers. What seems to be happening already (which should have been expected), is that people are shifting their behavior, and moving their driving to other locations. So congestion is leveling off, but not necessarily because "right sizing" was the right size, but likely because there are simply less cars in those locations, but more in others. Of course, other analyses/explanations are possible. So... vehicle counts (e.g. both on Folsom Street and on adjoining streets) are an important piece in understanding of what is happening. Regards, Steve Pomerance
Steve	7/28/2015	email	Folsom Street					neutral	evidence		Dear Mr Kemp and Ms Ratzel - I am writing as a concerned 20+ year resident of Boulder about this right sizing initiative, the execution of which frankly seems rash. I drive Iris and Folsom daily, and I have a few observations: Folsom is a fine place to conduct this "test" experiment. There are numerous bikes along that route, in my experience, year-round, and I can understand the interest in understanding how traffic adapts by widening bike lanes and creating turn lanes along that route. I note that since the experiment began, traffic is more congested along the route but I'm game to see if it increases ridership, which to my understanding, is the goal of the program. However, I am flummoxed by the idea of continuing this experiment on Iris when there has been so little time to collect data on Folsom. Worse, this will be implemented immediately following BVSD kids returning to school, so the traffic at Foothill (just south of Broadway and Iris) will be further complicated by one left turn lane, as well the intersection of 19th and Iris, for kids traveling to, and parents delivering kids to Centennial Middle School (of course, Crestview and Columbine are fairly close by as well). On the days that I drop my child with my instrument off at Centennial, we can sit for an entire cycle of the stoplight at 19th and Iris waiting to turn left due to all the oncoming traffic headed to work along the Broadway corridor. I can only imagine how bad that will be when the car lanes are reduced to one lane in each direction, and it seems counter-productive to re-route my trip to Centennial to a residential street when in fact, major routes like Iris and Folsom are intended to serve as major thoroughfares, in order to keep neighborhood traffic safe. Incidentally, I see significantly fewer bicycles on Iris than on Folsom - by a factor of five. And when the snow piles up and there is no where to push it out of the way on Iris, how is that going to work? Why do the drivers of Boulder need to be inconvenienced to such a tremendous degree when we don't even have enough data from Folsom to be sure this is a good idea?
Anna	7/28/2015	email	Folsom Street					neutral	Auto congestion	Safety	
dquoinar	7/28/2015	Twitter	Folsom Street					positive	better for cyclists		Drove yesterday the 1st time with car on Folsom Street after hungabins install in Boulder. 0 delay. 40 minutes

mimshah	7/28/2015	Twitter	Folsom Street				1	positive	better for cyclists	Rode to Dr. Appt. along Folsom Street this a.m. #rightizing is working @Boulder	
Anonymous	7/28/2015	Inspire Boulder	Folsom Street				1	positive	safety	It takes Folsom Street off my streets to drive on. On day one it was a disaster between Pine & Arapahoe. It's amazing, absolutely wonderful. I feel dramatically more safe taking down Folsom Street than I had ever in the past. It's also just fine for me the few times that I've needed to drive the same route. I would be so sad if this were to be temporary.	
Anonymous	7/28/2015	Inspire Boulder	Folsom Street				1	positive	safety	environment	Protected bike lanes are great! Traffic is much calmer & quieter.
Anonymous	7/28/2015	Inspire Boulder	Folsom Street				1	positive	safety	noise	This is awesome, thumbs up to Boulder for consistently considering bike traffic and evidencing new ideas. Our 6th grade son independently rode his bike to the movies this week and a big part of his route was on Folsom Street. We all appreciated the added safety for cyclists.
Anonymous	7/28/2015	Inspire Boulder	Folsom Street				1	positive	safety	environment	The creation of the protected bike lanes on Folsom Street has been great for me! Not only can other cyclists pass me with ease, I've also been able to haul a large cargo trailer behind my bike for errands now. Thank you for committing to this Living Labs project and looking at the data for the better part of the next year to see how things play out. Best regards, Alana 2127 16th St.
Alana	7/28/2015	email	Folsom Street				1	positive	safety		Marni, David, I greatly enjoy the new protected bike lanes on Folsom. I feel much safer. I think the flexible bollards are the most important part. The wider bike lane and buffer zone are great, but I think that even with the old lane sizes, the bollards would have been a huge improvement. I can see how the narrower vehicle lanes probably increase safety by decreasing vehicle speeds. Regardless, I would encourage the city to install these bollards on other bike lanes in other parts of town (with or without re-striping). One small critique: I was turning left from west-bound Valmont onto south-bound Folsom and found it somewhat difficult to enter the bike lane due to the placement of the bollards. I assume the triple bollard placement at this intersection is to direct right-turning vehicles, but it also makes the entrance to the bike lane very narrow. Feel free to reach out if you have any questions.
Thomas	7/28/2015	email	Folsom Street				1	positive	safety		Thanks, Thomas The "right-sizing" pilot project on Folsom Street is a failure. Traffic is backing up, southbound, from Mapleton to Arapahoe, making it impossible for cars to turn into the flow of traffic on Folsom Street, and clogging intersections from Pine through Arapahoe. We live in Gunbarrel and because we have two kids and I have health issues, often drive into Boulder for errands. We'll be heading to Longmont from Gun on an, instead: sorry, McGuckin's. You've taken a bad traffic situation and made it untenable.
Anonymous	7/28/2015	Inspire Boulder	Folsom Street Iris Avenue				1	negative	auto congestion	safety	Tried to turn north on Folsom Street from McGuckin's parking lot yesterday at noon. Traffic too backed up so I circled around the parking lot to exit onto Arapahoe. Also, I have decided to quit taking music lessons at The Dairy Center to avoid having to drive there on Folsom Street which would be the most direct route. So this company has lost my business because of the mess on Folsom Street. Please do not do this to Iris Avenue, where I live!!
Anonymous	7/28/2015	Inspire Boulder	Folsom Street Iris Avenue				1	negative	auto congestion		Hi Marni, I'm writing to you as an avid cyclist. I have almost 5000 miles on my bike this year - so far - and both my wife and I love to cycle - both recreationally and to get around town when the weather is favorable. We live in Noblo - near where Linden hits the extension of 4th. My wife's car is 10+ years old and has 100,000 miles on it. She rides much more than drives. I wasn't expecting much of a change to Folsom Street - positive or negative - but it is already worse than expected. I see virtually no benefit to cyclists and larger delays than expected to motorists. Still, this is minor to the apocalypse I expect if the city moves forward with the plan on Iris Avenue. This will severely impact motorists and won't help cyclists at all. Why would anyone want to ride on Iris Avenue - sharing a road with lots of (irate) motorists when they can ride down the center of beautiful, quiet Kalmia? We ride Kalmia all the time between 4th and Folsom Street - I'd never consider riding Iris Avenue - even with wider lanes and barriers. Way too noisy and crowded. I hope the city abandons this silly plan. There are lots of good ways to help promote cycling in the city and making it safer (JMIHQ, e.g. the green paint is actually helpful) but this plan is not well thought out. Sincerely, Ken Schaeffer 3750 Spring Valley Road Boulder 720-505-4479
Am	7/28/2015	email	Iris Avenue				1	negative	auto congestion		I wanted to weigh in on the Folsom Street right-sizing. I hate it. So upset about it. I think it is a discrimination thing against people that are older and need to drive a bit. I live at Balsam and Broadway. I took a picture today of cars backed up almost from Valmont to Pearl. It was backed up and it is a disaster. I also am at a store on Folsom Street and they feel the same way. Also have concerns with the aesthetics and the safety of cyclists. What happens when there is an accident in the remaining lane. I feel like the traffic patterns pretty well having traveled Folsom Street for eight years daily. I think it's less safe.
Terry	7/29/2015	phone conversation	Folsom Street				1	negative	auto congestion	safety	Dear @bouldertransport: My @BoulderLivingLab experiment on Folsom Street has failed. Please null it bar immediately.
CAVAREZRAMOS	7/29/2015	Twitter	Folsom Street				1	negative	auto congestion		The company that produces street paint remover is going to make a killing on Folsom Street. @BoulderLivingLab @bouldercolorado
CAVAREZRAMOS	7/29/2015	Twitter	Folsom Street				1	negative	auto congestion		Marni Ratzel, I find the recent changes to Folsom Street in Boulder to be unnecessary. The city needs a few streets to get people across town and now with the slowness and backup on Folsom even 28th street is slower. This is not the right direction our city needs. That road is now ugly with all the upright delineators. I can't imagine what other backups will happen when you change Iris and 63rd Streets. I this is a failure, please change it back
John	7/29/2015	email	Folsom Street				1	negative	Auto congestion	Safety	John Dump the safety lane idea. Changing that section of Folsom to one lane is stupid. You could make it two again, and to protect bikers you could use those posts with reflectors along the old bike lane.
Mark	7/29/2015	Inquire Boulder	Folsom Street				1	negative			I hope Boulder City Council is getting enough positive feedback with #BldrLivingLab on Folsom Street. Because it's awesome. #streetsforpeeps The new Folsom Street bike lane is amazing - #Boulder City Council - stop listening to all the whiny NIMBYs who only know how to complain #BldrLivingLab
boulderDash	7/29/2015	Twitter	Folsom Street				1	positive	better for cyclists		Please do this if you bike Folsom Street. @BoulderCouncil needs to receive positive feedback in email as well.
Sydney/BJG	7/29/2015	Twitter	Folsom Street				1	positive	better for cyclists		Dear City Councilmembers: I've had the opportunity to both ride and drive on Folsom Street since the Living Labs treatment was installed last week. I've tried to avoid biking on Folsom Street since my son was struck by the driver of a car on Folsom Street near Walnut three years ago, sustaining a fracture. The street feels much safer with the changes, and I hope proves to actually be safer over time. I find myself actually going out of my way to travel on Folsom Street by bike now! I have driven twice on the new Folsom Street, once during the morning rush hour and once at lunchtime. I experienced no delays. I did notice that cars were driving more slowly and paying more attention to their turns, which I think will improve safety for everyone. About the same number of cars seemed to be traveling on the road, although that's hard to judge. There has been considerable public outcry about the Folsom Street lane changes. Frankly, I'm offended that people consider a minor delay to me more important than the safety of people biking. On 30th St., 28th St., and Folsom Street the number of lanes for north-south car travel between Pearl and Arapahoe has now dropped from 14 to 12 (count 'em). This seems to be a very small concession to allow for safe, direct, and efficient bike travel on the only major north-south bike route east of downtown Boulder. I urge you to allow the full time for the Living Labs evidence (at least one year) to be complete before making any final judgments about the Folsom Street treatments. If Council makes a knee-jerk decision based on who complains the loudest and pulls up the Folsom Street demo, we will surely lose our "platinum" bike status and the city's reputation will take a serious hit. And people's lives will be placed in jeopardy for reasons of political expediency. Instead, you should wait until hard statistics have been generated, and then make a rational and informed judgement based upon the data.
g. h. smah	7/29/2015	Twitter	Folsom Street				1	positive	better for cyclists		Dear City Council, Transport Advisory Board, Marni Razel and Kathleen Bracke I am a Boulder resident and am writing to express my full support and appreciation of the new bike lane configuration on Folsom Street. It gives a much safer way to travel by bike north-south in the city, which was sorely needed before. I think safe biking facilities such as these are exactly what is needed to provide an environmentally sound transportation system in Boulder. I strongly urge you to keep this new configuration on Folsom for the full evidencing period of at least one year and not remove it prematurely because of pressure from motorists. Without a long evidencing period it will be impossible to accumulate enough data to have good statistics on which to judge the merits of the system. It is essential that systems such as this be judged on data and statistics, not on who complains loudest. After all, it is natural that you will hear much more often and more rapidly from those who are dissatisfied and less from those who are ambivalent and those who have pleased with the new system. I would like to add that, although I generally cycle everywhere I had the opportunity to drive down Folsom more than once this evening during the rush hour as I am recently arrived from Europe and preparing to take my Colorado driving evidence. I found that the separation between cars and bikes was also helpful as a motorist and noticed that the road was not at all congested and I could easily drive at the speed limit along it.
charfes	7/29/2015	email	Folsom Street				1	positive	safety	Better for cyclists	Yours sincerely
Christina	7/29/2015	email	Folsom Street				1	positive	safety	Better for cyclists	Hello, I would like to express my appreciation for and enthusiastic endorsement of the new bike lanes on Folsom. In general, I think these are a great improvement. It did not appear to me that 2 lanes for cars on each side was ever necessary. And besides, putting the squeeze on cars a little bit should be the goal if we hope to curtail the pollution and other problems attendant upon the overuse of motor vehicles. I am a little concerned about some of the crossover points at intersections where bikes pull out to the left and right turning cars cross over the bike lane. I worry that these might be a little dangerous. I don't have the statistics, but I know that right hook type accidents are common, so perhaps despite the fact that these crossovers feel a little dangerous, they are actually safer than the previous arrangement.
Tim	7/29/2015	email	Folsom Street				1	positive	Safety	Environment	Sincerely, Tim I live and work in Boulder and I love it! Before the new set up, I would avoid Folsom when traveling back and forth between Center Green and downtown. If I did have to use Folsom when returning to Center Green, I would ride my bike on the sidewalk. Something about that curve in the northbound bike lane made me uncomfortable. I haven't experienced any additional drive time when traveling in a vehicle on Folsom. However, I rarely drive at 5 pm in Boulder.
Chris	7/29/2015	email	Folsom Street				1	positive	Safety		Chris

Martin	7/29/2015	email	Folsom Street					1	positive	Safety	<p>Folsom so far is great. I takes me 2-3 minutes more to get to my destination not a big deal considering the thought of not running down a bicyclist</p> <p>as to Iris ave I have ridden on that street and seen people doing 55 mph they think they are already on the diagonal I fear for my life on iris on a bicycle</p> <p>It is quality of life at stake here not minutes to destination</p> <p>m_wong</p>
B	7/30/2015	email to Council	All Corridors	1	1	1	1		negative	auto congestion	<p>I am opposed to the expansion of bike lanes on Folsom Street, Iris Avenue, or any other streets in Boulder. We live in a small town with a growing population and vehicle traffic is already undeniable. Taking away vehicle lanes will only make the traffic worse.</p> <p>I support cyclist but having them obey traffic laws and stay in the existing, designated bike lanes seems to be more than sufficient.</p> <p>...</p> <p>B. Manning</p>
Cheryl	7/30/2015	email	All Corridors	1	1	1	1		negative	auto congestion	<p>any sense and made it through the vote. It will so strongly impact the already poor situation around 28th Street. It's such a mess getting through town on 28th; it's whole length through the city. Folsom Street is an artery that offsets the high volumes of people coming into the city on 28th. To reduce Folsom Street to one lane completely backs up traffic further.</p> <p>There is no need for bike lanes to be as large as a car. The size of their lanes is perfect. I'm a liberal and bike rider and I experience the bike lanes to be ample. The idea I think more feasible and useful would be to just more bike lanes are lesser used streets to diffuse the impact on streets with existing bike lanes. Please get rid of the Folsom Street bike lanes!</p> <p>If the Council isn't going to slow growth of accommodating large companies like Goggle then you can't cut back on the infrastructure that is needed for that growth.</p> <p>Fix the pot holes, put the money into expanding side street bike lanes, more innovation in "the last mile" programs...all good. Interfering with much needed arteries...no bueno. It is going to highly impact the quality of life we enjoy in Boulder.</p> <p>Thank you! Cheryl</p>
rov	7/30/2015	email	All Corridors	1	1	1	1		negative	auto congestion	<p>I read in today's Camera that you would not be immediately implementing the 63rd Street Street and Iris Avenue lane changes until evaluating how the Folsom Street "right sizing" is working. Finally, some common sense emerges.</p> <p>Yesterday (Tuesday) at around 10:30 AM, I drove on Folsom Street from Iris Avenue to Arapahoe through the maze of posts and colored markings. It was a beautiful day for cycling, yet the only bike I saw was one being ridden on the sidewalk! Admittedly, the 30 to 40 cars (many with multiple passengers) I encountered at that time of day were not experiencing much difficulty getting through, but I had to wonder if why hundreds of people in cars need to be inconvenienced for the sake of at best a handful of cyclists (or when I was there, no cyclists)? Anyone with common sense will recognize that if bikes are not on Folsom Street on a beautiful summer day, there certainly will not be any on a snowy winter day...yet the traffic congestion will be much worse.</p> <p>I am a little uncertain how the highway funds are acquired within the city, but assume at least a portion comes from the federal and state gas tax automobile drivers pay. Obviously cyclists also do not need to have a drivers' license or, pay for license plates, or be insured. Since cyclists pay nothing towards maintaining our highways, why do they get priority on the use of our streets?</p> <p>I have lived in Boulder for over 20 years and have NEVER seen a cyclist stopped by the police for any traffic violation...yet see them daily ignoring stop signs and lights, speeding through the multi-use paths and terrorizing pedestrians, going the opposite direction in bike lanes, and multiple other infractions of our traffic laws. Not long ago when my wife asked a policeman why they do not stop cyclists he said it causes too much of an outcry by the cycling community! If cyclists are using our streets they should be personally licensed to prove they understand our Dear Living Labs,</p>
Andreas	7/30/2015	email	All Corridors	1	1	1	1		negative	auto congestion	<p>As a homeowner (and taxpayer) in the City of Boulder, I'm pretty disappointed with the Living Labs "experiment." Folsom Street has become overloaded with traffic at pretty much all hours of the day and many residents are unable to figure out how the center turning lane works, so often tremendous queues form while people wait for a car to turn. One spot in particular where there was definitely no planning taken into consideration is around Folsom Street and the space between Pearl and Walnut, when somebody hits the walk signal for the crossing at Walnut, cars traveling southbound on Folsom Street queue all the way through the intersection at Pearl and Folsom Street.</p> <p>Are there metrics as to the uptick in bicycle usage along this pathway? I have multiple friends who live ON Folsom Street and even with the "Living Lab" do not view it as a safe/viable commuting alternative. In terms of transparency, it would be great if the "Living Lab" was like an actual lab that uses metrics and mathematics to assess the success of "experiments." This data should be open sourced for the public to analyze and consider the efficacy of this program. For Boulder being one of America's "smarter cities" this approach is laughable.</p> <p>As for the expansion to Iris Avenue, I commute along this route on a daily basis. I have been diligently observing bicyclists on my daily commute and never see more than 2 at a time. What I do see, however, is a ton of traffic from commuters, in cars, coming to work in Boulder. I'm just wondering how this plan for Iris Avenue was developed and what metrics were used to determine that Iris Avenue does not already have enough traffic and should be reduced from 2 lanes down to 1?</p> <p>Thanks,</p>
Jim	7/30/2015	email	All Corridors	1	1	1	1		negative	auto congestion	<p>environment</p> <p>Jim</p>
Am	7/30/2015	email	All Corridors	1	1	1	1		negative	auto congestion	<p>Hello Mami,</p> <p>I'm writing to you as an avid cyclist. I have almost 5000 miles on my bike this year - so far - and both my wife and I love to cycle - both recreationally and to get around town when the weather is favorable. We live in NoBo - near where Linden hits the extension of 4th. My wife's car is 10+ years old and has 30,000 miles on it. She rides much more than drives.</p> <p>I wasn't expecting much of a change to Folsom Street - positive or negative - but it is already worse than expected. I see virtually no benefit to cyclists and longer delays than expected to motorists. Still, this is minor to the apocalypse I expect if the city moves forward with the plan on Iris Avenue. This will severely impact motorists and won't help cyclists at all. Why would anyone want to ride on Iris Avenue - sharing a road with lots of (and) motorists when they can ride down the center of beautiful, quiet Kalma? We ride Kalma all the time between 4th and Folsom Street - I'd never consider riding Iris Avenue - even with wider lanes and barriers. Way too noisy and crowded.</p> <p>I hope the city abandons this silly plan. There are lots of good ways to help promote cycling in the city and making it safer (IMHO, e.g. the green paint is actually helpful) but this plan is not well thought out.</p> <p>Sincerely, Am</p>
Elaine	7/30/2015	email	All Corridors	1	1	1	1		positive	safety	<p>environment</p> <p>Dear City Council, Transport Advisory Board, Mami Razel and Kathleen Bracke</p> <p>I am a Boulder resident and am writing to express my full support and appreciation of the new bike lane configuration on Folsom Street. It gives a much safer way to travel by bike north-south in the city, which was sorely needed before. I think safe biking facilities such as these are exactly what is needed to provide an environmentally sound transportation system in Boulder. I strongly urge you to keep this new configuration on Folsom for the full evidencing period of at least one year and not remove it prematurely because of pressure from motorists. Without a long evidencing period it will be impossible to accumulate enough data to have good statistics on which to judge the merits of the system. It is essential that systems such as this be judged on data and statistics, not on who complains loudest. After all, it is natural that you will hear much more often and more rapidly from those who are dissatisfied and less from those who are ambivalent and those who have pleased with the new system.</p> <p>I would like to add that, although I generally cycle everywhere I had the opportunity to drive down Folsom more than once this evening during the rush hour as I am recently arrived from Europe and preparing to take my Colorado driving evidence. I found that the separation between cars and bikes was also helpful as a motorist and noticed that the road was not at all congested and I could easily drive at the speed limit along it.</p> <p>Yours sincerely</p>
Christina	7/30/2015	email	All Corridors	1	1	1	1		positive	safety	<p>commuting</p> <p>Dear Boulder City Council,</p> <p>I've been a resident of Boulder Co. for 26 years now.</p> <p>Your decision for "street right sizing" is surely incorrectly named...it should be "Grid Lock Decision".</p> <p>I watched the most recent Boulder City Council Meeting on TV I can't say I was surprised by your actions to "kick this down the road".</p> <p>Appellbaum said that we need to get the ball rolling on this before we have a public hearing again "kicking this important issue down the road". Mr. Macos took the opportunity to "Grand Stand" about global warming rather than address the real facts, which are:</p> <ol style="list-style-type: none"> 1) Unbelievable traffic grid lock that is producing a much higher level of pollutants that is traffic was moving smoothly. 2) The businesses in this area are experiencing a substantial decrease in business due to your poor traffic decision. 3) Tax revenue pays for our roads and our Boulder City Council you need to understand that local business contribute substantially to that base. 4) You've ignored the outcries from our residents and Boulder Businesses. 5) Because of this major traffic issue, you have and will continue to effectively turn away tourists from Boulder Co. which is a major contributor to our tax base/business profitability. <p>Everyone makes mistakes...and, that's ok as long as we acknowledge and correct them. You've made a doose of an error in our city this time. Please correct it immediately.</p> <p>I am one of many that will be using the services and businesses of other cities...like Longmont, and more.</p> <p>Christina</p>
Dennis	30-Jul	email to Council	Folsom Street					1	negative	auto congestion	<p>Communication</p> <p>Dennis</p>

										<p>I am writing to provide my opinion regarding the Folsom Street experiment.</p> <p>1. As a driver: I don't like the extra traffic and being hemmed in on a street that is wide enough to offer a much better driver experience. There are only a few streets left in Boulder that allow good passage for commuting across town (i.e., to get to and from work). Why make it worse?</p> <p>2. As a cyclist: I seldom chose to ride on this street before, as my commute is too long to be effective by bike. I definitely won't use this street now, as I find the bollards and confinement that they create to be a scary condition. I do love to ride my bike, but this tends to be a recreation for me, and I wouldn't feel safe commuting at rush hour on this street in either situation.</p> <p>3. Other questions: a) How will all the sticks affect snow plowing, street cleaning? b) Why is this euphemistically termed "right-sizing"? Especially if it is an experiment, why use a name that expresses a pre-determined opinion? It reminds me of "right-to-life" and a myriad of other manufactured terms that aim to influence rather than accurately portray a topic. Please, at least call it what it is: "car lane reduction and bike lane confinement." c) Visually, I find all the sticks, paint, and non-uniform ingress/egress points to be complex and distracting. How does this added complexity affect concentration of the older driver, the out-of-town driver, the occasional driver? d) What happens when a piece of junk lands in the bike lane? Bikes don't really have the opportunity to look over shoulder and merge into traffic lane to avoid the junk. What happens when speed riders come upon slow riders? Will they whiz by within inches instead of pulling out to traffic lane to pass.</p> <p>I would like to see Folsom Street returned to it's previous condition. Thank you for your consideration.</p>
Debbie	7/30/2015	email	Folsom Street			1	negative	auto congestion		
Jeffrey	7/30/2015	email	Folsom Street			1	negative	auto congestion		<p>I travel home each night east on Walnut and turn right on Folsom Street, make a left on Canyon and head east to my home in East Boulder. Monday night at 5:35 traffic was a standstill on Folsom Street. It took 3 minutes to make turn onto Folsom Street and 6 minutes to get to Canyon. During that time, two impatient drivers made illegal U-turns to head back west on Walnut. The person behind me came amazingly close to splattering the brains of a bike rider who was legally passing the car behind me when that driver decided to start an illegal U-turn himself. How would that be for many. In the four days I have experienced rightizing during the drive home, I have counted a total of 50 cyclists total from all directions. This is a waste of money, causing more pollution, recklessness that will not be abated by getting use to this, and I am sure each of you wouldn't want to be members of the council whose quick acceptance of such a plan led to deaths and serious injuries. Dr. Jeff Smith 1011 Pearl St.</p> <p>Dear Council:</p> <p>I admit that my opinion often changes, depending on whether I am behind handlebars or a steering wheel, but my feedback is this: Living Lab will continue to create problems for automobile traffic, while sort of solving a more easily solved problem for bikers. Folsom Street is a not a very straight road, and I can see how bikers might feel uncomfortable around drivers who may or may not be concentrated on driving. I do not sympathize, though, because when I ride my bike (alone or with others, to work or for pleasure or for exercise) I choose the route which best suits my purposes. If I feel that Folsom Street St. will be too busy, I can take 20th St. or another street to the east to one of our many bike paths in town. The same goes for other streets; Iris Avenue, 36 (north of town), Arapahoe, South Boulder Rd., etc.... An extra few min. on the bike can be a healthy choice. When I take a car, I prefer to take a direct route because a might need to drive to multiple destinations during the day, or may have to drive to other towns for work. We all like our routes to be clear, we all like to burn less gas. Since the start of Living Lab's implementation, I have seen increased driving times, and slower traffic, but not many more bikers. Additionally, I have begun to choose more residential streets as routes for my purposes. If I lived on one of those streets, I might find increased traffic a nuisance. Thank you for your time. I am sure that you are receiving strong opinions on both sides of this issue. I wish you the best of luck in using all of the information at your disposal to make the best decision for our city.</p> <p>Thank you.</p>
Angela	7/30/2015	email	Folsom Street			1	negative	auto congestion		
Betty	7/30/2015	email	Folsom Street			1	negative	auto congestion		<p>Despite the resizing of Folsom Street there are bikes still riding on the sidewalks endangering pedestrians.</p> <p>I bet that not one of you Junior Einsteins who voted for the Orwellian "right sizing" has yet bothered to drive or cycle on Folsom Street. If you had, you would see the nightmare that you have created. I have lived in Boulder since 1968 and I can say with authority that you are absolutely the worst city council since I have lived here. Probably the worst city council in the history of the city. Congratulations. You constantly do whatever you can to degrade the quality of life in Boulder for the majority of tax paying citizens and squander money worse than a drunken sailor. And that's an insult to true drunken sailors.</p>
Alan	7/30/2015	email	Folsom Street			1	negative	auto congestion	safety	<p>Alan</p> <p>I often drive on Folsom Street, or I used to. Since the rightizing, I drive more on 28th, 30th or other neighborhood streets. Folsom Street is congested and often backed up. There are so many side street and parking lots turning into Folsom Street that I find it to be more dangerous. I feel bad for the people who live on the neighborhood streets I use as an alternative. When I do drive on Folsom Street, I have seen only 1 biker.</p> <p>At least the city has come to some sense and will evidence Folsom Street before moving ahead with additional streets. That is actually how a "evidence" should work. I also find the info on the website about how the evidence will be measured and evaluated to be useless. My reading of that info is that the council will decide what it wants. The city should be providing data on before and after bike usage, drive times, etc. Without data an informed decision can't be made.</p> <p>Brenda</p> <p>I believe that the new lanes on Folsom Street are horrible. I take Folsom Street everyday to school and the new lanes don't help at all if anything they make it more difficult for cars and people to get places in Boulder. I understand that there are a lot of cyclists but when it's the winter they won't be a lot of cyclists and there will be more cars. It is a horrible plan and I think a lot of other people feel the same way as I do.</p> <p>Thanks, Patrick</p> <p>I normally travel through this area 4-6 times per month either to get to these merchants or downtown. It is already congested and a little better with pedestrians (who often don't walk) bicycles, buses and vehicles that can be surprising and disruptive. This lane change means I will now do my best to avoid this area (and merchants) whenever I can. Frankly, from South Boulder it is easier for me to go shop in Louisville/Superior, even Flatirons some days. That's a shame, because I like to spend my money with local owned businesses which is largely what is in this area. I also suspect that me driving an extra mile or two that direction without the constant stopping and congestion of trying to come into the center of Boulder is not any worse for the environment. I would also encourage you to look at the impact of this well into the winter weather driving months before labeling it a 'success'. When the daylight hours are short, the roads are slick/messy, many of those people you are expecting to ride in the new wider bike lanes will likely disappear, but the congested traffic will not. I would hope this is truly an experiment to be evaluated based on actual facts, but suspect like many things Boulder does it is a foregone decision with happy window dressing.</p> <p>Paula</p> <p>What you did on Folsom Street disqualifies you from running this city. Three light changes are now consistently required to cross Pearl and Canyon. I've waited for the light at Pearl while sitting all the way back at Mapleton (which also means I was waiting for the light at Five). I honestly don't know what you people were thinking. Perhaps the worst governance decision I've ever seen -- and I worked with Congress.</p> <p>Carlos</p> <p>I was born and raised in Boulder, and have lived here my entire life. I am a Volunteer Firefighter. I serve and love my community more than I can express. What you and your city council have done to Boulder is atrocious. You have raped Boulder and left it to die, as many in my community say. You have destroyed our views of the mountains and our ability to get around Boulder in a timely manner with the amount of new housing and buildings you have put in. Now you are giving the roads to cyclists that I, don't even have to register their bikes, leaving them free to break every rule of the road without consequences, and 2. using up our car lanes, and slowing us down in an already packed town. I have been down Folsom Street multiple times and have not seen a single biker, but I see long lines of cars slowed down by the lack of lanes. I have been in emergency vehicles with lights and sirens going, and had bikers refuse to move. If they had to register their bikes, pay taxes, and pay the fines for impeding emergency vehicles, it would not be so bad, but they get off scott free, and you enable them! Maybe next time it will be your family member that needs medical assistance but we can't get to you because there are no lanes and bikers won't get out of the way. You should be ashamed of what you have done to our precious small town Boulder. You have Californicized it and turned it into a anonymous town like every other town in this country. Maybe you should start listening to the people that have been here for most of their lives instead of the people that have moved here 5 minutes ago and have no idea what Boulder is all about.</p>
Mirabal	7/30/2015	email	Folsom Street			1	negative	auto congestion	Communication	
										<p>I am a 53 year old woman who has lived in Boulder for the past 15 years. I mostly drive my car, as I have a child to transport about, but I also ride a road bike and ride with my child in a bike trailer. I typically ride on the trails, but of course, ride on the streets as well. We also ride the bus.</p> <p>A little background about me...when I was in my 20s I lived abroad, in Florence, Italy, when it was a highly trafficked free for all with cyclists, mopeds, motorcycles, cars and trucks and more on the very narrow streets. There were no white lines on the roads to divide lanes (only yellow) and I rode my moped on those streets, along with a lot of others. I learned how to drive a car (and truck) on them as well. It was just what we did. I don't remember reading or hearing about many traffic deaths while living there for five years. But there could have been, of course.</p> <p>Flash forward. I was a bit surprised to learn of the "right-sizing" of Boulder a month or two ago. And when I heard where these pilot trials were going to take place, I was apprehensive. Traffic in this town has grown significantly since I've lived here. The population has grown. More and more dwelling places have been developed, which always means more cars. Highway 36 has been expanded for the last year (because of the increased population?) and is now even charging us to drive on certain lanes. So I have to ask the question, Why would we want to have fewer lanes on some of our major thoroughfares in town while at the same time wanting more and more motorists to live here? This town boasts some of the most bike paths and alternate routes for cyclists of any place I've ever lived. My partner is an avid cyclist and he is not seen on the right sizing plan at all. The bike lanes that we have in place are sufficient for our family. We also have a teenager who often rides his bike from N. Boulder to Boulder High.</p> <p>That there are some (cyclists) who fear the cars on the roads does not seem to me reason enough to downsize the number of lanes available to the ever growing number of cars in this town to create a "safe" buffered zone for fearful cyclists, complete with ridiculous posts and lots of white lines to "protect" them. I don't have the answer to managing our ever growing population. I wish I did. But I don't believe that buying into fear is justification enough for making the change. It seems to do that more frequently these days though, with all of our "safety" regulations, and our "safe" playgrounds. Are we making the world safer really?</p> <p>Personally, I find all those posts offensive, ugly and inappropriate on the road. (But I also think all of the quaint little islands with plants and trees on 28th St. [at Pearl and Iris Avenue, for example], are also absurd. If they weren't there we'd have sufficiently long turning lanes and would have better traffic flow I just digress.</p> <p>Because of this ridiculous living lab study...traffic has to get exactly at the intersection before able to turn right or left...the traffic CLOG at Folsom and Pearl today at 5:00 pm, was unavoidable because of the bike lanes...doesn't Boulder already have miles and miles of bike paths OFF THE STREETS of car traffic already? I vote NO on this stupid idea...who votes on these ideas anyway?</p>
Eileen	7/30/2015	email	Folsom Street			1	negative	auto congestion	aesthetics	
Cheri	7/30/2015	Inquire Boulder	Folsom Street			1	negative	Congestion		

										Dear Council: I recently had a very positive experience with the new Folsom Street Bike lanes. It makes me feel so much safer biking Folsom Street. I used to avoid it and ride back streets or sidewalks. I now have a faster safer ride. As a driver, I have not noticed any more congestion. I was at my barber shop near the corner of Folsom Street and Arapahoe. My Barber saw no problems with the road. He commutes in from out of town that way.
Evan	7/30/2015	email to Council	Folsom Street			1	positive	safety		
										Hello All, I am writing to praise the protected bike lanes and urge the City of Boulder to allow the evidence program to run to completion. Decisions regarding the future of the city should be based on statistical data. The city must stand confidently behind the evidence program and must not be deterred by an extremely vocal, yet non-representative, faction. On the city's website on the "Environment" page, the CoB states "Boulder is committed to acting with environmental integrity and being a good steward of the land." Converting motor vehicle traffic to bicycle traffic is a clear demonstration of this commitment. Each individual who chooses to commute by bicycle demonstrates their commitment with every turn of the crank. The attitudes toward environmental integrity of the people complaining about the protected bike lanes do not align with the views of the CoB and the majority of its inhabitants. I have ridden the bike lanes for 4 years and 2 months. I ride 3.5 miles to and from work each day from 28th and Iris Avenue, through the CU campus, to the Broadway south of Baseline, traveling the entire length of Folsom Street. I ride in all seasons and almost all conditions. I rode before the protected lanes were implemented, and I have continued to ride since. The difference in terms of the feeling of safety is astonishing. I have been run over at Folsom Street and Valmont. I was heading south one morning and a small white pickup passed me as we approached the intersection, then made a right turn directly in my path tens of feet in front of me as I traveled at approx. 15mph. Moving at that speed and with so little distance, I had no options. The driver stopped and luckily I had barely gotten my left elbow caught under the edge of the right rear tire. It was winter and my jacket had protected me. When I asked the driver what happened, he responded that "he did not see me." I was in a rush to get to class at the time and I wasn't really injured, so I asked him to be careful and took off. This story can be viewed as a minor accident or as an injury in response to the most recent Daily Camera article regarding the proposed delay in right-sizing Iris Avenue and 63rd Street following the changes on Folsom Street. It sounds like you have heard a lot from a lot of angry drivers! As a long time cyclist (commuter and recreational) and Boulder resident (I thought I would throw in my two cents). I use Folsom Street every day and 63rd Street multiple times a week. I'm not entirely surprised there is some initial grumbling at the changes on Folsom Street. It is heavily traveled and has a lot of local businesses. Given time, I'm sure driver patterns will adjust, but there will always be a little de facto north of Arapahoe due to all the businesses. I absolutely do not think this is a reason to stall progress on Iris Avenue or 63rd Street. These streets are completely different in infrastructure and development. The spacing of driveways and businesses along Iris Avenue and 63rd Street is much more sparse while the roads are supremely placed to provide a safe thoroughfare for cyclists. 63rd Street in particular is desperately in need of improvement as the section in question has no shoulder. I would hope that the council would consider the different use and configuration of the streets and move ahead with the right-sizing of Iris Avenue and 63rd Street without holding up the congestion on Folsom Street as a barrier to progress. Thank you for your consideration, Alex
Frank	7/30/2015	email	Folsom Street			1	positive	safety	Better for cyclists	
Alex	7/30/2015	email	Folsom Street			1	positive	safety		
										I live right off of Folsom Street and commute by bike ~2 days a week. I feel so much safer with the new bike lanes. My family likes to take bike trips around town, but with 2 young children in a car seat, we tend to stick to bike paths and side streets. This greatly expands our options and I plan on using it almost every weekend with the family. I also regularly drive on Folsom Street and any increased traffic has been minimal and hasn't meaningfully increased my traffic times. Please consider expanding the right-sizing project.
Lauren	7/30/2015	email	Folsom Street			1	positive	safety	environment	Lauren
										Hello, I just wanted to send in a message that's supportive of the bike lane changes on Folsom Street. Yesterday, I rode from campus to Spruce St. with my 6 year old, and it was a great, safe feeling ride. It does seem that there is a car slow down, but hopefully that will simply encourage drivers to either use the multi-lane road that is 28th Street or to get on a bike!
Mike	7/30/2015	email	Folsom Street			1	positive	safety	commuting	Mike
										Hello All, I am writing to praise the protected bike lanes and urge the City of Boulder to allow the evidence program to run to completion. Decisions regarding the future of the city should be based on statistical data. The city must stand confidently behind the evidence program and must not be deterred by an extremely vocal, yet non-representative, faction. On the city's website on the "Environment" page, the CoB states "Boulder is committed to acting with environmental integrity and being a good steward of the land." Converting motor vehicle traffic to bicycle traffic is a clear demonstration of this commitment. Each individual who chooses to commute by bicycle demonstrates their commitment with every turn of the crank. The attitudes toward environmental integrity of the people complaining about the protected bike lanes do not align with the views of the CoB and the majority of its inhabitants. I have ridden the bike lanes for 4 years and 2 months. I ride 3.5 miles to and from work each day from 28th and Iris Avenue, through the CU campus, to the Broadway south of Baseline, traveling the entire length of Folsom Street. I ride in all seasons and almost all conditions. I rode before the protected lanes were implemented, and I have continued to ride since. The difference in terms of the feeling of safety is astonishing. I have been run over at Folsom Street and Valmont. I was heading south one morning and a small white pickup passed me as we approached the intersection, then made a right turn directly in my path tens of feet in front of me as I traveled at approx. 15mph. Moving at that speed and with so little distance, I had no options. The driver stopped and luckily I had barely gotten my left elbow caught under the edge of the right rear tire. It was winter and my jacket had protected me. When I asked the driver what happened, he responded that "he did not see me." I was in a rush to get to class at the time and I wasn't really injured, so I asked him to be careful and took off. This story can be viewed as a minor accident or as an injury in response to the most recent Daily Camera article regarding the proposed delay in right-sizing Iris Avenue and 63rd Street following the changes on Folsom Street. It sounds like you have heard a lot from a lot of angry drivers! As a long time cyclist (commuter and recreational) and Boulder resident (I thought I would throw in my two cents). I use Folsom Street every day and 63rd Street multiple times a week. I'm not entirely surprised there is some initial grumbling at the changes on Folsom Street. It is heavily traveled and has a lot of local businesses. Given time, I'm sure driver patterns will adjust, but there will always be a little de facto north of Arapahoe due to all the businesses. I absolutely do not think this is a reason to stall progress on Iris Avenue or 63rd Street. These streets are completely different in infrastructure and development. The spacing of driveways and businesses along Iris Avenue and 63rd Street is much more sparse while the roads are supremely placed to provide a safe thoroughfare for cyclists. 63rd Street in particular is desperately in need of improvement as the section in question has no shoulder. I would hope that the council would consider the different use and configuration of the streets and move ahead with the right-sizing of Iris Avenue and 63rd Street without holding up the congestion on Folsom Street as a barrier to progress. Thank you for your consideration, Alex
Frank	7/30/2015	email	Folsom Street			1	positive	safety	commuting	
										Hi, I am writing today in regard to the right sizing of Folsom Street. I recently read an article in the local paper saying there has been a lot of complaints about traffic on Folsom Street and would like to speak out in favor of the project. As someone who has lived on Folsom Street for years (in the project area) I have noticed some traffic backups during rush hour (8,9, 5-6), but a majority of the time there has been little change in traffic. The new bike lanes appear to have attracted additional users, and the lane expansion creates an easy ride in what used to be a somewhat uncomfortable area. More than anything, these lanes appear to slow drivers down to the posted 30mph where in the past they would go 10-20mph over. I do hope that the city hears all voices when assessing this project and also evaluates the data being collected objectively rather than let a few vocal opponents drown it out. It may be that this trial is deemed a failure, but I do hope that should this happen it is done for the right reasons. Regards, Dan
Dan	7/30/2015	email	Folsom Street			1	positive	safety		
										Hi, I just wanted to write for my support of the right-sizing initiative on Folsom Street after reading that the council had received hundreds of emails pre-empting the initiative in the Daily Camera. Traffic does not seem any worse on Folsom Street than before and the bike lane buffers are a great thing.
Jerry	7/30/2015	email	Folsom Street			1	positive	safety		
										Keep up the good work, Jerry Jacka, 121 Eagle Canyon Circle, Lyons I rode my bike on Folsom Street St. today and have a couple of observations. First was the back up of traffic headed southbound on Folsom Street at Pine St. The traffic was backed up significantly on Folsom Street from Pearl St north to a block past Pine. The eastbound traffic on Spruce and Pine were also backed up because of this congestion. Short of reconfiguring the lanes the only other remediation would be to change traffic light times. The other issue that I saw was as a biker there is no way to accommodate passing the bike lane. There are tremendous differences in biking ability in Boulder. There will be some bike lane users going 10 mph and others going 25 mph. Typically this is handled by the faster riders waiting for a traffic clearing and then pulling out into the vehicle lane to pass the slower riders. With the Folsom Street bike lanes there are barriers in place that prevent riders from doing this. My recommendation is to remove the barriers to allow faster bikes to pass the slower bikes. Thanks, Alan
Alan	7/30/2015	email	Folsom Street			1	positive	safety	Better for cyclists	
										Dear City Councilmembers: I've had the opportunity to both ride and drive on Folsom Street since the Living Labs treatment was installed last week. I've tried to avoid biking on Folsom Street since my son was struck by the driver of a car on Folsom Street near Walnut three years ago, sustaining a fracture. The street feels much safer with the changes, and I hope proves to actually BE safer over time. I find myself actually going out of my way to travel on Folsom Street by bike now! I have driven twice on the new Folsom Street, once during the morning rush hour and once at lunchtime. I experienced no delays. I did notice that cars were driving more slowly and paying more attention to their turns, which I think will improve safety for everyone. About the same number of cars seemed to be traveling on the road, although that's hard to judge. There has been considerable public outcry about the Folsom Street lane changes. Frankly, I'm offended that people consider a minor delay to be more important than the safety of people biking. On 30th St., 28th St., and Folsom Street the number of lanes for north-south car travel between Pearl and Arapahoe has now dropped from 14 to 12 (count 'em!). This seems to be a very small concession to allow for safe, direct, and efficient bike travel on the only major north-south bike route east of downtown Boulder. I urge you to allow the full time for the Living Labs evidence (at least one year) to be complete before making any final judgments about the Folsom Street treatments. If Council makes a knee-jerk decision based on who complains the loudest and pulls up the Folsom Street demo, we will surely lose our "demonstration" bike status and the city's reputation will take a serious hit. And people's lives will be placed in jeopardy for reasons of political expediency. Instead, you should wait until hard statistics have been generated, and then make a rational and informed judgment based upon the data.
Chuck	7/30/2015	email	Folsom Street			1	positive	safety	commuting	
										Hi guys, I'm as much of a bike advocate as anyone and I believe our existing bike lanes on the 'right-sizing' streets are just fine. While the new deluxe lanes are nice, they're unnecessary. I applaud the decision to hold off on the other two experiments while the Folsom Street experiment shakes out. For what it's worth, my grievance fear as a cyclist is an angry driver. I'm afraid converting vehicle lanes into cycling lanes will result in driver anger directed towards cyclists. And that scares me a lot more than an unprotected bike lane. If we're looking to spend money advocating cycling in town, let's target those streets with no bike lanes. Thanks for your time.
Alex	7/30/2015	email	Folsom Street			1	positive	safety	Better for cyclists	
										I live at 2525 Pine St. My family of four bike around town as our main transportation option and have been using 26th St. to go south to Arapahoe area shops and restaurants. Now that Folsom Street has been upgraded for bike safety it will definitely be the way to go south. I very happy project has been done and hope it eventually happens at 55 St., where I work. Perhaps I'm imagining this, but the street seems quieter too. I'm guessing the cars are going slower on average. I wonder how snow removal will work in the winter. It would be nice if there was a pass made on the bike lanes with the bike path machines after the car lane has been plowed. If the bike lane ends up being where the snow from the street is dumped it will take a lot longer to clear. Allen
Allen	7/30/2015	email	Folsom Street			1	positive	safety	environment	

											Dear City Council: With the right-sizing project on hold (according to a story in the Daily Camera today), I wanted to let you know that I support the program. I typically drive on Folsom Street at least 2 times a week. Since the right-sizing, I have driven on it every day for the past 10 days or so, partly out of curiosity, and partly because it is the most convenient route given the camp my son is in this week. I read complaints in the Daily Camera about travel taking longer on Folsom Street. I see no evidence of that. My drive every day has been totally uneventful. If anything, the center turn lane between Valmont and Pearl makes traffic move faster. I also personally find the large bike lane to make the drive more pleasant. I hope you can appreciate that the number of negative complaints you get may not be representative of how drivers feel because those who have no problem will not be motivated to take the time to contact you. Also, I am dubious about individual claims about traffic delays. It is very hard to (1) know whether their drive really was slower or they just perceived it that way and (2) whether any such delay was caused by something other than right-sizing. Those who are philosophically opposed to it are going to be more inclined to encode their drive as delayed, and to attribute it to the right-sizing, but neither may be true. When I first heard about right-sizing for Folsom Street I thought it was a great idea. That was already a heavily-used biked corridor (e.g., a lot of CU people use it). It is also well-positioned in the middle of town. While there are other good bike path options, it is not feasible to expect riders to divert to all the way west to Broadway or east to the path that parallels Foothills Parkway to find safe north-south routes. I am curious to see what the objective data show.
Tiffany	7/30/2015	email	Folsom Street			1	positive	safety	commuting	Thanks for evidencing this out. Dear Mayor and City Council Members- I am writing let you know I am strongly in favor of the new bike lanes on Folsom Street. I travel through this corridor not infrequently, but in the past have avoided riding my bike on it because of the danger involved. I have ridden down them four times in the past week and am amazed at how excellent they are. They provide an opportunity to move across the city safely and efficiently, which I think will greatly increase the likelihood that people will use this crucial north-south corridor, particularly as it connects the Boulder Creek bike path with the Goose Creek bike path, allowing access to extensive parts of the center of the city on safe, separated lanes and paths. As I'm sure you know, women and children are far less likely to bike, primarily because of safety concerns, and I strongly believe that improvements like this will greatly increase the number of women and children biking for transportation and/or enjoyment. Instead, I took my own nine-year-old son on Folsom Street this past weekend for the first time ever and felt perfectly safe the entire time. With any change comes uncertainty, and some will resist it for this and other reasons. I implore you not to give in to a vocal minority who have complained about these changes and want Boulder to stay mired in our car-centric past. These people should in no way be allowed to represent the opinion of all Bouldertites, or to impede the city's plans for further broadening the transportation options of all Bouldertites. Most people who bike will likely not take the time to write or let their opinions be known, which is unfortunate because this creates the misperception that the naysayers are in the majority, which I find dubious. At the very least I hope you give these changes time to at least determine scientifically what their impact is on traffic patterns, commerce, and safety. If at that time their drawbacks far outweigh their benefits then I can understand the need to consider changing them back, but until then I'm	
David	7/30/2015	email	Folsom Street			1	positive	safety	commuting	I've been paying attention with interest to the debate about "right-sizing" and would like to add my voice to the mix. I live off Iris Avenue at 22nd (just slightly north of Iris Avenue) in Heritage Meadows and have been looking forward to the changes on Iris Avenue. I also bike and/or drive Folsom Street daily, as does my partner, commuting to our office at 28th & Arapahoe. Since the right-sizing on Folsom Street, it's been noticeably better and, I think, safer. The 2 lanes on Folsom Street between Valmont and Pearl have been a raceway, with cars often slipping into the bike lane - especially on the curves between Mapleton and Valmont. None of this is happening now, which I appreciate. The bike lanes feel safer, with the extra space and the white/yellow call-those-poles. I don't think the extra few seconds at the Pearl Street light are problematic. I'm sure you're hearing from the drivers who have to get wherever 3 seconds earlier. But the route is reasonable, and I've driven/biked it at different times of the day. I do hope you will continue with plans for Iris Avenue (can't speak much to 63rd Street as we rarely use that street). Iris Avenue has been even more of a raceway, with excessive speeds. Just the other day, we were distressed to find a fawn that had been hit, just east of 22nd. Whoever killed it didn't even stop. I won't ride my bike on Iris Avenue because it just doesn't feel very safe (no problem, there are quieter streets on my route). So when the plan to change Iris Avenue was announced, I was happy to see Council take that step. We're hoping you carry out the plan, despite the delay, I'm looking forward to a safer, quieter Iris Avenue when you do. Thanks for listening. (My home address is 3450 22nd)	
Kathy	7/30/2015	email	Folsom Street			1	positive	safety	commuting	I finally had a chance to adjust my route and try out the Folsom Street protected bike lanes. Wow, they are wonderful! I was inspired to finally get adjust my commute and evidence them out after hearing from a good friend of mine who works at CU Boulder. My friend and his 9-year-old son rode on the new protected lanes on Folsom Street last week; he said they used to avoid Folsom Street, but now he found it was a pleasure to ride, and told me how even with his young son, he felt "safe, perfectly safe". I finally tried them today, and it is so wonderful to ride these new lanes! I am so grateful, so happy, and I appreciate your commitment to building a sustainable, environmentally-friendly, human-friendly, and bike-friendly city. I appreciate all the folks in the Transportation Department who have done studies and support to make sure the implementation and impact on traffic is minimal. And I want to ask, as a bicyclist, a driver, an environmentalist, a long-time resident who wants Boulder to be an even better community -- let the protected lane on Folsom Street stay. Let the transportation counts continue. Let us give this essential technology a chance. And remember, these lanes are so important for reducing our carbon footprint. Boulder has voted and committed to do our share to reduce climate change. I'm sure you know that the transportation sector is a major contributor to our carbon footprint.	
Jennifer	7/30/2015	email	Folsom Street			1	positive	safety	environment	Hello Boulder City Council members, I just wanted to share that I ADORE the new Folsom Street bike lane, and was shocked to read in the Daily Camera today that other projects are being delayed because of complaints over this project. It's awesome - I don't typically ride on streets but it makes me feel so much safer, and I have taken my bike over my car several times already thanks to it. My only suggestion (in addition to making it permanent) is to perhaps explore replacing the green/white barriers with something more artistic/attractive-looking. I think if it looked better or was more integrated into the environment there wouldn't be so much complaining (because I drive Folsom Street all the time too, and my trips haven't changed at all). Also, it was literally just installed, and that is not enough time to evaluate anything. The reality is that the folks complaining are the ones that know how to use this suddenly finds themselves upon a new bike lane (and loving it), and there is no problem. However, there is a temporary...do not know that they should give feedback! Stop listening to just the extreme "stop doing anything in this city that affects my house/car/parking/anything else" crowd that know how to use the process. It's not fair to all the rest of us. Thank you for leading us into a more innovative future! Sincerely, Sydney	
Sydney	7/30/2015	email	Folsom Street			1	positive	safety	commuting	Hello City Council, Andrew, Mary and all he rest. I am an avid cyclist but am also a real estate agent who finds himself in a car much more than I would like. When I first heard about these right sizing experiments I had mixed feelings. I do believe Folsom Street was a good call, drivers could not manage to stay in the lanes on the bluff hill and where always crossing into other car lanes and bike lanes. I have been driving Folsom Street since the project completed and it has definitely stopped the flow going south with delays at Pearl and Canyon. Maybe a re-timing of the traffic signals would help this issue. I do not feel this is a situation that rational individuals can't accept. Thank you for your efforts on this, and I look forward to riding the protected lane. On the Iris Avenue project, I really don't agree with this plan. I drive this very little, but it is a major entry and exit artery for Boulder. I live in North Boulder and ride into town all the time via Kalmia and the crossing at Hermosa then over to the garden plots and on to 13th. There is very little need for a bike lane on Iris Avenue, the shoulder we have now I do believe is more than adequate, and there are many East West side streets that are great for bikes. As to 63rd Street I do believe this is a solid idea. I do ride this way returning from longer rides and avoid it because there is no shoulder at all. I use Spine instead which is complete with bad paving and pot holes. Ultimately I don't have a strong opinion on this route.	
Kevin	7/30/2015	email	Folsom Street			1	positive	safety	environment	All in all I appreciate your efforts to promote alternative transportation in Boulder. If I have my choice I would never drive in Boulder, and I really don't on a social and personal level. Hello, I'm a resident of Boulder and I love these new bike lanes. I never commuted so much by bike like I do now. Mostly because of safety. I have had close calls on Folsom Street before the improvement because it was so narrow. Now, my husband and I bike that way to downtown nearly everyday with ease. I can't tell you how important this is to our community. Change is not always easy, but allowing more people to bike with ease and safety encourages a stronger community. I also drive down Folsom Street and have not had any issues with traffic. Maybe a few minutes here and there, but nothing that has made me question the bike lane addition. I want Boulder to be one of the best bike friendly communities in the nation! Thanks for letting me share. -- Andrea	
Andrea	7/30/2015	email	Folsom Street			1	positive	safety	commuting	Hi Since the "right-sizing" of Folsom Street my wife and I have driven in both directions several times and have seen no problem. We hadn't done it during the late afternoon, however. Today we did at approximately 4:20. We went northbound, and there was no problem. However, there was a bad backup between Canyon and Pearl going south, and right turners from Canyon, Spruce, Pine and Pearl to go south were also backed up, having only rare access to Folsom Street. Further adding to the backup were the two pedestrian crossings between Spruce and Canyon. Both were activated while we were there. I had thought that retiming of traffic lights would help, but after today, I'm not so sure, even if timing could take into consideration when the ped crossings are activated. I am suggesting considering a different solution, which may also be possible on Iris Avenue. Can the existing (on Iris Avenue, prior ones on Folsom Street) bike lanes be incorporated into the sidewalks, making for a wide multi-use path along the streets? That would mean moving curbs to the street edge of the bike lanes, and paving the area between that and the existing sidewalk. Where trees interfere, with the added width of the sidewalk level bike lanes, the street side of the path could simply go around the tree. This would allow the four lanes to be re-established, at least where needed, like maybe only between Pearl and Canyon. I realize there are significant issues with this idea: Costs of paving and new curbing and no prior evidencing possible where it's first done come to mind, but it may be worth considering.	
Paul	7/30/2015	email	Folsom Street			1	positive	safety	Better for cyclists	We did see several bikers today in both directions. I'm hopeful that there's a workable solution. Drivers straying over the center line on the curves south of Valmont were always a problem, along with those who couldn't tolerate going 30. Right-sizing takes care of both of those.	

										<p>I grew up in Boulder. I studied architecture and planning an CU where we even had classes taught by Boulder council members and traffic engineers. I even helped develop software used by Boulder traffic engineers for decades.</p> <p>It seems Boulder has forgotten all it once knew about traffic planning. I cannot believe the absurd changes to Folsom Street and the desire to spread this regressive plan to other important corridors.</p> <p>Boulder allowed North Boulder to more than double in size since I grew up there in 70s and 80s... yet now they want to reduce the traffic capacity. One could maybe understand Folsom Street changes since already overloaded 28th street is nearby... but to move this 'right-sizing' fad to streets like Iris Avenue just boggles the mind. There are no alternate east/west corridors. So this isn't about pushing traffic elsewhere... but seems to be about making traffic clog up and become unworkable.</p> <p>Please don't use Boulder as your 'lab'. We are not mice in your mazes... we are people who have to get to work, buy supplies, transport our families and live with the absurd 'planning' you impose on your citizens just because you think your ideas are good (they clearly aren't).</p> <p>Have fun properly plowing Folsom Street come winter... or did you guys even think that far ahead?</p> <p>— Erik</p>
Erik	7/31/2015	email	Folsom Street			1	negative	auto congestion	safety	
Laura	7/31/2015	email	Folsom Street			1	negative	auto congestion	environment	<p>Please bring back the Folsom Street car lanes that you down-sized. The traffic there is now a nightmare. More cars backed up, spewing more CO2 and exhaust. It is not pleasant to ride a bike there b/c of all the increased fumes. This is not helping the environment! Stop polluting, let traffic flow again!</p> <p>I am an avid bike rider, and never had any problem riding down Folsom Street before, in 32 years of living here.</p> <p>Thanks, Laura</p> <p>Dear Council Members,</p> <p>I would like to add my name to the throngs of citizens in Boulder who are incredulous about the right-sizing of Folsom Street and squarely opposed to it.</p> <p>It strains credulity that the council can simultaneously either approve or observe the proliferation of housing development in North Boulder and then squeeze one of the few unobstructed arteries of transportation from North Boulder to other parts of the city.</p> <p>Thru streets have already been rendered obstacles courses for those of us who live North and work and shop south of Iris Avenue: Norwood, Elder, Balsam, Five and Spruce and parts of 19th are already slowing and clogging auto traffic.</p> <p>Boulder is clearly already a bike-friendly city. There are bike lanes throughout town. The Creek Path is virtually unwalkable due to high speed cyclists, and Wonderland Lake Trail is becoming a high speed boulevard for cyclists who aren't even polite enough to signal "on your left" to pedestrians.</p> <p>I don't own a bike anymore, and won't own a bike, because I can't ride one due to physical limitations, and I need my car for work and shopping. There are several stores and restaurants that have failed at 28th Street already. Do you really want to create more disincentives to drive there to shop? How else, but by car, can a person over 50 shop and bring home their purchases?</p> <p>I urge you to stop the project of right-sizing any other major arteries in Boulder and quickly dismantle the fiasco on Folsom Street.</p> <p>Sincerely, Ina</p>
Ina	7/31/2015	email	Folsom Street			1	negative	auto congestion	safety	
Peter	7/31/2015	email	Folsom Street			1	negative	auto congestion	environment	<p>To the Boulder City Council,</p> <p>I have lived and worked in Boulder and surrounding areas since the summer of 1971, and the Transportation Department's recommendation to "right size" Folsom Street is, in my opinion, literally the most poorly thought-through idea I have ever heard of, much less been IMPLEMENTED!</p> <p>To take a functioning and serviceable local arterial road with appropriately sized bike lanes and then to REDUCE its load-carrying capacity of automobile traffic (which is by far the most frequently used mode of transportation here in town) by one half is lunacy. I cannot believe that it was approved and has been foisted off on the citizenry as having been "right-sized".</p> <p>I strongly encourage you to drop this unfortunate foray into making unseparably poor use of existing multi-modal transportation corridors.</p> <p>Thank you for the opportunity to express my strong disagreement with this decision. Return Folsom Street to its rightful function as a reasonable alternative to the hideously unusable 28th Street corridor and don't even think about doing the same butchery to our other, similarly useful arterial streets.</p> <p>Peter</p> <p>Dear Boulder Council:</p> <p>How do we undo the mess that is Folsom Street???</p> <p>How will this mess on Folsom Street accommodate Slow Flows??</p> <p>How can we control the bicyclists who are taking over the streets, walkways and the pedestrian trails???</p> <p>When do the bicyclists, start paying for the mess that is becoming Boulder Streets.</p> <p>We already have accommodated the bicyclists to much.</p> <p>We do our very best to purchase all we need when in Longmont or Golden, We do have business we trade with who are in Boulder. I suppose we could find mechanics, elsewhere, that would only leave my hair dresser. Then we will be out of Boulder altogether, it that the message Boulder is sending, if you want to drive in Boulder and do you shopping you are SOL?????</p> <p>Bessa</p>
Peter	7/31/2015	email	Folsom Street			1	negative	auto congestion	environment	
Bessa	7/31/2015	email	Folsom Street			1	negative	auto congestion		<p>Who ever thought of this idea, should be forced to ride and drive along the "million dollar experiment" corridor every day for the next month. What an EYESORE!!!!!! You think we (taxpayers) have this kind of time and money to waste? There was already a bike lane. Why did it have to be wider? Did bikes become wider? I ride this road all the time with zero problems because I stay within the bike lane. All that has been accomplished is more traffic in an already congested area and a mess of posts and road markings that distract drivers. Boy, that makes bike riding along this route safer - NOT!! Let's distract the drivers - great idea you idiot!! A new simple solid white line marked a bit wider distance from the curb, would have been sufficient like all bike lanes are already marked. Most bike riders I see weaving in and out of bike lanes, are too busy playing with their iPhone or riding 2-3 abreast to stay within the bike lanes no matter how wide they are anyway. It looks like the Tour De France is using this section of road with dozens of striped posts and confused road markings. THIS LOOKS HORRIBLE!!!!!! These road markings couldn't be more OVER DONE or unnecessary. Who is paying for all this nonsense? There are hundreds of other places bike lanes could be made safer - Hwy 36 to Lyons where thousands of bike riders peddle each day right next to 60mph tourist traffic. I can't recall one time in over 8 years, driving north on 36 without seeing dozens of bike riders outside the bike lane. Bike lanes are for SINGLE FILE RIDING. Bike lanes are for SINGLE FILE RIDING unless otherwise marked. Last time I checked, that was the law.</p> <p>Want to make things safer? Inforce existing basic bike riding rules! Require front and rear lights, give tickets to those riding outside the bike lanes, ticket those who ride on the sidewalks then onto the road, then through red lights, then back onto the sidewalk, then back on the road.</p>
Greg	7/31/2015	email	Folsom Street			1	negative	auto congestion	aesthetics	<p>Dear city planners,</p> <p>The Folsom Street bike lane experiment is poorly thought out and poorly executed. Folsom Street was previously the best north/south artery in Boulder. Now that you have narrowed and congested it with an absurd and visually distracting mess of green sticks, it is pushing people back onto 28th, 19th and Broadway, further increasing pollution and traffic congestion in those corridors.</p> <p>Narrowing Iris Avenue is also a terrible idea. Traffic currently bleeds off of Iris Avenue because the dual lanes allow cars to turn right or left and de-congest the artery while the other lanes continue to flow.</p> <p>Please stop with your poorly thought out attempts at social engineering. Your narrower parking spaces didn't lead anyone to purchase smaller cars, it simply increased revenue at the local body shops. Likewise, this attempt isn't going to coerce people into riding bicycles instead of driving; its only going to increase traffic congestion and drive time.</p> <p>Foster</p>
Greg	7/31/2015	email	Folsom Street			1	negative	auto congestion	aesthetics	
Foster	7/31/2015	email	Folsom Street			1	negative	auto congestion	cost	
Linda	7/31/2015	email	Folsom Street			1	negative	auto congestion	safety	<p>Dear City Council members:</p> <p>I am writing about the "wrong" sizing of Boulder street lanes. After the many, many provisions of Boulder citizens, I am glad that you have come to some sense and decided to at least postpone any action on Iris Avenue and E3rd Street Streets until you have some data on how the Folsom Street wrong-sizing affects traffic.</p> <p>Wrong-sizing streets in Boulder to make it more convenient for a very few bicyclists but inconvenient for the thousands of auto drivers here was very ill-conceived. It shows that you have little respect or concern for those of us who have no ability to ride a bicycle for various health reasons. I have to admit that I was shocked by your disregard for the huge majority in this community who do not want this wrong sizing. You are our representatives and should be acting according to the will of the people, not coming up with objectionable ideas. Please do your job.</p> <p>Sincerely, Linda</p>
Linda	7/31/2015	email	Folsom Street			1	negative	auto congestion	safety	
Lynn	7/31/2015	email	Folsom Street			1	negative	auto congestion	environment	<p>Dear city council,</p> <p>As one who drives Folsom Street a minimum of two times a day I would like to comment on the current changes. It seems that traffic is already backing up at many times if the day. It seems that the number of bicyclists is minimal for the amount of space sacrificed. Interesting that the changes are made "off season" while the CU students are away and public schools are not in session. I can only imagine the increase in traffic once schools are back in session.</p> <p>Personally, I think an error has been made. Please reconsider your right sizing soon.</p> <p>Sincerely, Lynn</p>
Lynn	7/31/2015	email	Folsom Street			1	negative	auto congestion	environment	
Nancy	7/31/2015	email	Folsom Street			1	negative	auto congestion	environment	<p>City Council,</p> <p>I am writing you regarding the changes in Folsom Street as well as the possible changes on Iris Avenue. The intention is good, but as they say good intentions paving the road to . . .</p> <p>I have lived in Boulder for about 25 years and remember the time when just timing the lights right for traffic was important. The backup on Folsom Street at any time of the day has become absolutely insane. However, if Iris Avenue were to be altered in the same manner, we would be in really bad shape. The traffic is horrific now, so I cannot even imagine the effect it would have on traffic. Iris Avenue is the only through large east-west road from Iris Avenue north on 28th to Broadway and south to Arapahoe (Pearl and Canyon run into the trails).</p> <p>The idea of having an experiment on whether this works or not seems extremely unscientific. In addition, if it takes 30 minutes to get from north Boulder to south Boulder there will be so many issues on a daily basis you all will not be able to deal with them (i.e., emergency vehicles that will not be able to get across town). If people are "parked" in traffic they will be causing major pollution as well.</p> <p>Respectfully, Nancy</p>
Nancy	7/31/2015	email	Folsom Street			1	negative	auto congestion	environment	
Anonymous	7/31/2015	email	Folsom Street			1	negative	auto congestion	environment	<p>I have driven Folsom Street a few times: weekend / mid week / early and rush hour...just to check it out Your Folsom Street bike lane experiment is a disaster Bumper to bumper cars at all hours with few bikes in sight Hitting cars will NOT improve air quality for anyone.</p>

											<p>As a cyclist in our fair city, I am extremely happy about the changes made to Folsom Street to calm traffic and make the route safer for cyclists, pedestrians and motorists alike. I ride over 3 miles one way to work downtown daily along the stretch from Iris Avenue to Spruce (rain, snow, or shine). Previously I was nearly sideswiped on several occasions on the hill south of Valmont, but thankfully this is no longer an issue. This section is by far the most dangerous section of the city I ride regularly, which includes Iris Avenue, Foothills, 30th, Walnut, Palo and others.</p> <p>As a motorist, I also drive around town regularly and have not seen any real delays due to this change. More importantly, recognizing that minimal delays may exist at peak times, I am also more than happy to exchange a few moments in my air-conditioned automobile to potentially save a life. It is unsettling that others do not share this philosophy.</p> <p>Please know that this project, as well as the other right-sizing projects, has a lot of support from the community even though we may not be as loud or annoying as the few that seem to think this project is the end of civilization.</p> <p>I was disappointed to hear that there are now delays on the other right-sizing projects, but if a more studied, cautious approach is warranted then we will continue to wait patiently for safer, more environmentally responsible alternatives to driving. I trust that common sense will prevail.</p> <p>Cheers, Andrew</p>
Andrew	7/31/2015	email	Folsom Street				1	positive	better for cyclists	safety	Andrew
Charles	7/31/2015	email	Folsom Street				1	positive	safety	lack of auto congestion	Looks great, traffic couldn't be any better & miss to get from Pearl to Canyon.
Diane	7/31/2015	email	Folsom Street				1	positive	safety	better for cyclists	Thank you for making Boulder more bike friendly. I now feel safer riding with a child I care for who is 11, and as he gets a little older, he can ride on his own on these streets- much sooner than we would allow if they were not protected. This is making Boulder more accessible for the many who do not drive. Great move. Diane
Ian	7/31/2015	email	Folsom Street				1	positive	safety	better for cyclists	I live off Folsom Street and bike or drive on it daily. I have been almost hit multiple times on my bike and even head on because of the narrow traffic and bike lanes. I'm glad the city has taken the initiative to improve the safety of the bike lanes on Folsom Street and fill the pot holes. I notice a large number of the caps on the barriers have popped off because cars have crossed the white line by a foot and hit them. With the older bike lanes, such careless driving could have killed a cyclist. Thanks for creating a safer north-south bike route for bikes. However, whereas Folsom Street is not a major corridor, Iris Avenue is. A traffic jam on it may have adverse effect on surround neighborhood roads.
Eric	7/31/2015	email	Folsom Street				1	positive	safety	better for cyclists	Hello, I would like to let you know that I am greatly in favor of the new protected bike lanes on Folsom Street. I'm a resident of north Boulder and took my 7 year old son on that stretch of Folsom Street last weekend. I would never have taken him near Folsom Street before the protected lane was included. Cyclists in Boulder need time to adapt to this new bike lane and how to include it on their routes. It's not an overnight decision that all bike riders can make to ride there that they should have otherwise. It will be used though, especially when the students come back in the fall. Please give these bike lanes the full one year evidence time. Thank you, Eric
Will	7/31/2015	email	Folsom Street				1	positive	safety	better for cyclists	Dear members of council, I would like to thank you for the decision to move forward with rightsizing Folsom Street. This is an important step towards making our city streets safer for all users, and making it easier for more people to feel comfortable using their bicycles to get around town. For my family, it has made me much more comfortable having my kids ride Folsom Street, and much easier for our family to choose to ride our bikes when going to Sprouts and McGuckins. I know you have received criticism based on the claim that the city moved ahead with little data or analysis. Frankly, this is a rather ludicrous criticism. It is a classic case of attacking the decision making process when opponents are really dissatisfied with the outcome. In my twenty years of working with multiple cities across the western US on transportation planning, I have never seen another city that collects and analyzes as much data as Boulder. This decision was no exception. The city transportation staff collected data including auto travel times at multiple times of day, motor vehicle volumes, number of bikes using the corridor, turning motions, queuing lengths, 3 years worth of crash history, number of vehicles on side streets along Iris Avenue to allow tracking of how much traffic diversion there is, and much more. After the Folsom Street pilot has been in place for a long enough period to have meaningful data, you will have plenty of information to decide whether this should be made permanent. Thanks for your leadership on this, and please keep these pilot projects going forward.
Richard	7/31/2015	email	Folsom Street				1	positive	safety		Will gladly keep you informed in case you don't get to experience the R-5 shortcomings. The Southbound section of Folsom Street from Pine to Pearl is showing itself to be a problem. On the 20th at about 1:15 P and the 30th at approx 2 P, there was a two block backup in that stretch of Folsom Street to the point where traffic was stopped in the Southbound intersection of Folsom Street at Pine due to cars waiting to make a left turn from Folsom Street onto Pearl. There were so many stopped vehicles waiting to turn, that the SINGAL Folsom Street Southbound lane was blocked. And this was during a low traffic time of day. I will continue to keep you aware of further problems, particularly as a North Boulder resident. By the way, I saw one bicycle going in either direction as I drove back from McGuckin's all the way to Iris Avenue. Respectfully, RICHARD
Margaret	7/31/2015	email	Folsom Street				1	positive	safety	better for cyclists	I am very excited about the new protected bike lane on Folsom Street. I have a 7 year old son and we have rarely biked downtown because of Folsom Street. Now it feels much more safe. I'm sure there are many more like me, and many who have the same to gain when it comes to Iris Avenue and 55th Street. I expect you all are considering how these things have worked in other communities, are collecting valid data and insisting on adequate sample sizes before you make more decisions. Thank you, Margaret
Mark	7/31/2015	email	Folsom Street				1	positive	safety	better for cyclists	Hi Council Members, I'm strongly in favor of the protected bike lanes effort. As a motorist I don't find that they slow my morning drive on Folsom Street. As a cyclist I appreciate the safety margin. Let's do more of this! Mark
Andrea	7/31/2015	email	Folsom Street				1	positive	safety	better for cyclists	I wanted to comment again on the new Folsom Street bike lane. I have been biking everyday now downtown and around Boulder using Folsom Street. I feel WAY safer than I did before. The bike lane before was too narrow with the curves and I had 2 near misses before the improvement. Now I feel safe and equal with cars. I also drive down Folsom Street during the week at various times. Again, really no issue. Maybe at times a few minutes but nothing to complain about. I value what is being done to improve other modes of transportation. Boulder should lead the way in this...I feel more connected to my community now more than ever. Thank you, Andrea
Barbara	7/31/2015	email	Folsom Street				1	positive	safety	better for cyclists	Hello, I am an avid biker (4000+ miles/year) so probably much less intimidated by traffic than the average citizen. However, I have felt that Folsom Street and Iris Avenue were increasingly dangerous for biking. I don't take my grandchildren on those streets, even though they are relatively capable riders. I have experienced a number of close calls and felt I had to keep my eye on my rear-view mirror at all times, which may not be the safest way to bike, with lots going on in front of me, potentially. On Facebook today I followed the Camera Link and found a wealth of data collected before the project began. Had this been displayed prior to going forward, I would have been a strong proponent from the start. Now I am, but I'm afraid the city will pull back from this worthy project due to all of the pushback from drivers, and even some bikers. Please don't let this happen. Citizens in other cities have done an about face, and ours will probably go the same way, once they become accustomed and see the data. Boulder needs to lead the way, and apparently we're already behind 200 other cities! Climate change is a clear and present danger and this is one way of combating it, as well as improving the quality of life here for everyone. I am also a driver, and due to my location near 19th and Iris Avenue, I frequently use Iris Avenue for E-W and Folsom Street for N-S. Usually, the lines of cars on Folsom Street give me the impression that I'll be slowed down significantly in getting to my destination, but my experience so far is that the delay is minimal and certainly worth it to achieve the goals of fewer accidents and more people on bikes. Please be brave and stay the course. And a suggestion for how to greatly improve cyclist safety: outlaw texting and driving and enforce it.
Ken	7/31/2015	email	Folsom Street				1	positive	safety	better for cyclists	Hi Marni and David, I'd like to share with you my experience with the recent changes to Folsom Street. I've driven my car on Folsom twice and was not delayed at all. In fact, I thought having just one lane made the traffic calmer and eliminated the frequent lane changes by the more aggressive drivers. In addition, I've bicycled the entire length of the changes on Folsom and felt better protected from auto traffic. This is the first time I've bicycled on Folsom in many years because of the narrow bike lanes. For me, the separation of the bike and car lanes makes a big difference. Overall, my experience with the changes to Folsom Street by car and bike are positive. I hope you go forward with the Iris Avenue project as quickly as possible. I cross Iris frequently on my bicycle at 16th Street and it can be quite dangerous. Having a center turn lane would go a long way to making the crossing safer.
Cathy	8/3/2015	email	Folsom Street				1	negative	auto congestion		Ken I was waiting to turn left off Folsom Street onto Canyon today, around 3 pm, and I realized, looking at the new road configurations, that if an emergency vehicle wanted to go North on Folsom Street from Canyon, there would be no where for it to drive. There is no center lane - it is concrete - both north and south lanes had traffic, and there is no place for the traffic to pull to the side of the road because of the "fenced off" bike lane. An emergency vehicle could not go thru. One might say it could take 28th Street instead, but if it had to go to a nearby location on Folsom Street, it would be an endeavor. I applaud you for trying this out, but I have major concerns as to its effectiveness, given the additional traffic on Folsom Street during rush hour, and more importantly, the safety issue of emergency vehicles being able to get to their destination in a timely and safe fashion. I think this would be even more difficult to manage on Iris Avenue. I took a count on the number of bicyclists on Folsom Street (going both directions) for 5 minutes, after I finished with my photos. There were a total of 8. I took some photos between 5:15 and 5:30 on 723 along Folsom Street between Pearl Street and Canyon. I will attach them so you can see what I am talking about. Sincerely, Cathy

											Dear Council Members, I applaud the intent of the "right-sizing" street project, but completely reject the practical ramifications of reducing automobile lanes on Folsom Street and Iris Avenue. I do not know how these streets were chosen, but for those of us who live in North Boulder and consider Iris Avenue a crucial West-East artery and Folsom Street another frequently utilized street, this project, where we are the living "rats" in the "Living Lab" is horrible. The traffic in Boulder has only increased in the past few years and while it is a nice vision to imagine many of the motorists leaving their cars in the garage in order to bike to work or for errands, it is not realistic. First of all, many of us do not have the extra time it takes to bike as often as we would like. Secondly, we drive others in our cars who can not or do not want to bike for a variety of reasons. We try to take the bus as often as possible, we bike when we can, but we also drive and reducing the lanes on these streets is madness. I will look forward to hearing about the experiences of others and the what the "research" shows. In the meantime, I hope the voices of those of us who oppose this project are heard. We love cycling, but this project is a bad idea.
Laura	8/3/2015	email	Folsom Street				1	positive	safety	better for cyclists	Hi All, I took Folsom Street today on my bike...well motorcycle.) And I've driven on it several times since the changes. Some observations: The lane reduction from Valmont to Pine seems fine. I bet it does help the cyclists as that 'S' turn between Valmont and Pine was kind of scary and the vehicle speeds were high. That all being said, from Pine to Arapahoe it's a total cluster.... It was 6 minutes from Pine to Arapahoe, and pretty much a standstill. Lastly, it's ugly and I feel like I'm in some weird maze.) My suggestion would be to keep the Valmont to Pine lane reductions, but revert it back from Pine to Arapahoe. I never felt crowded when riding a bike on that section, but sure did on the downhill 'S' from Valmont to Pine. That's my .02 on Folsom Street. Oh, one more thing, I'm PO'd that this occurred without good public outreach and defined goals with data. I mean geez, what a fail that was. I've lived here since 1989, and I trusted you folks so I'm embarrassed and feel shameful I won't be paying more attention. I just "use" take the Plan Boulder voting guide to the polls. Not this year!
Ned	8/3/2015	email	Folsom Street				1	positive	safety	To City Council, I am a cyclist and I am really disappointed with what I am seeing from the Council and the City of Boulder. I really feel that Council has been dishonest and arrogant with this quote, "right sizing project". You have pushed this down our throats despite vocal opposition from a community that is supportive of cycling. Cyclists are also drivers. I ride my bike and I also drive a car. I have a legitimate need to drive a car in this town. I also manage employees that drive cars to work. I had an office on Pearl and Broadway since 2009 and you needlessly eliminated so much parking that at the beginning of this year I had to move my office out to 30th and Valmont so that my employees had a place to park. I have employees that drive down from Sugar Loaf, in from Firestone, up from Denver and over from Gunibari. I have parking now, but now it seems you want to make it even more difficult for my employees to get to work. I am fortunate enough to have lived in Boulder since 2000. And I am fortunate enough to have chosen my house and my office. I ride my bike to work 90% of the time April - October. I ride my bike to work 10% of the time November - March. I appreciate and use the designated bike paths and bike lanes. When it is snowing or raining, I drive. When I have a meeting or appointment, I drive. Last Friday, I had a dinner downtown and I drove my normal route South on Folsom to Pearl. There was a significant back up of traffic that did not previously exist. There is already traffic on Broadway, there is already traffic on 28th, and now with 1,500 new Google jobs and your broken promise of a train station, there is going to be traffic on 30th. Where are these cars supposed to go? I fear that you are going to further clog Iris and other streets. This has gone too far. I'm calling about your wrong sizing bike lane/traffic lane about that you've created. It's the most stupid thing I've seen in town in 30 years and believe me there is a long list ahead of you people. It adds to pollution. It is a bike pollution. Absolutely insane. Trying to force more people to ride bikes. People that drive along the corridor aren't driving to their job. It wouldn't be applicable to them. They are driving through town from here to there. You people keep building a bunch of crap houses and crap buildings in this town that pack people in here and then try to dictate that they have to bike all around town. You guys are insane. This is not good for anyone. Certainly not good for drivers, pollution, global warming. If you are trying to frustrate so they'll all jump on their bikes. You're crazy. You people are absolutely out of your minds. That's my opinion. I've been here 30 years and never seen a bigger screw up in my life. I hope you figure out you can't make judgments straight out of the gate. Well the gate is closed. It never opened. It's so crazy. The majority of the people are the people that are are trying to move from point A to point B without a cluster. I don't know where your minds are. How you come with this or how you think this is going to benefit the	
Patrick	8/3/2015	Inquire Boulder	Folsom Street				1	negative	public process		
anonymous	8/3/2015	phone conversation	All Corridors	1	1	1	1	negative	auto congestion	Communication	My recent trip on Folsom Street for a necessary pre appointment today k 40 minutes more than expected because of gridlocked at at 10:30 am. This is a bust, serving no one. It is ugly, polluting, and dangerous. I am an advocate for alternative modes, but this is not the solution. What happened to prioritizing the needs of pedestrians? http://www.dailycamera.com/boulder-election-news/c_24326090/mary-young-make-boulder-user-friendly-old-and-this-right-sizing-doesn't-help-us . The project ignores those who cannot bike and further stratifies the community, discouraging diversity. Please end this ill conceived project now. Regards, Anita
Anita	8/3/2015	email	All Corridors	1	1	1	1	negative	auto congestion	Communication	Good Afternoon - I am a non-Boulder resident that is forced to commute into and out of the city most days for work. I would like to write to express my displeasure that you've implemented "right-sizing" on Folsom Street, and you're considering it for other avenues throughout the city. Boulder is already one of the most painful commuting (and parking) areas in the state, and this change has made it worse. The delays to get up and down Folsom Street are ridiculous, and make me want to tear my hair out just trying to get to US36 so I can sit in more crummy traffic to get back to homefield. I've read that you won't be concerned if traffic flows off to another artery like 28th. Are you nuts? 28th is already gridlocked! Folsom Street was one of the few viable avenues for those of us west of 28th to get back over to US36. Making Boulder more public transit and bike friendly doesn't have to come at the cost of common sense and the pain of the folks who have to commute into the city (where we spend lots of money but can't afford to actually live). The traffic problems in the city are already making me consider leaving a job I enjoy to find work outside of Boulder. Don't let the benefit of a small minority of cyclists override the obvious pain to the majority of motorists in the city. Maybe you don't care about my voice, since I'm a lowly non-resident, but please reconsider this boondoggle of a project. My dollars still vote in Boulder. Jeff
Jeff	8/3/2015	email	All Corridors	1	1	1	1	negative	auto congestion	environment	Hi, I know the decision to right-size Folsom Street has been met with a lot of criticism, so I wanted to write and let you know I support this project. As you may know, five times as many cyclists are killed "per mile" in the U.S. vs. Europe. Protected bike lanes like the ones on Folsom Street have been found to reduce the number of serious accidents. While some people may look at these projects as the city "buying" them into taking alternative transportation, anyone looking at the big picture can see we need to discourage single-occupant car commutes and encourage alternative transportation. Sorry you are taking flak for this admirable decision - and thumbs up from me. Sincerely, Meg
meg	8/3/2015	email	All Corridors	1	1	1	1	positive	safety	better for cyclists	This is in response to your "living lab experiment". Providing only one lane in each direction on Folsom Street for automobiles is a major error. Problems I've experienced include: - Trying to merge from side streets when cars are bumper-to-bumper on Folsom Street. - Civility is gone when people aren't moving. People don't want to let you in. - Being stuck in an intersection which you entered when the light was green, but suddenly cars come to a complete stop. Cars stopped without warning because pedestrians pushed a yell light to cross Folsom Street. In the past, cars could bunch up into two lanes, not just the one lane. - Trying to make a left turn from Folsom Street (southbound) onto Pearl for instance, only to watch in frustration as the left turn signal turns from green to red without any cars turning because they can't get up to the left turn lane, since cars are all backed up ahead of you. These are only some of the problems I've experienced and none of this has been during rush hour. If these lane closures continue, I can see myself trying to avoid Folsom Street, and the restaurants and shops which I have frequented for many decades. But this "Living Lab" experiment will be minor compared to your projected lane closures on Iris Avenue. I live west of North Broadway. Iris Avenue is one of the few west to east roads off of Broadway where traffic flows smoothly and not "in the face" of nearby neighbors where speed bumps and roundabouts might be necessary. As I drive down Iris Avenue in the two lane each way traffic, I try to visualize one lane traffic. It won't be pretty. This is a horrible idea. The feeder roads are backed up and I never did see a cyclist. Why don't you try this experiment on some of the roads that you (the council) uses. Burt
Jeff	8/3/2015	email	Folsom Street				1	negative	auto congestion	safety	Boulder city council, Thanks for your time. I hope you change Folsom Street back to two lanes and remove the safety/lane for bikes. I feel strongly that changing Folsom Street from its previous 2 lanes in each direction, and the possible changes to Iris Avenue and 63 are a tremendous mistake; designed for a very few and ignoring the majority of users on these streets. My driving time on Folsom Street since the change has been awful. During peak driving times you have changed what was a nice small town drive into what feels like frustrating gridlock in a bigger city. The time delays are much longer than were posted and more importantly the stress and frustration with that drive have totally changed the way my commute feels. I am sure these issues would be even worse on the busier streets under consideration like Iris Avenue and 63. I am a biker, but I have to drive. I have biked these streets for years and had no problem with the previous configuration, or with Iris Avenue or 63 as they are now. Changing the streets will in NO way encourage me to ride my bike more, it just makes my driving commute significantly more stressful, and slow. *If you want to encourage biking or make it more safe, why not invest in bike lanes on less busy streets that would flow in the same direction as the streets considered for change. I know there are smaller neighborhood streets where you could put such bike lanes, because I am now driving those streets to avoid Folsom Street. *How can you justify significantly inconveniencing so many more drivers than benefiting a few cyclists? How many thousands or tens of thousands of people have to drive these streets weekly, and how many ride bikes (I really cannot imagine the minor time delays you posted are in fact accurate, particularly during busy times. I know I have been stuck on Folsom Street for a very short drive for more than 10 minutes. Additionally and more importantly the feel of the drive is much worse. Having to wait 3-4 light cycles is much different than stopping for one red light and then going. I know you are trying to change the feel and culture of our streets for the better, but really the opposite is happening. You are adding more stress, and frustration to the boulder community. I have noticed much more honking, frustrated drivers, and people running red lights on Folsom Street since the road change.)
Burt	8/3/2015	email	Folsom Street				1	negative	auto congestion	safety	

											<p>Hello,</p> <p>I have lived on Bluff Street very close to Folsom Street for the past two years. In that time, I have done everything in my power to avoid cycling and walking on Folsom Street. With the addition of the wider, protected bike lanes, my mantra has changed, and I am now utilizing Folsom Street as one of my main corridors for commuting to work and for pleasure.</p> <p>I work at CU, and before the rightsizing, I would usually take only bike paths to get to work on my bike. From my house, that required a 5 mile loop around Goose and Boulder Creek trails. I did this because I feel safe on the bike paths. However, now I feel just as comfortable riding on Folsom Street. Now, I often ride home for lunch, or run a quick errand to McDonalds or Sprouts on my lunch break. My commute now only takes 15 minutes, whereas before it took 35. In the past, I avoided doing this because riding Folsom Street meant that cars would speed past me (surpassing the speed limit), drift into the bike lane, or harass me if I didn't move quickly enough. If I needed to use my bike trailer to transport things, riding Folsom Street means that I would often have to drift out of the bike lane because the curbs and road drainage system took up part of the bike lane. That doesn't happen anymore, because there is finally enough space for me and my bike trailer.</p> <p>I hope that the City Council will move forward with the other rightsizing project. The big elephant in the room in Boulder is that there are just too many people driving when they could be utilizing other modes of transportation. The rightsizing projects make it easier for all types of people to feel more comfortable biking and walking on Folsom Street, which reduces the number of cars on the street, leading to cleaner air, better communities – and I think that's a win for everyone, whether you identify as a cyclist, pedestrian or driver.</p>	
Esta	8/4/2015	email	All Corridors	1	1	1	1	positive	safety	commuting	Thank you!	
Shelly	8/4/2015	phone conversation	Folsom Street					1	negative	auto congestion	safety	<p>I've been a tax paying resident for over 30 years. I'm moving to my property on edgedwood drive as soon as I sell my place on Aspen Ct. The problem is the project you've done on Folsom Street where you are diverting traffic into the neighborhood instead of on the arterial like Folsom Street and Iris Avenue. Why not divert the bicyclists to safer streets. I saw a bicyclist the other day biking up Broadway, blocking a lane with a trailer. Meanwhile traffic is trying to stop and go around him because he is taking up a whole lane. Why not divert the bicyclists to 18th and Edgewood and these other neighborhood streets instead of all the cars.</p> <p>Dear Council Members,</p> <p>I am writing to urge you to return Folsom Street to a two lane road before a tragic accident to a child occurs. I drive Folsom Street between Scott Carpenter pool and the Elks Pool and up Canyon to our home in the mountains many times a day transporting my children to different swim practices. I have done this for many years and at all different times of the day. Since Folsom Street has become a one lane road, I have seen huge lines of cars getting backed up at stoplights in both directions near Pearl St. I have witnessed on numerous occasions, drivers cut up side streets such as Walnut and drive at high speeds through the Whittier neighborhood and right past Whittier School. Drivers are speeding, ignoring stop signs, ignoring rules about the roundabouts, etc.</p> <p>I have heard your argument that this is intended to make bikers safer. How about unsuspecting neighborhood children? Are you keeping data on how many frustrated, angry drivers are tearing through residential side streets at high speeds to avoid the unbearable delays at stoplights or even when someone makes a right turn from Folsom Street and has to wait and the line of stopped cars grows to 30-40 cars in seconds?</p> <p>As an educator who has had a student become permanently brain damaged after getting hit by a car in front of school and as a school psychologist who has worked with children with traumatic brain injuries very often caused by accidents involving cars, I feel it is my duty to speak up and keep our streets safe for children. As a parent, I know that I don't want a lane of Broadway closed and pissed off drivers diverted in front of my children's school at 7th and College. I would imagine that none of you want that for your children or any of the children in a Boulder. Please fix this before school starts. There has to be a better way to encourage and make bikers safer without endangering the children of Boulder.</p>
Mira	8/4/2015	email	Folsom Street					1	negative	auto congestion		
Joyce	8/4/2015	email	Folsom Street					1	negative	auto congestion		
J	8/4/2015	email	Folsom Street					1	negative	auto congestion		
James	8/4/2015	email	Folsom Street					1	negative	auto congestion		
Debra	8/4/2015	email	Folsom Street					1	negative	auto congestion		
Bill	8/4/2015	email	Folsom Street					1	negative	auto congestion		
Andry	8/4/2015	email	Folsom Street					1	negative	access	auto congestion	
MJ	8/4/2015	email	Folsom Street					1	negative	cost		
Richard	8/4/2015	email	Folsom Street					1	negative	noise	environment	
Robin	8/4/2015	email	Folsom Street					1	negative	safety	winter maintenance	

Anonymous	8/6/2015	Inquire Boulder	Folsom Street		1	negative	Congestion		geez, what are you people thinking? Folsom is one of the primary north-south routes thru the middle of the city and you've cut the carrying capacity in half (from 4 lanes to 2). I've been driving and cycling on Folsom for over a decade and the bike lanes that WERE there were totally adequate and safe. This new "treatment" seems to be a continuation of an unspoken policy of making travel by car as miserable as it can be. It's not bad enough that Boulder refuses to put roads where the need to be to efficiently move traffic but now you're gonna create traffic backups to boot - please change Folsom back to the way it was ASAP. Sorry, but this situation just sucks. When I spoke to McGuckin's I don't note any improvement in the experience and it's obvious that traffic is completely backed up for blocks. When I'm driving it's such a SNAFU that I just bite the bullet and take 28th. In any case, this change has had a negative effect on Boulder's quality of life for drivers. Of course, if the whole point was to punish those of us who use internal combustion engines to get across town, then you've succeeded!
Steve	8/6/2015	Inquire Boulder	Folsom Street		1	negative	congestion		hello, as an avid cyclist and one who has worked hard at his children's school to encourage kids to bike and walk to school, I think it would be terrible to end the Folsom Street experiment with new bike paths without having them run long enough to collect adequate data about their usage and make some judgments about their impacts. please let the current Folsom Street bike path project stay in place long enough to allow for sufficient data to be collected and assessed. thank you! mary
Mary	8/6/2015	email	Folsom Street		1	positive	safety		Hi, I just wanted to let you know that I live close to Folsom Street and use Folsom Street every weekday commuting to work by car and most evenings as well as every weekend when out by bike. I love the new bike lanes in both roles: - as a driver, I haven't experienced any traffic jams, delays - as a rider, I feel much safer which encourages me to get on my bike even more often Thanks for making this happen, please keep the bike lanes and get more! Kind regards, Marita
Marita	8/6/2015	email	Folsom Street		1	positive	safety	commuting	My name is Anne and, in general, I love riding my bike in Boulder. I used to live at Mapleton and 28th with a commute that took me up and down Folsom Street every day and it was my least favorite and the most dangerous portion of my commute. Even though there was a bike lane, there were many times that I had near misses with cars turning in front of or into me or going very fast without giving me much room. I have now used the Folsom Street corridor during the evening commute several times and I just want to let you know how much safer and more pleasant the new design has made that road. As an also-occasional driver I am happy to use 28th to get north-south in my car if it means that Folsom Street is a safer and more hospitable corridor for bikes. Going forward I hope that Boulder continues to explore development like this to get more people out of their cars and onto bikes or buses. It's the environmentally responsible way to develop and the ease of moving around town by foot or by bike is one of the reasons that so many people (including myself) are so happy living in Boulder. I have heard that the Folsom Street project has been receiving complaints from the community and may not undergo the full planned 1-year testing phase. I hope you will allow this project to run the full test phase so that the council can collect the data needed to appropriately analyze the impact of the change rather than just responding to the loudest complaints at the start. Thank you for your consideration. Anne
Anne	8/6/2015	email	Folsom Street		1	positive	safety	commuting	As a Boulder resident, I am writing to ask you to maintain the current Folsom Street project long enough for sufficient data on its impact to be collected and assessed. best regards, marisa wild Marisa
Marisa	8/6/2015	email	Folsom Street		1	positive	safety	commuting	I use Folsom Street to travel from near airport Blvd option to shop, so Folsom Street between Iru Avenue and Canyon. The reduction in lanes in my mind is not justified. First off when I leave for lunch or shopping over lunch hour I'm traveling through about 11:30AM, I might see one or two bicycles total in either direction. On my travel back to work about 12:30 I do see maybe a dozen bicycles total both directions. Frankly can't see how the usage justifies this project. Yes it's a limited time frame, but let me describe some of the real dangers I see because of this lane routing. The right turn lanes that have to cross over in a X pattern causing bicycle and auto to switch positions is dangerous and it is done at every corner. Turning into a business is also a hassle since I must slow way down to make the extremely tight RH turn across the new lane into business. I frankly avoid the businesses along this route. I sure don't want to own a business along this route. There is yet another issue when someone is turning right it causes a backup as no one can pass by in left hand lane anymore, so now there is longer waiting times while auto burn more fuel while not moving. In the sake of being green we are burning more fuel, awesome. Lastly and probably the most important part, no bicycle riders are supporting cost of new lanes or upkeep of lanes in any way. Gas Tax isn't paid by a bicycle while they use the roads, registration fees paid by Autos also pay additional transfer fees for roads and bridges yet another cost not paid because they are riding a bicycle. So for purposes of providing a bicycle supported infrastructure for roads and bridges yet another cost not paid because they use a bicycle. Purpose we add a registration for bicycles, add a sales tax for bicycles like we do for autos. If Boulder really only wants people to use bicycles then who will pay for the bikes? Share the road, how about share the cost. Dear Council Members and Living Lab Representatives,
Glenn	8/7/2015	email	Folsom Street		1	negative	auto congestion	safety	As you claim to want to base future decisions on data (and not merely on public opinion, which is clearly against right sizing in Boulder), I will share some "soft" data with you from just the last week. Three random conversations that I had revealed the following: 1. Meeting of parents of incoming kindergartners at the playground of High Peaks on Tuesday, August 4: Four mothers were discussing how they would get to High Peaks every morning now that Folsom Street has become so congested. They had - literally - all been planning to drive south on Folsom Street prior to the lane reduction. They now will add to the congestion on 30th most probably. Until a few weeks ago, Folsom Street had presented the best and quickest option. This will certainly not turn up in your data set, as I doubt you're testing the impact on all the parallel streets. 2. A conversation with a 15-year-old friend of my son, a member of the incredible Boulder High bike team on the evening of Tuesday, August 4, one of the most avid cyclists out there: He told me that twice in the course of the previous week he had "very close calls" riding his bike on Folsom Street. He said things had gotten more dangerous for him as a cyclist since the "right-sizing." He said that the posts create a "false sense of security," blurring the line between a bike lane and a bike path, and that he was not sufficiently careful when cycling past cross streets. I added that as a driver, I found my field of vision too full of information, with the posts making the cyclists less noticeable and the intersections and crosswalks more dangerous. The close calls will not turn up in your data. 3. A conversation with a 60-year-old female friend on the night of Thursday, August 6: She told me she'd been in a bad car accident in the intersection of Folsom Street and Canyon on the night of Wednesday, August 5. Three cars were involved. She thinks the driver who hit her ran a red light. I don't know whether the reduction of the lights has been changed to accommodate "right-sizing," whether the male-lie environment confused the offending driver, or whether the driver was simply at fault. It's worth looking into the cause. I doubt it's a coincidence. This I am totally dismayed by the reduction in traffic lanes on Folsom Street. Folsom Street is another way to go North & South in Boulder. With 28th Street and Broadway being incredibly over-crowded it is always nice to have another option. I read in an article in the paper that the city is hoping people will take Folsom Street less and divert to 28th which is more exude to handle the traffic. Given how long it can take to go North/South or vice versa on 28th street, I am finding it hard to believe based on experience 28th str is equipped to handle even more traffic than what already clogs it multiple times per day. I have tried driving Folsom Street at 9am, 11am and different times in the late afternoon. All have me stopped and waiting in lines of traffic. With typically empty bike lanes. While I like the idea of having safe transport for bikes this is definitely NOT the way. The city is taking MAJOR through street and decreasing lanes available to vehicles which is only going to increase traffic and lead to additional road rage issue between cars and bikes. I am all for safe transport for bikes. My son and I ride the bike paths from our home in Gunbarrel to Aurora Ave. where he goes to school at High Peaks Elementary. We take WAZE trials trying to cross Jay Rd at Spine on our way home. While there is a stoplight there is no way to initiate a cross from the south side of Jay Rd. It is INCREDIBLY dangerous. In addition, last year when we took a detour home for a dentist appt. He was hit by a car while he was in a cross walk with an illuminated "crossing man" while trying to cross at 38th street at Arapahoe Ave. But adding to traffic congestion is not the way to do it.
Leora	8/7/2015	email	Folsom Street		1	negative	safety	auto congestion	Stupid what is being done on Folsom because it used to be the most efficient street to get through Boulder - North/ South. Unfortunately that all this money was poured into this project when it's just going to be taken out. Thank you Boulder for the new Protected Bike Lanes on Folsom Street!
Jon	8/7/2015	email	Folsom Street		1	negative	auto congestion		like for many, Folsom Street is my main thoroughfare every day. I live in North Boulder and it gets me to work every day, to my local shopping stores, groceries and family excursions to Pearl Street for a meal out and time with the family. Most all of these trips are made by bike, especially the family trips now with the protected riding area in the area most needed. I also used the full stretch of Folsom Street when I worked downtown Denver. Not a single day did I not take the bus to work from table mesa park and ride. I would cycle from home heading south to the bike station at the park and ride and then journey further on bus. This way I got my exercise in for the day, caught up on reading on the bus and it just made for a much more enjoyable experience vs the alternative of driving a car each day to work. I must say this was a big change for me, and the first week was a bit hard to get my schedule down, but with anything, practice makes perfect. My wife and I also thought it was a great example to teach the kids about limited resources. Boulder has provided a great quality of life here, and has often led our nation in ecofriendly alternatives. We as community members must learn to capitalize on the many options available to make our lives more doable and enjoyable. Thanks Boulder! Another one out of the Park! Sincerely, Tom
John	8/7/2015	Inquire Boulder	Folsom Street		1	negative	Congestion		Hey Team, I'm guessing there is a contingent of drivers writing angry letters to you guys and complaining about how the Folsom Street St updates slowed down their super-important commute by 30 seconds. In contrast, I wanted to say thank you (as a cyclist and a car driver) for trying something new on Folsom Street. I've been a Boulder resident for 2 years, and have been horrified to ride that road because the cycling lanes were small, and people drive like asshats. Yesterday, I took a friend (who just moved here, and has never ridden a bike on the road) down Folsom Street by bike, and it was a truly awesome experience. Really embodies the type of progressive approach that Boulder should be taking as a hub for innovation in lifestyle and cycling in the U.S. Keep up the good work, and ignore the haters...they'll get over their road rage eventually. Maybe. All the best, Garret
Tom	8/7/2015	email	Folsom Street		1	positive	safety	commuting	very nice infographic put out from @boulderbobl summarizing week 1 metrics from Folsom Street Living Lab
Garret	8/7/2015	email	Folsom Street		1	positive	safety	commuting	
Eric	8/7/2015	Twitter	Folsom Street		1	positive	safety	commuting	

											Dear City Council, I have three young kids, the smallest of whom rides with me on the front of my bike (picture) and I feel very scared when we ride on most streets because of the number of distracted drivers on their phones. I feel safer riding in the protected lane on Folsom Street and am happy we have a way to get downtown from 30th and Kalmia where we live. Thanks, Anna
Anna	8/11/2015	email	Folsom Street					1	positive	safety	
											Please accept my support for the new bike lane project on Folsom Street Blvd. I have only ridden it a few times, as this isn't a street I frequently travel. I prefer to use the bike lanes on Broadway, through campus, as my North/South connector because it's closer to where I live. I am very interested in the possibility of expanding this project to Iris Avenue Ave. This is a street that I travel by bike frequently. I would also like it with my 5 year old daughter, if there was a designated bike lane. I do not bike with her currently on that street because of the traffic proximity when riding in the bike lane. We take our car, safely, to do little errands in that area. We would CERTAINLY bike more if we felt safer over there. I'm sorry the majority of voices you've been hearing have come from those who do not support this project. We, the cycling families of Boulder, CO support and appreciate your efforts. We are most likely just a little busier with our families than some of those who have sat down and written to you so far! Thank you, Kristen
Kristen	8/11/2015	email	Folsom Street					1	positive	safety	commuting
											Dear City Council, Mami, and David, I attended the Transportation Board hearing as well as the City Council hearing a few months ago in regards to the right sizing on Folsom Street, Iris Avenue, 63rd Street, and 50th Street. I was sad when I learned that 50th Street would inevitably be a no go, but very pleased that almost all of you had the courage to implement the protected bike lanes on the other three streets. I really hope that Iris Avenue and 63rd Street will get the protected bike lanes as soon as possible. They are a minor step towards a better future for the next generation and a healthier planet. I've ridden and driven Folsom Street a dozen times now and the protected lane does help make me feel safer. There is no extra traffic wait time except for peak rush hour, and the poles help slow cars down and make them more aware of my presence when they're turning across the bike lane. It is a bit difficult crossing over to go left onto Canyon during peak rush hour while heading southbound, since the cars are driving very aggressively now. Apparently having to wait an extra minute will enrage people enough to purposefully risk my life. As a cyclist and bike commuter, this is nothing new to me. Cars truly bring out the very worst in people, as we all know. Road rage is one of the nasty side effects of driving automobiles. I hope you take this into consideration when the enraged members of this community make negative comments and exaggerate the inconvenience of driving on Folsom Street. Change is always difficult, and it is always met with fierce opposition for the status quo. Please keep pushing for protecting us, the vulnerable users of the road. With enough time, more people will get out of their cars and on their bikes. Dear City Council, I am a resident of Boulder, Colorado and want to provide my support for the protected bike lanes on Folsom Street and the future planned protected bike lanes around Boulder. I ride on Folsom Street EVERY SINGLE DAY and am so pleased that the City is providing a safe route for cyclists along the North-South corridor in Boulder. Please keep the health and safety of Boulder's bike commuters and all bike riders in mind when deciding on the future protected bike lanes. Sincerely, Lauren Callaway 2050 Bluff Street Boulder, CO 80304 — Lauren
Kennet	8/11/2015	email	Folsom Street					1	positive	safety	environment
											As a casual bike commuter to work and around town, thank you so much for voting for protected bike lanes. I appreciate your effort to create safe spaces for me to bike and engage in fitness. Respectfully, April
Lauren	8/11/2015	email	Folsom Street					1	positive	safety	commuting
											As a bike user, I support the Folsom Street bike lanes. Makes biking a lot safer!
April	8/11/2015	email	Folsom Street					1	positive	safety	commuting
Martin	8/11/2015	email	Folsom Street					1	positive	safety	
											I am a daily bike commuter on Folsom Street, riding from Iris Avenue down to Spruce in the morning and the reverse in the evening. I ride the new barrier protected lanes between Valmont and Spruce, and they make me feel far safer, particularly over the small hill and curve between Valmont and Bluff streets. That particular section was always dicey prior to the improvement because inattentive southbound drivers would frequently cut the curve too sharp, moving over close to, or into, the bike lane. I'm eager to see the full year of data on the effects of the Folsom Street improvements. By my unscientific observations, I see a significant uptick in the number of commuter cyclists on the street. One problem I have seen with the implementation is how short the automobile right turn lanes are from northbound Folsom Street to eastbound Valmont, and from southbound Folsom Street to westbound Pine. They're so short that the right turners are stuck in the line with those going straight, slowing traffic through the intersection. Even worse, I have witnessed right turners cutting over early into the bike lane, on the right side of the barriers, well before the actual right turn lane starts. In other words, they're driving in the protected bike lane just to get up to the intersection to turn right during a red light. If you double the length of the right turn lane, that should reduce or eliminate this problem. Thanks for running the experiment, and please keep it up for a year so we can see how it works in the winter, as well. Best regards, Tracy
Tracy	8/11/2015	email	Folsom Street					1	positive	safety	commuting
Chelsey	8/11/2015	email	Folsom Street					1	positive	safety	commuting
Todd	8/11/2015	Google +	Folsom Street					1			
East Play Love	8/11/2015	Twitter	Folsom Street					1			
Whitbread	8/11/2015	Twitter	Folsom Street					1	mixed	safety	
											I am loving the extra room for bikes but crossing the right turn lane going north at Canyon on a bike is pretty scary. #Boulderpöbör.
											Dear City Council, Please do not extend the "right sizing" project to Iris Avenue. I live on a side street adjacent to Iris Avenue and am very concerned that vehicles will use my side street to avoid the inevitable back-ups on Iris Avenue and put my family's safety in jeopardy. Further, it is unnecessary to widen the (rarely used) bike lane on Iris Avenue as there are safer alternatives nearby for east-west bike traffic. Roberta
Roberta	8/11/2015	email	Iris Avenue					1	negative	auto congestion	
											Having been a Littleton city council member in the 70's I recognize a difficulty for Council members that may not be easily seen; that staff members will bend over backward to accomplish what the council wishes. I think this has happened with the down-sizing of Folsom Street, Iris Avenue and other main streets as the attempt has been to decrease auto traffic. There can have been only optimal conditions placed on the simulations of traffic being reduced to one lane on Iris Avenue and Folsom Street. No consideration of winter conditions, the lack of bicycle trips to make up for auto trips and on and on. I would like to talk with you about this. Currently, the most important think is to postpone the changes on Iris Avenue until at least one winter is experienced with the down-sizing of Folsom Street. Sincerely, Deane
Deane	8/12/2015	email	All Corridors	1	1	1	1	1	negative	auto congestion	maintenance
											2 to 5 minute traffic delays both southbound and northbound Folsom Street at Pearl midday Tuesday. Not an improvement. FYI
Stuart	8/12/2015	email	Folsom Street					1	negative	auto congestion	
											August 12, 2015 I just wanted to add my voice to those that have expressed concerns about the changes that you have instigated on the traffic flow in Boulder. I have now driven on Folsom Street and noticed only 2 bikes and they were riding on the sidewalk and not your lanes. Was that the plan? The traffic was backed up for 3 blocks and making a right turn to Canyon was confusing and difficult to maneuver. I have also noticed that the only other north-south lanes in Boulder (28th and 50th) have become much more congested and almost impossible to navigate, even at off hours. Forget peak times! So please, I implore you, do not add any more problems to an already overcrowded congested community by "wrong sizing" any more roads in this city.
Nancy	8/12/2015	email	Folsom Street					1	negative	auto congestion	safety
											I am a 17 resident of Horizon West Condominiums on Folsom Street. We have 150+ residents in our building as well as between 173 and 239 additional visitors and workmen who come to our building in a one month period. (This is from two and half years of data.) Only a small percentage of guests and workmen come on bicycle. Before the Folsom Street change, I sent e-mails to City Council and spoke face to face with Council member Mary Young opposing the Folsom Street St change. Since the Folsom Street change, it is practically impossible to turn left (north) from our parking lot onto Folsom Street and there are times when it is difficult to even turn right (south) from our parking lot. It is more dangerous for pedestrians because bicyclists are using the sidewalks if they want to go in the opposed direction of the bike lanes. The sidewalk bicyclists are increasingly hostile to pedestrians on the sidewalks. I have friends who have told me that they avoid coming downtown to Mike's Camera and other businesses because of the Folsom Street St change. Please return Folsom Street St to four lanes and make the bike lanes a little smaller. Thank you, Bett
Betty	8/12/2015	email	Folsom Street					1	negative	auto congestion	
SydWeedon	8/12/2015	Twitter	Folsom Street					1	positive		
BikeStylish	8/12/2015	Twitter	Folsom Street					1	positive		
											RT: @BikeStylish: We #likeFolsom Street everyday on our way into our office. #BikeStylish #Boulder We #likeFolsom Street everyday on our way into our office. #BikeStylish #Boulder
											I ride my bike to run errands around town from North Boulder (near Linden and Broadway). Since the protected lanes were created on Folsom Street I've used Folsom Street several times, day and night, to go to and from McGuckins, the Dairy, and further east. I've connected with Elm's 2 Mile bike path at Goose Creek off of Folsom Street to continue on a multiuser path to North Boulder. I LOVE these lanes. I look forward to their creation on West Iris Avenue as I often cross Iris Avenue at 16th and feel a center turn lane would make crossing Iris Avenue easier and safer. Please do not succumb to the loud protest of a drivers, who feel slighted by any small delay in their car travel during a couple of hours in the late afternoon, and hesitate to implement the proposed test sites elsewhere in Boulder. Sincerely Barbara
Barbara	8/12/2015	email	Folsom Street					1	positive	safety	environment

										Dear City Council, The other evening, my family and I decided to ride to dinner at Black Pepper Pho. It was my husband, myself, and our boys 10 and 12 years old. We ride all over town but normally avoid Folsom Street due to the speed at which the cars are traveling. We live north of Edgewood on 19th Street. I remembered the protected lanes on Folsom Street and we decided to give it a try. It was GREAT! The ride felt safe, even on the way home after dark (we had lights, of course). We were able to take a much more direct route. We would do it again! I have also driven down Folsom Street in my car at busy times of day. While it takes slightly longer, the difference does not seem significant to me, and if someone needs a major artery to travel on by car, 28th Street is just a short drive away. My family's opinion—the protected lane really makes a difference to allow for safer cycling. Thanks! Anne
Anne	8/12/2015	email	Folsom Street			1	positive	safety	environment	Hi I've been hearing that the council has been receiving complaints from many people that don't like the new bike lanes on Folsom Street, but I'd like to add my voice to the side that support the bike lanes. As someone that lives at Folsom Street and Iris Avenue, the bike lanes make getting downtown much quicker. And more importantly, now my girlfriend feels safe enough to do it on a bike (she really didn't do before). 30 minutes of traffic a day, 5 days a week, is a small price to pay for that huge convenience. Stay the course! - Micha
Michael	8/12/2015	email	Folsom Street			1	positive	safety	environment	Boulder City Council, Thank you for putting in the new Folsom Street Bike Lanes. Previously, Folsom was a scary street to ride because too many cars did not respect the bike lanes. It's better now with the bright plastic "sticks." Previously, I would only ride Folsom during non-peak traffic times, which meant only for recreation. Now, cars are driving slower and bikes are more protected so I can ride at peak times, which means I can commute by bike besides riding for recreation. As a next step, consider how bike and car lanes are divided in Dublin, Ireland and Bordeaux, France. Both of those cities use stone blocks to separate bike lanes from car lanes. The stone blocks add a significant measure of safety because cars cannot jump the barrier to infringe on the bike lane. The plastic "sticks" you are using now are better than previously, but they are still only a suggestion because cars can still pass into the bike lane if they are careless or deliberate. James
James	8/12/2015	email	Folsom Street			1	positive	safety		Hi, I moved to Boulder two years ago, after having commuted 40 miles each way from Oakland to Silicon Valley for ~30 years. On moving to Boulder I gave away my car and commute to work on a bicycle, year-round, rain, snow or shine. This despite not having ridden a bicycle more than a handful of times since 1963. I was only able to summon up the courage for such a step because Boulder (and Boulder drivers) are so bike-friendly. As a consequence I have lost weight, gained muscle tone and overall health, greatly reduced my carbon footprint, and overall love life a little bit more. The Folsom Street bike lanes are super awesome. I really look forward to using them on snowy days, and urge that we continue the experiment for the full year so that we gain experience on usage patterns over four seasons. The separation of space will be much more important when the roads are icy. regards, Steven
Steven	8/12/2015	email	Folsom Street			1	positive	safety	environment	To Whom It May Concern: I am a serious bike commuter from Gunbarrel to 9th and Pearl. I ride along Folsom Street 5 days a week, twice a day. I love the new bike lanes. I no longer worry that someone will swerve around a left turning vehicle, into the bike lane and hit me. I have also driven Folsom Street, in both directions, since the conversion and couldn't tell any difference in the time it took. I understand there is a lot of backlash from drivers about "fooding" the cyclists. Maybe more emphasis should be placed on the collision prevention aspect of the right-sized lanes. Let car drivers know that it's not just cyclists that these lanes are good for. I am eagerly anticipating the new lanes in Gunbarrel. Some kind of safety measure has been needed down 63rd Street for a long while
Katharine	8/12/2015	email	Folsom Street			1	positive	safety		Dear Neighbors, I'm writing to convey my experience with the Folsom Street bike lane. If the pilot is intended to evaluate whether re-purposing lanes on some streets will enhance travel safety, the answer is an indisputable yes. As an avid road, mountain and commuter cyclist, I have had far too many incidents with open car doors, testing drivers or otherwise negligent motorists. Even worse, I have had several friends in the Boulder area who have not been as fortunate as I. The list of car, bike collisions is too long for a city that celebrates cycling and a safe, healthy lifestyle. The reality is that many drivers are not cyclists and are oblivious to their presence. I know there are complaints of traffic delays resulting from the pilot. As a driver, an occasional delay is a small price to pay for the safety of our sons, daughters, mothers and fathers. I'm proud to live in a city that is on the fore front of urban bike planning. To abandon this project would be like embracing the typewriter in lieu of the internet. I'll leave you with a favorite quote of mine: "You can't buy happiness, but you can buy a bike and that's pretty close." Kind Regards, Jonathan
Jonathan	8/12/2015	email	Folsom Street			1	positive	safety		Dear Council, I'm writing to convey my experience with the Folsom Street bike lane. I bike home almost every single day along Folsom Street and I did so before the bike lanes were even put in. The drivers on that road are careless and I've had many close encounters with cars veering in to my lane. The reality is that many drivers are not cyclists and are oblivious to their presence. I know there are complaints of traffic delays resulting from the pilot and I get that people have places to be. However, from what I have heard and what I have experienced from driving on Folsom Street myself, the delay is such a small price to pay to protect bikers in our city. Boulder is a city that really harnesses safety and being active and if we remove these bike lanes, we would be negating both of those things that the city holds near and dear. Thank you for your time, Carrington
Carrington	8/12/2015	email	Folsom Street			1	positive	safety	environment	Dear City Council, Please keep up the good work and continue to withstand all the complainers in this community, of which there are many. I realize that it's no fun having people write, email, and call with complaints, but this is the price we pay for progress. The generations renew for a reason, and that's because new ideas and change is hard to stomach. Future generations of bikers will thank you for putting up with the stress. Keep fighting the good fight! Jonathan
Jonathan	8/12/2015	email	Folsom Street			1	positive	safety	commuting	Dear City Council, I simply want to thank you for the great new protected bike lanes on Folsom Street. These lanes help create a safe, critical north-south connector and are so much better to bike on than when cars raced by on this wide street. Please let time pass to see if this experiment works and stay strong against the critics and the haters. If we want Boulder to convert a small percentage of car trips to bike trips, we must invest in more infrastructure that inspires people on the margins (who want to ride bikes but consider it unsafe) make the leap. Connectors such as Folsom Street will help us complete a better bike network, instead of lots of little segments littered with scary road crossings. Thank you again for passing "right-sizing" and let's keep it going. The silent majority is right behind you and looking forward to a bright future with more people biking around Boulder. All my best, Jenn
Jenn	8/12/2015	email	Folsom Street			1	positive	safety	commuting	Count me as a supporter of the right sizing experiment. I've biked Folsom Street 20 times since the change, and 5 times during rush hour. Even during the afternoon rush hour, when the traffic is moving, not gridlocked. During the 5:15-5:45 time, the lanes have been continuous (between Arapahoe and Pearl), but the cars are moving and the traffic is clearing, not gridlocked. And outside of the 5:15-5:45 time, there is no delay at all. In addition, having cars move at a safe 20mph is far safer than having them race along a 45mph. I feel far safer biking on Folsom Street now than I did before the change. The problem with drivers of cars is that many of the costs are externalized, including air pollution, noise pollution, increasing levels of city traffic, 30K deaths a year, serious accidents, and the 900 pound guernilla, climate change. As long as the costs of this shared bad are externalized, people will view cars as a screening deal. Right sizing, like bike paths, represent not a panacea, but a step in decreasing car travel in favor of cleaner alternatives like biking, walking, taking buses (I hope we move to smaller, gas efficient buses), and car pooling. It's ironic that many of the people that are so upset about right sizing are very ready to have others bear the brunt of the responsibility for climate change, but everyone's daily car travel and plane travel deserve a big share of the responsibility as well. Our community needs to take a breath, allow the data to come in on right sizing, and then make a considered decision. Please don't be swayed by a lynch mob mentality.
Merrill	8/12/2015	email	Folsom Street			1	positive	safety	commuting	Thank You, Keep Folsom Street bikes lanes, they are a safe way for bike commuters to move through that corridor. My husband and I have been using them daily and it has been fantastic. We also have taken our car down these roads and there has been no issues what so ever. Thank you. Andrea
Andrea	8/12/2015	email	Folsom Street			1	positive	safety	commuting	

											<p>I wanted to add my voice to those who oppose the "right sizing" project on Folsom Street. I do not feel that my voice is being heard. I have shared my experiences with staff and with the TAB. I do not have the impression that these experiences have been passed on to Council. Although I support bike riding, this project has been poorly executed and communicated.</p> <p>Although we drive very infrequently, we immediately experienced significant delays at all times of day especially non-rush hour peak times. A one on trip to the doctor took 40 additional minutes because of gridlock that started north of Folsom Street. Another short errand took 15 minutes longer than usual. I am now avoiding Folsom Street and finding alternate routes, although this is difficult because there is also construction on the Diagonal Highway with lane closures. Effectively, this right sizing has the net effect of further isolating our neighborhood.</p> <p>During my trips I saw total gridlock and very few cyclists using the designated lanes. By very few I mean I could count them on one hand. The striping and poles that mark the bike lanes are unsightly and give little more room for bike riders.</p> <p>While there seems to be money for pet projects, pedestrian amenities continue to deteriorate with no attention for literally decades. I cannot reconcile this lack of attention to repair projects with the stated priority of encouraging pedestrian activity. Pedestrians do not have a voice, bikes have taken priority. You have only to look at the bike activities sponsored by the City and compare them to the budget for strictly pedestrian activities. Pedestrian activities have gone by the wayside, and have been neglected or ignored, while bike advocacy has increased exponentially.</p> <p>I carefully choose my care providers, like doctor, dentist, hair dresser to minimize trips and keep any commutes to a minimum. We try to shop in Boulder and frequent business in the Village. We are now avoiding shopping there. My husband recently had shoulder surgery. It will be a long recovery with physical therapy and follow up. He did ride his bike to the store for grocery shopping, but, clearly, it will be a long time before he can do this safely.</p> <p>This plan completely ignored the needs of elderly and the disabled for whom bike riding is not an option. I am tired of hearing that seniors should get out of town if they don't like it. I've been a resident for 33 years and have invested in Boulder. I think is fair that I and others who</p>
Arta	8/19/2015	email	Folsom Street			1	negative	auto congestion	Communication	<p>Greetings,</p> <p>I commute to work in the City of Boulder year around. I have lived on N 26th St for 27 years and bike and drive Folsom Street continually. I think that the right-sizing project was a bad idea. I expect that it will not achieve its goals and will cause more harm than good to the overall transportation safety and needs of the city. Unfortunately, as the recent Camera editorial pointed out, we will not be able to adequately study this point since the City has no reliable data from before the project. (Supposedly a handful of data points.)</p> <p>I want to make one major point that never seen discussed in the reporting. Winter! What is going to happen in winter? It takes fortitude, clothing, planning, and special lighting equipment in order to ride during the 6 months when daylight savings time expires. I do not see this new expected ridership continuing into the cold, dark months.</p> <p>Second, where are you going to put the snow? How are you going to plow with the bollards in place? Boulder is not Austin when it comes to winter riding.</p> <p>I'll close by saying that the only thing that was wrong with Folsom Street biking were the narrow bike lanes at the top of the curvy hill. I know people (including my wife) who do not like to bike Folsom Street only because of that hill. Fix that alone and I think your bike numbers will improve.</p> <p>Regards, Steve</p>	
Steve	8/19/2015	email	Folsom Street			1	negative	auto congestion	maintenance	<p>I am opposed to the new right sizing project on Folsom Street.</p> <p>Reasons for my opposition are from both a bike and car perspective. I bike and I drive.</p> <p>Folsom Street is now a visual nightmare. It has become a very unappealing and ugly street. It used to feel rather neighborly to me and I drove it often from Noblo.</p> <p>It is confusing now when I need to take a right turn into a business or side street. I hesitate before pulling off Folsom Street due to the mass of lines, bollards and colored paint. I think I have the right of way but am I to stop before crossing the bike lane? My hesitation slows the traffic flow. I used to get gas at the station on east side of Folsom Street but am avoiding that location now.</p> <p>The traffic during rush times is much worse and it has become a second 28th street. I have no scientific way to measure but it does seem as we are adding to the pollution in the city, not taking away from it.</p> <p>The pedestrian light crossings were fine before the change. I have no issue with them and am glad we installed them, although they could use more signage than indicate what directions the pedestrians are coming from. It does seem like that has become one more area of congestion.</p> <p>I never had issues riding into town before from Noblo. I simply used all the available bike paths and bike lanes. I felt safe (as much as one can on a bike)</p> <p>I do not like that we may be hurting some of the small businesses on Folsom Street and that is wrong.</p> <p>And finally, I am appalled by the letter in the paper on 8/20 from Don Nozzi. His tone, as a member of TAB is unacceptable to me and indicates he is neither a good communicator or representative for the city. I personally want him "fired" for his arrogance and self righteousness.</p> <p>As a citizen of Boulder, I expect civil discourse when disagreements occur. If a member on an advisory council speaks towards citizens in the</p>	
Dodie	8/19/2015	email	Folsom Street			1	negative	auto congestion	aesthetics	<p>Hi There</p> <p>As a cyclist and driver, I wanted to share my feedback regarding the Folsom Street bike lane experiment:</p> <p>While I love riding in a separated lane, I think the practical reality is that the impact on Folsom Street driving is negative. What I think would be helpful, however, is to use the green & white paint and if possible stanchions, across the city on all bike lanes and at intersections to remind drivers to look right and not cut off bikes when turning right</p> <p>When the road is wide enough - like on Baseline, it think it is wonderful idea, but when not - use paint to it's best advantage. Low cost, high-visibility and likely more effective than just the standard white line & bike images.</p> <p>Thank you for considering my feedback.</p> <p>Best, Liz</p>	
Liz	8/19/2015	email	Folsom Street			1	negative	auto congestion		<p>You are going to receive a barrage of emails allegedly in favor of the changes to Folsom Street because Bicycle Colorado has asked people to write.</p> <p>This one was inspired by their request but I DO NOT support the changes. I'm both a biker and a driver. I am now using side streets to drive in that area, which is even LESS safe because young children can suddenly come out of their driveways and into the street.</p> <p>You have made a whole area less safe in order to "improve" one street that was set up as a major thoroughfare. Folsom Street was a mistake; at least staff stopped short of messing up Iris Avenue for now.</p> <p>I strongly urge you not to move forward on other main vehicle moving streets, but designate less heavily traveled streets for bike traffic.</p> <p>The riders you seem to be trying to get onto Folsom Street are families with younger children. The commuters are already riding their chosen routes. The children are the very ones who would benefit from using the lesser trafficked streets.</p> <p>Kathy</p>	
Kathy	8/19/2015	email	Folsom Street			1	negative	auto congestion		<p>I am a 48 year old male, live 3 blocks from Folsom Street and both drive and ride on Folsom daily. I have collected my thoughts about this Living Laboratory accordingly:</p> <ul style="list-style-type: none"> • During rush hour traffic backs up and people use neighborhood to save time. This is very unsafe. • Bike lanes feel too big for riding. I notice cars lose sight of bikes in the blind spots because of this. • The vehicle cross over striping is very visible now, but it will be obstructed this winter and will wear off with gravel, etc. This will be a dangerous problem that you will be fighting forever with this configuration. • I have been nearly hit twice by cars changing lanes before the cross-over lane because there is not enough staging distance for right turns. • I do not notice more riders because of this change. I am not convinced it reduces cars. • The center island is completely open and unused. During rush hour, people use this lane to pass traffic and then turn into our neighborhood. • I was almost hit in the gas station at Folsom and Walnut by a person cutting through at a high rate of speed. <p>Bottom line, this is not a good solution for Folsom. I am not a traffic engineer but you simply have to many cars for a single lane. I suggest going back to the old layout but with vertical delineators between the bike lane and the 4 travel lanes. Ultimately you need more a bit more ROW to do this correctly...was this ever discussed?</p> <p>Thank you, Greg</p>	
Greg	8/19/2015	Email	Folsom Street			1	negative	Auto congestion	Environment	<p>My facebook post (Yesterday) was in a bit of a rush to get to a noon class, lots happening today and missed my usual earlier session. I took the backroads from Noblo to Folsom Street at 3145am - the lunchtime rush. I'm not a bicyclist but mostly a in single occupant vehicles when not on RTD. Traffic was moving, but slowly - which is a good thing. (A good photo op because of all the tailgaters). Drivers are at least sensible enough to wait, rather than create gridlock at intersections. Southbound Folsom Street drivers couldn't speed because of the photo radar car on the side of the road. Alan, instead of it taking me 5 minutes to make it from Pearl to the Little Yoga Studio next to McGuckin Hardware, it took me seven minutes. I still don't get why people complain. Why are Boulder drivers always in such a big hurry?</p>	
Alan	8/19/2015	email	Folsom Street			1	positive	safety	environment	<p>Alan</p>	
martha	8/19/2015	email	Folsom Street			1	positive	safety	environment	<p>I'm writing to share some suggestions for your discussion about the Folsom Street improvements on August 25.</p> <p>Since the beginning of 2012, I've worked for PeopleForBikes, a national non-profit based in Boulder. As Director of the PFB Green Lane Project, I've worked closely with U.S. cities that are making rapid progress on building better bike infrastructure. Here's what we have learned that might be helpful on this challenging project.</p> <p>First, clarify the vision for the corridor.</p> <p>Starting with a shared vision for the street makes clear what you need to measure and what success looks like. We've seen a lot of cities stumble on this. We recommend that Council have this discussion, starting with already-adopted plans and going from there.</p> <p>Is Folsom Street's primary purpose to be a car thoroughfare - moving as many cars as quickly as possible? Or should it be a complete street - a safe and attractive corridor for people on bikes and a more comfortable place to walk, as well as serving drivers? Is safety for all modes a priority on the corridor?</p> <p>A lot of people live along Folsom Street, in apartments, mobile homes and single family homes, some with ADUs. How does the street serve them? Folsom Street has neighborhood-serving businesses and ones with more regional focus. What's the right street design for current businesses and future ones? How do their employees get to work?</p> <p>While developing a full vision is likely beyond the scope of a study session, your conversation could be simpler: Is Folsom Street's primary purpose to be a through-street for cars, or does it need to serve a wider variety of modes and populations?</p> <p>Once you have a vision, then use data to determine whether the project is succeeding.</p> <p>With a clear vision, you can identify the data needed to evaluate the project. Decisions are seldom made on data alone, as stories and experiences have great validity, but good data is an essential part of responsible governance. It brings clarity to decision-making.</p>	

Elyn	8/19/2015	email	Folsom Street		1	positive	safety	environment	<p>Hi City Council members-</p> <p>I want to add our family experience to the postivefeedback of the new Folsom Street bike lanes. Our family (me, my husband, my 6 year old and 3 year old) would never bike on Folsom Street before, after seeing many drivers in the lane as they go around the curve north of Bluff. Our solution going north was to just go on the sidewalk over to the bike path. Our solution going south was to not have the kids on their bikes, and for us to either walk (with the kids in the stroller) or drive to Midquakes. The kids are getting too big for the stroller, and we try not to drive. This never felt like a good solution, but now we've all been biking on the new bike lanes and it feels so much safer. I hear a lot of opponents asking why bikers can't be happy with all the bike paths in town, or bike through neighborhoods. We always choose bike paths and quiet streets over busier roads, but there are always none of either option going directly north/south. Folsom Street was the best road to change for that reason. My 6 year old and I both biked to the Village shopping center yesterday and back with no problem, right in the middle of the lunch rush.</p> <p>I have also noticed that, when I am on foot, it is much much easier to walk across Folsom Street to the other side. The cars are actually giving the speed limit. I used to stand there for quite a long time, just waiting for a gap to cross. I have not had to wait even once since the change. So, I like that.</p> <p>As a driver, I love the dedicated left turn lanes. Traffic does get a bit sketchy just before Pearl, but I hear that those kinks are being worked on.</p> <p>So, all in all, I love the new Folsom Street and truly hope that it stays!</p> <p>Elyn</p>
Lindsay	8/19/2015	email	Folsom Street		1	positive	safety	commuting	<p>Dear Boulder City Council,</p> <p>I love the Folsom Street bike lane! I'm a car driver, I'm a cyclist and I'm a mother of 2 small kids. My husband and I bike Folsom Street whenever it makes sense and it's been great.</p> <p>I do have some suggestions:</p> <ol style="list-style-type: none"> 1) The "faces of Folsom Street" campaign is a great one, however it needs to be more fun. For example, put something up near the bike lane that people can take a picture of, like a cut out of Coyote Bob or a retro, modern art picture of the flatirons, or something besides the white and green posts. That's not a fun photo, that's not encouraging and it's kind of making it seem more "us vs. them". 2) Continue the bike lane to Iris Avenue. Can you move the parked car lane like was done on University Ave? So it's car lane, parked car lane then bike lane? It would make the bike path more protected as your less likely to get "doored" by the passenger. <p>Sorry for the short email, you actually probably prefer that, but my 3 year old is yelling "lets RIDE mommy" while putting on his bike helmet. Enjoy the amazing weather!</p> <p>Sincerely, Lindsay</p>
Aaron	8/19/2015	email	Folsom Street		1	positive	safety		<p>Hello Boulder City Council,</p> <p>I greatly appreciate your efforts to support safe bikeways to ease cycling in and around Boulder. As a loyal and longterm bike commuter, I can testify that the changes you have made in the past decade have increased my frequency of travel on bicycle.</p> <p>I'd like to encourage you to continue to test and implement new bikeway options. For instance, the green band at intersections and the dedicated lane along Folsom Street are innovative and show the state and the nation that we are the most bike friendly place to live. Keep charging forward!</p> <p>Thank you!</p> <p>Aaron</p>
Joe	8/19/2015	email	Folsom Street		1	positive	safety	environment	<p>I have not even ridden the Folsom Street bike lane since the improvements but I have driven it several times. The thing that I saw was the on demand cross walks were causing some of congestion.</p> <p>Please keep the bike lane improvements as we need this type of advancement.</p> <p>Joe</p>
Neil	8/19/2015	email	Folsom Street		1	positive	safety		<p>Neil Rosen, Psy.D. Psychoanalyst</p> <p>Neil Rosen, Psy.D. Psychoanalyst</p>
John	8/19/2015	email	Folsom Street		1	positive	safety		<p>While I agree 100% with the objectives here I think the design solution was not well-considered. I have worked in a civic design organization and cycled across many European countries that give bikes high priority and I was thinking about what might work better. Personally, I believe an intermediate solution is likely to best for all road users: a simple, modest narrowing of the original car lanes, and possibly increasing/adjusting light beds/curves (if there is sufficient funding), would likely be a better solution. Drivers intuitively slow down when the road is narrower and this road diet (right-turn) in Santa Monica led to a 60% drop in injury crashes. AllBikeDown</p>
BikeChor	8/19/2015	Twitter	Folsom Street		1	positive	safety		<p>Just called Boulder PD to give my info as a witness of head-on SUV & bike crash on NE Folsom & Cyn. Shaken. Hope cyclist to RIBD/LivingLab</p>
10 salamanders	8/19/2015	Twitter	Folsom Street		1	negative	safety		
Laura	8/20/2015	Email	Folsom Street		1	negative	Auto congestion	Business impacts	<p>Dear Council and Transportation Advisory Board Members-</p> <p>As a resident of Boulder who lives near Folsom Street and whose neighborhood is bearing the full brunt of this bike lane experiment, I wanted to share with you our families experiences with this project.</p> <p>Since the vehicle lanes were reduced on Folsom Street, we have seen a marked increase in traffic in the Whittier neighborhood, particularly along Spruce, Pine, Mapleton and the 20th/29th corridor. It seems many folks are turning off of Folsom Street to avoid the traffic, greatly increasing traffic along the east-west streets and using 20th/29th as a north/south alternative. We've also noticed much more traffic and backups during busy times along 28th St. The traffic back ups on Folsom Street during busy periods run for blocks and in many instances, folks have to wait two or three traffic light cycles to get through a light. This has raised a number of concerns.</p> <p>First, the increased traffic in our residential neighborhood is a safety issue (particularly around Whittier Elementary and particularly for the many families with young children in our neighborhood) and is eroding the quality of life in our neighborhood. Neighbors have shared with me how they feel our neighborhood lost one of its best assets - its quietness - and some are even looking at moving.</p> <p>Second, all of these cars stopped in traffic are resulting in a significant increase in emissions and pollution (as well as wasted gas), which ultimately seems to undermine a large part of the purpose for the project. Nothing is gained by having cars sitting in traffic polluting more and it is surprising that the City did not study this possibility before implementing the project since one of the goals is to reduce carbon emissions. .</p> <p>Third, our family uses bikes for about 90% of our in-City travel, but when we occasionally need to drive, navigating in and out of our neighborhood is a nightmare. Left turns along Folsom Street are often impossible or treacherous, and since this project was done, I've witnessed about ten close-calls on drivers taking lefts in front of traffic after long waits with no gaps big enough to turn. This is creating a major safety problem along a corridor that used to be much safer for both bikes and cars. Overall, I've also noticed more aggressive driving by frustrated drivers on Folsom Street and surrounding streets. With the traffic problems are City already has, it just seems short-sighted to decrease capacity on a major north-south route. As a cyclist, I now feel less safe in this corridor given the chaos, its less desirable to ride given the traffic backups and associated pollution we have to breathe, and our family now avoids using it completely despite heavily biking Folsom Street before the project.</p>
John	8/20/2015	Email	Folsom Street		1	negative	Auto congestion	Environment	<p>I hate what you've done to Folsom Street. I'm a senior citizen and I don't ride a bike, but the two people I know who do bike on Folsom Street don't like it either.</p> <p>Listen to what people are telling you. When you find that you're digging yourself in deeper and deeper, stop digging. Please.</p> <p>Tom</p>
Tom	8/20/2015	Email	Folsom Street		1	negative	Auto congestion	Business impacts	<p>Gentlepeople</p> <p>I am outraged by the recent actions of the city staff, board members, city manager and the council. The most recent is the fiasco of the Folsom Street road/bicycle changes and proposed Iris Avenue changes. The staff has been allowed to make proposals that just do not have the supporting numbers and no one except 2 council members seemed to question the numbers. Staff has spent the last 4 weeks defending their actions. Not once have they come close to admitting that there is a large problem. In fact they continue to fall back to "lack of communication". "The problem can be fixed by tweaking". This should not be the case. These discussions should have occurred before any decision was made. If they had done their job and you the council had done your jobs we would not be in this mess.</p> <p>I will not dwell on the misuse of numbers and the lack of concern for the citizens they are affecting. Others have and will continue to take apart the staff's position</p> <p>We have a temptation in a hot job because of the city staff. They seem to have forgotten who they work for: it is the city, that includes all of us. In my opinion you now are in a position of loss/lose. The city manager, to whom staff reports, is in a lose/lose position. I hope you have not made this into an election issue because the city staff should not be an election issue. But staff, city manager and council do in the end work for the city and its voters.</p> <p>Your best option is to declare victory and retreat before it gets worse. Get rid of most of the Folsom Street project and kill Iris Avenue. Let us get back to discussing the issues, for example growth, height limits, building in down town, municipalization of power and building an effective internet structure. We need to discuss and continue to discuss these issues.</p> <p>Caroly</p>
Norman	8/20/2015	Email	Folsom Street		1	negative	Auto congestion	Growth and development	<p>City Council members,</p> <p>I am an active cyclist, a 15 year Boulder resident, and a member of Bicycle Colorado. Being all of these things, I can not support or provide any postivefeedback regarding the Folsom Street expanded bike lane project. On the contrary, I only have negative feelings for the project and desperately want the road changed back to how it was. I have ridden my bike on the new Folsom Street many times and I think it is now more dangerous and a worse cycling experience than before. The separation mini-ones are confusing to drivers, especially when they need to turn, it is difficult for drivers to know where to go. Therefore, turns are abrupt and more dangerous than ever before. With so much hardware and painting on the roads, drivers are actually more focused on this hardware and where exactly they need to go than on looking for cyclists. Cyclists now seem to blend into all of the other things on the road and drivers aren't seeing us!</p> <p>Additionally, traffic is now so backed up on Folsom Street that drivers are irritated, angry, and are trying every maneuver to move ahead quickly, putting all cyclists and other drivers more at risk. There is even more anti-cyclist aggression and anger, and the project is actually making driver-cyclist relations worse.</p> <p>I appreciate the intent of this project to encourage cycling but I do not at all support it or others like it. Please do not make any more changes like this to any other roads. I believe the old bike lanes on Folsom Street were fine and I used them hundreds of times without incident. In the 5 to 6 times I've used the new bike lanes, I've almost been hit 3 times. I think this project has shown taking lanes away from cars and making bike lanes extremely wide and separated is not the way to go. We need to improve driver - cyclist relations and make enough room (but not excessive room) for bikes on our roads. There needs to be balance and understanding for all users of the roads, bikes and drivers. Bikes do not need the huge lanes on the sides of roads, just enough room to safely ride. Many significant roads in Boulder need 2 lanes in each direction to support the traffic needs, especially with a growing population. 28th Street is already backed up and congested during most of every day. Additionally, Boulder has done a fantastic job of creating numerous dedicated bike paths throughout the city and these should be focused on by bikers, parents, children, and families. We should not be forcing bikes onto more busy roads via huge, unnecessary bike lanes.</p>
Bandy	8/20/2015	Email	Folsom Street		1	negative	Auto congestion	Safety	

John	8/20/2015	Email	Folsom Street				1	negative	Auto congestion		Folsom Street was my favorite auto route north and south but I completely avoid it now. It was a pleasant route, a little bit of a curve and reasonable speed limit. John
											Hello, I live on Folsom Street between Canyon and Walnut. The living lab, your current experiment here is a disaster. The traffic jams in the morning, evening and at random times are continuous and unremittent. The traffic noise and pollution are much greater. There is no increase and possibly a diminution in bicycle traffic. To treat the electorate as experimental test subjects is disgraceful, and, in this case, stupid. I am organizing a group to make sure none of you are re-elected and to fire your traffic director.
Douglas	8/20/2015	Email	Folsom Street				1	negative	Auto congestion	Noise	
David	8/20/2015	Email	Folsom Street				1	negative	Auto congestion		Please undo this mess. Dear Boulder City Council, I am an avid cyclist, a USA Cycling certified coach and a member of both PeopleForBikes and Community Cycles. I respect your efforts to make Boulder more bike friendly and our town more ecologically aware. I do not support the "improvements" to Folsom Street and think that if anything, it has made things more dangerous for cyclists in general. It is all of our jobs to find the right balance between the needs of cyclists and the needs of the car driving population. The Folsom Street effort, while wonderful in concept, is incredibly antagonistic to those individuals (myself included) who drive on Folsom Street (particularly during rush hour times). While we MUST learn to share the road, I don't think a take-over of two full lanes of an important North-South thoroughfare by the cycling community is fair to the automobile driving population. If you want to widen Folsom Street to allow for a bike lane in addition to the existing automobile lanes (ie two northbound and two southbound), I think that is a better alternative. I am sure that it would be expensive. Another alternative is to promote either the use of bike specific trails or to encourage bike riders to ride safely on the shoulder (which on Folsom Street, before the "improvement" was more than adequate). The argument that bike riders don't feel safe on a busy, unprotected Folsom Street is somewhat weak. The reality is that there are MANY north-south alternatives in that part of Boulder and bikers who are not competent/comfortable riding on busy Folsom Street, should stay to the quieter side streets. Thank you for taking the time to examine this issue closely. I am hugely supportive of the bike riding community in Boulder and beyond. I want my fellow Boulderites, who drive cars instead of bike riding, to welcome and encourage bikers - not feel threatened and come online as they pass. We must all live together and share our streets. That means, adequate clean shoulders, bike trails and a level of mutual respect for both.
Thomas	8/20/2015	Email	Folsom Street				1	negative	Auto congestion		I am writing to add my voice of growing dismay over the "right-sizing" project on Folsom Street. One only has to travel Folsom Street at virtually any time of day to be affected negatively by this change. In a car, the delays and aggravation cannot be overstated. On a bike, the tolls are of poor design and the turning system is dangerous. I have seen fewer bikes, if anything, since the project was installed. On foot, the backup of cars and little regulation of bike traffic makes this option both unappealing and dangerous. Common sense - not better communication or future evaluation - tells any sane person that this project will never work out. I have read in the Daily Camera how local businesses are being directly hurt, the potential for which does not seem to be factored into the decision to go ahead with the project. In fact, as a recent editorial discussed, the data supporting the project is disingenuously thin. The idea that our city went ahead with a change of this type on the basis of the available data is shocking. What is even more worrisome is that a similar project is contemplated for Iris Avenue Avenue - one of the most highly used traffic arteries in the city. If Folsom Street, a relatively quiet stretch in comparison, has met with the current results, moving forward on Iris Avenue Avenue will be exponentially more detrimental. I have never written to the Council in the past and generally trust its members to be intelligent and hardworking, with Boulder's best interests as the overarching mission. In this particular case, however, whether due to misleading data or overzealous proponents, this project simply has to be chalked up to a mistake.
Antonia	8/20/2015	email	Folsom Street				1	negative	Auto congestion	Environment	I understand how difficult it might be for public officials to publicly recognize a mistake, and reverse a prior decision. But I urge you to take the following into consideration: • I do not appreciate council's latest folly in shrinking Folsom. This has not made public roads safe for users • Boulder lacks sensible traffic control tactics and few options for north/south • Separated bike lanes create a significant blockage and do not increase road safety • I would like to see proof this will result in more people of all ages choosing to travel by biking and walking. • I am an avid cyclist but see no sense in obstructing traffic in this or other planned "living lab" project.
Michael	8/20/2015	Email	Folsom Street				1	negative	Auto congestion		Michael Good afternoon, I am writing to you all because I have some questions and concerns regarding the project you have titled "right sizing" and I have titled more appropriately in the subject line of this email. First off, I would like to know why we, Boulder city residents as a whole, have paid millions of dollars to widen most roads in Boulder to provide a bike lane (like on Folsom and Iris Avenue) in either direction if bike riders and local government deem those roads to be too dangerous to bicycle on if cars are not physically (OK the plastic cones won't stop cars from hitting bikes, but apparently they are very expensive safety blankets) restrained from hitting them. And why have we, as residents, paid more millions to provide beautiful multi use paths (like the one along side 63rd Street street for the duration of the planned lane elimination route) to allow bike commuters and pedestrians safe passage? In this planned lane elimination project the current bike path is physically separated from the road by grass and cement, which are, apparently, not nearly as safe as plastic cones. And so you may now see why I am concerned to put you, our fearless leaders (oops, no you must be our fearful leaders), in charge of deciding if the Folsom project is a success and if we should cause more headaches and delays around town. I am a scientist and would like the opportunity to evaluate it for myself. I would like you to provide me with the variables that you are measuring for this study and the baseline values of said variables. From what I can gather these projects, our super fun "living lab", are here to provide seniors and families safe passage through town and to reduce Boulder's carbon footprint. So I assume that you collected demographic information from the cyclists riding on Folsom for at least one month and are now collecting it again with the barrier project in place to present the community with how many more elderly and family units are now riding on Folsom. And I assume that you are also collecting (it would be easy enough to plant one of the emission collection vans on Folsom, providing that you also did some evaluation of this prior to the project) air pollution measurements from all of the cars idling due to this horrible blunder (that will be presented at the end of this evaluation. Hey when is the evaluation period up anyway?) And I am also wondering how you plan to plow Folsom now? Even if you remove the top part of the barrier you still have the base that the snow plow will scrape off immediately.
Farran	8/20/2015	email	Folsom Street				1	negative	Auto congestion	Business impacts	Lastly, I am very disappointed that our elected officials govern for a very vocal minority in our community. And worse, even when the project
											Good afternoon, I am writing to you all because I have some questions and concerns regarding the project you have titled "right sizing" and I have titled more appropriately in the subject line of this email. First off, I would like to know why we, Boulder city residents as a whole, have paid millions of dollars to widen most roads in Boulder to provide a bike lane (like on Folsom and Iris Avenue) in either direction if bike riders and local government deem those roads to be too dangerous to bicycle on if cars are not physically (OK the plastic cones won't stop cars from hitting bikes, but apparently they are very expensive safety blankets) restrained from hitting them. And why have we, as residents, paid more millions to provide beautiful multi use paths (like the one along side 63rd Street street for the duration of the planned lane elimination route) to allow bike commuters and pedestrians safe passage? In this planned lane elimination project the current bike path is physically separated from the road by grass and cement, which are, apparently, not nearly as safe as plastic cones. And so you may now see why I am concerned to put you, our fearless leaders (oops, no you must be our fearful leaders), in charge of deciding if the Folsom project is a success and if we should cause more headaches and delays around town. I am a scientist and would like the opportunity to evaluate it for myself. I would like you to provide me with the variables that you are measuring for this study and the baseline values of said variables. From what I can gather these projects, our super fun "living lab", are here to provide seniors and families safe passage through town and to reduce Boulder's carbon footprint. So I assume that you collected demographic information from the cyclists riding on Folsom for at least one month and are now collecting it again with the barrier project in place to present the community with how many more elderly and family units are now riding on Folsom. And I assume that you are also collecting (it would be easy enough to plant one of the emission collection vans on Folsom, providing that you also did some evaluation of this prior to the project) air pollution measurements from all of the cars idling due to this horrible blunder (that will be presented at the end of this evaluation. Hey when is the evaluation period up anyway?) And I am also wondering how you plan to plow Folsom now? Even if you remove the top part of the barrier you still have the base that the snow plow will scrape off immediately.
Drew	8/20/2015	email	Folsom Street				1	negative	Auto congestion	communication	Lastly, I am very disappointed that our elected officials govern for a very vocal minority in our community. And worse, even when the project
Roy	8/20/2015	Email	Folsom Street				1	negative	communication		Lat Sunday's Daily Camera editorial by the traffic department was absurd. To claim that the traffic during "daylight hours" was only X minutes effective is ridiculous. How stupid do you think the residents of Boulder are? Obviously if you try to average delays in all daylight hours, any delays to traffic will be very low. The data we are interested in is how traffic is affected during peak hours of traffic. Roy
Anne	8/20/2015	Email	Folsom Street				1	negative	communication		You are NOT playing in the big time with the big time.
Sarah	8/20/2015	Email	Folsom Street				1	negative	Auto congestion		Another PM midweek traffic jam on Folsom. Unable to turn onto Folsom from westbound walnut after leaving the Dairy Center. Northbound traffic backed up to Canyon. This is an experiment and it is not working. It is ok to acknowledge that this has not been successful and have the TAB come up with different ideas (TBH?)
Barbara	8/20/2015	Email	Folsom Street				1	neutral	maintenance		I have a lot of mixed feelings (pro and con), but I still question I have that I haven't heard addressed at all by the city is the issue of how this would work in the winter months. In general, only the most die hard bicyclists are riding their bikes in the winter... while most of Boulder's fair weather bicyclists are driving their cars during the cold months (which can be 1/2 the year). And another question I have about the winter snowy weather is about how it would be possible to plow the snow in all the car lanes and bike lanes on Folsom with all the bollards...and where would the snow be plowed to?
Jan	8/20/2015	Email	Folsom Street				1	positive	Safety	Better for cyclists	Was writing to comment on the Folsom street project. As a cyclist and motorist, I think the project is excellent as it provides a very safe route North/South in Boulder. Seems that there is still enough road for the motorists and doesn't seem to be causing extra traffic. The cars seem less frantic as well. I have noticed more cyclists taking that route since the project started and so I think it's been a success. Thanks, Jan
											Dear Boulder City Council, I'm writing as a long time Boulder resident & cyclist to ask that we keep the new Folsom Street Bike Lanes for at least a year for a long term study period. I have to admit as a driver in town I was initially a bit skeptical about removing a lane on a somewhat busy road. However, I have yet to encounter anything close to what I'd call a backup in traffic due to the removal of the lane and cyclists are of course much safer now. Give it time, conduct proper research & surveys and let's make Boulder the true leader in cycling friendly cities. Sincerely, Nicholas
Nicholas	8/20/2015	Email	Folsom Street				1	positive	Safety	Better for cyclists	

Lauren	8/20/2015	Twitter	Folsom Street				1	positive	Better for cyclists	Safety	#Boulder business that oppose protected bike lanes are businesses I want nothing to do with #BikeFolsom Street @bouldercolorado
Bo Zero Waste Gr	8/20/2015	Twitter	Folsom Street				1	positive	Auto congestion		#BikeFolsom
William	8/20/2015	Email	Folsom Street				1	positive	Safety		Please find my input on the Folsom experiment which should be entered in to the Council records.
											Thanks for trying, but as a driver and cyclist I do not approve of the modifications. Right sizing might be appropriate north of Pine. North of Pine there was insufficient space as the road turns for 4 car lanes and 2 bike lanes. But now South of Pine there is insufficient capacity for a single lane of cars to get through the lights. I also find the pillars a detriment to cyclists. You cannot pass a slower cyclist. The pillars do not add to my sense of safety, to the contrary I find them to be a source of possible accidents/collision when riding my bike. They add to the congestion in the bike lanes. Time to remove the 'Right Sizing' south of Pine. Gary
Gary	8/20/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	As a regular bike commuter on Folsom St. -- and sometime car driver -- I wanted to voice my strong support for Folsom St. and any measures that make biking safer in Boulder. The Folsom St. project is definitely helping to bring visibility to bike commuters, making it safer for everyone. A few minutes of slowdown for drivers is definitely a small price to pay for decreasing accidents and injuries. I firmly believe that making a separate bike lane, like the one I often use on Baseline, will result in more bike commuting. That is great for our community and I hope you will expand the program. Thanks for taking decisive action to promote cycling and prevent accidents. And thank you for considering my comments. Sama
Sama	8/20/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Hi guys, Below is a sign-on letter with a sample intro. Please distribute it to folks in the business world who might be willing to sign on. I think the tech sector is especially important on this one. If you can get it out today (Friday) that would be fabulous. I am hoping that Braker would be willing to collect the signatures. Or, if it's better to do it through our Blue State system with a petition, go for it. I am going to send it to people I know Dear Boulder City Council, I make no assertions about the rightness or wrongness of the lane changes on Folsom Street (and potentially elsewhere), but if the City Council saw fit to make the change, it should see fit to find out - from sufficient data - whether the program is worth keeping. Culture change is difficult, and if loud, angry detractors win the day, then culture change becomes impossible. Sincerely, Gregory
martha	8/20/2015	Email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Council, I have a car and a truck, and a couple of bicycles, I am seldom able to ride along Folsom on a bicycle, though I was driving my car along that route some times a few times a day. With the recent installation of the segregated bike lanes I have since been taking a bike on my journey, what a joy, when one can relax in safety! Previously bike riders endured vehicles either rolling into the bike lanes or "brushing up" along their pant legs, usually driving well above the posted speed limit. Complaints by drivers, (in my humble opinion,) are those who endeavor in either "pushing" or breaking the speed limit. When I do drive on Folsom in my car, I have found that the drivers, due to the segregated lanes, must in fact do the speed limit and stay in their lanes...a "win-win" in my book! Please bring forward my opinion on this to the council and stand bold and brave against the status-quo Bill
Gregory	8/20/2015	Email	Folsom Street				1	positive	Safety	Growth and development	Dear Council, I have a car and a truck, and a couple of bicycles, I am seldom able to ride along Folsom on a bicycle, though I was driving my car along that route some times a few times a day. With the recent installation of the segregated bike lanes I have since been taking a bike on my journey, what a joy, when one can relax in safety! Previously bike riders endured vehicles either rolling into the bike lanes or "brushing up" along their pant legs, usually driving well above the posted speed limit. Complaints by drivers, (in my humble opinion,) are those who endeavor in either "pushing" or breaking the speed limit. When I do drive on Folsom in my car, I have found that the drivers, due to the segregated lanes, must in fact do the speed limit and stay in their lanes...a "win-win" in my book! Please bring forward my opinion on this to the council and stand bold and brave against the status-quo Bill
Steven	8/20/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	#BikeFolsom
Pa	8/20/2015	Twitter	Folsom Street				1	positive			#BikeFolsom
											Dear Boulder City Council, I am an avid cyclist - both for recreation and errands. I am concerned about the Folsom Street bike lanes actually creating a LESS SAFE environment for cyclists. The resulting congestion and traffic from removal of a full car lane is not tolerable. I'm concerned about resulting road rage, non-stop streams of traffic and motorists getting frustrated. I have been a member of a masters cycling team for many years and am a member of Boulder Cycling Club. I travel by bike for errands regularly in Boulder. You would think I would be approving the bike lane experiment, but I am not in favor. Sincerely, Annette Kissinger North Boulder Sincerely, Annette
annette	8/21/2015	Email	Folsom Street				1	negative	Auto congestion	Noise	Dear Boulder City Council, I bike most weekends recreationally and bike from South Boulder to my office on Pearl Street year around (about 2 - 3 times per week in warmer weather (I biked today for example), and 1 or 2 times a week in the winter). As a biker and driver, I feel the Folsom Street bike lanes are a mistake. The bike lanes on Folsom Street were adequate before. I would often bike on them and never was scared or had any trouble. Now there is an annoying backup of cars during rush hour. I've tried driving on this several times at the end of the day to see how bad it is, and I think it is pretty bad. And the last time, while I was waiting 10 minutes or so to get from Pearl to Canyon around 5:30 pm, no bikes passed. Drivers are already too angry with bicycles and misguided changes like this one will only make it worse. I think the bike lanes on Folsom Street should be reverted to what they were previously. Sincerely, Seth
Seth	8/21/2015	Email	Folsom Street				1	negative	Auto congestion	Growth and development	Hello, I live on Folsom Street between Canyon and Walnut. The living hell, your current experiment here is a disaster. The traffic jams in the morning, evening and at random times are continuous and unremitting. The traffic noise and pollution are much greater. There is no increase and possibly a diminution in bicycle traffic. To treat the electorate as experimental test subjects is disgraceful, and, in this case, stupid. I am organizing a group to make sure none of this council are re-elected and to fire your traffic director. I've never voted Republican before but will now.
Douglas	8/21/2015	Email	Folsom Street				1	negative	Auto congestion	Safety	Douglas As much as I love biking and commuting to work everyday on my bike using the Folsom route I have to say that the protected bike lanes are crazy and a waste. They cause more traffic problems then they are worth and make turning onto streets even more difficult based on the positioning of the lanes and having less space to turn. One of my biggest complaints about the lanes as a cyclist is it makes passing other cyclists harder because of the poles that come out the ground. Coming from the east coast where we would ride on road that had no shoulder, back country roads that had no shoulder and main busy road similar to Broadway all the time. I think the current bike lanes are a luxury and protected bike lanes are over kill. People need to learn how to ride together with cars and cars with cyclist in a manner that is correct. Riders need to learn to ride to the right and give cars the ability to pass them so they are not taking up the whole road. It called sharing the road and in sharing it does not mean taking up the whole road or getting mad at someone for being at you when you are riding in the middle of it. Even with these lanes you still see so many people riding on the sidewalk, I think the education of riding in normal bike lanes is important before investing money in protected lanes that just make everyone more uncomfortable. Please, please remove these silly lanes and make Folsom two lanes again please! Sincerely, Fau
Paul	8/21/2015	email	Folsom Street				1	negative	Safety		Dear Boulder City Council, I am used to protected bike paths in Finland where they are not so usable 5 months of the year due snow and ice. I commute most of the times through Iris Avenue to work with bicycle and obstacle number one is NOT Iris Avenue or Folsom bike lanes being unsafe but a) what happens when bike lane ends b) snow (when exists) on bike lane. "Right sizing" will make bike line snow dump for the car lanes thus making problem bigger. answer to problem b is to develop reasonable (by reasonable I mean same level bikelines as Iris Avenue has now) bikelines to where existing bikelines end. Now whole "experiment" is driven by feelings instead of reason and local business owners get attacked when they do not agree. As a result we see more aggressive behaviour from motorists and bike commuting in fact has not improved on my qualitative experience. To call this experiment should have publish quantitative data breakdown instead of just out of blue press releases AND not have name in the experiment that already is load ed with wanted outcome (Right sizing) maybe next experiment should be called "Road rage" or "Traffic limiting" experiment. Sincerely, Toni
Toni	8/21/2015	Email	Folsom Street				1	negative	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes--driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Meghan
Meghan	8/21/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	

											Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike as well as easier to cross the street. Our family often commutes around Boulder with our 7 year old son. This can be a big safety risk depending on where we need to travel; if there is a bike path to utilize; and what type of car traffic we anticipate encountering. So on some trips we choose to go by vehicle because sharing the route with car traffic is not a safe biking option with young children. The Folsom bike lane opens up a significant north-south bike commuting option for us. Thank you for your commitment to the project so far. We choose to live in Boulder for many reasons including raising our kids with important environmental and sustainability values. Dedicated bike lanes such as the one on Folsom greatly support our ability to teach our child how to have a lesser negative impact on the environment and the Earth's resources, as well as how to live a healthy lifestyle. We feel a few minutes of delay (perceived or real) for vehicle traffic is a small sacrifice to keeping bikers on the roads and safe for the betterment of everyone in our community. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely,
Kerry	8/21/2015	email	Folsom Street			1	positive	Safety			
Morgan	8/21/2015	email	Folsom Street			1	positive	Safety			
Donna	8/21/2015	email	Folsom Street			1	positive	Safety	Environment		
Spencer	8/21/2015	Email	Folsom Street			1	positive	Safety		Better for cyclists	
Roberta	8/21/2015	email	Folsom Street			1	positive	Safety		Better for cyclists	
Jeff	8/21/2015	email	Folsom Street			1	positive	Safety		Better for cyclists	
Emily	8/21/2015	email	Folsom Street			1	positive	Safety	Environment		
Fernando	8/21/2015	email	Folsom Street			1	positive	Safety		Better for cyclists	
Jim	8/21/2015	Email	Folsom Street			1	positive	Safety		Better for cyclists	
Andrew	8/21/2015	email	Folsom Street			1	positive	Safety		Better for cyclists	
Christa	8/21/2015	Email	Folsom Street			1	positive	Safety		Better for cyclists	

											Dear Boulder City Council, Please keep the Folsom bike lane project alive. Drivers may be irritated because they don't like to be inconvenienced - but if expediency is their goal then they should drive on 28th St. As a cyclist and longtime boulder resident I urge you to make cycling safer - for ourselves, our children and our environment. In general the bike paths in Boulder are fabulous. Let's keep it going! Sincerely, Connie
Connie	8/21/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, Dedicated bike lanes Rock and allow Boulder to recapture the nation's attention as a thought leader in multi mode transportation. We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Alex
Alex	8/21/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, Dear City Council, I am writing to ask you to please keep the Folsom Street bike lanes pilot going. I have routinely used Folsom for getting around town - both by bike and by car. I think the larger, protected bike lanes make a huge difference, especially for new cyclists who are less comfortable riding in traffic. It is possible that the right-size project won't be the best solution - but it is well-worth the planned year-long project to find out more about what works and what doesn't. Please stay the course! Sincerely, Charles
Charles	8/21/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. -- Between 2011 and 2014, the number of protected bike lanes tripled from 78 to 191. -- After a protected bike lane is installed, bicycling increases 75%. -- 96% of people on bikes say they feel safer in a protected bike lane. Sincerely, Nathan
Nathan	8/21/2015	Email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Additionally, when I do drive on Folsom I don't find the delays incurred to be oppressive, and I believe the trade off to be worth it for the overall quality of transportation options. Sincerely, Josh
Josh	8/21/2015	Email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Lucian
Lucian	8/21/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. If Boulder wants to be seen as the revolutionary place it is, and the golden child of cycling in the US, we need to make sure we have infrastructure to support the cyclists. Sincerely, Shawna
Shawna	8/21/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, I've lived in Boulder since 1993 (am a Colo native) and have been without a car since 2009. Thus, my bike is my car! I commute daily to work 5 miles each way and run my errands on bike and bus. And I've been thrilled to see the new protected lane projects pop up around town, to supplement all the great bike paths to help us get around Boulder. I ask that you give the Folsom Street pilot project a full year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Janine
Janine	8/21/2015	Email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. In addition to biking, I also drive and have found no significant issue with traveling on Folsom - particularly as compared to other car clogged thoroughfares in Boulder. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Gareth
Gareth	8/21/2015	email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, I ask that you give the Folsom Street pilot project a full year. It's an important corridor and it should support all modes—driving, walking and biking. I previously rode this section daily when I lived on Valmont, and believe the new setup makes the road a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Joshua
Joshua	8/21/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Matt
Matt	8/21/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	

											Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. I have used the bike lanes on Folsom before they were protected and I am much more likely to use them now that they are. After a protected bike lane is installed, bicycling in that corridor typically increases 75%. As a driver and cyclist, I am proud to see these lanes being used in Boulder. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Nicholas
Nicholas	8/21/2015	Email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, Please keep the Folsom Street pilot project alive long enough to collect and interpret the data to demonstrate how it is working. The loud-mouth complainers need time to get used to the change. The protected lane on University is the best thing Boulder has ever done in support of my bike commute. I will be happy to use the new Folsom lanes for other of my riding around town. Boulder needs to climb up in the rankings of bike-friendly towns. Projects like Folsom will get us there. Sincerely, Elizabeth
Elizabeth	8/21/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Much easier to get across town and avoid driving my car as much. Something else to consider as our traffic congestion increases: A congestion charge like they use in London. The Congestion Charge is an £11.50 daily charge for driving a vehicle within the charging zone between 07:00 and 18:00, Monday to Friday. The easiest way to pay the charge is by registering for Congestion Charge Auto Pay. There are a range of exemptions and discounts available to certain vehicles and individuals. If people want to drive around Boulder, there would be a fee. If people know there is a fee, they might take some additional time to plan and ride their bikes. This is the kind of incentive that changes habits. Thanks, Richard
Richard	8/21/2015	Email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, George
George	8/21/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Hi- I'm writing to voice my strong support for continued civic experimentation such as our Living Labs program. I know many people are upset about having fewer lanes for cars on Folsom. Our culture is utterly dependent on vehicles. Many drivers recognize, intellectually, that this auto dependency is toxic to society and nature; but, when confronted with the apparatus of real change, they balk. It was the same when we proposed eliminating plastic bags or smoking in restaurants. Change is hard, but that's no reason to stop changing. I hope we will persevere. Specifically, I hope we will continue... 1) Collecting data from the Folsom bike lane experiment. The experiment may demonstrate that the new lanes are an improvement or it may demonstrate the opposite. In either case the experiment will succeed. But if we stop it early — if we give in to the shrill voices who insist change should not affect them — the experiment will fail. And that will be a failure for all of Boulder. 2) Devising and trying other transportation and quality of life experiments in our civic spaces. Anyone who has traveled anywhere has seen how different places each do at least one thing better than we do (things like health care, transportation, family cohesion, food systems, etc.). Even in a town as wonderful as ours, we can make things better. While other places wait for the future, we in Boulder create it. Let's keep improving. Thank you. Justin
Justin	8/21/2015	email	Folsom Street				1	positive	Safety	Environment	I support the Living Labs on Folsom and encourage the city council to stick with the project. Unfortunately with this type of street project, we see the negatives immediately: traffic delays, adaptation to a new street configuration—while the benefits of increased bike ridership, reduced crashes, and cultural shifts will accumulate over the course of months or years. I appreciate the council's prudence in delaying the Living Labs on 11th Avenue and 63rd Street until the city proves it can make the changes on Folsom work. But we need to give staff the time and backing to make tweaks to Folsom over the next year to ensure the community gets the desired benefits. Boulder has largely topped out on its bicycle network under the current infrastructure and path system, and we need to give a real test of improved on-street facilities to make progress toward the TMP goals. Please give the Folsom project the support it needs. Eric
Eric	8/21/2015	Email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Sabela
Sabela	8/21/2015	Email	Folsom Street				1	positive	Safety	Better for cyclists	Hi- I love that you are doing an experiment on making Boulder better for bikes. It is seriously scary out there sometimes, you feel so vulnerable. Also, it's annoying driving a car without a clear delineation between the cars and bikes. You feel like you're gonna hit them. Bike lanes solve both problems. I think in the long run, more bike lanes is good for Boulder. There will be a culture change that's good for the planet, good for traffic, and good for our beautiful city! Thanks for all your hard work! Pieter
Pieter	8/21/2015	Email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, William
William	8/21/2015	Email	Folsom Street				1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Allen
Allen	8/21/2015	Email	Folsom Street				1	positive	Safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. A knee jerk reaction isn't the right thing to do. Let people have more time to figure out their best routes via automobile and traffic issues will resolve. Sincerely, Braden
Braden	8/21/2015	Email	Folsom Street				1	positive	Safety	Better for cyclists	

											Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Boulder has been a destination from world class athletes to those looking to discover the outdoors for the first time. Unless we continue to actively encourage those individuals to ride, run and explore the outdoors in a safe and friendly environment we will lose what makes Boulder unique. Sincerely, Kiel
Kiel	8/21/2015	Email	Folsom Street				1	positive	Safety	Better for cyclists	Kiel
											Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Jane
Jane	8/21/2015	Email	Folsom Street				1	positive	Safety	Better for cyclists	Jane
											Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, John
John	8/21/2015	Email	Folsom Street				1	positive	Safety	Better for cyclists	John
											Dear Boulder City Council, I am a car driver on Folsom and use it regularly. I have experienced an uptick in the number of bicycle riders on Folsom since the pilot project was put into place. However, I think the short amount of time the pilot has been in place is not adequate for a fair evaluation. I strongly urge you to keep the pilot project in place for a full year before evaluating. I also am an occasional bike rider in other parts of town and I am sure I will eventually find myself on Folsom now that it appears to be a much safer experience. It will take potential bike riders some time to realize the opportunity is there and to begin using it. Please give the pilot a fair chance. Although as a car driver it took a little getting used to the changes, it hasn't created more than a minor inconvenience, certainly one I am willing to live with. Sincerely, Chris
Chris	8/21/2015	Email	Folsom Street				1	positive	Safety	Better for cyclists	Chris
											Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a safe place to bike whereas before it was too dangerous. Folsom is a major corridor for me and biking is my main form of transportation for work and social affairs. I appreciate this initiative to evolve Boulder into a resilient city for the tough times ahead when energy and food shortages are likely. A little pain is necessary to shift away from driving. We can't just talk about it, climate change and species extinction - we have to make real changes. Folsom is a bold and challenging project, and Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Frank
Frank	8/21/2015	Email	Folsom Street				1	positive	Safety	Better for cyclists	Frank
											Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Bikers have to modify their patterns of travel to deal with car traffic, so it seems to me that it is not unreasonable to ask cars to do the same to support a safe path along Folsom Street. Removing these lanes would be a huge step backwards for both bikers and climate change mitigation. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Brock
Brock	8/21/2015	Email	Folsom Street				1	positive	Safety	Better for cyclists	Brock
											Dear Boulder City Council, I am a mom and these lanes have made me feel safe while riding with my son. We are not able to ride down 28th and the addition of these protected lanes on Folsom has helped us get around town safely. PLEASE KEEP THE LANES!!!! I love Boulder and what we stand for Sincerely, Virginia
Virginia	8/21/2015	Email	Folsom Street				1	positive	Safety	Better for cyclists	Virginia

											<p>As a resident of the City of Boulder, I'm in support of adding more bike lanes to the roads in Boulder. In particular, I support the addition of the Folsom bike lane.</p> <p>I have been employed in the City of Boulder for over two years, and I moved here about a year ago. As a single career woman, 43, I noticed that it was difficult for me to find a small affordable one bedroom apartment to rent on my middle class income within the city, but I'm making it work. I looked in the surrounding areas, but decided not to rent there due to the bike lanes coming into the city not being very safe. In particular, east-west routes seemed unsafe coming in from Louisville/Lafayette areas.</p> <p>I'm very concerned about global warming and car culture, and support any decisions made to reduce the use of gas in the city, and making it safer for bikes to navigate through the city. Ideally, I would love to see an intricate bike lane system across Boulder County that allows bike commuters to come in from the surrounding cities without risking death by cars on the main veins coming into the city.</p>
Crystal	8/22/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	<p>Dear Boulder City Council,</p> <p>We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street.</p> <p>Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom.</p> <p>Sincerely,</p>
Chris	8/22/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	<p>Chris</p> <p>Dear Boulder City Council,</p> <p>We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street.</p> <p>Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom.</p> <p>Sincerely,</p>
Heidi	8/22/2015	Email	Folsom Street				1	positive	Safety	Environment	<p>Heidi</p> <p>Dear Boulder City Council,</p> <p>We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street.</p> <p>Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom.</p> <p>Sincerely,</p>
Kegan	8/22/2015	Email	Folsom Street				1	positive	Safety	Environment	<p>Kegan</p> <p>Dear Boulder City Council,</p> <p>We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street.</p> <p>Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom.</p> <p>Sincerely,</p>
Rena	8/22/2015	Email	Folsom Street				1	positive	Safety	Environment	<p>Dear Boulder City Council,</p> <p>We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street.</p> <p>Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom.</p> <p>I rode my bike all through Montreal, Quebec, a very busy huge city on protected bike lanes. The bike traffic was as intense as the car traffic but it all worked great.</p> <p>As a fairly experienced road rider, I still loved riding the new Folsom project.</p> <p>Sincerely,</p>
Jeff	8/22/2015	email	Folsom Street				1	positive	Safety	Environment	<p>Dear Boulder City Council,</p> <p>We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. A year will give everyone an opportunity to adjust.</p> <p>It hasn't even been tested with the CU students left.</p> <p>Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom.</p> <p>Sincerely,</p>
Michael	8/22/2015	email	Folsom Street				1	positive	Safety	Environment	<p>Dear Boulder City Council,</p> <p>We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street.</p> <p>Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom.</p> <p>Even as a long time road rider, I really liked using the protected lanes on Folsom. And as a driver I also didn't find it anymore hassle than usual.</p> <p>Sincerely,</p>

										Good morning! I'm writing to thank whoever is in charge of the protected bike lanes on Folsom. I feel much more at peace, less anxious when I'm riding, and it makes me want to ride even more! I imagine it might encourage more people to bike, too. Folsom is such a convenient street to bike - I take that route almost everywhere I go. I hope it can stay! Thank you! Erio Casey
Erio	8/22/2015	email	Folsom Street			1	positive	Safety	Environment	
										Stick to your guns and keep those Folsom Bike Lanes. It is a thing of beauty to see a parade of cyclists starting their day heading down Folsom. Businesses will complain about anything, but in the end, this will be helpful to all. This is the kind of community we want to be. Thank you for your work. Sincerely,
Joe	8/22/2015	email	Folsom Street			1	positive	Safety	Environment	
										Thank you so much for giving this challenging project a try. I am so proud of Boulder for being so forward thinking and pro active. Every time I visit places like the Netherlands where bikers, cars and pedestrians move with equal ease, I think "Boulder should be like this!" Please give the Folsom Street pilot project at least a year. It takes time for people to adapt to change, and we believe this is a great step in supporting all modes—driving, biking and walking. The recent improvements make the Folsom corridor a better place to drive, bike and walk. I've never before felt comfortable on Folsom on my bike, but now I do. In my car it simply makes me more aware that I'm sharing the road with bikers, and to be extra careful. I am happy to have the option to bike, drive (or walk) safely. The additions to the Folsom corridor make it a safer place to be - in any mode of transport. We think it's a great change, but people need time to adapt to any kind of change, so please give it time. Folsom is a bold and challenging project, and Boulder needs to be strong if we're going to reach our mobility and climate change goals. Please stay the course on Folsom and give people a chance to adapt. After all, Boulder should constantly advance as world leaders in green energy and well being if it is going to stay such a wonderful place. Sincerely,
Lori	8/22/2015	email	Folsom Street			1	positive	Safety	Better for cyclists	Lori
										Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely,
Frank	8/22/2015	email	Folsom Street			1	positive	Safety	Better for cyclists	Frank
										Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely,
Ryan	8/22/2015	Email	Folsom Street			1	positive	Safety	Better for cyclists	Ryan
										Dear Boulder City Council, It is my hope that we'll see more and more protected bike lanes throughout the city in the coming years. As it gets safer to get more places by bike, more and more people will choose to ride. It may take some time for people to adjust, but it is well worth the effort. This is important! We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely,
Alana	8/22/2015	Email	Folsom Street			1	positive	Safety	Better for cyclists	Alana
										Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely,
Donna	8/22/2015	email	Folsom Street			1	positive	Safety	Environment	Donna

										Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. The recent improvements make it a more comfortable place to bike for less confident riders. Making biking appealing to a wider range of people is a traffic solution. Over time, when frustrated drivers change their habits from driving to biking, traffic congestion will reduce. In fact, the inconvenience this project has on drivers is a good thing! Boulder has committed to reducing single occupant vehicle traffic, and this project puts our money where our mouth is. Please stay the course on Folsom. Sincerely, Carrie	
Carrie	8/22/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Carrie
											Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Mary
Mary	8/22/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Mary
											Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Alexander
Alexander	8/22/2015	Email	Folsom Street				1	positive	Safety	Environment	Alexander
											Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Daniel
Daniel	8/22/2015	email	Folsom Street				1	positive	Safety	Environment	Daniel
											Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. I feel much safer on this route now, previously I biked on the sidewalk to feel safer, which is not really safe for other reasons. I love seeing more bikes out there and have driven Folsom a few times near rush hour and had zero issues with traffic. This will pay off for Boulder, much like the Pearl St. mail did. We need more of these please! Sincerely, Angie
Angie	8/22/2015	email	Folsom Street				1	positive	Safety	Environment	Angie
											Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Sarah
Sarah	8/22/2015	Email	Folsom Street				1	positive	Safety	Environment	Sarah
											Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. I frequently drive my car on Folsom and I have NOT experienced delays nor have I had difficulty accessing businesses on Folsom. Boulder should strive to be a pioneer in creating a city where biking and walking are preferable to driving a car. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Lisa
Lisa	8/22/2015	email	Folsom Street				1	positive	Safety	Environment	Lisa

											Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Justin
Justin	8/22/2015	email	Folsom Street				1	positive	Safety	Environment	Justin
Sara	8/22/2015	email	Folsom Street				1	positive	Safety	Environment	Hello, I'm Sara Way, a city of Boulder resident, and I ride my bike daily on Folsom. I find the new bike lanes there nicer and most importantly, I feel safer riding on Folsom than I have before. Thank you for making the change to a more bike friendly city. I look forward to seeing more installed throughout the Boulder. One day I hope we can compare our town to Amsterdam and how progressive they are about having a more bike friendly community. Much respect, Sara
Carolyn	8/22/2015	Email	Folsom Street				1	positive	Safety	Environment	Since the reconfiguration of Folsom, I've travelled the corridor both on bike and as a motorist - at rush hour. As a cyclist, it is so much more comfortable to ride this street. It also provides a nice way to get to 29th Street and adjacent commercial areas. My previous bike route to that area from north Boulder was on Fimer's 2-mile. But upon reaching the south end of that path, getting to Target, Macy's, Apple etc is no fun. Now I can go as far south as I need to on Folsom's protected lanes and then cut across to 28th st. There's still some hairy riding, but it's a real improvement. As a motorist, Folsom "feels" more congested in the late afternoon. But I haven't noticed that it actually takes any longer to get from Arapaho to Valmont than in the past. I'm really disappointed in the sense of outrage over this project expressed by some of my fellow Boulderites. Their position seems to be "We're all for alternative transportation, and really mad that our commuter rail has been delayed. But DON'T YOU DARE do ANYTHING that affects my driving habits." Seems very petty to refuse to give this experiment - which has had good results in so many other towns and cities - a chance. Please give this project the time necessary to find out what does or doesn't improve for travelers along Folsom.
Ginger	8/22/2015	email	Folsom Street				1	positive	Safety	Environment	We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. As an avid cyclist and "fewer cars" proponent, I hope Boulder will continue to become MORE bike friendly. I am currently reading "The Bicycle Diaries, My 21,000-Mile Ride for the Climate" by David Krooduma. Here is a paragraph I particularly like (pp. 189-190) and would like to share: "I'd also fallen in love with Colombia's bike culture. I still smile when I think of how I'd arrived in Medellin on a Sunday morning to find the major roads open only to bicycles, and how I biked across Bogota following bike lanes safely separated from car traffic. I find cities that are safe to bike in intrinsically more welcoming. Cars can be noisy and dangerous, and they wall us off from our neighbors. Bikes, on the other hand, create no boundaries between individuals. As such, they are a statement of trust and freedom. They can also be a part of the solution to climate change. Bike culture is not the entire solution, as no single remedy will solve this challenge. But I firmly believe one excellent path to cutting carbon emissions and improving our quality of life concerns two interrelated elements: better urban planning, and the bicycle."
Bryan	8/22/2015	email	Folsom Street				1	positive	safety	Better for cyclists	Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Bryan
Pete	8/22/2015	Email	Folsom Street				1	positive	Safety	Better for cyclists	I wanted to add my voice to those that believe we should keep the Folsom changes in place at least until further data can be collected. I have been on the new Folsom both by bike and car, and I understand both sides of the issue. Here is why I believe more time is needed: 1) With the new barriers, Folsom admittedly has the "feel" of a construction zone. I have noticed this as a driver, and admit it has made me want to avoid driving on it for no reason other than that feeling. But that takes time to get past. Folsom has been the same for decades. Change takes time. 2) Because it is single file, stop lights have the "appearance" that cars are backed up twice as far. In reality, that is only because it is single file, and drivers believe it will take twice as long to reach the light as it is used to. But that has not been the case in my experience. So again, I think this just takes getting used to. On my (non rush hour) driving trips on Folsom, it has been smooth and fast. I think it just needs more time for people to get used to it. 3) I rarely used by bike on Folsom previously, but I have now used it several times. Folsom is now excellent for cyclists and I will continue to use my bike more frequently to go to places like McGuckins. So for me personally, it is definitely increasing my bike versus car trips.
Becky	8/22/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Again, I encourage you to PLEASE CONTINUE RIGHT-SIZING on Folsom, at least until the community has more time to get used to it and more Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Becky

												<p>I have been a Boulder resident for nearly 45 years. It has been my true pleasure to enjoy the many advantages of living here, and too, the quality of city services...until now. I am truly perplexed how this decision could have been made. Given that I live off 28th street and have several children to chauffeur around (and we do not have the health luxury of being able to bike) you have created a time consuming and frustrating circumstance for us.</p> <p>This is truly the first time the city has angered me, affected my family in such a negative way. While I always respect the rights of bicycle riders, this has gone way over the line. I now ride around different streets to avoid the gigantic mess on Folsom Street. Just how is that saving on emissions? Clearly we are not the only ones to do this.</p> <p>I am most disappointed in this city council's judgement and urge you to return Folsom Street to the way it way.</p> <p>Sincerely, Leslie</p>
Leslie	8/23/2015	Email	Folsom Street				1	negative	Auto congestion			<p>Dear Boulder City Council,</p> <p>Please restore the previous bike lanes on Folsom Street. It appears to me that the traffic jams and the bike lane traffic actually makes it twice as dangerous for bikers. The previous four lane corridor was an important traffic corridor for the city and local business access, and more traffic jams down town hurt the local economy. Folsom Street already had large bike lanes and there are other, less busy streets (19th for example) that can accommodate north-south traffic.</p> <p>The city should be more creative with north south green ways and bike corridors and consider a western corridor on open space property on which bikes can travel.</p> <p>Bikes are important in the city, but so are roads and lanes for cars. Please find other creative solutions to keep bikers safe without making the transportation systems in the city even more congested.</p> <p>Sincerely, Bill</p>
Bill	8/23/2015	Email	Folsom Street				1	negative	Safety	Environment		<p>I see for the second time this summer you are admitting to "mistakes." Yet all I read is "spin" and ignoring the real mistake, which was to do such a stupid idea to begin with!</p> <p>You ARE right: You did not listen well. I believe 70% of your input in June was negative, yet you promptly voted to do three streets in a couple of months.</p> <p>How could you not realize in June that you should have: 1. Share more data 2. Collected more data.</p> <p>I am engineers. People would be FIRED in my company, if they tried to push through a project the way the city did it.</p> <p>I also have lost faith, because what we are hearing now, is very different from what we heard in June. Originally you wanted to do all the streets in a very quick period. This tells me you were not interested in collecting data, but just pushing this through. So all your current comments to keep Folsom Street to verify data, ring very hollow to me as your story has changed.</p> <p>I, and many other residents of Boulder, want to know how the data will be taken. Above all, you CANNOT just use Folsom Street to collect data: - You need data from other parallel streets for BOTH cars and bikes. And do include 28th street for cars.</p> <p>Truth is, you don't need more data! End the stupid experiment now! You have increased pollution with the more stop-start driving, increased car/bike resentment, and not increased safety in any meaningful way.</p> <p>Virtually all this was predicted by me and many others in June. You are welcome to re-read my letter, which was apparently ignored at the time.</p> <p>- Steve</p>
Steve	8/23/2015	Email	Folsom Street				1	negative	Auto congestion	communication		<p>Good afternoon-</p> <p>PLEASE END THE MADNESS!!</p> <p>I read you are meeting to reconsider your decision to disrupt auto traffic in our city, and that you are looking for feedback from the community. This re-districting of the two lane roads into full car width lanes for bikes is unfair for the majority of our community commuters.</p> <p>We are a diverse city that has all sorts of residents. Cyclists, rollerbladers, skateboarders, autos. Boulder previously had sufficient bike lanes for the biking community (except in city district gunbarrel areas). And HAD sufficient auto lanes... (But ONLY when the roads are open and not under construction, and when lanes that were enlarged to 2 lanes are kept as such).</p> <p>We have been watching daily and there is not nearly enough bike traffic to warrant such large bike lanes!</p> <p>PLEASE PLEASE STOP THIS MADNESS OF BIKE LANE TAKEOVER!!!!</p> <p>I hope everyone will please write to the council members so majority voices can be heard.</p> <p>Sent from a mobile device, please excuse typos.</p>
Chris	8/23/2015	Email	Folsom Street				1	negative	Auto congestion	Business impacts		<p>My husband and I are both cyclists and attempt to ride wherever we can without a car. (which is only when we don't have riders in our car). I was originally intrigued by the idea of the right sizing project. But it is clear that Folsom and its Avenue were simply not created for this purpose and retrofitting them as such is an unworkable idea. In my opinion, the new road is considerably more dangerous for both cyclists and drivers. It is cluttered, confusing, distracting and even out-right dangerous in the reconfiguration of the turn lanes - both the new turn lane at Canyon and Folsom and the turn lane just S of the slight hill between Mapleton and Evergreen. Over time, I would be very surprised if the total number of accidents didn't increase over time - both car/car and car/cyclist accidents both on Folsom and on other impacted roads.</p> <p>In terms of impact and assessment, the current calculations are greatly understating the true impact of Folsom "right sizing" in many ways. I am not a business owner but my two big ones are: 1) It is not a 2:1 driver to cyclist ratio. I always have others in the car when I am driving, mostly my kids but often my niece and nephew or mother or elderly friends who needs to get to appointments and errands. So tallying simply the # of cars impacted greatly underestimate the number of the people impacted by slower and frustrating drive times. 2) Because of having to sit and wait to turn RIGHT onto Folsom at Pine too many times (because cars are backed up at the light on Pearl), I will no longer be driving Folsom until this experiment has ended and Folsom returns back to sanity/normal. In the meantime, unfortunately, it is in my family's interest to take circuitous routes through Boulder neighborhoods with a certain and known drive times than "chance it" on Folsom.</p>
Kimberly	8/23/2015	email	Folsom Street				1	negative	Auto congestion	Safety		<p>Boulder Council</p> <p>My husband is close to 70 and I am over 60. We live in North Boulder. My husband has bad knees and his doctor tells him not to walk or jog, but he is allowed to bike. However, it is frightening as there have been too many times that we were almost hit by cars. Cars come to close and don't watch out enough for cyclists. Please support us being able to bike safely by supporting the right sizing project on Folsom Street and Iris Avenue.</p> <p>Thank you,</p> <p>John Falconer</p> <p>Kay</p>
Kay	8/23/2015	email	Folsom Street				1	negative	Auto congestion	Safety		<p>To council members:</p> <p>Once again, I write to you about this contentious issue. I have been a Boulder resident since 1970 and have never seen such divisiveness in town. Even the term "right sizing" is completely inappropriate. I work on Folsom and see this mess, with backed up traffic, engines running, flared tempers and confusion among drivers many times, every day.</p> <p>The students are back and surely, this situation will just get worse. And what about winter months and snow in the streets?</p> <p>Please do the "right" thing NDW and return the lanes to their original condition. Why the council and department of transportation went ahead and made such drastic changes without public input is incomprehensible to me.</p> <p>Sincerely, Carroll</p>
Carroll	8/23/2015	email	Folsom Street				1	negative	Auto congestion	Safety		

											Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely,
Marco	8/23/2015	Email	Folsom Street				1	positive	Safety	Better for cyclists	Marco Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. People don't like change, especially when something is taken away from them. I encourage you to do more education and outreach to help people realize the benefits to our community and the environment. Sincerely,
Lena	8/23/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Lena Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely,
Tom	8/23/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Tom Dear Boulder City Council, I ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Boulder is at the forefront of being a bike friendly community that other cities are emulating. Please stay on the forefront and provide more time to evaluate this new bike lane. Sincerely,
Steve	8/23/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Steve Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely,
Jake	8/23/2015	email	Folsom Street				1	positive	Safety	Environment	Jake Dear Boulder City Council, Between 2011 and 2014, the number of protected bike lanes in the United States tripled from 78 to 191. Other cities are using these lanes, now Boulder should too. We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely,
Stephanie	8/23/2015	email	Folsom Street				1	positive	Safety	Environment	Stephanie Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely,
Corey	8/23/2015	email	Folsom Street				1	positive	Safety	Environment	Corey Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely,

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John	8/23/2015	email	Folsom Street				1	positive	Safety	Environment	John
											As a commuter and a parent with kids who commute, I ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. We need more areas in the city that are protected for cyclists. I cannot express how frustrating and frightening it can be when riding with my school age children on city streets. We often forgo the bike lanes for sidewalks simply for car to biker safety. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. We also look forward to better bike lanes on Iris Avenue. The current bike lanes are unsafe for commuting school children and the sidewalk too narrow and often overgrown with foliage. Sincerely,
Lorna	8/23/2015	email	Folsom Street				1	positive	Safety	Environment	Lorna
											Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Cassie
Cassie	8/23/2015	email	Folsom Street				1	positive	Safety	Environment	Cassie
											Dear Boulder City Council, As I live on South Street, I ride on Folsom Street practically every day. Before the new bike lanes were added, making a left onto South Street while traveling North on Folsom was a dangerous proposition. Cars would often quickly pass within a few feet of me as I waited for traffic to abate enough for me to make a left turn. Now with a dedicated turn lane I no longer have to fear a car clipping me as they hurriedly pass me. And this is but one benefit of the modified traffic pattern -- cars making a right turn onto Canyon are no longer almost hitting me as the bike lane now obviates this outcome. It's a wonderful change and I feel much, much safer commuting by bicycle on Folsom Street. With this in mind, please give the Folsom Street pilot project a year. I applaud the council for taking on such a project, but it's a necessary step in making Boulder a healthier, safer place to live and work. Sincerely, Jason
Jason	8/23/2015	email	Folsom Street				1	positive	Safety	Environment	Jason
											I just wanted to take a moment to say that I love biking down Folsom. It used to be that I had to use 28th to ride down and that happened once. It was horrible and I felt terribly unsafe. I just decided that this route wasn't an option anymore. Then the protected lane at Folsom came along and gave me a perfect option for going north and south through that part of town. If nothing else, I hope you review this project for a year especially now that the college kids are here and the bike traffic may increase accordingly. I moved here from the Midwest and this place is like no other for cyclists. It's the first city I've lived where it feels like there is thought and care put in to my preferred mode of transportation. I don't have to take my life into my own hands to ride here and I love it. Thank you. Thank you so much for your consideration. Sincerely, Jeremy
Jeremy	8/23/2015	email	Folsom Street				1	positive	Safety	Environment	Jeremy
											Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Matthew
Matthew	8/23/2015	email	Folsom Street				1	positive	Safety	Environment	Matthew
											Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Now that the pilot project is in place, it's important to give it time to see how it works through the seasons, and through a full academic year. Sincerely, Kristina
Kristina	8/23/2015	email	Folsom Street				1	positive	Safety	Environment	Kristina

											Dear Boulder City Council, I was amazed by how much safer Folsom Street feels now. For years, I have been avoiding it but not anymore. It's important to understand that this project will need time to show its true potential. This is because when you are a cyclist, there are some streets that you simply avoid because you judge them unsafe: Streets like Canyon, Broadway, Arapahoe, and previously Folsom Street. When those streets become safe, it just takes a little bit of time to change habits and to remember that one doesn't have to take the longer way anymore. It feels so much safer. It's amazing and it's so much needed to have a safe South/North option on that side of town. The only other option is to ride the sidewalk lane on 28th, or to go even more East. When you are on the West side of the town, to avoid Broadway, you can go on 13th Street. But on that side of the town, you just don't have any safe options. We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom Street is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom Street. Sincerely,
Sebastian	8/24/2015	Email	Folsom Street			1	positive	Safety	Environment		
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Jim	8/24/2015	Email	Folsom Street			1	positive	Safety	Environment		
										Thank you for undertaking the rightsizing project in Boulder. It has been hugely successful. I understand that many in Boulder are yet to appreciate that success, but your foresight in making this important change will benefit the city in the long term. I am a daily Folsom Street bicycle and car commuter - since the rightsizing change, cyclists have become more common along the route. I commute at rush hour roughly near other days. My journey has gotten 1 minute slower on average. THIS IS NOTHING. I am very happy to wait an extra minute in order that cyclists feel safer riding their bikes to work. On the days I ride, I feel safer, and I am happy to see that more and more riders are joining me on my commute. As the weather gets worse towards winter, it's even more important that the protected lane remains in place - to avoid dealing with out of control cars, and to ensure that cyclists can commute in all weathers in a safe environment. We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom Street is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom Street. Sincerely, Chris	
Chris	8/24/2015	Email	Folsom Street			1	positive	Safety	Environment		
										Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. After a protected bike lane is installed, bicycling in that corridor typically increases 75%. In a survey of Americans who bike, 96% said they feel safer in a protected bike lane. Folsom Street is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Between 2011 and 2014, the number of protected bike lanes in the United States tripled from 78 to 191. Please stay the course on Folsom Street. Sincerely, Benjamin	
Benjamin	8/24/2015	Email	Folsom Street			1	positive	Safety	Environment		
										Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom Street is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom Street. Sincerely, William	
William	8/24/2015	Email	Folsom Street			1	positive	Safety	Environment		
										Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom Street is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom Street. Sincerely, James	
James	8/24/2015	Email	Folsom Street			1	positive	Safety	Environment		
										Dear City Council, Though I am an avid, enthusiastic cyclist, I do not believe that the protected and extended bike lanes are a good solution. I travel with my Alzheimer's ridden 83 year old father every day on Folsom Street. He doesn't have the opportunity to ride a bike. The daily back up with him in the car is particularly stressful. Further, Folsom Street now is pretty unsightly and looks like a construction zone. Based on analysis of the research leading to this decision that I've read in the Camera, it seems as though there has been significant dishonesty about this project. There doesn't seem to be a true baseline to understand and evaluate outcomes. It is truly disheartening to see the Boulder City Council behaving this way, which isn't seeming very uncommon these days. I'm disappointed. Susy	
Susy	8/24/2015	Email	Folsom Street			1	positive	Safety	Environment		
										Dear Boulder City Council, I am writing to you in support of the Folsom Street Buffered Bike Lanes project. I ask that you give the Folsom Street pilot project a year, so that the impacts on safety, driving and biking can be studied. Folsom Street is an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. As a new mom, I was excited by the project as it creates a safe north-south corridor that I will be able to take my daughter on when she is old enough to be in a stroller (as long as it is in place for a year). Prior to the installation, there was not a good north-south connector between Valmont and downtown and Boulder Creek. The bike lanes were too narrow, and cars often went over the line around curves. The city has already invested funding in this pilot project. Complaints by some drivers should not cause the city to reverse a decision and not see this project through. Folsom Street is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. There already seems to be a large increase of bicyclists of all abilities on Folsom Street. Please stay the course on Folsom Street. Sincerely, Amy	
Amy	8/24/2015	Email	Folsom Street			1	positive	Safety	Environment		
										Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom Street is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom Street. Sincerely, Derrick	
Derrick	8/24/2015	Email	Folsom Street			1	positive	Safety	Environment		
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Michael	8/24/2015	Email	Folsom Street			1	positive	Safety	Environment		

											Dear Boulder City Council, We ask that you give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to take for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Stephanie
Stephanie	8/24/2015	email	Folsom Street				1	positive	Safety	Environment	Stephanie
											Dear Boulder City Council, Yesterday I rode my Jeep down Folsom and was thrilled to see five couples out with both kids tagging along on their bikes, and smaller children in carts behind them. Once I turned west on Arapahoe I noticed I was experiencing the same 3 lanes of traffic without the pleasure of seeing people out on their bikes. I may have missed something but if Arapahoe is good enough, I don't see why Folsom isn't even better. Unfortunately I have a flight to catch and can't be at the meeting, so want to reiterate I am FOR continuing this year long project. Let's look to the future and not only keep Folsom bike-friendly, but also move forward with other projects. Sincerely, Bill
Bill	8/24/2015	email	Folsom Street				1	positive	Safety	Environment	Bill
											Please do not yield to the "squeaky wheel" drivers & business owners and end the Folsom Street pilot project. In general, people who are displeased yell louder than those who are pleased. Our culture is one of entitlement & very car-oriented. These are not necessarily good things! What these angry drivers seem to be missing is that the new bike lanes on Folsom in addition to the much-needed turn lane are a HUGE safety improvement for them. I drive, walk AND bike Folsom and have found so many benefits since the change - many driving related: It is easier to make a left onto Canyon when you only have to cross one lane of oncoming traffic instead of two (while also trying to see around the car that is turning left the opposite way). Cars have never seemed to be comfortable driving on the curve of North Folsom by the trailer park without a turn lane separating them from southbound traffic. I can't tell you how many times the car in the left-most lane would veer towards the right lane, or slow to a crawl because they were nervous. And then there's the drivers that would gun it in the right lane to get ahead before the road went down to one lane at Valmont.
Nicole	8/24/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	
											Hello City Council- I live in North Boulder and work in South. I have one child who attends our neighborhood elementary school, and another in day care at my work site. We commute back and forth at all times of day via Folsom, 28th, Broadway and sometimes 9th-55. As a driver, I like the new traffic pattern on Folsom, especially the dedicated turning lane between Mapleton and Valmont. Cars used to travel very fast and frequently switched lanes abruptly to avoid left turners. I have not noticed long delays since the first week when I did get held up at Pearl heading North. I'm sure travel times are a little longer, but that's not a big problem for me. The flashing crosswalks at Spruce and Walnut do add some confusion. The new lanes are a huge improvement for cycling. I stopped regular bike commuting after my first child was born eight years ago, largely because I felt very unsafe pulling a child bike trailer on the narrow Folsom bike lanes and because of near-misses with right-turning traffic. The other North South option from my home is 13th + Broadway bike path, but pedestrians would frequently step onto the path without looking on the university section of the Broadway path. Other options are much longer. I have used the new lanes several times, and it feels much safer. I haven't heard any honking along the way despite biking during the peak commuting times. I especially like that there is room for bikes to pass
Alym	8/24/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	
											Hi council members and TAB, I just wanted to weigh in on the Folsom debate (again) with a reminder that there are a lot of us out here who support this experiment (see just don't relish the idea of being attacked by a horde of angry letter writers/commenters in the camera). Imagine what would have happened if Boulder had abandoned the Pearl Street Mall after 3-4 weeks of a trial period. What would Boulder be like today? Our community needs to grow and change. And we need your leadership to steer the ship of our city through today's turbulent waters. Thank you for staying the course and giving this experiment a fair chance. As I've said all along, if it does not work after giving it a fair chance, we can repair the roads and tear down the bollards. The key as I see it is this - the experiment is only worth halting if you no longer support the objectives the drove the project in the first place - increasing mode share, reducing carbon emissions, reducing SOV share, etc. If those are still goals you support, then let's allow this experiment to run its course. Sincerely, Jason
Jason	8/24/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Jason
											I have lived in Boulder for 10 years and on Folsom St for 8 years. I have been a road cyclist for the past 30 years and appreciate the councils commitment to making the public roads safe for all users. Boulder does not have many safe routes that go north/south for bike commuting. The Folsom Street improvements help fill this void. I definitely feel much safer riding on Folsom now with the improvements. In addition, friends that have ridden their bikes to my house have loved the improvements as well. They also feel safer and the flow of traffic has been fine. Interestingly enough, my neighbor was hit by a car on Folsom Street when on his bike approximately 30 days prior to this project beginning. He was ok but the fact is that before this project was began, someone again was not safe prior to the improvements due to the car and bike traffic. I know that many people do not like the changes, especially those folks driving cars. However, I drive on Folsom every day as well as ride almost every day and the car traffic does not appear to be hugely impacted. With the turning lane on Folsom, the traffic flow to date has been fine. I think that most folks might need to shift their paradigm for what has been the flow of traffic on Folsom to the new safer improvements regardless of the mode of transportation. We all would just like a safer route through town for any type of transportation! Thank you for creating a bicycle friendly route in Boulder for all folks!
Suzi	8/24/2015	email	Folsom Street				1	positive	Safety	Better for cyclists	Please keep this project for the planned year so that data can be collected and provided about the Folsom Street improvements.

											Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Joe
Joe	8/24/2015	email	Folsom Street			1	positive	Safety	Environment	Joe	
										Dear Council, On behalf of the Community Cycles Advocacy Committee, I'd like to clarify one point in the email you received from the Committee (via Sue Pratt) a short time ago. The email stated: "...The average commute time has increased on average by 30 seconds, which is more or less in line with the modeling that was provided to Council and TAB. In other words, the average of the worst-case time. The increase in average travel time would be much less than this, since at most times of the day and night, traffic is free-flowing. Peak-hour travel time is a commonly used metric, but like many metrics in the world of transportation, it is born from an auto-centric perspective and a relic of an age with values different from our own. It's important to note that the travel times measured are "not", in fact, the time experienced by the average motorist. They are average times at peak hours; in other words, the average of the worst-case time. The increase in average travel time would be much less than this, since at most times of the day and night, traffic is free-flowing. Peak-hour travel time is a commonly used metric, but like many metrics in the world of transportation, it is born from an auto-centric perspective and a relic of an age with values different from our own.	
Kurt	8/24/2015	email	Folsom Street			1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Jeff	
Jeff	8/24/2015	email	Folsom Street			1	positive	Safety	Environment	Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Noah	
Noah	8/24/2015	email	Folsom Street			1	positive	Safety	Environment	Noah	
Spoozum	8/24/2015	Twitter	Folsom Street			1				Making town traffic patterns work for bikes and cars proves a challenge for @BoulderColorado	
Mobile J Pop	8/24/2015	Twitter	Folsom Street			1				@bouldercolorado has there been a corresponding reduction in number of cars? Isn't that the goal?	
										Hello, My recommendation is to replace transportation planning staff, especially traffic engineers. Please return University between 9th and Broadway to the old configuration. The Phase 1 changes were a mistake. Now, the traffic lanes are narrow and visibility is poor for pedestrians trying to cross the street as well as drivers. And, snow on the streets renders the bike lanes unusable. Please also return Folsom to the old configuration as the Phase 2 changes are also a mistake. My observation is that we would benefit from traffic engineers with more experience and expertise. Thank you, Rickys	
Rickys	8/24/2015	email	Folsom Street, university ave			1	negative	Safety	auto congestion	Rickys	
										I followed the discussions in May and June about the proposed "right-sizing" of Folsom and other streets and noted that the expanded bike lanes were promised to be 7' wide. I remember reading at least two different Daily Camera articles writing about 7' bike lanes. After the implementation of the "right-sizing" on Folsom, I thought that the bike lanes didn't look that wide, so one Sunday morning I rode my bike down to Folsom and measured the various parts of the street in several places. Well, bike lanes that were 4' wide were expanded to 5'. In one small place, 3' was expanded to 5'. Nowhere from Valmont to Arapahoe are there any bike lanes that are 7'. I checked the packets for the TAB and the city council for the relevant meetings in May and June and found city staff presentations that confirmed that 7' bike lanes were being proposed. (You can find the proposed widths in the TAB packet for 5/11 on page 20 and 21 and also in the city council packet for the special meeting on 6/15.) Here is what was promised: bike lane buffer travel lane N of Spruce 7' 3.5' 10' S of Spruce 7' 6-7.5' 10-11' Here is what actually exists now after the "right-sizing": bike lane buffer travel lane N of Spruce 5' 4' 9' S of Spruce 5' 9' 9'	
Richard	8/25/2015	email	Folsom Street			1	negative	Auto congestion	communication	So two take-home points are that no bike lanes anywhere along Folsom are 7' as staff proposed, and that the travel lane—auto travel, not bike—find myself moving slower than walking traffic consistently. I come from North Boulder to the McGuckins Village for a number of reasons and find myself now going back residential streets as far as I can before crossing into Folsom to get the last few blocks. I find that it takes me an additional 5mins to get where I am going which is not necessary. I am not against bike lanes but this particular one is not designed very well and I can't see why it has to be blocked off all day when only a few people use it. Why not make it a dual bike/car lane and only open it for bikes at times when it is busy with bikes? From your data collection I am sure that you will know this information by now.	
Margot	8/25/2015	email	Folsom Street			1	negative	Safety	auto congestion		

											the city it is supposed to represent is maddening. As elected representatives, the council should pay more attention to the needs of the community instead of assuming it knows best.
Kristy	8/25/2015	email	Folsom Street				1	negative	Safety	auto congestion	<p>I have watched the experiments on University from the beginning. The back in area seems to work about half the time, some people don't understand the signage or don't bother to follow the signs. I don't know the metric being used to determine if it's a success - have there been less cars backing over bikers? Was this a problem to begin with? I suspect there have been an increase in fender benders of drivers attempting this maneuver, but I'm sure the council knows better than most of us whether that factors in to it being viewed as better for bikers. How long is this experiment going to last? Publish the results of the resounding success here for us all to see.</p> <p>The strip of University from 9th to Broadway is a terrible mess. University was a great street to bike and drive - nice and wide and well-maintained. I did both on this street until the experiment began, now I hardly ever bike it. The bike lane is constantly filled with rocks and debris that the street sweeper is unable to reach now that the bike lane is closed off from the road. Bikers use both the road and the bike lane, which is a good indication of the state of the bike lane. If the city is going to maintain and sweep the bike lanes, where is the money going to come from? It is also difficult for drivers turning right to see bikes coming out of that lane at the ends.</p> <p>University is now super narrow 9th to Broadway and I am paranoid that someone will open a door into me biking or driving. I have often seen people driving the yellow line to avoid open doors, especially during move in/move out times for students. Additionally, when it snows, the plows have nowhere to put the snow and plaster it up on the parallel-parked cars. I don't live in this block, but I can't imagine being a poor college student and attempting to dig out my car after a big storm. Imagine the stress of trying to get somewhere when your car is codd in from the snowplow's deposits. The snow used to be piled in the center of the street, but now the narrow road is choked off from the sides by the snow and it's only a lane and a half wide. Also, people parallel parking this section seem to have a tough time gutting into the spots and park willy nilly over the lines, especially with snow on the ground. This is a complete failure on all counts and it needs to be set right. Drive it one time this week and you will feel your blood pressure rise from Broadway to 9th and drop from 9th to 6th. It was a road that didn't need to be fixed. Reverse this decision, it was completely and utterly wrong. Total fail council, time to fix it.</p> <p>As for the new Living Laboratory experiment on Folsom, I am disappointed on several fronts. First of all, the council's egotistical assumption that our community wouldn't understand the metrics being used for assessment is infuriating. Try us. We are a scientific and well-educated populace. Dear City Council,</p>
Barb	8/25/2015	email	Folsom Street				1	negative	Auto congestion	Safety	<p>We strongly object to the "right sizing" or "Living Laboratory" experiment on Folsom St. We pay road taxes and would like the roads reserved for cars. There are plenty of bike paths and bicycle appropriated lanes around town to facilitate transportation, thus Folsom or any other street is not needed.</p> <p>We have been residents since 1979.</p> <p>Barb</p>
Jerri	8/25/2015	email	Folsom Street				1	negative	Safety		<p>I don't think this right-sizing initiative has gone so well. I usually ride my bike on Folsom several times a week, but have changed my route because I've had 2 near collisions since the work has been done on the lanes. One with a pedestrian in the lane and one with a bike going the wrong direction. I realize that both of those aren't desirable or expected uses of the path, but my biggest issue is that there is no room to maneuver due to those crazy barriers. So drivers of vehicles are stuck in traffic and bike riders are stuck in the bike lane with no room to safely pass another bike, pedestrian, squirrel, debris, etc. Prior to the right-sizing, I could safely pass another bike in the lane. It seems like a no-win situation.</p> <p>I do love the painted bike lanes and think that was a great idea.</p> <p>Thanks for listening!</p>
Steve	8/25/2015	email	Folsom Street				1	negative	Auto congestion		<p>Just wanted to contribute to the discussion. I live on Folsom and the right sizing project is really hampering my ability to travel north and south from my house. Just last night I could not even cross Pearl St while traveling south on Folsom when the light changed at Pearl and Folsom due to the number of vehicles that were backed up from Canyon north on Folsom. I'm getting a bit beyond frustrated with the situation and recommend that this experiment be halted ASAP and Folsom returned to its original state. I've come to the conclusion that as long as Folsom is a two lane road I won't be going to the Village Shopping Center (i.e. McGuckins etc) as it is just too difficult and not worth the effort. For the record I do ride a bike in town, but this experiment is not a benefit in any way</p>
Bonnie	8/25/2015	email	Folsom Street				1	negative	Auto congestion	evidence	<p>Dear Mami Ratzel,</p> <p>From the data presented, ADTs for vehicles on Folsom are down. This suggests that vehicular traffic is taking alternative routes creating congestion elsewhere. I find it concerning that only Folsom traffic is being measured and not ADTs on alternate routes.</p> <p>My experience has been to think twice about using Folsom or visiting the businesses there due to probable congestion. The SB route is especially problematic where the pedestrian crossing makes for a nightmare of congestion during commute hours.</p> <p>For the most part, I use a 49 cc scooter to get around town though I do drive occasionally. I live and work in Boulder.</p> <p>Thank you for the opportunity to comment.</p> <p>Bonnie</p>
Liz	8/25/2015	email	Folsom Street				1	positive	Safety	Environment	<p>Dear Boulder City Council,</p> <p>I ride my bike almost every day, and the truth is that means every day I put my life at risk. The Folsom Street protected bike lanes are a necessary step that I wish more cities took to better protect everyone on the road (cars and cyclists together).</p> <p>Please give the Folsom Street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street.</p> <p>Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goal. Change is not ever easy, and that is why it is so important to stay the course on Folsom.</p> <p>Sincerely,</p> <p>Liz</p>
Sara	8/25/2015	email	Folsom Street				1	positive	Safety	Environment	<p>I have lived in Boulder in the same house at 938 Juniper Ave. for 46 years. I used Iris Avenue and Folsom often. I would speak in person, but will be out of town for the Council meeting tomorrow night.</p> <p>First, I want to thank all of you for all the time and consideration you give to us citizens. The self-righteous, angry, entitled letter writers seem to forget how many hours you all spend giving us your best wisdom on the complex issues facing our city today, not to mention the world that is so endangered by global climate change.</p> <p>Please do not give up on right-sizing the streets. Let the staff tweak the lights and perhaps the pedestrian crossings and simplify the visuals. And give us more time to get used to it. Change takes time to adapt to for many people.</p>
Alex	8/25/2015	email	Folsom Street				1	positive	Safety	Environment	<p>Dear Boulder City Council,</p> <p>As a Boulder resident, I am writing to ask that you continue to expand bike transportation options. I feel that our current transportation system has been designed for the convenience of private car operators, and safe routes for bicycle transportation have suffered in particular.</p> <p>I ride my bike to work very frequently, and I hope to continue to do so after my workplace relocates from 55th Street to 63rd Street in Gunbarrel later this year. Thus, I am particularly supportive of the proposed bike expansion along 63rd Street. The current route from Boulder to Gunbarrel has a paved shoulder, which stops at Nautilus Drive. At this point 63rd Street transitions to two lanes for exclusive automobile traffic.</p> <p>This proposed route affects me in particular and my daily bike commute. However, as a voter, resident, and utility cyclist, I generally support all expansions of bike infrastructure. I particularly support changes that enable bikers to safely use existing streets by adding bike lanes, lowering speed limits, reducing vehicle crossings of bike lanes, and physically separating motor vehicles. I understand that many people are against the recent changes to Folsom Street, and I urge you to find ways to improve bike safety on this and other routes (and form connections between bike routes) even if it reduces the high speed, multi-lane automotive routes many people have come to expect.</p> <p>Thank you for your time.</p> <p>Sincerely,</p> <p>Alex</p>

												Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. With courage, we can make Colorado healthier, cleaner, safer. Let's encourage bicycling, not oppose it by restrictions. Sincerely, Dan
Dan	8/25/2015	email	Folsom Street			1	positive	Safety	Environment			Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Brett
Brett	8/25/2015	email	Folsom Street			1	positive	Safety	Environment			Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Jonathan
Jonathan	8/25/2015	email	Folsom Street			1	positive	Safety	Environment			Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Brandon
Brandon	8/25/2015	email	Folsom Street			1	positive	Safety	Environment			Dear Boulder City Council, As a homeowner who lives less than a block from Folsom I ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Lucy
Lucy	8/25/2015	email	Folsom Street			1	positive	Safety	Better for cyclists			To The Boulder City Council, I am writing in regard to the proposal to regulate home sharing in Boulder. Thank you for taking the time to consider this matter. I wrote several months ago when I heard that this was being debated. I am writing again because I still don't know what Council is planning on doing and I am very concerned that this will have a direct effect on me. I live on MacArthur and Arapahoe and I rent out my guest room. I started doing this over two years ago with Airbnb and it has been great. I recently had another guest. He was an intern at Google and needed a place to stay. I just received my 5th Five Star Review from him. Here is what he had to say...
Pat	8/25/2015	email	Folsom Street			1	positive	Safety	Environment			Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Mark
Mark	8/25/2015	email	Folsom Street			1	positive	safety	Better for cyclists			Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Ariana
Ariana	8/25/2015	email	Folsom Street			1	positive	Safety	Environment			Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Brett
Brett	8/25/2015	email	Folsom Street			1	positive	Safety	Environment			Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Laura
Laura	8/25/2015	email	Folsom Street			1	positive	Safety	Better for cyclists			Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Sarah
Sarah	8/25/2015	email	Folsom Street			1	positive	Safety	Environment			Dear Boulder City Council, Give the Folsom street pilot project all the time needed to prove its benefit to the community. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. In the past Boulder has received high praise for our commitment to cycling and other alternative means of transportation. Many cities around the US are making a commitment to cycling as an important piece of their transportation plans. Some have even passed Boulder in rankings as cycling friendly cities. But, we all recognize the benefits for quality of life extend far beyond rankings. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Ted
Ted	8/25/2015	email	Folsom Street			1	positive	Safety	Environment			

											Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Krytan
Krytan	8/25/2015	email	Folsom Street			1	positive	Safety			Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Krytan
Ryan	8/25/2015	email	Folsom Street			1	positive	Safety	Environment		Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Ryan
Cherlyn	8/25/2015	email	Folsom Street			1	positive	Safety	Environment		Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders (and riders with children) and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Cherlyn
Sharon	8/25/2015	email	Folsom Street			1	positive	Safety	Environment		Dear Boulder City Council, As a mom of a young toddler, I have found using the Folsom bike lane to be a safer and easier way to bike with my kiddo. Cars are not suffering because of a reduced lane...I drive and bike on Folsom and have truly not minded the change. I hope to bike more often now that it is so well marked. I ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Sharon
Al	8/25/2015	email	Folsom Street			1	positive	Safety	Environment		Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Lets see if this increases the use of the lanes. Al Gapsinski Sincerely, al
Lonny	8/25/2015	email	Folsom Street			1	positive	Safety			Dear City Council, I remember at the close of our last meeting regarding Short Term Rentals in Boulder, Mr Matt Appelbaum was somewhat dismissive of the overwhelming support of the community for STRs, by thanking the crowded room for participating and then declaring that he wanted to now hear from the other side. I understood that the meeting was for ALL those concerned about short term rentals impacts and proposed legislation to curtail it. I would like to ask at this time whether or not the "other side" has spoken? They were of course invited to speak at the meeting and in fact many who spoke, stated that they were initially against STRs, but were convinced by those who spoke in favor of them. Was there an outpouring from the community since the meeting that you could share with us? I assume that you are keeping track and can share some statistics even though you are probably a little overwhelmed at present with the kerfuffle surrounding Right2Know. Can you take a moment and review the emails and letters and let me know how many voices have spoken out against STRs and in support of the proposed fix City Council is certain is needed? Perhaps sample some of the forceful arguments so that we can answer them or rebut them in order to increase understanding of what it is we do to get by. Maybe a tally for and against would be helpful. I have also filed a request with the City Clerk, but am not sure if I can get the information before the meeting this Thursday. I am just trying to make sure that there is a lot of opposition to our business plan to stay where we live in our community. We work several jobs and do not have a 401k or other savings for retirement and desperately need the extra income we get from Short Term Rentals to support our life here in Boulder. I do not want to uproot my family and move somewhere cheaper over a perception that is incorrect and a "fix" that is unintended. Short Term Rental operators like myself, as well as Uber and Lyft operators, are just doing whatever we can to get by and support our families. Sure it is very inconvenient to have strangers sharing your house (or vehicle), but it is a trade off we have chosen to make to earn a
Avani	8/25/2015	email	Folsom Street			1	positive	Safety			Dear City Council members, I want to express my gratitude for you stepping in and supporting safe biking in Boulder. I live on Folsom and never could bike with my 6 year old son since Folsom was too dangerous for biking especially with children. Since the right-sizing we are able to and from school every day. What a great learning opportunity for our children to see that biking is a valid, equal commuting option! I also drive my car daily through Folsom and I have never experienced problems or back-ups. The big difference driving now is that drivers are staying with the speed limit of 30 where as before cars tended to speed. Thank you for standing up to what will be important changes for a better city in the future, Avani
Mary	8/25/2015	email	Folsom Street			1	positive	Safety			I am weighing in on the bike lane issue as a 69-year old woman who has lived in Boulder for over 40 years. I've lived through the years of biking through town for pleasure and transportation, but I still live here and have physical limitations that prevent that lifestyle now. There are tens of thousands of similar citizens in Boulder who can no longer get around the city in the manner that you are proposing and expecting. Please take us into consideration " we are also paying typically higher taxes to support the wonderful town we live in!" Mary
Jim	8/25/2015	email	Iris Avenue ave			1	negative	Auto congestion	Safety		oulder City Council: Please do not ruin Iris Avenue Ave as a major East-West artery. The implementation of the "right sizing" project on Folsom has exacerbated traffic congestion and delays to such an extent that about 3000 vehicles per day are finding alternate routes. In the case of Iris Avenue, there are no suitable alternate routes, except those which will directly impact residential neighborhoods. Also consider the potentially severe impacts on first responders as highlighted by the Boulder Police Dept. and Boulder Valley Fire Department in the Emergency Response section of the summary report. Thank you for your cooperation.

											Dear Boulder City Council, Please don't be discouraged by the push back you're receiving from those against the right sizing Folsom project. We've taken a bold step as a city to improve transportation for the future. Between 2011 and 2014, the number of protected bike lanes in the United States tripled from 78 to 151. These numbers show that more and more people are embracing alternate modes of transportation. Boulder should step up as a leader and be a part of that change. We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Patrick
Patrick	8/27/2015	email	Folsom Street					1	positive	Safety	environment
											Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Amanda
Amanda	8/27/2015	email	Folsom Street					1	positive	Safety	environment
											Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Ryan
Ryan	8/27/2015	email	Folsom Street					1	positive	Safety	environment
											On behalf of the thousands of people who would like safe places to ride a bicycle in Boulder and Community Cycles over 2000 members, I'd like to thank council members Cowles, Plass, Shoemaker, Weaver, Jones, Appelbaum and Young for your support to continue the entire 0.6 miles of the Folsom Living Labs pilot project, with tweaks. You showed true leadership and commitment to Boulder's Climate Action and Transportation Master Plan goals. Community Cycles is using a small foundation grant we received to contract with a social media company that works with nonprofits and political campaigns to do a year-long campaign to build positive support for Folsom and solicit constructive feedback from pedestrians, bicyclists, drivers and businesses. We look forward to working with the city and local businesses to continue to make Folsom safer for bicyclists and motorists, and to help more people feel safer bicycling to school, work and for every day use. Thanks so much for your support of safety, your strong leadership and your commitment to Boulder's values, even when the change is hard. Thanks again, --
Sue	8/27/2015	email	Folsom Street					1	positive	Safety	environment
David	8/27/2015	email	Folsom Street					1	positive	Safety	environment
											I support the right sizing effort and encourage you to continue improving its implementation and expansion Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. As a Boulderite who was hit by a car while cycling in the right way, I know the Folsom project will increase cycling in the area. Sincerely, Clinton
Clinton	8/28/2015	email	Folsom Street					1	positive	Safety	
											I am writing to you to express my emphatic support for the Folsom right-sizing project. Buffered and protected bike lanes have proven to increase safety in cities across the country and I am very happy that Boulder has followed suit. I know that you have received many angry letters opposing the project, but I would like to request that at the very least you leave the protected bike lanes for at least one year so staff, TAB and Council have adequate time to judge their full effects. While Folsom is not a part of my daily bike commute, and while I used it before the right-sizing project, the times I have biked on Folsom since the project installation I have seen families, children and many bicyclists I don't think would have felt safe or comfortable riding on Folsom without the wider protected bike lanes.
Alex	8/28/2015	email	Folsom Street					1	positive	Safety	Better for cyclists
											Greetings, I wrote a few weeks ago to say that I do not like the changes on Folsom Street, mainly because of loss of flow in what previously was a key traffic artery. I still don't like the experiment, and hope that you return Folsom to it's previous state. The reason I am writing now is to request an explanation of how we are meant to interpret the two different colors of posts - some are white with green stripes, and some are green with white stripes. I find the visual experience to be distracting, to say the least, but, are there specific traffic cues associated with these different colors? Much
Debbie	8/28/2015	email	Folsom Street					1	positive	Safety	environment
											Dear Council, As a 42 year resident of Boulder and an avid cyclist, I would like to register my disapproval of the changes recently made to Folsom St. I would be extremely surprised if the data show that the wider bike lanes increase the number of cyclists that use Folsom by an appreciable amount and the wasted time and gas and carbon that results from traffic backups more than offsets any benefits that may be realized. The living lab is a basis for experimenting. Sometimes experiments don't prove the hypothesis. This is one of those cases. I hope you will decide to reverse your decision and revert Folsom to the way it was. The bike lanes that were there were perfectly adequate, even for a senior citizen like myself - 66 years old. The new arrangement is visually confusing to both drivers and cyclists. The changes are a solution looking for a problem.
Andy	8/29/2015	email	Folsom Street					1	negative	Safety	communication
											Thank you for your consideration of my opinion Like the song (the gambler) goes, "you got to know when to hold em and you got to know when to fold em". Well in this case the council members that voted on right sizing is wrong and should definitely FOLD em! A quick solution is to move the green stakes to the original bike lane line or better yet take them out completely and install the little ground reflector thing's that warn you that your out of your lane when your right car tires touch (like the highways right shoulder lanes have). It's a win win situation for cars, bikes and people's safety ... Regards Gaby
Gaby	8/29/2015	email	Folsom Street					1	negative	Auto congestion	aesthetics

												They are awesome! Please keep adding them across the city.
Marsha	8/29/2015	email	Folsom Street				1	positive	Safety			Marsha Barancik Boulder
Fred	8/29/2015	email	Folsom Street				1	positive	Safety	Environment		Dear Councilmembers, I'm writing you today to ask that you please allow the "Living Lab" right-sizing treatments on Folsom, Irs, and 63rd Streets to proceed as planned. There has been a great deal of vocal debate over the redesign of Folsom, with a few very loud voices attempting to steer the conversation to reverse course and abandon this project. I find this to be very sad, leaving me feeling very disappointed with a few fellow Boulderites. The loudest voice in the bunch appears to be that of the used car lot! Ya just can't make this stuff up! :-) What future would we like to create in Boulder? What's our vision? Do we share a communal vision in support of safe facilities for cyclists and pedestrians, or will we choose the side of the used car lot? Please, let's not be swayed a few loud voices. Let's continue with the "Living Lab", and follow through with this trial of safer facilities for people, rather than expediting cars through our town. Thank you, - Fred
Molly	8/29/2015	email	Folsom Street				1	positive	Safety	Better for cyclists		Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Molly
Ed	8/29/2015	email	Folsom Street				1	positive	Safety			This has become a very emotional issue. I'm on Folsom every day and while I had my doubts about right-sizing in the beginning (whether it would increase the number of cyclists), I have to say I'm surprised at the increase in ridership (based just on my observations). I have only noticed a slowdown in auto traffic at the pedestrian crosswalk at Walnut(?). I think this is because the pedestrian crossing isn't timed with street lights so it backs up in a longer line with 1 lane vs 2. Otherwise I can't tell the difference in commute time. I've been curious about how the snow plows will deal with the ballards. My feeling is that the city should just state that the experiment will last X number of months, clearly communicate its goals and let people know what a successful experiment looks like. Beyond that, it becomes political. As a business on Folsom, I have not felt any impact what so ever from this. Ed
Peter	8/29/2015	email	Folsom Street				1	positive	Safety	Environment		I am writing in support of the rightsized bike lanes on Folsom St. I have lived in Boulder for 3 years, working the entire time on the CU campus, and I travel on bicycle down Folsom often. For a year, my own apartment was near Valmont and 30th, so I would bike the route every day that weather allowed. Now it is more like 3 times per week. I use it to go to my gym (on Valmont), Sprouts, McGuckins, my running group (on Pearl), and Friends apartments. The rightsized lanes make me feel much safer than I did before, especially during afternoon high use times. Cars are more aware of me, and other cyclists are better able to spread out, decreasing the likelihood of bike-bike collisions. Before the pilot project, I would often avoid Folsom, opting to ride on 30th St if I had to travel north-south. Now, I have the luxury of a road that is inviting to cyclists. My happiness with the bike lanes is not only limited to times when I am on a bike. When I drive on Folsom, I also feel safer, because there is more space between me and the cyclists, some of whom do not wear helmets. With so many people in close proximity to each other, used to often feel that it was only a matter of time until a collision involving a bicycle would happen. I fear hitting a cyclist with my vehicle more than anything. Hello!
Manzanita	8/29/2015	email	Folsom Street				1	positive	Safety	Environment		I am a LONG time Boulder resident who loves to use her bike to get around town. In years past I have avoided using my bike as regular transportation. Riding the street seemed scary and dangerous. The bike lane, not much better. The sidewalk, too busy with pedestrians. When I heard about right-sizing and providing a safe true (separate) lane for bikers to travel I thought ... "It is about F*#S&@ time!!" My family went out and bought new bikes in preparation of being able to commute more safely in Boulder via bicycle. Please, please, please!!!! Please give this a chance, please make more bike friendly roads in the city of Boulder. Please please please continue to provide family safe options for bicycle riders. Thank you.
Mark	8/29/2015	email	Folsom Street				1	positive	Safety	Environment		Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Mark
Teresa	8/29/2015	email	Folsom Street				1	positive	Safety	Better for cyclists		Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Living so close to Folsom, it's nice to see that the protected bike lane has increased the number of families biking that corridor, including myself as a new mother. For a long time I have felt that Folsom has been unsafe for cyclists and pedestrians. I have also noticed an increase of pedestrians from the west side of Folsom to the east side, out on nightly strolls. This spreading of community is part of what makes neighborhoods delightful to be in. To see that disappear because drivers are unwilling to adjust is sad. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Teresa
Scott	8/29/2015	email	Folsom Street				1	positive	Safety	Environment		Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely,

											Dear Boulder City Council, We ask that you give the Folsom street pilot project a year. It's an important corridor and it should support all modes—driving, walking and biking. The recent improvements make it a better place to walk and bike. It's now a more comfortable place to bike for less confident riders and it's easier to cross the street. Folsom is a bold and challenging project, but Boulder needs to be bold if we're going to reach our mobility and climate change goals. Please stay the course on Folsom. Sincerely, Chris
Chris	9/2/2015	email	Folsom Street			1	positive	Safety	Environment		
Pompi	9/3/2015	phone call	Folsom Street			1	negative	congestion	safety		
Kate	9/3/2015	phone call	Folsom Street			1	negative	congestion	emissions		
Finnus	9/3/2015	telephone call	Folsom Street			1	negative				
Klaus	9/3/2015	email	Folsom Street			1	negative	auto congestion	taxes		
Sally	9/3/2015	email	Folsom Street			1	negative	communication			
Sharon	9/3/2015	email	Folsom Street			1	negative	communication			
Jamie	9/3/2015	email	Folsom Street			1	negative	communication			
Bobbie	9/3/2015	email	Folsom Street			1	negative	auto congestion			
Nancy	9/3/2015	email	Folsom Street			1	negative	communication	auto congestion		
Adrienne	9/3/2015	email	Folsom Street			1	negative	auto congestion			
Barb	9/3/2015	email	Folsom Street			1	negative	Safety			
Chad	9/3/2015	email	Folsom Street			1	negative	Safety	communication		

												shrinking Folsom from 4 lanes down to 2 is beyond insane - now it typically takes 2 traffic light cycles to get through an intersection with a traffic light, and this is at 2 pm in the afternoon, not even during rush hour - before the changes were made Folsom had adequate and safe designated bike lanes in the shoulder - I've wondered for a decade now if it wasn't City policy to intentionally make driving in town more difficult, and now there's no longer any doubt - you folks have lost all your marbles - people are not gonna start biking to work because you've made driving more annoying and time consuming - most people use their car because they need to, because they have kids to pick up, or because they have lots of groceries to haul home - this list of reasons is endless - those who wanna bike already do - please change Folsom back to the way it used to be - this is just nuts and counterproductive I've read that you're contemplating making these same changes to Iris - omigod - Iris is THE major east-west artery on the north side of town - get a clue, people! separately re road surface conditions, it's bad enough that you've long deferred maintenance on city streets in the neighborhoods, where roads are routinely bumpy and poorly maintained but major transportation routes, like north Broadway (from Quince to US36, both northbound and southbound) and 28th St in both directions between Pearl and 2nd are in need of fresh work as they are lumpy, bumpy roads full of dips and
Neil	9/3/2015	email	Folsom Street			1	negative	auto congestion	safety			The living lab is not working. Please return Folsom to the way it was before this experiment. There are so many reasons that I sure you've heard them all. To many traffic lights, blinking crosswalks that stop traffic, difficult to turn left, smog Just try to go south on Folsom from Walnut. It's very difficult. I rarely go to McGuckin's because of the traffic. Randy
Randy	9/3/2015	Email	Folsom Street			1	negative	auto congestion	safety			This is another example of impulsive decision making on the part of Boulder City Council. If bikers, how much importance in Boulder they need to pay for a tag and follow all rules of the road. I vote no for the Folsom project!
Carol	9/3/2015	Email	Folsom Street			1	negative	Safety				shrinking Folsom from 4 lanes down to 2 is beyond insane - now it typically takes 2 traffic light cycles to get through an intersection with a traffic light, and this is at 2 pm in the afternoon, not even during rush hour - before the changes were made Folsom had adequate and safe designated bike lanes in the shoulder - I've wondered for a decade now if it wasn't City policy to intentionally make driving in town more difficult, and now there's no longer any doubt - you folks have lost all your marbles - people are not gonna start biking to work because you've made driving more annoying and time consuming - most people use their car because they need to, because they have kids to pick up, or because they have lots of groceries to haul home - this list of reasons is endless - those who wanna bike already do - please change Folsom back to the way it used to be - this is just nuts and counterproductive I've read that you're contemplating making these same changes to Iris - omigod - Iris is THE major east-west artery on the north side of town - get a clue, people! separately re road surface conditions, it's bad enough that you've long deferred maintenance on city streets in the neighborhoods, where roads are routinely bumpy and poorly maintained but major transportation routes, like north Broadway from Quince to US36, both northbound and
Anonymous	9/3/2015	Inquire Boulder	Folsom Street			1	negative	congestion				By now you are aware that the Folsom "right-sizing" project has mobilized a large segment of the Boulder community which feels that City Council is arrogant and condescending. I hope you will not only remove the bollards and new striping of Folsom, but also re-evaluate your approach and attitudes towards what the role of a City Council should be. You could start by disengaging yourselves from various interest groups and start serving a broad range of Boulder citizens. I sure hope you never touch Iris Avenue, as that would create a much worse mess than the one you have created on Folsom. In the past you have expressed regret that you keep hearing from the same people who are willing to go to City Council meetings, and you have wished to hear from those who don't usually participate. Well, you are hearing from us now. I hope you are listening.
Phu	9/4/2015	email	Folsom Street			1	negative	Auto congestion	communication			riders. My daughter-in-law rides her bike from 14th & Washington to work out at 55th & Arapahoe, without having to ride on busy streets. My son has a tag-a-long on his bike, and takes their 4-year-old daughter to gymnastics and climbing classes via bike paths. A friend from Montana spent 6 months on an internship at CU's East Campus and rode his bike daily from northwest Boulder. Her comment was that Boulder has no idea how bike-friendly it really is with the wonderful bike path system, and the "right-sizing" was unnecessary. Shortly after Folsom got its makeover, I was driving north and preparing to make a left turn onto Pine while the light for Folsom was green. The north-south traffic was backed in both directions, although drivers had left space for turns at Pine. All of a sudden, a southbound driver appeared in the right turn lane (which is too short), and because he couldn't see me, we would have collided if I hadn't been proceeding carefully. Hmmm—I never had a problem at this intersection before in the 50 years I've lived in Boulder. I understand the concern about getting drivers out of their cars. But let's be realistic. How many people are going to do their grocery shopping on a bicycle? Or carry 4 heavy bags of groceries on the bus? For their even bus service in their neighborhood. I'm 76, and you can bet I won't be riding a bike anywhere. I take the bus when it's convenient—but mostly, it isn't. Do something to improve the bus service, please! And DO NOT "right-size" Iris! It will be a disaster. Nobody walks along Iris. Very few bikes travel along Iris. It's a major cross-town artery. And stop doing all these experiments on the north side of town. If you really must see how it works to "right-size" a major city street, try Table Mesa Drive west of Broadway.
Carol	9/4/2015	email	Folsom Street			1	negative	Auto congestion	Safety			I live in the downtown area and have both biked and driven the current Folsom experiment. The new right turn lanes had appeared awkward at best, but mid-afternoon today with minimal traffic I experience how truly awful the lanes are. Northbound Folsom traffic was backed up half way from Pine to Valmont because cars turning right on Valmont were unable to get into the tiny right turn box at Folsom. For many years before the current experiment, the bike lane and northbound Folsom right turn geometry at Valmont worked perfectly well for both bikes and cars. Please consider the new right turn experiment a failed experiment and return to substantially the previous configuration. This is only one example of many odd design choices in the Folsom experiment. Others might include the exceedingly wide southbound Folsom bike path entrance at Valmont that seems to direct cars into the bike path, and the barriers between the bike and car lanes that manage to be both ugly and lacking functional clues about lane direction. Overall, a fresh start and a lot more thought is needed before continuing the Folsom experiment any length of time. Thank you, Laurence
Larry	9/4/2015	email	Folsom Street			1	negative	Safety				Please add one more entry to the "opposed" side of the ledger. I'm all supposed to serve the people - right? We'll the people have spoken, overwhelmingly rejecting this farce.
Les	9/4/2015	email	Folsom Street			1	negative	communication				What are waiting for? Oh - I know: you being replaced.
												I am registering my dislike of the right-sizing program on Folsom. I live on Spruce St about one block west of Folsom. I walk, ride my bike, and drive. I consider the intersection of Folsom and Spruce to be very difficult to navigate when driving. To turn south on Folsom from this intersection it is a waiting game to see if there might be a small gap to enter onto the road. On one occasion someone let me into traffic but usually I have to wait until someone has activated the crossing button to enter the lane. At times I am worried that I am actually sticking out into the bike lane while I wait for the backed up cars on Folsom and Pearl to move forward. Other times I have gone around the block to avoid Folsom altogether but it is also difficult to turn left onto Pearl to go east, unless I drive several blocks out of the way to 20th St. The dangers for bikes are enormous. When returning to my home by car traveling north on Pearl I get in the small left turn lane turning onto Spruce. When southbound traffic is backed up past this turn the waiting cars sometimes leave a gap allowing cars in the turn lane to proceed west. Unfortunately this leaves the bike lane traveling south very vulnerable because the bike lane is difficult to see with cars lined up blocking the view. I ride my bike on Folsom only long enough to reach an off-street bike path and try to avoid stretches of Folsom that have lots of driveways. It is a fairly stressful ride.
Jane	9/4/2015	email	Folsom Street			1	negative	Safety				Dear All, I THANK YOU for all of your apologies regarding your unprecedented decision to do the Folsom Project. Again, THANK YOU. But, in the same meeting you all mentioned how surprised you were how this issue "polarized" our community. In my earlier note to you, I mentioned that you were impacting many, many people with your poorly thought out decision...as well as simply added to the already congested Boulder traffic. I was extremely surprised that with your apologies, many members said that you could learn from your mistakes and use that knowledge for the next part of your traffic project on 63rd. I really can't believe that you didn't learn enough from this HUGE MISTAKE and simply stop spending our tax dollars for a project that only the Boulder City Council want. In addition, Mr. Cowles took the opportunity to comment on your responsibility to encourage people to bike and walk more...that really doesn't sound like personal freedom it sounds like Government forcing us to do something it wants us to do. You mentioned studying the traffic issues after your POOR DECISION...you are completely correct Folsom is fine with only 5 minute delays. But, if you simply look at all of the other streets in Boulder, you have created new major issues in new neighborhoods. I was just in LA this past week and saw this same plan in effect there: Santa Monica is a "NIGHTMARE" to drive in!!! ...if you look at their "green lanes" and the traffic on surrounding streets, you'll see that is where the traffic moved to new neighborhoods. By the way, as an avid bicyclist myself I have never seen a bicycle traffic jam. Please start spending our tax dollars on things that help our community and increase the ease to enjoy our community and businesses.
Dennis	9/4/2015	email	Folsom Street			1	negative	communication	auto congestion			Hello! In my opinion the Living Lab pilot project with repurposing lanes on Folsom Streets does NOT enhance travel safety. It does not help the people who have to drive their cars to get to work, shop, school drop off, etc. in an ideal world we could ride our bikes but how many of us actually can? How can people bicycle to work with their work clothes and computer? Women also have to think about their hair. How can you bicycle if you have to grocery shop for a family, where would you put the groceries? How can you bicycle if you have to take the children to school? How can you bicycle if you have a bad back, knees, hips? How can you bicycle if you have to turn several errands? I have lived and worked in Boulder for 17 years and this project is NOT a good fit for Boulder.
Juliet	9/7/2015	email	Folsom Street			1	negative	Safety				Regards, Juliet

											City Council: Please reverse the changes made to Folsom. Traffic conditions are much more chaotic since CU is back in session.
Jim	9/10/2015	email	Folsom Street				1	negative	Auto congestion		James
Alex	9/10/2015	email	Folsom Street	1	1	1	1	positive	Safety	Environment	My apologies for the delayed response; I was out of town for the weekend and wanted to make sure I had a thoughtful reply. I personally believe that authorizing the Folsom right-of-way project is one of the most important moves Council has made in the last decade. While Boulder has a nationally-recognized network of greenways, the system is essentially built out and Boulder still has progress to make on achieving our transportation goals. It seems clear to me that the only way to achieve the goals set forth in our most recent TMP is through the re-purposing of existing street space. While acquiring new right-of-way to create space for bicyclists and pedestrians is a possibility, I do not believe that there is much appetite for widened rights-of-way in the core of our city, and nor do I feel that this is a good course of action. The re-purposing of existing street space for pedestrians, bicyclists, and transit-as has been done in countless cities across the country in the past decade- offers the fastest and most cost-effective way to increase the safety and convenience of these roadway users. By 5 30th St., I am going to assume this refers to the segment in between Arapahoe and Baseline. I live quite near this street, and have biked on it almost every day for the past six or seven years. It is a street very intensely used by pedestrians, bicyclists and transit riders travelling between the apartment complexes SE of campus and east campus, by faculty and staff in Smiley CL, and students and young professionals in the neighborhood east of 30th travelling to the many retail and grocery stores on 28th/30th Streets, and many other. It is also a street that feels intimidating, unpleasant and scary for most of these users. With two travel lanes in each direction, outside of the peak hours motorists regularly travel at 35, 40, 45 and 50 mph on this street. With the lights at Colorado and Aurora resting on green for 30s, it is a bypass for 28th St that invites speeding and dangerous weaving. The bike lanes are narrow, and south of Colorado are not in particularly good shape. I see almost as many bicyclists riding on the sidewalk as I do riding in the bike lane- and I believe this is because they are scared of death of riding in the bike lane, and I can't say I blame them- riding in a 4' bike lane when a bus or truck or fast moving SUV passes 1-2 feet away is neither pleasant nor going to encourage any "interested but concerned" cyclists. For pedestrians, the experience is not much better: the sidewalks are narrow and often well-used by bicyclists too scared of the street. Traffic is almost always travelling fast and the lighting is not great. In winter, plowing in the bike lanes is spotty and shoving on the sidewalks looks like it leaves a lot to be desired. To be perfectly honest, unless you are referring to the striped bike lanes (which as a young male I do use and appreciate instead of having
Charles	9/11/2015	email	Folsom Street			1	1	negative	Safety	Auto congestion	As a regular user of Folsom I wanted to wait and give things a chance before voicing my opinion. The early days were rough with often times multiple lights to get through an intersection even during off peak hours. Obviously, as the council has noted, all the bollards, sharp transitions to make right hand turns, striping and narrow lanes make the drive nerve wracking. It was maddening to see the car to bike ratio anywhere from 50 to 100 cars per bike. Slowly this changed. Unconsciously I started taking other routes and/or using businesses in other areas. I forced myself to go back in this past week however it still feels like a demoralized fun house. There were fewer cars but the ratio of cars to bikes was still phenomenal even with the students back. I suspect that people are consciously or unconsciously starting to avoid Folsom. The street just feels unsafe and has become a stressful hassle. My wife and I use our cars to handle multiple tasks at once to avoid the huge time cost of biking all over the city. The bus is even worse from that standpoint. For recreational pursuits we walk when we can and when it's appropriate. However we always try to find the most efficient path whether we bike, or walk to complete our goals. Folsom is no longer that path. If we are not the only people who feel this way (and it appears we aren't) this has to have a deleterious effect on the businesses in that corridor. University has gone better. The current configuration is lousy but in the previous configuration the bikes were well behaved, traffic flowed and the large boulevard felt like a boulevard. If University has to be right sized the previous configuration is the better option. The current University configuration has bikes in the street and in the bike lane, makes it hard for cross street traffic to enter University, the same for pedestrians, makes it hard to manage snow and all the screw parking jobs has people driving over the center line when possible to feel like they're in a normal lane. Even with all of this experimentation the car to bike ratio outside of certain times is still 50 to 1. I am now firmly against the changes to Folsom and by extension any changes to Iris. I can live with University in the previous configuration but the current configuration is not safe and does not work well- not to mention visually ugly.
Lee	9/11/2015	email	Folsom Street				1	negative	Safety	Auto congestion	don't know how ordinary citizens who walk, bike and drive the city streets can compete with the input you are getting from cycling organized groups but I hope you will listen. As a driver if a vehicle and senior citizen who can rarely ride a bike anymore hence cars and buses (none on Folsom?? Why not) here's some 1 Of the issues. impossible to enter Folsom from Walnut. Took 8 1/2 minutes to get onto Folsom. As a Climate Change conscious city (I thought) how about all the carbon pollutants going into the atmosphere while cars are backed up in traffic? How about the same "rules" for bicyclists as for drivers? Why must the driver come to a dead halt on a green light to turn right onto Arapahoe while the cyclist saunters through full speed. Of course I hadn't at the last minute looked DOWN at the pavement instead of ahead at other traffic I wouldn't have seen the pavement sign and hit the cyclist who has NO sign. Just do as they like !! Why isn't the cyclist lane merged into middle so the car AND the cyclist can both turn right safely. The same is true for other areas going north on Folsom. Can you tell us what to expect from a snowstorm and plowing? I live off Iris. DON'T think about that one as our neighborhood will be out in force ready to be hauled off if necessary to protect our children against traffic safety
Cecily	9/11/2015	email	Folsom Street				1	negative	communication	Environment	Cecily
Rick	9/11/2015	email	Folsom Street				1	negative	Safety	Auto congestion	The new road design is causing sudden traffic jams. I cannot make a turn out of the businesses I patronize in the Folsom corridor. Please remove all the damn bollards and put it back the way it used to be