



## **Survey: Folsom Street Living Lab**

**Question: How does the Folsom Street Living Lab affect your ability to get around Boulder?**

- 1. The bike lane separator space looks very ugly.**
- 2. The stanchions will be a problem in the winter when the city plows the streets (if the city does plow)**
- 3. The actual space for the bike lanes looks very narrow, especially North of Canyon -- what is the real improvement?**
- 4. It is really slowing up traffic on Folsom and contributing to pollution.**
- 5. 28th Street is busier than ever.**
- 6. I hope, pray and will contribute to new City Council candidates to throw out the current eco-dictators**

**(part 1 from Jennifer Hendricks)**

**I live on Bluff Street a few blocks from Folsom, and I am thrilled about the recent changes on Folsom. I strongly encourage you to move forward with similar improvements throughout the city.**

**The advantages for safe cycling are obvious and important, but in light of today's article in the Camara I want to emphasize that the changes are also a great improvement for driving. I drive on Folsom frequently, and the changes make it much safer. ...**

**(Repeat--I'm not sure my note posted.) We love the protected bike lanes on Folsom Street! We live in north-central Boulder and can bike Folsom Street to reach the University, schools, and the shops downtown. The protected bike lanes show Boulder's real, continuing commitment to alternative transportation. These lanes provide a safe path to central Boulder for all the residents of the north-central neighborhoods! We're more likely to bike using these lanes, rather than drive! Keep it up, Boulder**

**1. It slows down vehicle traffic too much. 2. Making more space for cyclist does not equal more safety. 3. If you really want to help those who ride bikes, give them a lane that is separate from the road. 4. I find the graffics on the new turn lane for cars ambiguous. It looks like a 'face off' between cars, a recipe for a head-on accident.**

**50% bike commuter, 50% car, live at 23rd and Panorama so use this stretch of Folsom daily. Bike lanes are an improvement, I feel safer as a cyclist and I don't care at all about traffic delays as a driver. Drivers will adapt.**



A few time the road has traffic has been smooth but other times the traffic is backed up going south at Valmont and from Canyon to Mapleton. The lights are not synchronized. The blinking crosswalk really messes up traffic. I haven't seen many bike using the lanes and some use the sidewalks. I'd like you to evaluated when CU is back in session. Maybe this could be done during the summer months. I am skeptical about the winter month. Please don't do this to Iris.

A total fail. On Thursday, had to go to 2 appts., putting me on Folsom at approximately 8:30 a.m. and again at 5:05 pm. My passenger and I counted ...wait for it ... ZERO bike riders on Folsom on either side of the street at either 8:30 a.m. or 5:05 p.m. Zero, zilch, nada, none. What an epic fail your "right-sizing" lab rat experiment is. The only successful part of it is that friends, neighbors, and I all now know exactly which Council members to vote OUT asap. Epic fail.

Absolutely ridiculous, whoever proposed and approved this project should be terminated. You decided to make 100 bike riders per day more convenient (were there complaints? ) at the expense of hundreds of autos and trucks. The traffic sinks now, did you model the traffic when Boulder high and the university opens. Really inane decision, and I'm an avid bike rider. Change it back!

Adversely. I use Folsom almost daily to run errands in car and on bike & sometimes as a walker. As a driver, there is too much going on visually to be safe - flashing lights for pedestrians who may or may not be there, markers & barriers of two different colors, many sizes. As a cyclist, I now avoid the route. It feels too dangerous to venture out of designated lanes to make a left turn because we are no longer part of traffic. The old lanes were fine - why waste so much space?

After giving this a several weeks' chance, I traveled Folsom several times last Friday throughout the day, and found myself sitting in stalled, bumper-to-bumper traffic each time. Any car turning right backs up the entire lane. Any car trying to turn left can't do so b/c of backed-up traffic from the other direction. Meanwhile, as I sat in my car needing to get to/from work and other necessary stops, AN ENTIRE LANE SAT VIRTUALLY EMPTY@!! The needs of the MANY DO OUTWEIGH the needs of FEW!!!~!

Are they planning on repaving sections of the bike lane? Potholes after storms force cyclists out into traffic.



**As a biker, I almost always use Folsom to get to Pearl. This is something that puts joy into my commute, and also puts my mind at ease about safety on the road. This is definitely a keeper!**

**As a Boulder native who lives downtown I frequently use Folsom as my North/South Route. There are delays turning onto Folsom as the line of cars keeps on coming... There are also delays during rush hour. It's frustrating as it used to be one of the only roads left in town that didn't feel overloaded with traffic. A wider lane with not make me go on Folsom with my kids on bikes. we'll stay to separate paths. Also concerned with alternate routes vehicles are taking that aren't being counted**

**As a daily bicycle commuter, the creation of the protected Folsom bicycle lane may have unintentionally caused us cyclists more danger. By reducing a heavily trafficked road to a single lane, drivers on Folsom have become angry and reckless, posing a hazard to other drivers and cyclists alike. Furthermore, the presence of a protected bike lane makes drivers less attentive about cyclists where the barriers are not present. Coming from a cyclist, please terminate this experiment on Folsom.**

**As a frequent, if not regular, bike commuter, I really appreciate the cities efforts to make Boulder more bike friendly and accommodating. However, Folsom, which I ride on almost daily, was fine for bike commuting before. The right-sizing hasn't improved the bike safety, in my opinion, and has increased animosity towards bike riders from the car drivers. I am also very concerned about how the right sizing on Folsom has effected businesses; Smooth Motors on Folsom in particular.**

**As a motorist and cyclist this idea does not benefit anyone. It only increases the chance of motorist vs cyclist violence, and we know who loses that battle. Biggest problem I see is what do you do with your bike when you get where you are going? Already had bike stolen down on Pearl street. Fix the entire problem before you close lanes of traffic.....**

**As BOTH a bicyclist and car driver who uses Folsom on an almost daily basis at varying times I find the Right Sizing to be a an unmitigated disaster. South bound cars on Folsom find it almost impossible to make a turn except with a turn arrow. As a result drivers desiring to make this turn back up far beyond the turn lane blocking ALL south bound traffic. This issue is worse at rush hours but I've seen it at all hours. As a bicyclist who travels this route every evening I DO NOT feel safer.**



At 2pm on 7/27 SB Folsom backed up from Pearl to Mapleton. Even in rush hour I've never seen this much jam with the orig lanes. I was NB trying to get onto Pine WB. I normally take Pine to avoid traffic on Canyon/Pearl, but if I can't get to Pine because of delays on Folsom I'll be forced to contribute to congestion on Canyon. The problem with Canyon is all the lighted ped crossings that slow traffic and is hazardous to both peds and autos. There's just no easy way to cross Boulder WB anymore.

At present, it hasn't affected my getting around at all. I think the main benefit this project will see will be in winter when the roads are icy and snowy. I commuted that road to work last year as a car driver, and nearly every day would see bikes "trying" to use the bike lane, and pushed out into traffic constantly because of how narrow the bike lane was along with the plowed snow being piled in them. As a driver, it slowed me down even more because I wanted to be able to stop if a biker fell.

Avid cyclist here. So far lanes are backing up with cars, people are crossing into the bike lanes to try squeeze between the line of cars in the one lane. Right turn lanes are WAY too short to move traffic through. I've nearly been creamed twice by desperate folks turning from the one lane because they can't get into the right turn. I do like the fact that I can pass the slow rider in the wider cycling lane. I'm kind of a competitive jerk that way. address affordable living to reduce cars.

Born in Boulder 1955. Have watched the city grow and roads widened to improve traffic flow. Right-sizing is a train wreck! I set a before/after stopwatch on my short Folsom travels to work. I come down Sunshine Canyon, turn on 9th, east on Pine to Folsom, then south to Canyon. Took me 1:29 max with a stop at Pearl before. Now, more than twice that long at best. WHAT A JOKE! In all the times I travel Folsom, I never see more than 2-3 bicycles. Winter? Nightmare! Stupid WASTE of my tax \$\$\$. Fix it

Boulder's reputation for bicycle friendly streets is a primary reason that my husband and I chose to move here. We have been here one month, and so far, happily vehicle-free in North Boulder. I hope the wider bike lanes remain and will expand throughout the city.

created more congestion on Folsom. created anger and frustration.  
negatively affects businesses on Folsom

Currently the Folsom Street Lab does not help me much as a cyclist. The city



needs to look at the entire system. There are a ton of paths that are not well marked and connected. The Iris corridor is a horrible idea . It will not be used and create anti-bike sentiment. Look at the optimizing and creating an entire system on paths that are enjoyable and safe to ride.

Folsom is a main north south thoroughfare for cars travelling around Boulder. The only other ones are Broadway which is already heavily congested in the town center (near Canyon and Pearl). This is a terrible idea to reduce traffic flow by 100% in both directions!! We have invested millions of dollars in Boulder to create bike paths that run all over the city. Why in the world do we need to congest the city further with limited traffic flow on a major North - South road?

Folsom is a vital N-S route for cyclists in Boulder, since Broadway and 28th aren't safe for cyclists. The 'living lab' modifications have made riding on Folsom feel much, much safer! I think the vehicle lanes could be widened a bit and there would still be a lot of room for the protected bicycle lane. But generally, I feel motorists should be using 28th as the through route for N-S travel.

Folsom traffic is affected. Significant delays occur around rush hour. Boulder already has good bike infrastructure (and overcrowded parking infrastructure)... Adding more bike lanes when there isn't significant bike traffic to create delays is not helpful. It is detrimental.

Folsom was the only road I would use to get through town quickly without much traffic and now I avoid it completely. The mess just north of Pearl on Folsom is horrid. People trying to turn left onto Pearl often block the only lane available to go through the light. Traffic backs up frequently. Also, people that are trying to turn right onto Canyon, often get confused how to do it correctly and dart across at the last moment (if there would be any bikes on there, they wouldn't notice).

From a driving perspective, the Folsom St. Living Lab does not affect my ability getting around Boulder. From a cycling perspective, it is nice to know that Boulder is trying different approaches to making cycling safer in town. I believe that winter time will be a key data gathering time for this project (I wonder how it will affect snow removal), and I trust that the city will allow the project to continue so that we can get the best data we can.

Greatly improves the ride down Folsom and now I use it as my primary commute into town.



**Hate hate hate it. Folsom is now a cluster; how does creating more traffic help anyone? We're talking about major arteries with little bike traffic. Take the money and use it to create better bike/ped separation on the existing bike paths and to add signage to help people find those paths. Voila! They'll stay off Folsom and Iris! Stop it already!!!!**

**Hate it: So visually noisy as to be dangerous to everyone on the street. Not a cyclist in sight last time I drove down there - traffic was slower. Doesn't the extra drive time add to auto emissions because vehicle engines are running longer?**

**Heading to the grocery store at 2:30pm, turned right off Pine to go south on Folsom... cars were backed up from Pearl Street light. I saw 2 trucks turn left into the alley way behind Spruce.. then another turned left on Spruce... I can only imagine how much traffic is being diverted during rush hour. Install parking lots on edge of town for commuters w/shuttle (or B-Cycle) to business areas before more "right sizing". I fear this will negatively impact parallel roads.**

**I absolutely love the bike ride I've been having with the protected lane. Although I am a very careful biker, I have been nearly sideswiped on Folsom on many occasions. The altered lanes have made it much easier. However, I did notice car traffic at a near-total standstill this afternoon around 5pm between Mapleton and Arapahoe. Though I love the protection, this section might require a different concept (i.e. two car lanes with those upright sticks still signalling the bike lane) to work.**

**I absolutely love the new bike lanes on Folsom. Its safer and faster and so pleasant. Whereas before I would consider not taking Folsom, I now opt to take the bike lane on Folsom. I hope more bike lanes will become like this in our beautiful Boulder town!**

**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 St several times a day, and it feels so much safer with protection from cars and enough space in the bike lane for cyclists to pass one another without having to v veer into traffic.**

**I know that motorists have submitted complaints about increased traffic on Folsom, but as a sometimes-motor**



I am an avid cyclist and regularly travel this route. Right sizing is nice until the blocks between Pearl and Canyon. Between Pearl and Canyon, car traffic gets backed up causing pollution and aggressive car drivers. These blocks are now much more unpleasant and in fact more dangerous than before Right-Sizing.

I am both a driver and bike commuter. Although there are some small delays for cars, riding on Folsom is much better. Especially north of mapleton at the "bend", cars have to slow down and can't barrel through at 40+ mph with only one lane. If it is made permanent, it will make more sense with hardscaping instead of temporary cones. I would like to see the city make it permanent.

I am confused about what I am suppose to do to make a right turn with a car? all the different colorings. also I am confused as to right of way on a bike? DO I as a bike rider have right of way whengoing straight? Even if car aahead of me has r blinker on?

I liked the old marking better for both bike and car...I use to use folsom almost everyday for commuting now I use 19/20th st till walnut and haven't figured out what to do after walnut yet.

I am pleased that this safe corridor is available for bicyclists to travel across town more safely. There has been a huge lack of safe commuter lanes on north-south corridors for bicyclists. Thank you for this improvement!

I am so happy you are installing protected bike lanes on Folsom. I ride this road every day and it is dangerous for bicyclists. Cars are always going over the speed limit. This will make the road safer for all users.

I am trying to bike more, but only use paths completely separate from traffic or very low traffic streets. When I drove on Folsom yesterday I found it difficult to understand the new striping in the areas w/o pilons. At 6:30 pm I counted about 12 cyclists between Arapahoe and Valmont on Folsom. Only 1 was using the new expanded on street lane. All the others were on the sidewalk.

Separate bike lanes are better for cyclists and drivers. I wish the \$300,000 had been spent on improving them.

I am very displeased with the changes made to folsom, and now feel the need to try to avoid it. Please change it back asap and I hope that the same is not done to Iris. Thank you for receiving my feedback.



I appreciate the plentiful and existing bike trails in Boulder; we make use of them often. While Folsom Street isn't part of my regular bike commute, I trekked out specifically to see the new bike lane. It's wide, feels comfortable, and felt underused (I was the only bicyclist on the road). Now that the city council has put the other two bike lane projects on hold, it will be easier for those who are car-focused to argue against the new Folsom Street.

I bike commute to work on Folsom. I ride just over half the time throughout the entire year. I very much like the new arrangement and wish something could also be done between Arapaho and Canyon since that has always been the most risky place of my commute ( the bike lane is narrower and in a constant state of damage for the 26 years I have been riding it). When I don't ride, I drive. So far I see better flow driving to the north because of the left turn lane. It keeps the cars off my elbow

I bike home almost every single day along Folsom and I did so before the bike lanes were even put in. The drivers on that road are careless and I've had many close encounters with cars veering in to my lane. The reality is that many drivers are not cyclists and are oblivious to our presence. Traffic delays are a small price to pay if it means protecting future cyclists from being hit. Keep these lanes!

I bike to and from work (Glenlake apartments to CU main campus) every day. I have to say that the right sizing has improved my experience and my sense of safety while biking on Folsom St. I think it's a great project. Keep up the good work! I hope to see more streets like this around town.

One suggestion: I have observed motorists get confused on what lanes to be in. More signs for the motorists would probably deter their complaints and frustrations.

I commute by bike to work year round in all weather, but I am opposed to the "right-sizing". The idea that creating protected bike lanes will increase bike use is fallacious and short sighted. My parents have lived in Boulder for 80+ years and have contributed to the community for all those years. They have been very active, but currently are not able to bike around town. I feel that this project is discouraging diversity in Boulder, lacking consideration for elderly and disabled.

I crossed Folsom on Pine on Friday at 5:30pm and was surprised to see the backup of cars in both directions. However, the most shocking thing was that while there were a few cyclists in the new bike lanes, there were an



equal number riding the sidewalks (on both sides of the street)... and most were riding the wrong direction. When traffic patterns and green posts are so confusing, having bicycles coming from essentially 4 different places and unreliable directions is going to cause an accident.

I dislike the vertical posts. They're very ugly and make it difficult and unsafe for cyclists to merge into traffic to make a left turn. They also make it difficult to pass a slower cyclist.

I do not like it. I am a cyclist and believe this makes it more dangerous to bike around boulder. Before there was one straight bike lane, now you have the bike lanes merge with traffic at intersections, which increases the chances of cyclist being hit. There wasn't a problem before, and now it has become one.

I do not like the new change to folsom Now the traffic from folsom and canyon is backed up to my street (South street) making it near impossible to exit the road on a car. The area between arapahoe and pearl on Folsom has much more traffic now that there is only one lane. I ride a bike and drive a car. When I am on my bike, the new systems has us cross the turning lane making it feel more treacherous as a car could be trying to turn right and a biker is going straight and could cause a collision

I drive a few blocks on Folsom every day on my way to work and back. I've definitely noticed a backup getting on to Folsom from Pine. I now sometimes turn on Spruce to avoid the traffic at the light on Pearl where I used to turn off.

Overall, I'm happy to deal with the inconvenience in order to have a safe N/S corridor for bikes.

I drive and bike along Folsom. I am a big fan of the new bike lanes. The old lanes were too narrow and I never felt safe in them. I never let my kids ride in them, even in trailers. The new lanes have fixed this; I let my kids bike in them for the first time recently. The particular bad spot I have noticed is the corner near Folsom and Bluff where cars often drift into the bike lane. While driving I have not noticed any problems. Sometimes traffic backs up a bit further north from Pearl.

I drive and bike Folsom regularly and the reconfiguration works for me as both a driver and rider. The addition of a center turn lane allows traffic to keep moving when someone needs to turn left, unlike the old configuration,



and the new wider bike lanes are a joy to ride. I've noticed more and more cyclists using the lanes, including parents with kids.

Thanks, City of Boulder, for trying something bold and making things better!

I drive down Folsom Street for the convenience and proximity to locations such as doctor's offices and my child's school. It used to be a fairly quick commute, but unfortunately, with the reduction of one lane traffic has increased and I avoid this area and end up driving a further distance just to get to the locations I need to go to in downtown Boulder. When I have taken Folsom, I also have witnessed at the most, three cyclists during peak times and many cars struggling to get through.

I drive Folsom regularly between the hours of 8 am and 12 pm. I think Folsom was wide enough before the change for any biker and that the change has not increased the number of bike riders as far as I can see. I think that the "metrics" that I read about are so vague that the powers that be can interpret them any way they want. By far the most important metric should be the increase in bike riders. To date I see no increase.

I drive on Folsom every day and have never been slowed down. I go mapleton to arapahoe in the morning, and the opposite in the evening.

I've biked on it a few times and loved the bike lanes.

I drove on Folsom on Sunday morning and found it was much easier to make a left turn onto Bluff to get to my friend's house. Then onto the bike for a ride south to get to the Creek Path and into the canyon. What a treat to be on a road with cars so far away! I was on the lanes today and it was a bit more challenging due to a confused truck driver. He stopped in the bike lane and blocked traffic as he tried to figure out where he was going. Having the bollards in place will prevent that.

I enjoyed the added sense of safety on my bike! I haven't noticed any change in traffic volume/travel times when driving.

I feel much safer riding on Folsom now and feel so much better knowing my husband is safer biking to the transit center. Keep the protected bike lane and add more!

I feel so much safer for my family riding down folsom with the new bike lanes. As a boulder resident who lives off of Folsom and pine, the old design encouraged cars to speed, often crossing over the small unbuffered bike



lanes. Since the new lanes I have increased my shopping on Folsom at least 3 fold from two weeks ago, because is so much more present to ride on! Please keep boulder citizens safe! Keep the new bike lanes!

I feel that the Living Lab has worsened traffic on 28th St during rush hour, as drivers attempt to avoid Folsom St. Although I appreciate the attempt to increase safety, as a biker, I never felt unsafe in the previous bike lanes . Also, the protected lanes run for such a short distance, they seem insignificant. Where I exit the Boulder Cr path on to Folsom, I still have to ride a few blocks in an unprotected bike lane. In summary, the detriments to drivers outweigh the benefits to bikers.

I felt much safer biking on Folsom and while I think this is a great idea, when I drove Folsom it significantly increased my commute time. The lights need to stay on longer to get all waiting cars through intersections. Otherwise this is infuriating.

i find the pilons in the street are so visually displeasing. I wish that those weren't there. It seems that we should be able to trust drivers to not drive in to the bike lanes. Just like we don't put them down all the double yellow lines. They seem so unnecessary and so ugly. Driving or biking down the street it is just awful and makes it an mess to look at. They also make it harder to see cyclists as you are driving down the road or trying to turn.

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 lanes 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. I would encourage the city to install these bollards on other bike lanes in other parts of town (with or without re-striping).

I have avoided Folsom street in the past when biking since my son was injured by a driver there two years ago. The new lanes are fantastic! Biking there has gone from constant tension, even fear, to relaxed watchfulness. Drivers are actually driving the speed limit or below, and are paying close attention to the turns. I hope that when this is made permanent it can be made more beautiful, with trees and bioswales for stormwater. Thank you for building this!

I have been commuting on Folsom for many years, both via bike and car. I travel on Folsom around 8am in the morning, and have noticed it is much



smoother in the car (also people aren't driving near 50 MPH). The travel time is about the same. The biking safety is outstanding, with much better flow, and visibility. I can see if cars are going to turn, and the extra buffer is wonderful. Well done Boulder!

I have driven on Folsom (non-rush hours) and not yet found it to slow traffic or effect my driving in a way that was difficult. However, I find the plastic markers to be distracting and not attractive. In fact it makes the road look like it is under construction. I live off of 16th Street and travel Iris frequently. I would not like to see the markers placed on Iris. Right now it is attractive and pleasant to drive Iris. The markers would be an ugly distraction.

I have driven this stretch of Folsom daily for over 20 years and have never had a problem with traffic. Since the experiment started, I have experienced traffic jams daily. I hate to see what will happen when school goes back or when it snows. Mayhem. I have also cycled this route often without problem. But now bikes can't pass one another because of the white and green barriers that entrap the bike lane and are an eye sore for all. A stunning waste of \$\$.

I have lived in Boulder since February of 1990. The Folsom St living lab is absolutely TERRIBLE! Like it or not, Folsom is a major north-south artery and removing two lanes of traffic for bike lanes is ridiculous. I encourage the city to revert to the original two lanes in each direction as soon as possible. I also encourage the city to terminate any plans to make similar changes anywhere else in the city. Regards, Dr. Margaret Bruehl

I have lived in North Boulder for 13 years. Folsom has been the only easy, traffic free street to get from North Boulder to 36, until now. Now there is traffic morning and evening and barely any bike riders. There are 2 bike paths a few blocks off of Iris that easily bring you across or downtown safely. There was not a demand for better biking on Folsom and plenty of other biker friendly options. This plan is only good for those who live and work in Boulder! Don't do Iris Please!

I have lived in North Boulder for over 30 years and frequently travel on Folsom. Often traffic is fine on Folsom (even with the bike lanes). However at busy times of the day, traffic is bumper to bumper - very bad. I saw 3 cars do a u-turn off of Folsom to get on Pine to head to 28th. So I think this change is also making 28th St. worse. As bad as 28th gets during busy times, Folsom was actually worse. Any measure of travel time increases should be at the busy times.



I have ridden it, driven it and it is a mess. Visually it is confusing and overly busy. Driving feels like an obstacle course, with a substandard driving lane, and bikes libel to go one way at one intersection and another way at the next. On my bike I feel like at times I own more than half the road but with white dotted limiting lane marks scattered everywhere and green and white stripes and dashes everywhere. At the intersections where the danger is the greatest, one has you at the curb,

I have used Folsom daily for 5 years and live the safety and ease of the new bike lanes, as well as the weight sensor crossings, such as at folsom and walnut crossing.

I have yet to bike it, but I greatly prefer this as a driver. It was too tight before with two lanes in each direction and cars would block traffic to make a left. The center lane eliminates this problem and I find driving Folsom much less stressful.

i just submitted an email to the city council expressing my strong disapproval of taking away lanes of traffic for this idea. the only way this should be added is if you can add these larger lanes without disrupting current traffic flow on existing roads. I am a biker so I do want and appreciate bike lanes, but i do not think these larger lanes should be added at the expense of completely changing the flow of traffic on roads Boulder citizens have been use to driving on for years.

I just wanted to write in and say how wonderful I think the new bike lanes are on Folsom. I've now had the opportunity to ride Folsom several times and the difference is striking. It hugely increases the perception of and actual safety of biking on this important corridor, which connects the Boulder Creek Bike Path with the Goose Creek Bike Path. Moreover, on Sunday this last week I took my son on Folsom, which I NEVER would have done before this. Keep up the good work!

I like it! Today I used the center left turn lane twice, once while going to the Goose Creek medical building on the SEC of Folsom and Valmont, and once while turning left onto Bluff. Both times, it was so nice to not hold up other drivers while I was waiting to turn left. I really like the center left turn lane.

I like the bike lanes but do think the lanes for cars are entirely too narrow. When people are using the turning lane, they are too afraid to move all the way into the lane for fear of entering oncoming traffic, thus backing up traffic



behind them. That backup then encourages cars to drive around and sometimes go into the bike lanes, which is not safe either. I'm all for the bike lanes but think they have been given too much space. There's seems to be lots of wasted space now on Folsom.

I like the changes on Folsom. I like to do my errands and short trips on bike or by walking. When I go to 29th St., the logical way would be straight down Canyon. But that is a boring, dangerous trip. I would rather go down Folsom to Walnut. It is much safer for me as a senior. I have been much more active on my bicycle since the Living Labs experiments have been going on. I feel safer. Please do not stop experimenting because of negative public opinion.

I like the idea of the bike lane. But the green poles are a nuisance and very distracting. The color pattern make me unable to focus fully on the road as I am always catching those out of the corner of my eye. Very distracting. Remove the poles & keep the bike lane please :)

I live at 1828 Pine St & utilize Folsom St each time I drive east. I do not support this "experiment" of right sizing. This is not working. Each intersection gets clogged in the single lane. I have to wait out 1-2 light cycles to reach the left turn lane. The people who did the tests for this, didn't use common sense & only told you what you wanted to hear. Let's see how the snow plows handle those flexible pylons. If you want wider bike lanes, dig up the road & make it wider w/ 4 lanes.

I live near 26th and Pine, and use Folsom more often to get to businesses on Canyon & Arapahoe. It feels dramatically safer and is more pleasant now.

Also, the crossings at Walnut and Spruce both feel much, much safer -- I was nearly hit there a few times because cars in the second lanes couldn't see me and I couldn't see them. One lane each way is more manageable.

Finally, speeding and dangerous driving on Folsom have decreased from what I can tell.

I am a huge fan of this project.

i live on folsom and the road had a perfect bike lane, it is an accident waiting to happen leave it alone!! it creates more congestion that is not necessary, i'd hate to see a student get run over because our city council are idiots! if they want a new project work on getting the the freekin bums on every corner of this town out of here!!



I live on Pine several blocks from Folsom. Since this project was initiated, the back-up at Pine and Folsom is horrific. Back-ups into the intersection at 9, 11-2, and 5-7. I have not seen any extra cyclists but I have watched a lot of angry drivers who can't get onto Folsom from Spruce, Walnut, etc. I drive this road every day - no other way for me to get around Boulder. I bike this area too. This adjustment has no value to bikers and no value to cars.

I live on Spruce. Since this began, intersection Spruce and Folsom is frequently crowded, stop and go traffic, backed up, with no gaps for pedestrians and bikes, restricted visibility from so many vehicles trying to use the same space. This seems hazardous for all. Other affected Folsom intersections (Pearl, Walnut, Canyon) are similarly busier and thus more hazardous. If I rode a bike I'd avoid Folsom until the lanes revert to normal allowing traffic to flow more smoothly.

I live on the corner of Folsom and Fremont with my girlfriend and our greyhound Jake. We commute to work by bike on a regular basis, we bike to the farmers market every Saturday morning, and bike to Pearl st. Mall at least once a week.

The new bike lanes on Folsom have been great! We were skeptical at first as to if the project was a good idea, but have not noticed any significant impact to traffic. Conversely, we feel much safer when biking on Folsom, and hope to see the other lanes soon.

I live on University Heights Ave, so Folsom is the only street I have to access the rest of Boulder. The Living Lab has made 4x daily trips to take kids to school more frustrating. There are lane-switches required, the surfeit of marking, confusing symbols, and bollards are confusing to bicyclists and pedestrians alike. The markings are non-standard, and even though I \*really\* tried to understand the explanation printed in the Daily Camera, I ended up confused.

I live right by Folsom and while I mostly traverse it by car, am also a cyclist. This experiment is terrible. It has taken away entire lanes for cars on this busy street-there are center turn lanes with no places to turn into- and created an over-constructed system for cyclists for which I'm not aware of any safety issues they had been experiencing there. I could see this creating accidents and confusion and traffic backups and no real benefit. From this local's perspective it is a fail.

I live right off Folsom, and drive or bike on it daily. Cars used to veer into the



bike or upcoming traffic lanes at 40mph in the curves south of Valmont. Now the bike lanes feel safer and the dedicated turn lane works well. The driving time hasn't got worse compared to the rest of the city. I'm for bike safety even if it means a slightly longer driving time. Traffic on Folsom is usually consisted of overflow from 28th St, where drivers choose to use it as a shortcut through the city anyway.

I LOVE having the protected lanes on a north/south route transecting town. I wish it extended all the way to Iris, as I live north of Valmont, where the protected lanes end. Please "carry the Folsom Living Lab experiment to term", as I think it will become the norm and hopefully will mean more and improved cycling-supporting changes will be put in place in days to come. (We need a much better arrangement on 28th Street than currently exists.)

I love idea of making streets safer for bikers, but the traffic on Folsom is now horrendous. The idea was not well executed. Bike lanes must be in addition to appropriate traffic lanes, not in interference with. Traffic is getting so awful in Boulder that slowing things down for bikes is inappropriate. Some people are not logistically able to bike to work or school. Traffic congestion is not a good solution. Plz don't continue with this

I love it! Please keep it and build more.

I hop it's a build it and they will come model.

I love it. I live right off folsom and commute to work by bike ~2 days a week. I feel so much safer and can't wait to take my children on the bike path - it will expand our options for family trips. Also, I regularly drive on Folsom as well and haven't notice any significant difference in traffic. Maybe a tiny bit slower, but not much.

I love it. As a bike commuter, I'm completely in favor of anything that helps to make biking in town safer and easier. Yes, there is some congestion, as I experienced last night in the car. But after a block or two it eased, and hopefully some people will get out of their cars and find alternate means of transportation, if they are able-bodied and have a bike, electric bike, scooter, bus pass or just don't need to make that trip by car. Thank you for experimenting with different options!

I love it. I live at Folsom & Iris and even though the project isn't even quite complete, I already feel a lot more comfortable riding my bike down Folsom. I am more confident that cars will see me at intersections. I am no longer at



risk of a speeding driver swerving into my bike lane as they pass (on the right) someone hanging out in the left lane to turn left. Drivers are going the speed limit. This project has immediately made the street far more safe and pleasant.

I love that we are able to experiment with things like this. However, I find this to have a very high impact on Folsom traffic flow including the right hand turn from Canyon onto Northbound Folsom. I hope we do not do this on Iris! Thanks for seeking input. Bob

I love the Folsom street bike lane. I commute to main campus from near 30th and Iris, and I have changed my commute in order to take advantage of the protected bike lane. I feel so much safer in that lane that I'll happily take a longer route (with a much bigger hill!) in order to use it. I've been commuting by bike almost every day of the year (rain, shine, or snow - I draw the line when it's too windy to keep my bike upright) for three years, and it's the safest I've felt on a road here.

I love the Folsom Street project! It provides enhanced safety and security for those who travel by bicycle. There are many east/west bike paths in Boulder, but there are few ways to safely travel north/south through the core of the city. The protected lane provides a safe and simple way for all bike users to share the road. Please add more bike lanes like this!

I love the idea, I love biking as much as possible, I love the idea of more bikers BUT, since the city has made this change on Folsom, traffic on Folsom is a nightmare. The congestion between Valmont and Arapahoe is ten times worse. Folsom used to be the easy get across town with the ability to avoid 28th st. Now it's horrendous. The reality is not everyone can bike and most do have to drive and now the congestion here is horrendous during the traffic hours. I am not a fan at all. Rebecca

I love the new bike lanes on Folsom! Folsom's old bike lanes were too narrow, and I felt uncomfortable with the turn just north of Bluff because I'd see drivers drifting into the bike lane quite often, so I used to go on the sidewalk between the bike path and Bluff (which is the street I live on). Now I feel safe to bike on the street with my two children, aged 3 and 6, who ride on their own bikes. I also like the separate turn lane that's been added.

I love the new bike lanes!! I live near 30th & Iris and before the change I struggled finding a good North/South bike route. I would avoid Folsom at all costs because of the impatient drivers and curvy road. There are no bike



paths that run North/South very far either. Folsom actually connects Goose Creek Path & Boulder Creek Path perfectly. It is truly a game changer. Personally, I've driven Folsom a couple times since the change and have never experienced traffic on non-peak hours.

I love the new bike lanes. They feel sooo much safer than before. I immediately notice the difference, while biking South on Folsom, when the protected lane ends and the cars begin whizzing by inches away from me at high speeds. I ride the Folsom lanes whenever I possibly can and I hope to see more streets adjusted in this way for safety and equity across all types of commuting.

I LOVE the new Folsom. I feel so much safer riding during heavy commute times. I can't wait for 63rd to be done! I've heard a few complaints about car drivers "not seeing cyclists", but to be honest I usually see more people on bikes than cars after work on Folsom.

I love the new protected bike lane on Folsom. I do look forward to riding Folsom now that it's in and I make a conscious effort to use that route now because it feels exponentially safer compared to other roads that do not have the wide lane installed for bikers. Thanks for giving it a try! I love it.

I must use a tricycle, which is much wider than a bicycle, because of a bike accident on the Boulder Creek Path (a runner hit me broadside and knocked me against a wall!). I routinely use a section of Folsom on my way home from volunteering at the Public Library. The increased space makes me feel safer during my ride. Also, I've noticed a marked drop in the speed of cars heading South from Valmont.

I no longer drive into town to do my shopping at McGuckins, Sprouts, Performance and other stores because of the increased safety of bike access on Folsom. This also permits safe bike trips to the library, the mall, etc. Instead of dreading the drive or ride into town, the Folsom project makes it a pleasure.

I now avoid driving Folsom near Walnut, Pearl and Canyon. I take more side streets on my routes. I doubt people living on the more residential streets are very happy about the "right sizing."

I really hate this unnecessary change. I am an avid cyclist, but also a driver. The original bike lanes were more than adequate. The new lane changes are very confusing and dangerous. They create more congestion, something we



do not need in Boulder. I expect more accidents with this new arrangement.

I recently rode my bike twice on Folsom St. between Spruce St. and the University of Colorado. I do not think the new bike lanes are an improvement. The old bike lanes were just fine. The new ones hamper a bicyclists ability to avoid things like man-hole covers and I think they create a false sense of security because even though they are "sheltered", they still have to co-mingle with traffic and stopped buses every block. Honestly, they really seem more anti-car than pro-bike.

I ride my bike and occasional drive. I live in North Boulder and use Folsom daily. I think the bike lane is awesome! I being able to take my bike on this road. I feel safe and protected. I also drive too. I have no issues with traffic. I think people are being babies because something changed.

I ride on this bike lane twice a day (to and from work) about four days a week. It is much safer and more enjoyable. You should make it permanent.

I rode the new widened bike lane today on Folsom from Walnut to Canyon today, and was very impressed at how much more comfortable cycling was in that section.

I was skeptical from news reports that it'd make much difference; it didn't sound like much extra space. But it felt very different on a bike today-- thanks so much for doing this! I only wish Folsom was configured this way all the way to the creek path.

I strongly oppose your "right sizing" plans because it slows down travel. Today I drove Folsom mid morning and found it to be much slower than usual because of drivers going 15 mph. There's no way to pass a slow car. I saw absolutely NO bikes. When you call it 'right sizing' it makes it clear you have already decided it's right. In my opinion it is not right to interfere with the majority of travelers to benefit a small minority.

I suspect that the Folsom Street Living Lab will make it MUCH easier for me to get around Boulder. I live at 24th and Mapleton, so this change will not only effect my bicycling around town, but also my commute to Broomfield when I drive to work. The extra wide bicycle lane will make it easier for me to leave my house and get to Whole Foods, 29th St Mall, Target, and my bus stop when I use the bus to commute to work. I am VERY excited about that.

I travelled east on Mapleton, and when I tried to turn right onto Folsom, I had



to wait 5 minutes before there was an opening between cars and cyclists before I could make my turn. Also, I noticed that when cars travel on Folsom and slow down to make a right turn, it causes all the cars behind to back up considerably. It seems to make a lot more sense to have the bike routes go through neighborhood streets, not main routes used by cars.

I use Folsom a lot as my main north-south corridor when I go in my car from Chautauqua area to Whole Foods and 29th St Mall. Shrinking car traffic to 1 lane each way slows down turns onto Pearl among others, and all the new striping and "delineators" are pretty confusing. Right now I'm avoiding Folsom by taking a different route. Biking on Folsom certainly feels safer but extravagant. I don't bike there very often - I mainly use the Creek path.

I use Folsom St daily. I turn left (North) onto Folsom St from Bluff St almost every day at some point. I think the new traffic pattern has improved safety at this intersection by eliminating some variables and generally slowing down the speed of the cars, particularly Southbound. The new traffic pattern becomes messy by Pearl St. Traffic backs up a lot which creates dangerous/frustrating congestion for all. I think the new pattern should remain in place only from Spruce St to the North.

I used to go down Folsom at the 35 speed limit and cruise through that stretch often without hitting a light. Around 1:30 today southbound I never got above 25mph and stopped at every light. How much extra pollution and productivity loss does that amount to? Please, this is a failed experiment, the only benefit is cyclists have a wider lane. At what expense? More pollution, frustration. Where will those frustrated drivers go? They'll move , spreading the mess, there was no mess in the 1st place!

I was on Folsom today in the middle of the afternoon and traffic was backed up 3 lights back and feeder traffic from the side roads could not get on to the street.

I will not use Folsom any longer, so it will reduce my options. Making this change to Iris will severely impact my ability to get from North Boulder to the rest of Boulder.

I work at the 2500 block of Walnut and live west of that location. I drive Arapaho to Folsom to Walnut each morning and Walnut to Folsom to Pearl/Pine each night. Since the change my morning route continues to be fairly traffic-free. After work, there are now long lines of cars on Folsom at Pearl in each direction. It is now very difficult to turn onto Folsom from



Walnut and also difficult to turn left onto Pearl from Folsom or continue straight. I now backtrack East to get onto Pearl.

I would like to know what metrics you are using to evaluate the benefits/detriments of this experiment. Aside from car travel time and the number of bikes on Folsom (I assume these are for sure being measured), what about delays at uncontrolled intersections for those trying to ingress Folsom? What about seasonal differences - this being the lightest traffic time of the year? Are you assuming any bike use in coldest winter months? Why not rely on Broadway north of Quince for this data?

I would occasionally bike on Folsom

I'm a cyclist and occasional bike commuter and think this is an experiment in "let's find a solution for something that isn't a problem" gone awry, and am glad to see other right-sizing plans have been put on hold. Was bike traffic in the bike lanes on Folsom to the point where there cyclists consistently going 3- or 4- or 5-wide, thereby necessitating a wide bike lane? Clearly, no. Has afternoon rush on Folsom become a cluster for those in cars? Clearly, yes.

I'm a senior who rides both a road bike and a towny bike on Folsom. I also drive on Folsom often. I never felt unsafe on my bikes on the original bike lanes. Since the lane changes I've stopped driving on Folsom - which pushes me onto neighborhood roads east of Folsom. I knew there'd be a problem with the left turn light from southbound Folsom onto eastbound Pearl because there was a problem with cars backing up before the changes. But then, the cars had two lanes to use.

I'm an avid cyclist, and love having the additional level of protection from drivers. My commute became noticeably less pleasant at Folsom and Valmont as I rode north.

But it comes at a cost of convenience to cars. During high traffic times, I've noticed right turning vehicles become backed up because the cones don't allow for a right-turn queue.

I am in favor of keeping the protected lanes, but the city should consider ending the cones farther in advance of intersections.

I'm excited about the north-south connectivity of the Folsom street bike lanes. It seems like it would be a nice alternative to connect to Boulder Creek Path from Goose Creek without riding on 30th or 28th (where there is



more traffic and more cars turning into businesses/driveways). I recently drove on a portion of Folsom and my trip was quick even though there was only one lane and several b-cycle riders in the bike lane. I hope more people start riding their bikes. Keep it up!

I'm loving the bike lanes on Folsom!

In an effort to chase an idea that caters to a minority of bicyclists, the City has created an unfortunate and miscalculated MESS!!!!!!! I travel up and down Folsom daily and have never have seen more than 6-7 bicyclists at at time in the existing bike lane on my drive. Once a pleasant street, it now looks like a circus. Most importantly, the traffic is so backed up, that I couldn't couldn't turn left from the middle turn lane. It creates a dangerous situation all round. Dismantle now.

In two days I have avoided a collision heading north on Folsom right after the intersection of Arapaho and Folsom because there is no real warning that the left hand lane is a turn lane until you reach Canyon. Between the crosswalks and turn lanes traffic is a nightmare. Also going North at 8:30 AM I counted 5 bikes going North to Iris while dealing with 50-60 autos. Thanks for the most ridiculous excuse for traffic management..

Increased traffic congestion on Folsom has worsened my daily commute. I've lived car-free in the Northeast where it made sense. Boulder is not special; it's just another suburb in the sprawl around Denver. Please stop pretending that we live in a high-density city where biking and public transit are practical. Traveling 10 miles from Boulder to Louisville takes me 20 minutes by car and over 80 minutes by bike/bus (totally impractical). I will continue to drive everywhere unless/until I move to a

interesting concept and the drawing of the biker/lanes and cars look beautiful. However, the reality is that our business will now suffer due to congestion and people taking an alternative route :( The economic impact should have been considered (not sure if it was, but we already feel the impact - and this is after just two days.

It adds time and change congestion to an already congested car commute. I sit in longer lines of traffic while the stop lights cycle through and watch a mostly unused lane sit empty. A right turn onto Folsom from any of the east/west streets has become increasingly difficult. Please reverse this awful idea.



It affects it incredibly, I ride a bike when I can, however, when I have to drive on Folsom it is because I have to get to my other JOBS and cannot take a bike. The traffic, the awful timing of lights makes this a horrendous experience already. I have to now leave my first job at least 10-15 minutes earlier so I can get to my second job hopefully on time. This is getting worse. Taking a bus is not any better, because the BUSES are stuck in the SAME traffic and the SAME issue with LIGHTS.

It does nothing positive - causes auto traffic backup, does not enhance biking at all. Paint and barriers are very distracting - remove all of it ASAP.

It dramatically reduces my ability to get around Boulder. I am very pro alternate modes of transportation. However, this specif attempt to support more cyclists and the diversity of cyclist definitely does not off set the down side for vehicular travel. On July 1st, in the mid afternoon, I traveled Southbound on Folsom. There were \*zero\* bikes in the new lanes, cars were backed up \*three\* traffic signals and cars attempting to get onto to Folsom from the feeder streets were unable to do so.

It has impacted me negatively and I fear that it will only get worse once the kids start school in two weeks and the college kids are back. I have been stopped in the middle of the intersection of Folsom and Pine twice now because of back ups at the cross walk or from the light on Pearl. This was a reliable north/south route that your "experiment" has ruined. I hope that you will take people's real issues with this seriously and turn Folsom back to it's original state.

It has made both Folsom and 28th more crowded. I am concerned about how bad it will be when school starts, and then snow. I am quite concerned about the future plan for Iris - it sounds like traffic moving to 28th was "expected" and ok because 28th was built to handle more traffic. But there is no such outlet for Iris. I live on Kalmia which is a nice, quiet street with many bikers and hikers. I'm afraid it will be the outlet for Iris traffic. Bad, bad idea.

It has made it easier to get around by bike and to cross the street as a pedestrian.

Thanks!

It has made it more challenging. Folsom was a functioning artery that is now clogged. I applaud the postponement of the Iris "right" sizing.



**It has no impact at all -- I don't use the relevant streets on a regular basis.**

**It has ruined my ability & desire to shop or dine out at businesses along Folsom, particularly McGuckin Hardware. I exercise by walking & hiking & do not own a bike. I leave my car at home 5 days a week as it is & like to complete my errands efficiently when I do drive. Sitting in traffic wastes gas & increases pollution. Fortunately, Superior is just down the road from my south Boulder home, offering limited traffic & plenty of parking. Big mistake, city council!**

**It hasn't affected my ability to get around Boulder at all. However, I live in Fourmile Canyon and work at 15th and Pearl. I will, however, continue to support any and all projects that promote walkability, bike-ability. Traffic "congestion" will not be the reason businesses or people don't come to Boulder. If anything it's the walkability and bike-ability that bring them here in the first place. Everything else revolves around a walkable city. Thanks for hearing the feedback.**

**It impedes my ability to get around significantly. The traffic jams at all the intersections and congestion around Pearl St. are annoying and time-consuming unnecessarily.**

**It is a disaster. I am not saying that Folsom did not have difficulties before, but this trial solution is entirely unworkable. It creates an unending stream of cars: cars from side streets have a very difficult time entering, and end up waiting in the bike lane area. Cars turning left from southbound Folsom onto Pearl overload the turn lane back into Folsom, so traffic comes to a complete standstill. Folsom carries far too much traffic for this to be workable for cars. Bikes can't access either**

**It is an unmitigated disaster. Getting to McGuckins used to be a breeze. I was stuck at Pearl Street for three light cycles because of the folks that were unable to make the left turn on to Pearl this morning. The merge to take a right on Canyon from Folsom is also a mess.**

**You have taken the best north south route in Boulder and you have ruined it. It's a disaster.**

**It is creating a lot more traffic and frustration. I have to be in the east part of Boulder coming from the west on a daily basis. This just doubled my travel time. Boulder is becoming more populated and now it is just becoming a**



**frustrating city to get around. I miss the old Boulder**

**It is going to make it safer and easier to get out of my neighborhood and out to my health club on my bike! Mapleton to Folsom is the most direct route heading east. Having to only deal with one lane of traffic in each direction simplifies my crossing. Having a wider bike lane/bollard protection means that I a**

**When I am driving on Folsom, I do not expect any significant change in my driving time and the change will not make me less likely to go to McGuckin Thanks for taking this project on.**

**It is ridiculous. The economy of Boulder is supported largely by people who commute into it. You can't remove lanes. That isn't rightsizing, its god sizing.**

**It is taking longer in general. Traffic is backing up on Folsom during the lunch hour and the morning and evening commutes. Cars must wait extra cycles to access left turn lanes. I never noticed a traffic problem like this before the right-sizing change. This problem will surely be exacerbated when the students return en masse. I am not seeing more bikes than usual using the wider bike lanes.**

**It is very difficult to turn right onto Folsom headed eastbound from the Whittier side streets. There are very few breaks in traffic long enough to merge (the intersection has a yield sign) and I found that after waiting a long time (with traffic backing up onto the side street behind me) I finally had to hit the gas hard and jump into the largest gap I could find. Forcing all of the traffic into one lane creates an almost non-stop flow of traffic, making even merging at the yield dangerous.**

**It makes any drive on Folsom take 5-10 minutes longer than before, forcing me off Folsom onto side streets. What a mess**

**It makes it more difficult. I work on Folsom Avenue and have already seen an increase in delays and traffic. It is now much harder to turn left and travel southbound out of my parking lot. I have seen very few bicycles taking advantage of the new bike lanes. The merge of the two northbound Folsom lanes at Canyon Blvd regularly cause drivers to honk as it is very counter intuitive as to who has the right of way in the merge.**

**It makes my normal ride on Folsom seem a bit more dangerous.**



**It makes travel more difficult especially between Pearl Street and Canyon. Definitely impedes traffic flow in the PM**

**It makes traveling into the center of Boulder very difficult and causes auto congestion. I understand the need for safe bicycle travel but reducing the number of lanes for autos creates more traffic. It is not realistic to expect everyone who needs to get into Boulder to travel by bike or bus. I can only imagine how much more traffic there will be once Iris lanes are taken down to one lane.**

**It really slows down my use of Folsom. The first time I used it I found two block backups in both directions which I had never seen before. Also there were no bikes.**

**I'm also angry as I look at the photo on this page which has been photoshopped. There is no place where a mountain appears in such a view. If this is happening with beautiful weather, what will happen during the winter? And an even worse case would occur if the Iris "best-sizing" is implemented.**

**It seems really shortsighted. When I am using a bicycle for travel, I certainly don't contend with NYC gridlock, but traffic on Folsom, Iris, 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**

**It seems that the only good thing about the new bike lanes is that they allow cyclists to cycle side by side. That's less safe than riding single file anyway. They have caused**

**MUCH more traffic on 28th and 30th streets so going north to south (or vice versa) anywhere takes "forever". I also fear that with slower traffic cell phone and texting will occur more often for distraction from the delays they cause. I only learned to ride a bike 12 years ago and I never felt unsafe riding on Folsom.**

**It slows my travel time down. A completely short sighted concept that only considers bikers and not everyone. This design fuels a idea for the bikers that they have the right a way with blatant disregard to those around them. The idea 28th street can handle the increased traffic as given in a transportation advisers comment in the paper shows that they do not know the true impact of their decisions.**



**It sucks. Long traffic lines in rush hour, juxtaposed by little or no observable use on the part of cyclists speaks to the fact that this is a waste of time and money. Speaking of long rush hour lines I have no problem skirting the problem by hitting different neighbor hood streets.**

**It takes Folsom off my streets to drive on. On day one it was a disaster between Pine & Arapahoe**

**It will be a disaster for my ability to get around Boulder. The metrics were not studied carefully before implementation. This so called "right sizing" has turned into a win-lose situation. The collective ego of the City Council, Transportation Advisory Board and the Boulder Transportation Dept. has prevailed: Ego 1, Citizens 0.**

**It will keep me out of Boulder. I used to come into Boulder from the Gunbarrel area. I will not longer do that as I do not want to deal with bike riders who do not follow the traffic laws. I am 64, when I ride my bike I do not worry nearly as much about cars (who quite often are following the traffic laws) but the bike riders who don't even know the traffic laws and that they apply to them as well as car drivers. Make bike riders follow the laws and maybe there will be fewer accidents**

**It works well when there's not heavy traffic. I've sat in backups that were worse then before. My husband avoids it all together...i wonder how many other people are simply taking other routes. I felt totally safe riding my bike on Folsom before it was "Right sized"! I strongly suggest the city fill all the potholes before spending more money on "Right sizing" other streets. In my opinion Iris will be horrific!**

**It's absolutely horrible. The traffic in boulder was already a deterrent for anyone who lives too far from the downtown area, and now it is worse and will assuredly dissuade me and others from going to businesses in ALL of the downtown area, especially those businesses where traffic if clogging up. I am still shocked that such a big decision was made without a more comprehensive study that included traffic analysis and more public input. The city council is out of control, in my opinion.**

**It's amazing, absolutely wonderful. I feel dramatically more safe biking down Folsom 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.**



Its going to make it twice as hard to get in and out of my Trout Farm condo, plus, your machines are keeping me up all night... Thanks for the all night noise pollution... SO LOUD!!!!!!!!!!!!!! I agree with the business owners on Folsom St. , you are waisting money on a bad idea... Run loud machines next to your own homes all night....

It's great. While I don't use Folsom as part of my daily commute, I do regularly bike on that route to go shopping. Since the right-sizing has begun, I've found this road far more pleasant. It's particularly noticeable on uphill. Thanks!

It's made it significantly more challenging. Whenever I drive down Folsom now, there is a line of cars backed up from Mapleton to Canyon, where as I see zero bikes. PLEASE PLEASE PLEASE don't ruin other roads

It's pretty hard to drive North and South in Boulder already. Folsom is one street that moves fairly easily. Why mess with it? I use my bike on it regularly and yes you have to be extra cautious, but you have to be extra cautious even on the bike paths.

I've been out of town for a few weeks. Today I rode home from work on Folsom. I have never felt unsafe on Folsom. I had more room with the "right-sizing" but did not feel safer. There were no other cyclists in the wider lane with me. I am an avid cyclist. I commute to work by bike most days and also ride for fun several times a week. However, I do not think that right-sizing is the answer. Lots more to say, but space limited here.

I've been traveling by car on Folsom 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 testing this??? No to Iris!

I've biked along Folsom for over 20 years -- but now I hate it. Noisy, smelly, idling cars from Pine to Arapahoe make this a bad experience. And disgruntled drivers, some trying to make a right turn, keep honking at me.

I've biked Folsom 20 times since the change, and 5 times during rush hour. Even in rush hour, when the traffic is almost continuous, it's moving, not



gridlocked, and that is just about 20 minutes from 5:20-5:40. Having cars move at a safe 20mph is far better than having racing along a 45mph. I feel far safer biking on Folsom now than I did before the change. Please use the data to evaluate Right Sizing and not the pressure from those who resent any perceived threat to their cars.

I've biked this section of Folsom for a number of years, both for recreation and as a commute. The bike lane always seemed too small, and I felt uncomfortable at the closeness and speed of the traffic. The new bike lanes are a huge improvement over the old lanes.

I've both driven and bicycled along Folsom a number of times since the new paint/bollards and lane designations, and have been extremely pleased with the experience. I avoid driving at rush hour, so I haven't noticed any backups or delays, though I have been paying more attention to my speed on that route. Bicycling with friends or family is easier, less-stressful, and frankly more fun.

I've used Folsom St to get from North Boulder to the CU-campus area by bike for more than 5 years. I appreciate the changes made to the street, which I find both emphasize the low-speed nature of the road (compared to the car-centric Foothills, 30th and 28th streets) and also the reduction in car-bike conflict at right turn lanes, such as at Folsom & Canyon. Given the status of Folsom as the best way to get from north-south by bike in eastern Boulder, I strongly support the recent changes.

I've used the new Folsom Street lanes several times and have mixed feelings about them. PROs: It is nice to have protected bike lanes -- I feel safer in the buffered lanes, and the pavement markings make it clear that "bike stuff" is happening on this street. CONs: I've actually felt increased stress using these lanes. There are so many things to watch for simultaneously: green lane markings, white stripes, flashing lights, the poles, pedestrians, cars, ticked off drivers, traffic lights, etc.

June 21st I took Folsom from Valmont to Canyon and ended up in a traffic jam from Bluff to Canyon. I did not see a single bike rider or police officer. Police officers might have been able to help monitor the situation and direct traffic. I feel the Living Lab had a negative impact and created a dangerous traffic situation for everyone.

Let's call this thing the failed experiment that it is...it's ugly, ties up traffic and has done little to encourage bike riding. I have ridden Folsom hundreds



of times and never had an incident with a car. Likely because I am respectful of 4000 pounds of metal driving all around me. A little bit of fear and respect for vehicle traffic is not a bad thing for bike riders to have. I've seen a lot more aggressive, disrespectful bike riders than I have drivers.

'Love it! More, more more!

Let's make Boulder livable by human beings and get the slothly masses out of their metal boxes!

Love it! Live in N. Boulder and this helps to provide a safe and efficient route from home to CU, downtown with kids.

Would be much better if the Iris to Valmont section also had a protected lane - I won't ride this section at busy times with kids and that is a real shame, limiting my use of the rest of the route. Also the section Canyon to Arapahoe is still narrow and sketchy. Need a safe connection all the way to Boulder Creek path. Bikes, like cars, need COMPLETE routes, not pieces.

More traffic from a growing population requires more driving lanes, not less. If the purpose is to provide a buffer zone for bikes/cars, why not do a (free) "Living Lab" by allowing bikes on trails?! Table Mesa Trail would open up a North-South commuter route for bikes. Ending the moratorium on trail biking in Boulder would be a much less expensive way to provide safe passage for bikes. I would commute along the Table Mesa Trail, Anemone Trail, etc. if they were open to bikes. More Bike Trails!

Much more difficult for me to get from North Boulder to campus safely. Traffic is regularly backed up during peak periods. What used to be smoothly flowing traffic this will be a bad combination of stop-and-go traffic with inexperienced bikers and drivers when CU and Boulder High are back in session.

Negative - My first experience with Folsom was on 7/21/15 at 2:12PM. Auto traffic North from Canyon was slow (max speed was 16 MPH) and stop-go. Did not see any bikes in bike lane.

Negatively! The project creates major delays for vehicle traffic commuting home from the Pearl St. business district. Bike commuting is not practical for those of us who aren't privileged enough to afford the astronomical cost of living in Boulder. There are ample bike commuting options already available, and making traffic worse for drivers just to widen a perfectly good existing bike lane is indefensible. Tear that crap out, and repay the



taxpayers whose money you have so callously wasted.

Negatively. I have to drive through Boulder for work every day. It is one of the worst cities for traffic I've ever seen. This just makes it worse. I can't believe you people waste money on this. You really should be ashamed of yourselves.

**New Project makes for worse situation**

I drive this route (Iris 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. Extremely difficult for cars from the side streets to get onto Folsom. Slower and much more frustrating.

Not at all.

Not at all. I fractured my radius head and have not be able to bike. So, I have been taking the hop to campus and I have not noticed a delay in traffic because of right sizing. As soon as I can get on a bike I plan to ride to campus using this route. Thank you!!!!

Not very well. At 12 noon, there were only 1 cyclist and 1 pedestrian with about 15 cars backed up on Folsom northbound at Pearl. Almost had gridlock as the light turned red for Folsom traffic. Turning onto eastbound Pearl from northbound Folsom was very dicey because of the bike lane. No matter how much you look it is hard to know if you aren't going to cut off a cyclist. The design just doesn't seem very useful.

Not working! The bike lanes were just fine before and there was plenty of room! It has taken me several times and different times of the day over 25 minutes to get from 19th and Elder to Common Threads. Folsom 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.

Of course it affects my ability to get around. How could creating traffic on Folsom do otherwise? I'm guessing frustrations, overlapping bike and turn lanes, difficulties making turns onto Folsom from side streets, etc., causes more danger to bikers than the old bike lanes ever did. The real problem is



that you are using a sledge hammer approach where a few finger taps will work. If you want to get people dusting off their bikes, do an ongoing informational campaign at a fraction of the cost.

Poorly. No increased use by bikes. I spend more time in the car and don't detour to spend money in Boulder businesses because I don't want to spend more time in traffic. This was a solution in search of a problem and an irresponsible waste of taxpayer money.

Positively. Much safer to ride the bike, and easier to drive with just one lane and a turn lane. Walking is better too because cars are unable to go 35-40 mph outside of rush hour and it is safer to cross, and quieter. I hope the same changes will go ahead on Iris and 63rd - thank you for your work!

Proper road construction is needed to fix this problem. I drive and/or bike this road everyday and have never felt unsafe. Now I will do neither. The traffic delays are ridiculous and the bike lane expansion is not needed. I have never felt unsafe biking in Boulder. Proper planning and construction is the solution. I am a cyclist and will not use this closure to show my unhappiness with this project and the way that it was forced on the citizens of Boulder.

Protected bike lanes are great! Traffic is much calmer & quieter.

Right sizing on Folsom is creating another traffic nightmare in already congested Boulder. As a regular user of both a car and bike in Boulder, I feel constantly punished for using the car which I need for business. This poorly studied move is not the answer and penalizes the majority for a small minority. Please correct the issue before this disrupts tourism, commerce and the enjoyment of most citizens even further.

Shortens my bike commute by several minutes. Previously I used Elmer's Two Mile path to Goose Creek and then cut through the neighborhood near Sports Garage and Rocky Mounts where I've been hit by a car. Folsom bike lane much more direct and feels safer.

Since the bike lanes were put in, I changed my daily commute from using the Foothills bike path and College to get to campus to using Goose Creek bike path and Folsom. I ride this route almost every day (morning and afternoon commute times). I've noticed a significant difference in the speed of cars on Folsom - a good thing! They are slowing down. In fact, just this morning, cars avoided hitting four deer who were in the road on Folsom near Goose



Creek path.

**Snow Storms, Snow Plows, Bikes, Pedestrians, Cars, Rush Hour, Fire Trucks, Ambulances, Police Cars. Where is it all going to go!!?? Avoid a catastrophe!!! Change it back the way it was before. Only one hour ago traffic backed up from Canyon Blvd. to Pearl Street.**

**So as a cyclist who rides that road four times a day every day, my questions are why didn't they invest money in taking the bike path off Folsom completely by continuing the existing off-road bike path towards center of town a little more and second how do they intend on keeping it ploughed in the winter? Realistically a flimsy pole is not going to stop anyone who is texting rather than driving from swerving into a bike.**

**So far it's not a big impact since I only ride or drive on Folsom once a week of so. On a bike though, I feel the additional space is a relief from the usual assault of speeding, inattentive drivers. In the car, I haven't seen any change in the time it takes to get from McGuckin's back to north Boulder. I'm waiting until the connection from Folsom through Iris to Broadway is re-aligned. The longer protected bike lane segments will make riding so much more pleasant.**

**SO far so good, but I am not driving during the commute hour. I'm for the experiment. We can take it!**

**So this is just a survey? The site seems to imply that one can view and participate in discussions.**

**1. The bike lanes make sense for the stretch between Valmont and Mapleton. The curve in Folsom makes biking difficult.**

**2. The signage and use of colors - on both the poles and the street - are very confusing and cognitively noisy. Who has the right-of-way in specific situations is unclear. This will cause accidents.**

**I have more to say, but this crappy site won't let me.**

**Test**

**Thank you for testing out the living lab on Folsom! I am one of the citizens who repeatedly requested more buffered bike lanes in Boulder, because I do not feel comfortable biking without a barrier between myself and cars. With**



a buffered lane, I am willing to test out biking on a main street, and I'm even willing to take my 8 year old daughter with me. Please continue your pilot onto Iris--I live in North Boulder and I've been looking forward to it!

The "right-sizing" pilot project on Folsom 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, 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 now on, instead: sorry, McGuckin's. You've taken a bad traffic situation and made it untenable.

The bollards are very distracting. The lights should be timed so cars don't burn excess gas waiting on traffic lights

The change to Folsom has created a lot of congestion where there once was not a problem. It used to be a good alternative way to go from north to central to south Boulder, rather than relying on Broadway or 28, but now it is frustrating. Additionally, I rarely see more than one biker on Folsom (and I typically am on Folsom 4 days a week) between Arapahoe and Iris.

The changes in the lanes are completely frustrating. Folsom is used by many Bolderites to avoid 28th and 30th (which are a nightmare during the day) It was an easy way to access the business along the Folsom corridor. Now, I'm lucky if I make it down Folsom (from Iris to Canyon) hitting only 7 lights. I've sat many times at the light at Folsom and Pearl for at least 2 lights...how is that helping having my car idle that long. The left arrow on southbound Folsom at Pearl is not long enough.

The Folsom bike lane has given me a route that I feel much safer going north-south in Boulder to access much of the shopping along 28th street. Riding on the wide sidewalk on 28th has never felt safe with cars coming out of shopping centers and not watching for riders. I can honestly say that the new lanes on Folsom have made it so I am much more likely to choose a bike trip over a car trip to get to shopping areas. Parking and driving in many parts of town is awful with or without bike lanes.

The Folsom Living Lab protected bike lanes are a dramatic improvement in my ability to safely navigate Boulder! It is a corridor I use to get (via bicycle) to both work and school, as well as grocery shopping, McGuckin, my volunteering work, and recreational activities. Folsom is central in my daily travels because of its connection between the Boulder Creek Path and



**Goose Creek Path and the businesses that are along it. Thank you very much for improving bike safety and connectivity!**

**The Folsom 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 is a poor choice.**

**the Folsom Street Living Lab has greatly improved my ability to get around Boulder by bicycle. The perception of safety has improved, and I've seen a noticeable increase in persons riding their bikes on the new lanes, which itself makes biking safer. When I use the new lanes, I also notice that car traffic runs smoothly. Relatedly, I've driven my car through the Folsom Street Living Lab several times during rush hour and noticed there was no noticeable change in my commute times.**

**The Folsom Street Living Lab has made it much more difficult for my husband and me to get our 4-year-old daughter around Boulder. This is a mistake and is punishing North Boulder families.**

**The Folsom Street Living Lab project has enhanced my ability to get around Boulder. I have driven on Folsom multiple times since the lane adjustment occurs. Traffic delays do not seem to be significant. It is easier to drive with the shared left hand turn lane than with the previous configuration. I have yet to bike on Folsom since the change, but hope to do so soon.**

**The Folsom Street protected bike lanes are now my preferred way to access the Folsom corridor, as well as nearby businesses on 28th St., Pearl St., and my work near CU. As a person who does not own a car, it has increased my access to these areas and gives me a safe route that really did not exist before, given my needs.**

**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 will cause more major traffic on side streets. There are already traffic jams with two lanes and as a cyclist myself, bikers do NOT travel on Iris. It will cause major car delays for the hard working Citizens.**



The other evening, my husband our 2 boys and I decided to ride to dinner. We ride all over town but normally avoid Folsom due to the speed the cars are traveling.

I remembered the new protected lanes 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 found driving in my car on Folsom to be just fine as well. And 28th is so close by if needed.

The project is a bust. I appreciate the green paint but everything else is so distracting with medians, poles, blinking lights (at Spruce)... it's hard to see a cyclist or pedestrian at that point. I think green paint would be good, esp thru intersections, but not lane removal, etc. Makes no sense to me. Traffic is now bad. Can't imagine what Iris will look like if lanes are removed. Not a good idea folks.

The protected bike lanes on Folsom street make it easier for me to get around Boulder. I use the lanes to commute between my apartment on Glenwood Drive and my job at NOAA on Broadway. Thank you for making me feel safer while I commute on my bike!

The traffic during the afternoon rush hour on Folsom between Canyon and Pearl is terrible now that it is down to one lane. If the desire is to make this a bike route and have car traffic divert to other streets then it works. If the desire is to keep Folsom 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 any longer

The traffic from the signal at Pearl and Folsom is backing up all the way through the intersection of Folsom and Pine. The Spruce/Folsom intersects feels less safe as a driver and pedestrian. Turning left onto Spruce is now almost impossible if there is traffic. This program should be scrapped.

The vertical decor at the Walnut/Folsom 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!



**These lanes are awesome for cycling commuters and as a driver, it is zero effect on me. If I get slowed by 3 minutes on my commute home when I drive to keep people safe on bikes and encourage others to use them, then I will endure any inconvenience of time. People live in Boulder for a short commute, and you know the average is 2.4 miles. Please continue these and make more roads like this. For more specifics on me, I live at Iris and Folsom and use the route EVERY DAY, and it is no issue.**

**These protected bike lanes make my daily commute via bicycle feel more safe. Folsom is the only north/south through street other than 28th and Broadway, which have NO on-road accommodation for bikes. It is an important corridor for bicycle traffic. I urge the City to continue the test and, in fact, would support a permanent physical barrier between cars and bikes on Folsom.**

**This bike lane has forced traffic from 2 lanes to 1 lane each way and I was in a traffic jam from Arapahoe to Pearl street with no exit point to get out of the traffic. I use Folsom all the time because 28th is crowded and from North Boulder it is the best traffic option for me. It forced me to turn and go on Pearl and up 19th street, I will not be using Folsom anymore than I have to now. I use a car because I have to with kids, this is not useful to me and my family.**

**This experiment definitely slows me down as I travel on Folsom during the afternoon or during rush hour. And this is just AUGUST--- when traffic is lighter in Boulder. Makes me concerned about the "experiment" as September rolls in. I bike, using an e-bike and standard bicycle, around Boulder. It easy to use side streets and bike paths, and only bike on Folsom for a block or two--- not really needing this new experiment.**

**This experiment makes necessary travel less convenient.**

**I am also concerned about the impact during snowy weather, when auto rear end collisions could greatly increase.**

**This has been an absolute nightmare. I have worked in Boulder for 18 years and depend on Folsom to be able to get around to child care and other necessary, daytime errands where I spend my money in Boulder instead of where I live in Erie. It took me 15 minutes to drive from Walnut to Arapahoe yesterday...15 minutes. It used to take 3. This is a disgrace. You are inconveniencing so many more people in the name of helping the few. A bike is not an option for me so my dollars will go elsewhere.**



**This is a disaster. No rational person could have thought this would be a good idea. The traffic on Folsom has become impossible. How does this affect my ability to get around Boulder? It completely disables it. And Folsom is now more dangerous for both cars and bicycles. Congratulations on your abject failure.**

**This is a Horrible IDEA with no Positive Effects...Let's be sensible and Stop the War against Cars and the creation of further gridlock in our town...As a 42 year resident of Boulder County I think the current traffic planners are bought and beholdin' to the Mountainbike lobby...these changes are detrimental to the life quality of our city!**

**This is a stupid idea. I am resident of North Boulder and I bike & I drive. I live just off of Iris Avenue and have for about 30 years. Folsom is one of the main roads that I travel. Bike travel along it has never been an issue. There are not many bikes using it. You have make driving on Folsom IMPOSSIBLE!!!! With only one line the traffic is impossible. Last Sunday, south bound traffic at Pearl was was backed up PAST Pine. Why just 500 characters!!!**

**This is already adding far more than 10 seconds to my commute. There are no students in town. It is adding to the cost of doing business. I have seen no more cyclists travel this route. People are lazy. This town is lazy. People will not ride bicycles because they have "wider" lanes. I am a general contractor, shuttling heavy equipment and material through town. Cycling is not an option.**

**Please put my taxes to better use, and not experiments.**

**This is an absolute disaster. I and many elderly neighbors can't get to the Dr. easily. No left turn onto Folsom. 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.**

**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 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.**



**This is an awful idea. Whoever approved this needs to be fired. I drive folsom and 19th to avoid the traffic on 28th and on Broadway. I hate this. Now you are making it congested on Folsom. 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!!**

**This is assinine. It is causing alot of backup traffic. I don't think out of towners will know what they are supposed to do or what those lanes are. Added to the ridiculous flashing crosswalks, it's a wonder any visitor from Boulder can get through town without accident! I have not seen additional bike traffic in the lane. I did feel very comfortable riding in the lane on the bike because it was wider and felt safer for my young children to be riding there.**

**this is awesome, thumbs up to Boulder for consistently considering bike traffic and testing 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. We all appreciated the added safety for cyclists.**

**This is fabulous, thank you so much for doing this. Boulder needs more bike friendly roads like this. I bike to work, and people don't appreciate how my biking removes another car from the road, and actually helps traffic. This is great. Please do more right-sizing in Boulder to make roads more bike friendly. Even better, would be more off road, dedicated bike/pedestrian paths. Dedicated bike paths are ideal, as I feel safer biking with kids off road. Thanks.**

**This is insane! Really! Our already overcrowded secondary streets are past capacity, with added housing in our community and with nearly three times the additional traffic daily that comes here to work. Have you seen the backed up traffic up and down Folsom? And you want to add Iris and a few other secondary streets to this hot mess. As a resident of four decades to our lovely city, get real ! Bike lanes didn't get wider. You just wasted a lane. I live in this neighborhood. Yikes!!!!!!! NO !**

**This is LAME! I love in the foothills and MUST drive my car into town. I have already been caught in 2 Folsom traffic jams. LAME!**

**This is ridiculous and dangerous. Reconfiguring the flow of traffic requires adjusting habit, there will always be unfamiliar drivers who haven't seen something like this. This puts them and cyclists at unnecessary risk. Having**



**cars backed up and idling generates MORE carbon emissions, more pollution, not less. It would take a lot of extra cyclists to offset long lines of idling cars. Furthermore, while shoulders often do feel too narrow to me as a cyclist, bikes lanes should feel fine. Anyone w**

**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.**

**This is the stupidest idea I have seen yet implemented by our hair-brained city. This creates more congestion throughout town which then creates more pollution due to idling cars not going anywhere. These lanes do not encourage anyone to ride their bikes more because we have unutilized bike paths that follow these same routes. Why not expand or extend the bike trails for bike use. Our town is already congested due to too many cars, reducing the amount of space for cars only adds to pollution.**

**This is the worst idea the city has come up with. Car traffic on Folsom between Valmont and Canyon is now backed up and causing jams in rush hour. There's no reason to have this ridiculous mess, it was fine before. Put it back the way it was. PLEASE do not do this on Iris. The bike lanes on Iris are fine, I bike them a lot, plus I drive them alot. Leave them the way they are!!**

**This living lab experiment is a fiasco. I live 1 block off Folsom and need to use it several times a day. When I get to Spruce or Pine, I can see the back up of traffic and wind my way around the side streets to get to Canyon. Otherwise it takes me 20 minute to get to my two hour shift on the west side of town. Put it back the WAY IT WAS! You have ruined Folsom. 28th is already at maximum capacity. Shame on you for making us your guinea pigs.**

**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 (where I live) to get home is now a drudgery.**

**This project has been in place for 1 week. It is still summertime so no BVSD**



or CU students. My commute during rush hour has increased by 8-10 mins. Not the 12 sec increase that was advertised. I have to sit through light cycles 3 times which is unacceptable. I will start using side streets if this continues.

This project is awful so far. The traffic on Folsom 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

This project worsens traffic during my commute from home to work -- hard enough to get to work without this constriction. As far as biking, I think it is scary! I don't like being locked into fixed spaces (with bollards) as this eliminates opportunity to deal with road hazards, passing or being passed by others, etc. Why is this called "right-sizing". Reminds me of "right-to-life". Why not just call it what it is -- "removing car lanes and restricting bike lanes with barriers"?

This somewhat improves North South commuting by bicycle and I can't say enough good things of this kind of action. Boulder is crammed with vehicles during business hours and weekends with external traffic and it changes the culture of the town.

I work in Broomfield and the 5 miles it takes me to get out on Marshall Rd is the same the last 15 miles to work takes me, due to a lack of safe and fast direct north-south routes.

This was a terrible idea. There are not enough bikers using the lane to justify the car traffic it is causing. I work in downtown Boulder and Folsom was the quickest and easiest way to get in and out of town. It creates confusion for the drivers with all the lane changes. Folsom already had a bike lane and you build this lane right before students come back!? We don't need to be giving bikers in this town a full lane to themselves.

This was and is a terrible idea. Folsom is backed up, hard to turn onto, drivers are irritated and choosing alternative routes through the surrounding neighborhoods where possible. The only good idea so far has been to delay imposing this disaster on Iris until the full impact on Folsom is evaluated. Unlike Folsom, Iris has no parallel alternative routes except through the surrounding neighborhoods. Pine St.? Linden? Sumac? Violet? Even with



the alternative routes, Folsom is a mess midsummer

To answer the question: negatively. What you've done to Folsom has bungled it up and appears to have spurred more people flood onto Broadway, 28th and 30th which were already ridiculous due to the apparent build first, worry about or ignore infrastructure-afterward school of thought. If people are afraid to ride on streets already equipped with bike lanes, let them be - that's what the myriad of parks and dedicated paths are for and they'll use them if they want to.

Travel times on 19th, 28th and 30th seem to have doubled, at a variety of workday hours, since the narrowing of Folsom! If you want an honest answer, you must look at what has happened on those streets as well. PLEASE do not do this to Iris - there are not enough east-west routes to absorb overflow traffic. Please consider turning Kalmia into the bike lane instead. The Folsom "living lab" is adding 10 minutes of idling to my commute from NW to SE Boulder and home. 40 v. 20 minutes total

Traveled Folsom N. bound on Monday at 1pm: gridlocked. Traffic extends beyond capacity of each block, blocking all turning traffic trying to turn to Folsom and consequently creating queuing jams on Mapleton, Pearl and Canyon. Also, Bikes are unable to transit Folsom safely because cars are stuck in the bike lane, causing bikes to have to thread their way through the streets -- effectively less safe than the unmodified roadway.

Tried to turn north on Folsom 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 which would be the most direct route. So this company has lost my business because of the mess on Folsom. Please do not do this to Iris, where I live!!!

Until recently

Folsom was the only north/south running street that was not congested and frustrating. Now, I avoid it and when I do need to use it, it is often a parking lot from Pine to Arapahoe. I don't understand why you would choose Folsom and not a less traveled street like 20th for bicyclist. I am a bicyclist and I take 20th all the time. I would much prefer to use 20th street to bike and Folsom to drive. I deplore this new program.

Very dangerous and disruptive for everyday car users. It has delayed commuters, and made other small side streets get increased traffic flow.



**Very negatively. I used the former bike lane on Folsom for more than 20 years and never found it unsafe. I also use Folsom as my main north/south arterial because it was safe, reasonably direct and faster--at 25 and 30 mph than 28th Street. Folsom provided good access to some of Boulder's favorite commercial centers, including McGuckins. No more--it's a traffic nightmare. It's time to right-size City Council and the Planning Department.**

**Very negatively. Cars are backed up, can't cross Folsom from the trailer park to Bluff (on a bike), the street looks ridiculous--like a circus with so many lines, paint and posts and more lines. There were no problems on Folsom. This creates terrible traffic back-ups.**

**We really dislike the "Right Sizing". In our experience of driving Folsom, traffic is way more congested now and it takes longer to get to work and to get to other locations in Boulder. We are against continuing this experiment and hope it does not expand to other roads in Boulder.**

**What a disaster! Folsom used to be the one street that you could use to avoid the traffic on 28th street. Now you've ruined that route. The traffic back ups on Folsom in this newly designed stretch are maddening and make running my daily errands more stressful and frustrating.**

**Folsom used to be a "quiet street" to get through central Boulder, kinda like the old days. Not anymore.**

**I appreciate the goal of improving bicycle safety, but you cannot do it at the pure expense of automobile traffic.**

**What a pleasure it is to bike down Folsom, whether for groceries, picking up something at McGuckins, or going to my exercise class. I feel safe, even when my grandkids are along. And when I drive, I find there is usually little difference in my transit time, except during rush hour, and then it is a minor inconvenience. Given my concern about how far we've gone in the wrong direction with climate change, I'm very grateful that the city is braving the storm of criticism.**

**What a terrible idea! Why turn an important artery into a nightmare for a path that can only be used a few months a year? Traffic is now backed up for blocks with people getting stuck in the intersections and then blocking east-west traffic when the lights change. Also skateboarders are using the lanes against traffic and bikers are weaving in and out of blocked traffic.**



**This isn't Holland.**

**What a terrible idea. All the feeder roads are backed up and there were no cyclists in sight.**

**While driving, I've run into traffic backed up on Folsom periodically -- so I route around it, typically. Such behavior (which I would guess is common) will skew your data. If you measured car traffic on neighborhood and other nearby streets during times when Folsom backs up because of the experimental bike lanes, you'd probably find that this is impacting other streets (some of them residential). I'm a cyclist, but I dislike this scheme; it causes backups and increases idling emissions.**

**Wow. We live off Folsom 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 with my kids. On the way home from downtown heading north on Folsom we were almost hit by two different cars trying to get into the right turn lane at Valmont. As my husband put it, it really isn't the cars fault that they can't move sideways. Your civil engineers might want to take a look at the feasibility of a car turning there.**

**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 into a one lane so Someone with a bicycle can have a nice wide birth to ride around Boulder and you have no idea how much of a traffic jam disaster you have created? So my question to you is what bicycle fan is on the City of Boulder Council that pushed this along avoiding any thoughtto traffic problems that you just created? Change this back now!!**

## Comments

Number of Comments 0