

Public Comment Summary for 2022-2025 TIP Subregional Share (Call #2) Applications:
Boulder County Subregion

Sponsor	Project	Total Comments	% Support	% Concerned	% Opposed
Boulder	30th St. Complete Streets Improvements: SH-119 to SH-7 - Preconstruction Activities	3	67%	33%	0%
Boulder	Baseline Rd. Multimodal Improvements: 30th St. to Foothills Pkwy.	2	100%	0%	0%
Boulder	SH-93 & Broadway and SH-93 & Regent Intersection Improvements	3	67%	33%	0%
Boulder County	SH-119 and Airport Rd. BRT, Safety, and Mobility Improvements	1	100%	0%	0%
Boulder County	SH-119 Bikeway: 63rd St. to SH-52 and SH-52 to Niwot Rd.	5	60%	40%	0%
Boulder County	Southeast Boulder County FlexRide	0	N/A	N/A	N/A
Commuting Solutions	SH-119 Corridor Branding and Wayfinding Study	2	50%	50%	0%
Longmont	Main St. and 21st Ave. Bike-Ped Improvements - Preconstruction Activities	3	100%	0%	0%
Louisville	SH-42 Multimodal Corridor Improvements - Preconstruction Activities	11	91%	9%	0%
Louisville	Via Appia Way Buffered Bike Lanes - S. Boulder Rd. to McCaslin Blvd.	11	64%	0%	36%
Nederland	Nederland Multimodal Transportation Plan	4	100%	0%	0%
Total:		45			

TIP Application Comments as of 7/20/2022 - Boulder County Subregional Forum						
Sponsor Agency	Project	Name (optional)	Organization (optional)	Support/Oppose/Have Concerns	Reasons for Position	Other Comments
Boulder - 30th St. Complete Streets Improvements: SH-119 to SH-7 - Preconstruction Activities						
Boulder	30th St. Complete Streets Improvements: SH-119 to SH-7 - Preconstruction Activities	Matt Muir, Operations Manager	Cyclists 4 Community, 501c3	I support this project.	This project is crucial to connectivity, safety, and livability. It relates to the role model status of the 119 bikeway as well.	There should be an exploration of a network cycling solution around SH7 -The network proposal would be bikeable shoulders on the re-do which amounts to a substandard improvement. Substandard would be tolerated in the context of the constrained ROW but necessarily and correspondingly, we'd like to explore parallel separated and standards based bike facilities on the Baseline Road ROW complemented redundantly by the RTD soft surface trail to serve the east-west connection need. -We'd like CDOT funds that would normally go to standards based bicycle facilities on CO7 to go to the compensatory project on Baseline. -We'd like 75th to White Rocks Trail to have a special consideration of some sort to be determined for standards based connectivity.
Boulder	30th St. Complete Streets Improvements: SH-119 to SH-7 - Preconstruction Activities			I support this project.		
Boulder	30th St. Complete Streets Improvements: SH-119 to SH-7 - Preconstruction Activities	Kirsten Millar		I have concerns about this project.	Having great connectivity on this corridor is so important for Boulder. However, I noticed that the drawings have 1 way off road bike lanes. Has this been done anywhere else in the city? This area in particular has a road that is hard to cross.	People are going to want to ride on the side that is most convenient for where they are going. A one way off road bike lane seems confusing and this is not the place to test it out. Will there be on road biking options? It seems like no.
Boulder - Baseline Rd. Multimodal Improvements: 30th St. to Foothills Pkwy.						
Boulder	Baseline Rd. Multimodal Improvements: 30th St. to Foothills Pkwy.	Matt Muir, Operations Manager	Cyclists 4 Community, 501c3	I support this project.	C4C supports this project for safety and livability on a road whose current condition is substandard and where connectivity is important.	
Boulder	Baseline Rd. Multimodal Improvements: 30th St. to Foothills Pkwy.	Kirsten Millar		I support this project.	I am absolutely THRILLED to see baseline reduced to 2 lanes here. I would like to see the speed limit reduced to 30 and a permanent digital display of speed feedback.	People are often driving 50 mph on this road and while removing a lane can help that, I believe that there is no need to drive above 30 on this corridor that is primarily residential.
Boulder - SH-93 & Broadway and SH-93 & Regent Intersection Improvements						
Boulder	SH-93 & Broadway and SH-93 & Regent Intersection Improvements	Brian Meyer	NOAA	I support this project.	The Regional RTD buses stop in front of the NIST/NOAA complex, especially Southbound. There is significant ridership/potential ridership from these buildings that are forced to walk way out of the way in order to be picked up/dropped off for commuting.	
Boulder	SH-93 & Broadway and SH-93 & Regent Intersection Improvements	Kirsten Millar		I support this project.	Excited to increase the attractiveness of public transit and decrease vehicles traveling on this congested and fast corridor.	
Boulder	SH-93 & Broadway and SH-93 & Regent Intersection Improvements	Joe Barsugli		I have concerns about this project.	Concern is that the new intersection in place at Broadway and Rayleigh is badly timed. More intelligent traffic management is needed not to interrupt the flow of traffic, including for buses. Otherwise, these improvements are needed.	Also concerned that improvements at Table Mesa and Broadway reduce congestion in the left turn lane (SB to EB), and also improve sight lines for bicyclists.
Boulder County - SH-119 and Airport Rd. BRT, Safety, and Mobility Improvements						
Boulder County	SH-119 and Airport Rd. BRT, Safety, and Mobility Improvements	Matt Muir, Operations Manager	Cyclists 4 Community	I support this project.	C4C supports this as part of its support of full funding for the bikeway on 119. See related comments.	

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	Boulder County - SH-119 Bikeway: 63rd St. to SH-52 and SH-52 to Niwot Rd.					
Boulder County	SH-119 Commuter Bikeway: 63rd St. to SH-52 and SH-52 to Niwot Rd.	Leonard Sitongia	Citizen	I support this project.	I simply want to say that I support the overall Bikeway concept and the request for funding for these segments. I see this as a general request and not a specification of the details of the implementation. I assume that there will be other times to comment.	
Boulder County	SH-119 Bikeway: 63rd St. to SH-52 and SH-52 to Niwot Rd.	Matt Muir, Operations Manager	Cyclists 4 Community	I support this project.	C4C supports this as part of its support for full funding for the 119 bikeway. See related comments.	
Boulder County	SH-119 Bikeway: 63rd St. to SH-52 and SH-52 to Niwot Rd.	Juniper Maggi		I support this project.	Please consider tree-planting along the edge of the bikeway. Underpasses should be used instead of grade crossings more often.	
Boulder County	SH-119 Bikeway: 63rd St. to SH-52 and SH-52 to Niwot Rd.	Laura Guy		I have concerns about this project.	Hello. I don't know if anyone will see this and it seems characters are greatly limited. I have lived in Gunbarrel for 30 years. I cycle. I am pleased in general with this idea as I would never bike on 119. I even avoid driving it as traffic speeds are out of control. My concerns are related to the wellbeing of Gunbarrel. Density has skyrocketed. Traffic is simply awful (i.e. Lookout during rush). The "shopping" area is a ghost town. I see no recognition in this plan for those issues.	The numerous problems with Gunbarrel (some listed previously) are a concern b/c of the lack of accessibility. Lookout, Spine, 63rd are not good for biking as they now are designed. They aren't even good for driving nor walking. It's a mess.
Boulder County	SH-119 Bikeway: 63rd St. to SH-52 and SH-52 to Niwot Rd.	Steve Albers		I have concerns about this project.	Underpasses or overpasses should be added to connect the Bike route and RTD station to Gunbarrel instead of at-grade crossings. Connections could be to Boulder and Left Hand Ditch (west of current crossing), E and/or W side of 63rd St., White Rock Ditch.	Negotiate with the Country Club and Meadow Creek apartments and Northern water to have a path along the Boulder Feeder Canal. These private entities should start to consider the community values.
Commuting Solutions - SH-119 Corridor Branding and Wayfinding Study						
Commuting Solutions	SH-119 Corridor Branding and Wayfinding Study	Matt Muir, Operations Manager	Cyclists 4 Community, 501c3	I support this project.	C4C is in favor of full funding for end-to-end standards-based connectivity for the bikeway on 119, especially due to its model status and role in serving subsequent path construction as indicated in the TMP for safety and livability in Boulder County.	Would like for the branding and wayfinding to be communicated with CDOT (exploring statewide bike route signage and branding) and use the findings to have a larger conversation about bicycling signage in Boulder County for safety and livability.
Commuting Solutions	SH-119 Corridor Branding and Wayfinding Study	Leonard Sitongia	Citizen	I have concerns about this project.	I'm not an expert, so I naively assume that wayfinding and signage is a known quantity that has well-known solutions. That would be already folded into the cost of a project. Why does additional money need to be requested for research on this.	I'm especially concerned about spending money on "branding". The "branding" of certain Boulder bus routes is lame. Don't do the same with this corridor.
Longmont - Main St. and 21st Ave. Bike-Ped Improvements - Preconstruction Activities						
Longmont	Main St. and 21st Ave. Bike-Ped Improvements - Preconstruction Activities	Matt Muir, Operations Manager	Cyclists 4 Community, 501c3	I support this project.	C4C supports this project in order to meet minimal safety standards.	
Longmont	Main St. and 21st Ave. Bike-Ped Improvements - Preconstruction Activities	Juniper Maggi		I support this project.	This intersection would be made safer by separating some pedestrians and cyclists from roadway traffic on to the Oligarchy Ditch greenway. This greenway doesn't exist in this section but could be extended.	
Longmont	Main St. and 21st Ave. Bike-Ped Improvements - Preconstruction Activities	Abigail Gibbons		I support this project.	Separation of transportation modes (driving, cycling, walking) would do a great deal to improve safety at this intersection.	

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	Louisville - SH-42 Multimodal Corridor Improvements - Preconstruction Activities					
Louisville	SH-42 Multimodal Corridor Improvements - Preconstruction Activities	Greg Baker		I support this project.	I regularly cycle this section and the facilities are very inconsistent, creating dangerous pinch points.	
Louisville	SH-42 Multimodal Corridor Improvements - Preconstruction Activities	Chris		I support this project.	I ride this stretch frequently and with the traffic that this road sees, the bike shoulders really need improvement	
Louisville	SH-42 Multimodal Corridor Improvements - Preconstruction Activities	Adam Beck		I support this project.	We are a one car family and I commute everywhere by bike but this area is particularly difficult to navigate, especially when riding with my son. I've convinced several coworkers to start biking with me but we need safer roadways for cyclists.	
Louisville	SH-42 Multimodal Corridor Improvements - Preconstruction Activities	Lindsey LeCuyer		I support this project.	Improved bike and pedestrian access to Downtown, Tech Center, and the farm and community gardens. Not looking forward to construction and losing the rural character of the road, but I think it's worth it!	
Louisville	SH-42 Multimodal Corridor Improvements - Preconstruction Activities	David Blankinship		I support this project.	I believe that the Highway 42 project encompasses everything up to Arapahoe Rd., but on the map it only shows it going up to Paschal Dr. Is this because of the Lafayette part of the project not being represented here?	I would love to see this project move forward past the planning phase which has been going on in some form for about a decade. I think the project landed in a good spot after the public input and would like to see the focus on multimodal safety.
Louisville	SH-42 Multimodal Corridor Improvements - Preconstruction Activities			I support this project.	SH 42 is visually unappealing, no trees, minimal streetscape and difficult for bikes	
Louisville	SH-42 Multimodal Corridor Improvements - Preconstruction Activities	Matt Muir, Operations Manager	Cyclists 4 Community, 501c3	I support this project.	C4C supports this project in order to achieve minimal cyclist safety standards on this project.	This project is representative of the need to improve process and planning standards in order to achieve the network level standards indicated in the TMP... Should deliberate a minimal end-to-end bicycle facility like a bike lane (substandard). "Let's find parallel and compensatory cycling infrastructure possibilities that meet standards, separation for safety and access for liveability and allocate resources and budget to realizing them."
Louisville	SH-42 Multimodal Corridor Improvements - Preconstruction Activities	Mark Cathcart		I support this project.	Louisville Tech Center is a great regional employment hub, lots of fitness minded Boulder County residents would be willing to cycle there but being trapped between I287 and CO42 makes it unreasonable. Trails are an option but winding and indirect.	north east Boulder County is a great place to cycle, except we have to get there. CO42 is uneven, unpredictable, and narrows in places to the point of danger. Please fund separated bike lanes and sort out the intersections. Thank you
Louisville	SH-42 Multimodal Corridor Improvements - Preconstruction Activities	Julia		I support this project.		
Louisville	SH-42 Multimodal Corridor Improvements - Preconstruction Activities	Megan Hanauer	Resident, mother	I support this project.	Needed to protect kids using the sports complex.	
Louisville	SH-42 Multimodal Corridor Improvements - Preconstruction Activities	Markus	cyclist, driver, and Louisville resident	I have concerns about this project.	Bike lanes are appreciated! But we need added lanes to reduce congestion. The minimal added bike trips will do very little. With tons of gas guzzlers stuck in traffic (why aren't people buying hybrids&EVs?), we need to get the cars moving through faster.	

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	Louisville - Via Appia Way Buffered Bike Lanes - S. Boulder Rd. to McCaslin Blvd.					
Louisville	Via Appia Way Buffered Bike Lanes - S. Boulder Rd. to McCaslin Blvd.	Timothy Buse		I support this project.	A road diet on Via Appia should improve the safety of intersections at Pine St, Tyler Ave, and Lafayette St, as well as enhance visibility at multiple pedestrian crosswalks. Speeding vehicles make left hand turns onto Via Appia especially challenging.	
Louisville	Via Appia Way Buffered Bike Lanes - S. Boulder Rd. to McCaslin Blvd.	Adam Beck		I support this project.	We are a one car family and I commute everywhere by bike but this area is particularly difficult to navigate, especially when riding with my son. I've convinced several coworkers to start biking with me but we need safer roadways for cyclists.	
Louisville	Via Appia Way Buffered Bike Lanes - S. Boulder Rd. to McCaslin Blvd.			I support this project.	The intersections are very dangerous for pedestrians and bikes. The bike lane could be wider.	
Louisville	Via Appia Way Buffered Bike Lanes - S. Boulder Rd. to McCaslin Blvd.	Matt Muir, Operations Manager	Cyclists 4 Community, 501c3	I support this project.	C4C supports this project for minimal standards compliance with safety for cyclists.	
Louisville	Via Appia Way Buffered Bike Lanes - S. Boulder Rd. to McCaslin Blvd.	Mark Cathcart	Louisville citizen, teacher	I support this project.	My daughter uses RTD buses to get to the Louisville Rec center and either her meet her friends there, or go to their homes before/afterwards. She is 13. Via Appia is intimidating and dangerous for them to cross.	When I drive on Via Appia, I set my cruise control to the 35/30MPH speed limit -1 MPH. It's astounding how fast drivers pass me. The road may have been originally a suburban corridor but is now just dangerous. Please fund improvements.
Louisville	Via Appia Way Buffered Bike Lanes - S. Boulder Rd. to McCaslin Blvd.	Megan Hanauer	bsd	I support this project.	My children cross via appia and ride their bikes on this road alone. I fully support making this a safe street for bikers and pedestrians!	Speed control and a light at Tyler!
Louisville	Via Appia Way Buffered Bike Lanes - S. Boulder Rd. to McCaslin Blvd.	Julia		I support this project.	Via Appia is a very busy street and dangerous for cyclists. I would like to see protected bike lanes to encourage more bicycling around town.	
Louisville	Via Appia Way Buffered Bike Lanes - S. Boulder Rd. to McCaslin Blvd.			I am opposed to this project.		
Louisville	Via Appia Way Buffered Bike Lanes - S. Boulder Rd. to McCaslin Blvd.	Stephanie Brown		I am opposed to this project.	If you read the details of the plan, this calls for reducing Via Appia from 4 lanes of traffic down to 2 lanes. This is unacceptable. Cars & bicycles can coexist on roadways, & there is ample room for that. Reduce the medians to accommodate bicycles.	Why would government think this is a desirable solution? Reducing road capacity. If you desire more width for bicycles maybe reduce the footprint of the medians that require water. How this will reduce air pollution is beyond me. People will still drive
Louisville	Via Appia Way Buffered Bike Lanes - S. Boulder Rd. to McCaslin Blvd.	Diane		I am opposed to this project.	Have seen many accidents caused by drivers desperately trying to enter South Boulder Road in Lafayette where it is one lane each direction, do not want to see Louisville in the same situation.	
Louisville	Via Appia Way Buffered Bike Lanes - S. Boulder Rd. to McCaslin Blvd.	Markus	long time bike commuter and Louisville resident	I am opposed to this project.	Via Appia is quite bike friendly - I bike it frequently and never had any issues. Reducing lanes just for the heck of it seems silly. If one were to completely get rid of one of the two 2 lane roads and turn it into green areas, then I would support it.	
Nederland - Nederland Multimodal Transportation Plan						
Nederland	Nederland Multimodal Transportation Plan	Matt Muir, Operations Manager	Cyclists 4 Community, 501c3	I support this project.	C4C supports this project for safety and livability outcomes beneficial to local and regional residents. The study should consult stakeholders like recreational groups.	The challenge for this study is to ask questions beyond the scope of roadway thinking and, for example, questions about network capacity in order to avoid roadway half-measures and flawed outcomes. The study application misses a network capacity question which is an opportunity to learn and understand better.
Nederland	Nederland Multimodal Transportation Plan	Andrew Bliss	Resident	I support this project.	My family frequently walks and bikes throughout town to go shopping, to music lessons, the library, school and for recreation. Walking and biking can be a challenge in some locations, especially crossing high traffic areas.	This plan would be a huge benefit to the town and region, especially as traffic from tourism seems to increase. Thank you!
Nederland	Nederland Multimodal Transportation Plan	Kurt Abendroth		I support this project.	I make my way through town daily walking or biking. Crossing the highway is getting more difficult by the day, and existing side streets and trails are getting in bad condition. Let's come up with the plan and spend wisely to improve!	
Nederland	Nederland Multimodal Transportation Plan	Evan	N/A	I support this project.	I really don't feel we should have to beg for grants for sidewalks and roads given the tax rates in Boulder county, but here we are, paying 10% sales tax with a road system that would embarrass developing nations. So yes, I support this project.	Please give us charity sidewalks, and maybe do something really crazy like pave my road instead of spending the money to grade it over and over. More than one egress in case of fire would be nice too. Right now plan B is make a run for res.