

Dear City Council

In [recent polling](#) from the Boulder Valley Comprehensive Plan update, after housing, the top item of concern to respondents was “the ability to get around Boulder with or without a car.” Community Cycles requests City Council consider support of the following initiatives in 2016.

1. Low Stress Bike Network

Map out and implement a low-stress bike network for Boulder. Our community strongly needs a vision for how to move through the city with bike routes that are safe and direct for more people, especially those who are interested in riding but concerned about safety, which a [University of Portland survey](#) found makes up 60% of the population. Mapping out and approving a vision for the community will help Boulder implement improvements on individual streets and fill gaps in the existing network.

As part of this, continue the Living Labs and begin approving broader applications of these bike lane treatments. The new treatments coming out of Living Labs, like buffered and parking-protected bike lanes, provide great potential to get more people on bikes. We continue to ask your leadership in making safer bike lanes in more places in the city.

2. Expand Bike Parking

While the city has made great strides to ensure that new development has required bike parking, we need the city to help get more bike parking downtown, which, given limited sidewalk space, must largely come through adding “bike corrals,” similar to the one present outside of The Cup on Pearl Street. The city should define and accept the bike corral guidelines for downtown and begin installing new racks to make it simple and easy for people to lock up a bike downtown.

3. Adopt Modern Street Design Standards

Many of the street design and construction standards (DCS) and traffic signal strategies that Boulder uses were created in an era of auto-focused development, and have not been recently updated. It’s time to start the process of a comprehensive review of the DCS in the context of more modern guidelines from the federal DOT and the National Association of City Transportation Officials. Like improving our street design, we also need to improve the standards of new construction we build to promote more walkable and bikeable areas.

Community Cycles has also reviewed TAB's memo to council in advance of the council retreat and strongly supports the suggestions contained within that memo. We are grateful to have a Transportation Advisory Board that is so dedicated to the mission and vision of the Transportation Master Plan. Given the vast amount of work and citizen outreach that went into the TMP, we are pleased TAB has not shied away from that document, but suggests several smart, bold and innovative ways to achieve the TMP goals the community coalesced around and committed to.

Finally, there will be capital and planning projects moving forward in 2016 (such as the 30th Street and Colorado Avenue corridors) that we look forward to working on with city staff, neighborhoods, businesses and the community.

Thank you for your time and service.

— Community Cycles Advocacy Committee