

**From:** [Wufoo - SI-22-0002 Public Comment](#)  
**To:** [L"Orange, Pete](#); [Hackett, Richard](#)  
**Subject:** [EXTERNAL] Submit a Public Comment on Docket SI-22-0002 [#14]  
**Date:** Monday, March 13, 2023 9:47:17 AM

---

Name \* Robyn Kube

Email \* [laurjenna@comcast.net](mailto:laurjenna@comcast.net)

Address \*  2060 Broadway Suite 400  
Boulder, Colorado 80302  
United States

Please enter your comments, or use the Attach a File option below: \*

As someone who has been a cyclist in Boulder since the day I arrived in July 1982 and has regularly ridden the Diagonal since then training for bike races and otherwise keeping fit, I welcome the addition of the proposed bikeway in the median.

But some of the design elements need more work, including the following:

- The width of the bikeway should be at least 16'. While the sketches show a width of the 16' (see attached Figure 1), the narrative only provides for 12'. I recognize the narrower width will cost less, but the bikeway is expected to serve a wide range of cyclists, from commuters to serious racers/recreationalists to casual recreationalists and, even, families. Most current riders on the Diagonal are in the first two categories. They ride on the Diagonal's wide shoulders and almost always traveling in the same direction as the motor vehicles and each other. In contrast, the bikeway will have two-way traffic, with people of differing experiences traveling at different speeds, many of whom will not be riding single file and may even be meandering. If the bikeway is as well-used as the planners hope, then it will most certainly be used by more riders than the bikeway along Hwy 36 going up Davidson Mesa. That bikeway, which seems to be 12' wide, already seems tight when riders going both up and downhill pass slower riders going up the hill; one can only imagine the chaos of two packs of riders passing in opposite directions on the proposed bikeway. 16' will do a better job of minimizing that chaos and the crashes likely to ensue. It will also encourage serious cyclists to use the bikeway rather than staying on the shoulders of the Diagonal to avoid less experienced riders.
- The cross-street connections should be curved and not perpendicular. As highlighted by the circles on the attached sketches (see attached Figures 2-4) a, the design will require riders attempting to access or depart the bikeway at cross streets, such as Jay Road and Niwot Road, will do so at generally 90-degree angles; the connection at 63rd is worse as northbound cyclists will have a backward 45-degree turn. These designs may reflect some sort of "best practice", but they pose challenges for cyclists who must come to a virtual stop to navigate the turns. This is result is currently best illustrated by the access to the Hwy 36 bikeway from Cherryvale where riders often ride in the mud adjacent to the bike path to make those turns. The proposed perpendicular (or backward) access will be especially hazardous for riders turning off of the cross streets where other cyclists may not be turning. Right-in right-out curves would provide superior and more easily navigated access.
- The cross-street access points at 63rd, Hwy 52 and Niwot Road should be simplified. The sketches make it extremely difficult to figure out how those trying to access the Bikeway, especially when heading toward Boulder, will do so. expected to work. (see attached Figures 3-5). The access points

at the Hwy 52 intersection are virtually impossible to figure out. At the other intersections, those heading toward Boulder will, at a minimum, have to cross all lanes of traffic to connect to the Bikeway and may also have to cross the bus loading areas. The designs also don't seem to account for the fact that riders will be attempting to access the bikeway from all four directions.

- The left turn from the northbound Diagonal to Airport Road should not be eliminated. This change may be in response to potential safety concerns related to slowing on the Diagonal, but the alternate routes drivers are likely to take raise even greater concerns. There is currently significant use of Airport Road by drivers heading to the neighborhoods and commercial areas to the north. This use will only increase since Longmont is currently reviewing at least three requests for new developments along Airport Road just to the north of the Diagonal. One of those is the redevelopment of the Kanemoto property, which will be considered by Planning Commission immediately following this docket item. If drivers can no longer directly access Airport Road when headed north on the Diagonal, they will have two choices – turn at Niwot Road and take 75th north – which will increase traffic on that stretch of road, which has virtually no shoulder, thereby putting cyclists at risk – or make a U-turn at S Fordham Street near Xilinx – which is an unregulated intersection – and return to Airport Road. Both of these options will likely lead to very negative unintended consequences.

Thank you,

Robyn Kube

Attach a File (optional)



[20230309\\_bikeway\\_comments.docx](#)

1.86 MB · DOCX

Please check box below \*

- I acknowledge receipt of the Open Records Notification