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## Bike/Ped Discussion of Forum Boulevard Widening

1 message

Elke Boyd &lt;elkeboyd@gmail.com&gt;

Thu, Apr 18, 2024 at 10:43 AM

To: Allison Anderson &lt;Allison.Anderson@como.gov&gt;, "Shane.Creech@como.gov" &lt;Shane.Creech@como.gov&gt;

Cc: Benjamin Ross &lt;bross@ess-inc.com&gt;, Mitch Skov &lt;Mitch.Skov@como.gov&gt;, Ted Curtis &lt;Ted.curtis@como.gov&gt;

Good morning Shane and Allison,

I want to send you this quick update on yesterday's Bike/Ped Commission discussion regarding the Forum Boulevard widening project. This discussion took place as a follow-up to Tuesday's Council meeting on this subject.

We appreciate the opportunity to provide input on this important north-south connection over Hinkson Creek. We are encouraged by the City's willingness to modify the design to provide two elevated sidepaths in lieu of bike lanes for this project.

Due to the discussion on this during the Council meeting I would like to point out that we are not asking for a revision of the City ordinances to eliminate on-street bike lanes. In most locations, on-street bike lanes are still appropriate for commuters. The difference for this section of Forum Boulevard is that there are very few side roads and driveways. Another example where elevated sidepaths in lieu of on-street bike lanes would be appropriate is Stadium Boulevard between Providence and Forum. One example where an on-street bike lane is necessary is Paris Road between the Business Loop and Brown Station Road/Gerbes. There are many driveways on the east side. Drivers exiting these driveways to turn right (north) typically only look for traffic coming from the left to find a gap. So, a cyclist or pedestrian is rarely seen if approaching from the right. I found it much safer to cycle on the narrow southbound shoulder, even through the sand from the concrete plant, than using the sidewalk in this stretch.

Yesterday's discussion during the Bike/Ped meeting was focused on Alternative 1 (10' sidepath w/1' concrete buffer) vs Alternative 2 (8' sidepath w/3' vegetated buffer), as presented by the engineering firm during the Council meeting. The majority of the commissioners expressed a preference for the 10' sidepath, but recognized the benefits of Alternative 2, especially the buffer distance between the inlet cutouts and the travel routes on the sidepaths, as well as snow removal. Thus, the Commission would be accepting of either option. Our remaining concerns included the following:

- Most of all, we are concerned with the cross section on the hill south of Hinkson Creek. Due to travel speeds and possible debris and stormwater interference, the Commission found it imperative that the sidepath and buffer distances, as presented for Alternative 1 or 2, be maintained throughout the entire length of the project. This also holds true for the northern end of the project at the Chapel Hill intersection.
- Commissioners requested the addition of disability pullouts on the hill, possibly with benches, as space allows. You may want to contact Ted Curtis for more information on these.
- Commissioners requested the addition of wayfinding signs for the nearby trail.
- Commissioners expressed the desire for further communication as the design progresses.

We appreciate the opportunity to participate in shaping the future of Columbia's streetscape. Don't hesitate to contact the Commission if we can provide any more input or clarifications.

Sincerely,

Elke  
Chair, Columbia Bicycle and Pedestrian Commission.