

Feb RAT Ride

Saturday Feb. 20

Route - the Dunbar corridor north from Seneca to Springfield then east to Pitkin and north to Laurel.

Overall comments

The route was good from a low stress perspective.

Generally Is it better to provide less stress on streets or primarily when crossing an intersection? That seems to be the major tradeoff for this route.

Specific route details.

Seneca north to Westfield, then west

- The first block of Westfield was confusing through the park, more way-finding signage is needed. There was a gate sticking out into the path.

Capital north to Horsetooth, then jog west on Horsetooth to Dunbar.

- Don't like the crossing. Left on Horsetooth with no light is difficult and this route still requires riding on Horsetooth. It would be less stress to stay on Seneca and use traffic light to turn left on Horsetooth.

Dunbar north to Hastings west to Hanover north.

- This little segment is very confusing, difficult to pick out the actual route. During discussion afterwards we decided the route intended us to take a small spur merging on to the Spring Creek Trail. We actually crossed on to Drake to pick up Constitution north. Several riders said it would be less stressful to stay on the South side of Drake, ride east to Dunbar and use the light to cross.
- This entire confusing section could be eliminated by staying on Dunbar to Drake, crossing at the traffic light, and picking up the Spring Creek Trail in the parking lot.
- Crossing Drake with out a traffic signal would be impossible with the normal weekday traffic levels.

Constitution north to Stuart east.

- The buffered lane on Stuart was good.

Heatheridge north, jog west on Prospect to Lynnwood

- Crossover on left side of road is positioned way too close to the intersection. Several cars turning left from Prospect to Heatherridge could not see us and would have been completely surprised to find us crossing their lane. Same with cars turning right from Prospect. Need to move it back to improve visibility.
- Crossing over to the other side of the road is quite stressful. Riding against traffic is stressful and counter to safe riding practices.
- The small lane in the center guiding cyclists to cross to the left, is too small.
- Overall the paint in this entire area has already faded to the point of not being recognizable.
- On Prospect would rather stay in the bike lane, wasn't enough room on sidewalk to use as multi-use path. Really need to act like a Ped on this sidewalk section.
- Move crosswalk to the other side of the road. That would avoid crossing the road and riding against traffic.

Lynnwood north to Springfield east.

Springfield east to Pitkin, crossing at Shields

- Current crossing at Springfield on to Shields north is quite stressful.

Pitkin east

- Wet gravel on Pitkin (temporary due to construction) is very difficult to ride in.

Pitkin across College

- Standard bike lanes and crosswalk with light make the most sense here.

North on Remington

- Restricted visibility at Laurel roundabout.