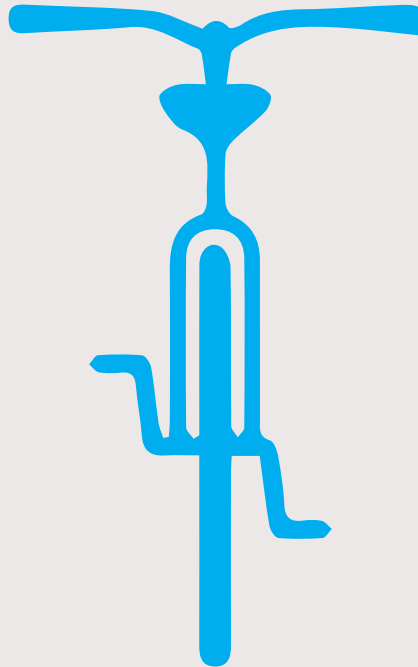


BikesBeSafe



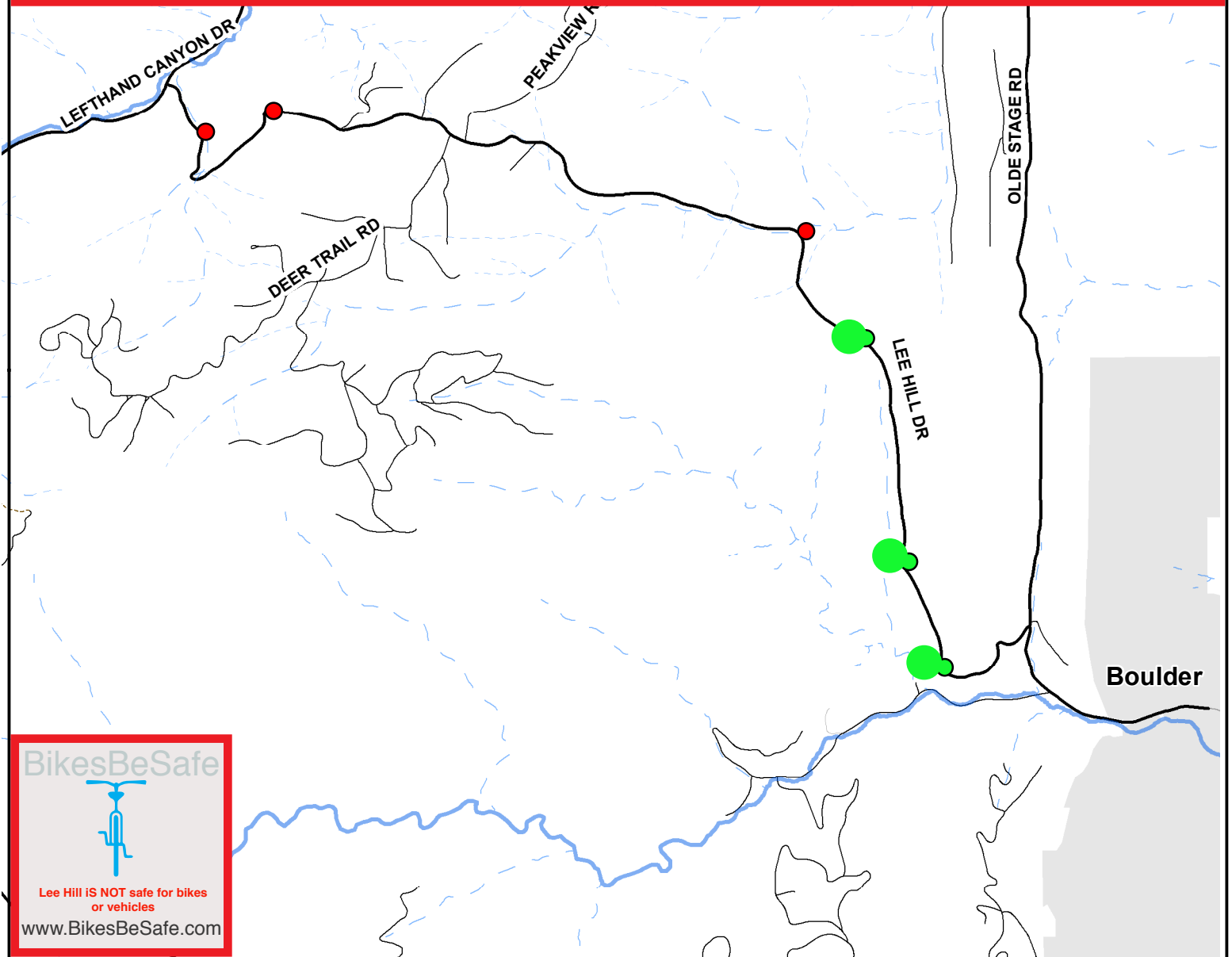
**Lee Hill IS NOT safe for bikes
or vehicles**

www.BikesBeSafe.com

Campaign to appeal to the County of Boulder
to fix Lee Hill Drive



Proposed widened bike lane locations on the blind right turns
AND removed the 4+ mile "Bikes May Use Full Lane" designation.



Legend

Roads

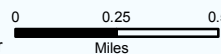
- Major
- Minor
- - - Jeep
- Municipal
- Other

Evaluation Locations *

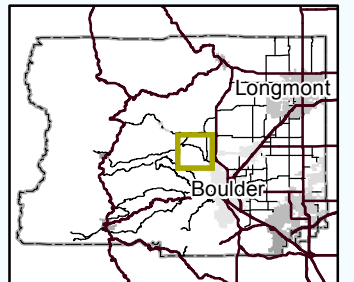
- Westbound
- Eastbound

Date: 10/1/2020

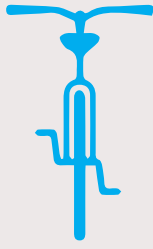
* Eastbound and Westbound color clarification added by BikesBeSafe.com



Area of Detail



BikesBeSafe

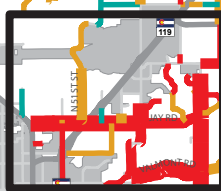
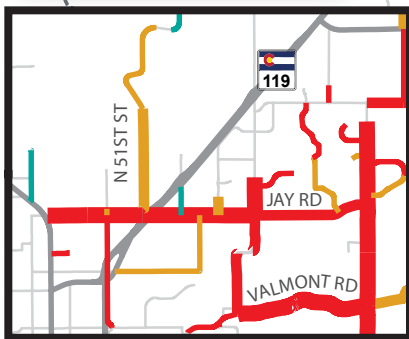
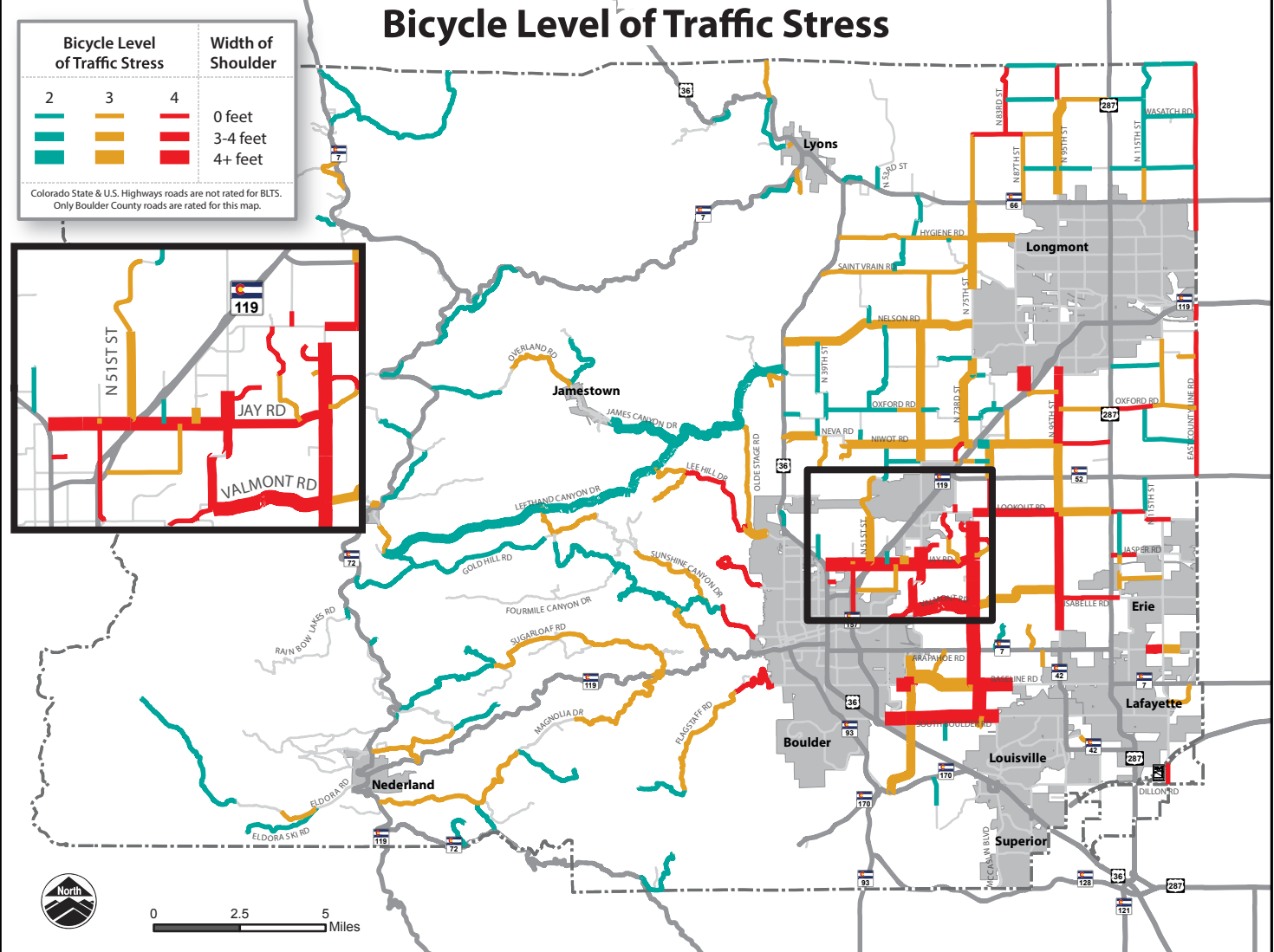


Make Lee Hill safe for bikes today
 contact Boulder county here:
www.BikesBeSafe.com

Bicycle Level of Traffic Stress

Bicycle Level of Traffic Stress			Width of Shoulder
2	3	4	
			0 feet
			3-4 feet
			4+ feet

Colorado State & U.S. Highways roads are not rated for BLTS.
 Only Boulder County roads are rated for this map.





Bicycle Level of Traffic Stress

Bicycle Level of Traffic Stress (BLTS) is a planning tool that is used in combination with other factors such as public input and crash data to identify needed improvements and gaps. The applied methodology was modified from existing methodologies created by the Colorado Department of Transportation (CDOT) and the Oregon Department of Transportation (ODOT) [\[1\]](#). These methodologies were utilized based on the more rural, nature of county roads. For this reason, the low-stress definitions/facility types defined by the National Association of City Transportation Officials (NACTO) are slightly different and more urban-oriented. By looking at elements such as shoulder width and traffic speeds, the BLTS identifies the areas where bicyclists are likely to feel more or less safe in relation to vehicle traffic. The goal is to make the network more accessible to more people by lowering the level of traffic stress.

Facilities are ranked on a scale of 1 to 4, with 1 being the lowest stress and 4 being the highest stress:

- LTS 1= Low traffic stress and suitable for all cyclists, including children
- LTS 2 = Little traffic stress, but requires more attention, especially for children
- LTS 3 = Moderate traffic stress – suitable for confident cyclists
- LTS 4 = High traffic stress

Data points used for this analysis include:

- Daily traffic volume
- Paved shoulder width (no shoulder = 0)
 - 3 to 4 feet
 - 4+ feet (these will be assumed to be 4 feet to less than 6 feet)
- Speed limit (assumed to be at least 40 mph or greater due to limited speed data available)
- Truck percentage (equal to or greater than 10% of all traffic based on Boulder County 2018 traffic counts)
- Multiuse paths are rated BLTS 1 due to no interaction with motorized traffic

The table below was used to score the level of traffic stress for Boulder County roads.

Daily Motorized Traffic Volume	Paved Shoulder Width		
	0 ft to < 3 ft	3 ft to < 4 ft	4+ ft
< 400	LTS 2	LTS 2	LTS 2
400 to 1,500	LTS 3	LTS 2	LTS 2
1,500 to 7,000	LTS 4	LTS 3	LTS 3
> 7,000	LTS 4	LTS 4	LTS 4

View a [Bicycle Level of Stress Map of county roads](#). [\[2\]](#)



Given the zero shoulder width for bikes, this is now the most dangerous road in the county. Boulder County Adds BIKE MAY USE FULL LANE sign to westbound Lee Hill Drive (11/2021).

This combined with the zero shoulder width per the County's own research makes this THE most dangerous mountain road for bikes and vehicles.

This means that 4+ miles going westbound is now designated for bikes to fully use instead of staying on the right side with cars legally giving 3' by law.

When these facts were presented to the county multiple times they added 18 signs on Lee Hill Drive July 2023 to alert everyone that both vehicles and bikes use this road. This is a welcome addition BUT does not make this road safe since the core issues are still present.

This old mountain road is already narrow, vehicles are now forced to go into the opposing traffic side when passing a bike. With the multiple blind turns vehicles are frequently facing each other with countless close calls happening over the years.

NO OTHER ROAD in Boulder County has a permanent BIKE MAY USE FULL LANE allowance of this distance. This is inconsistent with how this law is typically used (construction zones) and the most dangerous use of this law.

SOMEONE WILL DIE BECAUSE OF THIS AND IT WILL BE THE FAULT OF BOULDER COUNTY BECAUSE THEY HAVE BEEN MADE AWARE OF THIS ISSUES FOR YEARS!