

# TRANSPORTATION



# TRANSPORTATION

## INTRODUCTION

In December of 2009, the Boulder County Commissioners adopted an update to the Transportation Element for the Comprehensive Plan to provide new direction for transportation projects, programs and spending. The 2009 update changed the traditional focus of the transportation department from moving vehicles to moving people, allowing alternative transportation modes such as transit, walking and biking to become equally important in transportation planning.

The Transportation Element of the Boulder County Comprehensive Plan (BCCP) identifies strategies that will facilitate the reduction of vehicle miles traveled (VMT) and also includes policy directions and proposed improvements, such as FasTracks, for a more sustainable transportation system.

For the past two years, the Boulder County Transportation Department has been developing a Transportation Master Plan, which takes the direction of the update and recommends project funding for specific road corridors, transit routes, bridges, shoulder projects and transportation demand-side management programs such as the EcoPass. The creation

of the Transportation Master Plan afforded an opportunity to strengthen regional collaboration among many public and private agencies with an interest in transportation, including municipalities, Regional Transportation District (RTD), Colorado Department of Transportation (CDOT), Denver Regional Council of Governments (DRCOG) and other special districts. Public hearings and open houses were held throughout the development of the plan to help guide the transportation priorities and outcomes.

Moving forward, Boulder County Transportation will continue to focus on projects that reduce reliance on non-renewable energy sources while maintaining or expanding mobility for county residents, employees and visitors. Whether working toward developing better transportation infrastructure, new bicycle facilities, improved trails, cleaner vehicles or better transit services, Boulder County places a high priority on a sustainable transportation system. Boulder County's policies and programs support the use of alternative transportation and fuel-efficient vehicles in order to decrease the emissions of our existing vehicle fleet. The results are cleaner air, reduced traffic congestion and decreased reliance on non-renewable energy resources.

---

Boulder County was awarded funding to conduct a First and Final Mile study to develop multimodal connections to regional bus stops along US36. Proposed strategies include eGO CarShare, Boulder B-cycle, and bus-then-bike shelters for long-term bike parking.

# TRANSPORTATION

## TRANSPORTATION GOAL

Encourage environmentally sustainable transportation choices and infrastructure, and support healthy, active lifestyles for all Boulder County residents

### INTERNAL

#### TARGET 1

Ensure that Boulder County's internal transportation operations use sustainable practices and technology

### SHORT-TERM STRATEGIES

#### STRATEGY 1

Purchase the lowest fuel-use vehicles practical for the county fleet

#### STRATEGY 2

Lead in the adoption of hybrid, plug-in hybrid and electric vehicle use

#### STRATEGY 3

Promote the use of locally sourced biofuels derived from local waste oil for the Boulder County vehicle fleet

### INTERNAL

#### TARGET 2

Net-zero trips: Establish projects and programs to keep the absolute number of employee commute trips at or below the September 2012 level

### SHORT-TERM STRATEGIES

#### STRATEGY 1

Create a baseline of the current total vehicle trips by employees; calculate the average weekly vehicle trips made per Boulder County employee

#### STRATEGY 2

Continue to offer transportation incentives to full-time employees, such as RTD EcoPasses, vanpool subsidies, Bike to Work Day incentives, bike parking and usable showers within each building

#### STRATEGY 3

Continue to provide transportation incentives to non full-time employees

#### STRATEGY 4

As additional employees are hired, calculate the vehicle trips that must be reduced to maintain a net-zero increase in trips and create new programs to mitigate additional trips such as: parking cash-out programs, commute challenges with prizes, restricted employee parking, paid parking and increased access to pool cars

# TRANSPORTATION

## INTERNAL

### TARGET 2 CONT.

Net-zero trips: Establish projects and programs to keep the absolute number of employee commute trips at or below the September 2012 level

## SHORT-TERM STRATEGIES

### STRATEGY 5

Each time large shifts in employee locations are planned, estimate the additional vehicle trips that will be made as a result of the move and address methods to reduce total trips elsewhere

### STRATEGY 6

Once a baseline of vehicle trips is established and the net-zero vehicle trips program is established, aim to reduce the number of vehicle trips by a small percentage each year

## INTERNAL

### TARGET 3

Commute inventory: Develop a complete understanding of the environmental and economic impacts of Boulder County employee commute behaviors

## SHORT-TERM STRATEGIES

### STRATEGY 1

Calculate current energy use, greenhouse gas (GHG) emissions and cost impact of employee daily commutes

### STRATEGY 2

Once the data has been calculated and analyzed, communicate this information to Boulder County employees in an effective way

## EXTERNAL

### TARGET 4

Increase modal choice and decrease the single occupancy vehicle (SOV) share of local and regional trips

## SHORT-TERM STRATEGIES

#### STRATEGY 1

Continue to develop Boulder County's multimodal transportation infrastructure including developing transit, bicycle, and pedestrian elements in roadway infrastructure design; increasing transit service frequencies; expanding travel demand management programs; and developing off-street bike and pedestrian facilities

#### STRATEGY 2

Develop transportation solutions with Boulder County communities to establish multimodal connections between regional transit

#### STRATEGY 3

Establish partnerships and develop joint projects with Boulder County Public Health and other agencies to promote active transportation and influence public health outcomes through transportation improvements and services

>For more information, see the Boulder County Transportation Master Plan  
[BoulderCounty.org/roads/plans](http://BoulderCounty.org/roads/plans)

---

In 2010, Boulder County completed the Mountain Community Transit Study, which looked at extending transit and rideshare programs into the western part of the county. As a result of this study, the county began transit services between Jamestown and the City of Boulder.

## EXTERNAL

### TARGET 4 CONT.

Increase modal choice and decrease the single occupancy vehicle (SOV) share of local and regional trips

## EXTERNAL

### TARGET 5

Reduce barriers to using the transportation system and expand transportation programs and services that meet the needs of low-income individuals and families, seniors, and people with disabilities

## EXTERNAL

### TARGET 6

Have land use decisions incorporate smart growth principles, such as transit-oriented development and walkable communities

## LONG-TERM STRATEGIES

### STRATEGY 4

Update transportation policies, plans and standards to incorporate new travel technologies into the design of transportation infrastructure

### STRATEGY 5

Complete implementation of the Boulder County Transportation Master Plan recommendations

## SHORT-TERM STRATEGIES

### STRATEGY 1

Explore ways to fund and implement an RTD EcoPass for county residents

needs as identified in agency programs and plans

### STRATEGY 2

Continue to establish partnerships and undertake joint initiatives with Boulder County Community Services, Boulder County Health and Human Services, and other agencies to meet transportation

STRATEGY 3  
Continue active partnerships with U.S. 36 Mayors and Commissioners' Coalition, RTD and the state to implement bus rapid transit on U.S. 36, and to complete rail or bus rapid transit to other communities

## SHORT-TERM STRATEGIES

### STRATEGY 1

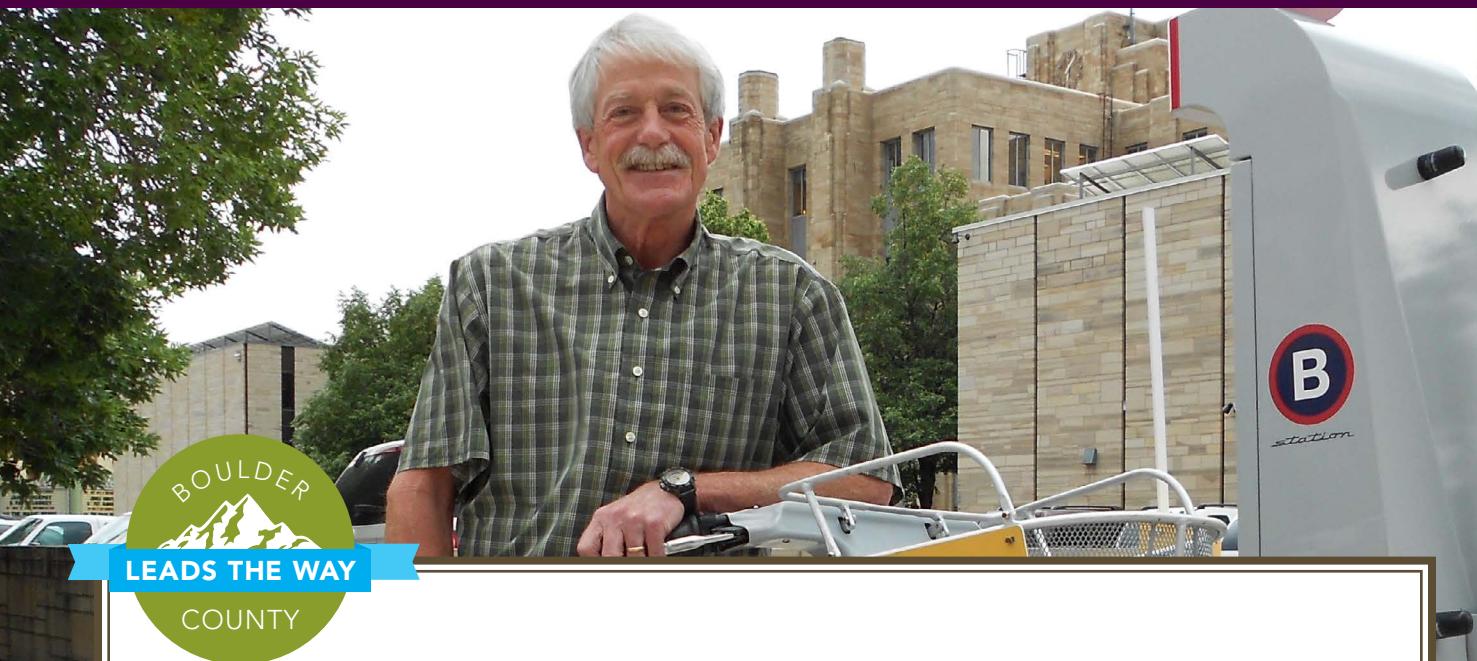
Locate county buildings, including housing, in areas that have easy access to services and the multimodal transportation system, including regional transit

in a manner that helps achieve regional sustainability goals, as identified by the Denver Regional Council of Governments' long-range plan for the metropolitan area, including Boulder County

### STRATEGY 2

Encourage Boulder County communities to locate and design new development

> See "Air Quality" and "Climate" sections for additional emissions reductions strategies and vehicle efficiency strategies.

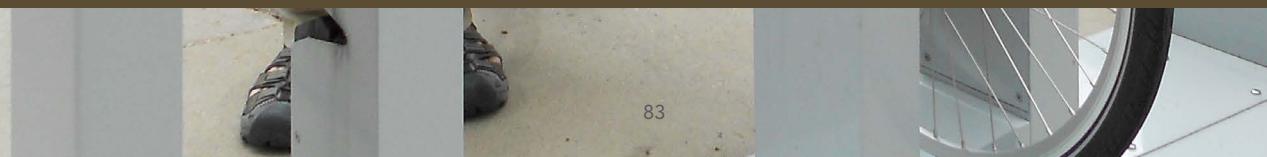


Boulder County provides each of its employees with an RTD EcoPass, providing free, unlimited transit for local and regional buses and lightrails in the Denver metro area. People with EcoPasses are seven-to-nine times more likely to take transit, significantly reducing vehicle miles travelled around the county.

One county employee, Pete Fogg (pictured above), stopped driving to work entirely about 10 years ago. Pete says “it wasn’t for any great environmental reason,” but rather to get rid of the “economic and time annoyance” of dealing with a car at work. To Pete, “driving on Highway 36 is like getting into a

meteor storm every day,” and he disliked the hassle of feeding meters, moving his car during the day and sitting in traffic.

Pete lives in Denver, about a mile from a light rail station, and his typical commute includes a short walk, a train ride and a bus trip. To Pete, he was afraid he’d miss his personal time with the radio every day, but he’s found it easy to adjust to reading a book or taking a nap on his commute. He says, “It’s a real benefit, physically and mentally. It’s much more relaxing. Oh, and the cost savings are a real plus.”



## Sustainability Success!

Mobility for All is a county initiative designed to help meet the needs of transportation-disadvantaged persons, including:

- Low-income individuals and families
- People with disabilities
- Seniors
- People who do not drive or have access to a personal motor vehicle

Mobility for All provides:

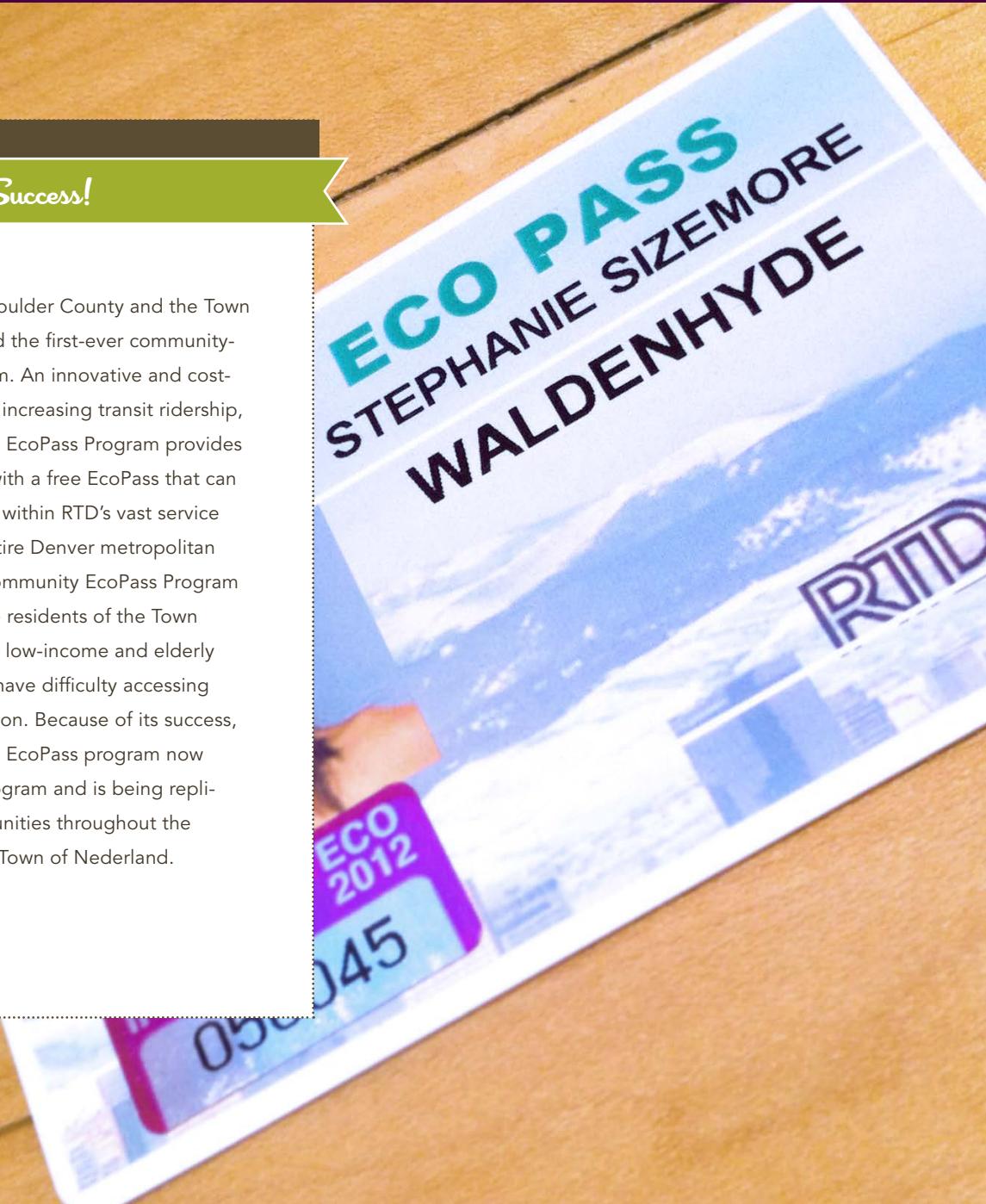
- Subsidized transit for low-income persons in county case-managed programs to ensure access to jobs, job interviews and educational opportunities;
- EcoPasses to three Boulder County Housing Authority sites

- Improved transportation service coordination with human service agencies and transportation providers
- Improved ability to serve more people with existing resources
- Support for regional efforts to increase access to transportation services for people with disabilities

Mobility for All has helped hundreds of low-income persons to maintain access to employment or employment-related activities as a result of subsidized transit assistance. Boulder County also helped form a Local Coordinating Council with participation from more than a dozen local non-profit human service agencies, several transportation providers and people with disabilities.

### Sustainability Success!

In December 2010, Boulder County and the Town of Lyons implemented the first-ever community-wide EcoPass program. An innovative and cost-effective approach to increasing transit ridership, the Lyons Community EcoPass Program provides every town resident with a free EcoPass that can be used on any route within RTD's vast service area (covering the entire Denver metropolitan region). The Lyons Community EcoPass Program is open to all full-time residents of the Town of Lyons, including its low-income and elderly residents, who often have difficulty accessing adequate transportation. Because of its success, the Lyons Community EcoPass program now serves as a model program and is being replicated in other communities throughout the region, including the Town of Nederland.



## POLICY PRIORITIES

---

### *Support the Development of Sustainable, Multi-Modal Transportation Systems and Alternative Modes of Transportation*

Boulder County supports state and federal transportation legislation with a strong multimodal focus and investment in a regional transportation system that reduces reliance on fossil fuels. Examples include timely completion of a transit system that connects the entire Denver metropolitan region (such as FasTracks, approved by voters in 2004); protecting the federal “Enhancements” funding category, which is a primary funding source for developing multimodal infrastructure through safe bikeways and walkways; managed High Occupancy Vehicle (HOV)/transit lanes; transportation demand management; and other transit services and programs that provide people with modal choice.

---

### *Support the Advancement of Fuel-Efficient Vehicle Usage and Investment in Related Technology and Infrastructure*

Expanding the use of fuel-efficient vehicles and the necessary infrastructure to support them would play an important role in achieving greenhouse gas emissions reductions from the transportation sector, advancing

Colorado’s statewide carbon reduction goals and reducing dependence on foreign oil. Policy approaches that support the use of fuel-efficient vehicles include: Investment in electric and plug-in hybrid-electric vehicle charging infrastructure; vehicle-to-grid technology, which enables electric and hybrid-electric vehicles to “plug” into the electric grid and provide power during the many daily hours that those vehicles sit idle; fee-bate incentives for the purchase of highly fuel-efficient vehicles, charging purchasers of less fuel-efficient vehicles a fee which is then provided in the form of a rebate to purchasers of more fuel-efficient vehicles; and federal greenhouse gas and fuel economy standards—also known as “clean car” standards.

---

### *Support Legislative and Other Efforts To Link Land Use and Transportation Planning and Investment*

Consistency between land use planning and transportation investment will result in decreases in greenhouse gas emissions, fossil fuel consumption and transportation infrastructure costs, while optimizing the use of existing infrastructure and amenities that require land use planning and transportation investment.

## POLICY PRIORITIES CONT.

### *Support Expanded Mobility Options for Seniors, Youth and the Disabled*

Access to mobility options is critical to ensuring that our seniors, youth and disabled enjoy a high quality of life. Boulder County supports federal efforts such as The Senior Transportation and Mobility Improvement Act of 2011 that seek to strengthen existing public transit programs for these populations by giving states increased flexibility to utilize federal transportation funds, providing technical assistance and seed grants to innovative community programs, and establishing a mobility management program for older adults and people with disabilities.

### *Support Legislation to Provide a Pay-As-You-Go Auto Insurance Option For Colorado Drivers*

By calibrating the costs of auto insurance to the number of miles driven, drivers will be incentivized to drive less as a means of reducing their transportation costs. Such legislation could also play an important role in achieving greenhouse-gas emissions reductions from the transportation sector and advancing Colorado's statewide carbon-reduction goals.



**TAKE  
ACTION**

Personal vehicles are one of the largest local sources of carbon emissions and toxins that harm our air quality. Use the rule of 10—just once every 10 work days, try riding your bike or taking the bus instead of driving.

You can plan your route with the help of Google maps, which now contains instructions for RTD buses and even bike paths around Boulder County.