



Boulder County Transportation Master Plan

ADOPTED:
DECEMBER 11, 2012



Table of Contents

	Message From the Director	1
	Sustainable Transportation Strategies	2
	Strategy 1: Develop a Multimodal Transportation System	4
	Strategy 2: Create the Complete Trip	12
	Strategy 3: Invest in Key Transportation Corridors	14
	Strategy 4: Increase Accessibility	18
	Strategy 5: Enhance Mountain Area Connections	20
	Transportation Funding and Revenue Sources	22

Message from the Director



I would like to acknowledge the work of all who contributed to the creation of this plan, with particular thanks to Julie McKay and Hannah Polow, who shepherded it to completion.

Adoption of the Boulder County Comprehensive Plan (BCCP) in 1978 marked the beginning of Boulder County's commitment to a sustainable multimodal transportation system. Boulder County Transportation seeks to meet future travel needs of the public in an affordable, efficient and environmentally sensitive manner through the creation of facilities and services that focuses on all travel modes instead of roadway expansion to move cars.

The 2009 update to the BCCP identified a vision and objectives for Boulder County's transportation system. This plan includes a framework for how we should move forward to develop our transportation system consistent with the vision and policy direction provided in the comprehensive plan (see inset box).

This Transportation Master Plan lays out five key strategies to accomplish the transportation vision and goals identified in the Comprehensive Plan: 1. Develop a Multimodal Transportation System; 2. Create the Complete Trip; 3. Invest in Key Transportation Corridors; 4. Increase Accessibility; 5. Enhance Mountain Area Connections.

The Boulder County transportation system consists of local roads, bicycle and pedestrian facilities, regional trails, state and federal highways, and transit service operated by the Regional Transportation District, Via Mobility Services, and other similar private and nonprofit human service transportation providers. The ultimate success of the transportation system is contingent on the land use and development decisions made by local governments, both within and outside of the county.

Our residents do not differentiate between the jurisdictions that are responsible for each element of our transportation system; they expect all agencies to work together to provide a coordinated, efficient and well-maintained transportation system that provides cost effective mobility for both current and future generations. As we move forward with implementing this plan, we must collaborate if we are to be successful. Our residents expect nothing less, and we should expect no less of ourselves.

George Gerstle
Transportation Director

Boulder County Comprehensive Plan Transportation

Vision

Provide high quality, safe, sustainable, and environmentally responsible transportation infrastructure and services across all modes, to meet the mobility and access needs of all users.

Transportation Master Plan

Goals

- Goal 1** – Ensure Effective and Efficient Management of the Existing Transportation System. Manage and maintain existing transportation infrastructure and services in a cost-effective manner.
- Goal 2** – Minimize Environmental Impacts. Minimize the negative environmental impacts of the transportation system such as air pollution, greenhouse gas (GHG) emissions, noise pollution, water pollution, land and wildlife habitat fragmentation, land disturbance, and resource consumption.
- Goal 3** – Ensure Safety for All Modes. Provide for transportation system development and operations that result in safe and secure travel by all modes and that enable prompt and effective emergency response.
- Goal 4** – Support a Healthy and Sustainable Economy. Develop a transportation system that supports a robust economy and increases resiliency to economic fluctuations.
- Goal 5** – Ensure Equitable Access to the Transportation System. Ensure that adequate transportation exists for all users regardless of age, income, or ability.
- Goal 6** – Enhance County Identity and Community Character. Promote a transportation system that preserves, highlights, and enhances the county's diverse rural character and the history and culture of its unique communities.



Sustainable Transportation Strategies

As the county continues to experience changes in demographics, travel patterns, new fiscal realities and a greater awareness of the impacts of individual and collective actions on the global and local environment, it is clear that roads and cars alone can no longer meet our travel needs. Boulder County must consider new ways of providing safe, reliable, convenient and affordable travel options that take the needs of both current and future generations into account. Boulder County has identified future

trends and assumptions that must be understood if we are to provide an effective transportation system that accommodates future demand in a sustainable manner. From analysis of these future trends and assumptions, five categories of strategies have been developed: 1. Develop a Multimodal Transportation System, 2. Create the Complete Trip, 3. Invest in Key Transportation Corridors, 4. Increase Accessibility, and 5. Enhance Mountain Area Connections. Within each strategy, the county lists implementation actions.

Identifying Strategies

Future Trends and Assumptions

- Current land use patterns within the county will stay the same, with growth centered in and adjacent to existing communities separated by open spaces.
- Residential and employment growth in Larimer, Weld, Jefferson and Broomfield counties will exceed growth in Boulder County, resulting in an increase in average commute lengths.
- The majority of Boulder County residents and employees will continue to live and work in different communities, with an increasing proportion commuting in from outside of the county.
- Travel demand will increase in all existing corridors, however the greatest growth in travel will occur between the eastern county and Boulder communities between Weld/Larimer counties and Longmont, and between Jefferson, Broomfield/southern Weld and Boulder County communities.
- Regional travel to recreational destinations in and adjacent to Boulder County will continue to increase.
- The proportion of the population that is elderly will increase.
- Climate change and reliance on fossil fuels will continue to be a concern, resulting in new technologies that reduce reliance on fossil fuels (and a corresponding reduction in gas tax revenues).
- Transportation revenue will not keep pace with inflation or demand.
- Public health concerns will increase the need to reduce barriers to active living and transportation.

What needs do the future conditions create?

Demand for more travel options and system capacity between (and through) county communities, recreational destinations and the entire region, particularly Weld, Larimer and Broomfield counties. ● ● ● (1, 3, 5)

Increased need for more affordable, convenient and flexible travel options and choices. ● (4)

Focus on cost effective operational improvements that maximize use of the existing transportation system (roads, transit, bikes and pedestrian). ● ● (1 & 2)

Increased focus on maintaining and reconstructing existing infrastructure and services before considering expansion. ● ● (1 & 3)

New methods of funding for transportation system maintenance, operations, and expansion. ● ● (1 & 2)

New methods to manage transportation demand and improve access by all users. ● (4)

Support alternative fuel/technology infrastructure such as public electric vehicle charging stations that facilitate a more sustainable transportation systems. ● (2)

Strategy 1:
Develop a Multimodal Transportation System



Strategy 2:
Create the Complete Trip



Strategy 3:
Invest in Key Transportation Corridors



Strategy 4:
Increase Accessibility



Strategy 5:
Enhance Mountain Area Connections



Boulder County Transportation incorporates many elements to create a multimodal system for all users. The items below define items included in implementation actions throughout the master plan.

Some elements include multiple modes while others focus on one mode. All of these must work together and support one another to create a successful multimodal transportation system.

Elements of the County Multimodal System



Bicycle and Pedestrian Crossing Amenities:

Intersection improvements to make crossing easier for bicyclists and pedestrians

Bicycle Storage: Secure bike parking to make improved connections to transit

Bicycle Waiting Areas: Paved waiting areas provide a safe waiting area for bicyclists while maintaining traffic flow

Bikeable Shoulders: Shoulders allow bicycles and vehicles to safely use the road simultaneously

Bus Pullouts: Area where buses leave main travel lane to allow passengers to board or alight where appropriate

Bus Rapid Transit: High-frequency bus service that operates in a manner similar to a fixed-rail system (fast service in exclusive right of way)



Bus Stop Enhancements: Benches, waiting areas, shelters, transit information, and bicycle parking

Commuter Rail: Rail service providing reliable and fast service with exclusive right of way

Eco Pass: All access, unlimited transit passes on the RTD system

Increased Bus Service: More frequent bus service and/or extended time of day service

Intersection Improvements: Signal or roundabout installation, geometric changes (turn & bike lanes, pedestrian connections)

Local Transit Connections: Connecting regional transit to local connectors to provide a complete trip in an efficient manner



Managed Lanes: Exclusive lanes for buses, carpools and single occupant vehicles (with toll)

Multiuse Paths: A paved, wide path to accommodate bicyclists and pedestrians

Passing/Slow Moving Vehicle Lanes: Vehicle travel flow improves by allowing slower vehicles to use the right most lane

Queue Jump Lanes: An additional travel lane at an intersection approach that allows buses to bypass congestion

Regional Trails: Used for both transportation and recreation, separated trails from roadways

Sidewalk Connections: Pedestrian connections to make walking a better and more viable mode of transportation



Transit Signal Priority: Time local traffic signals to give priority to transit, reduce bus wait times and increase reliability

Transportation Demand Management: Programs to encourage and increase alternative mode usage that relieves transportation demand

Underpass: Providing safe access across large intersections for both motorized and unmotorized uses

Wayfinding Signage: Signage indicates the directions and popular destinations

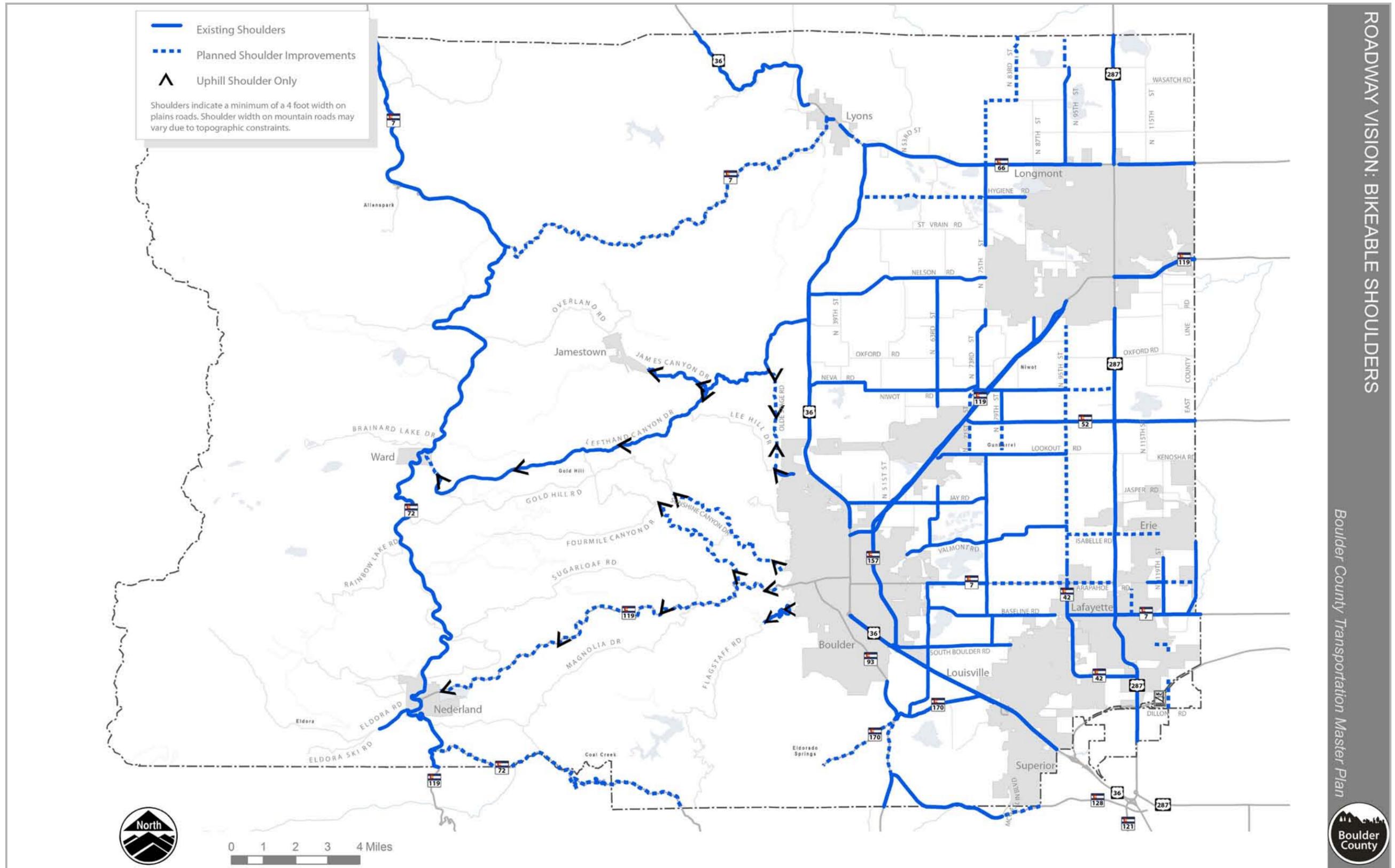
Traffic Calming/Median Treatments: Treatment to improve safety and slow neighborhood traffic

Signal Detection: Signals detect vehicles, bicyclists and pedestrians at intersections





Strategy 1: Develop a Multimodal Transportation System



Boulder County’s transportation network consists of roadways, transit service, and bicycle and pedestrian facilities that together move people safely and efficiently between communities within Boulder County and to the surrounding region. As part of its commitment to cost effectiveness, efficiency, and minimizing community impacts, Boulder County will first identify and implement

appropriate low cost interim solutions before implementing more expensive and disruptive measures. The implementation actions for roadway, bicycle and pedestrian, and transit networks capture how Boulder County plans to develop the multimodal system.

Roadway Implementation Actions



- > Prioritize roadway safety, signage and shoulder improvements on primary connections that separate bikes from cars and address unsafe conditions
- > Focus public outreach and facility enhancements on corridors that improve cyclist-motorist shared use of county roads
- > Complete intersection improvements at signalized and unsignalized intersections to improve safety for all modes and reduce congestion

Types of Intersections



Signalized intersection



Unsignalized intersection

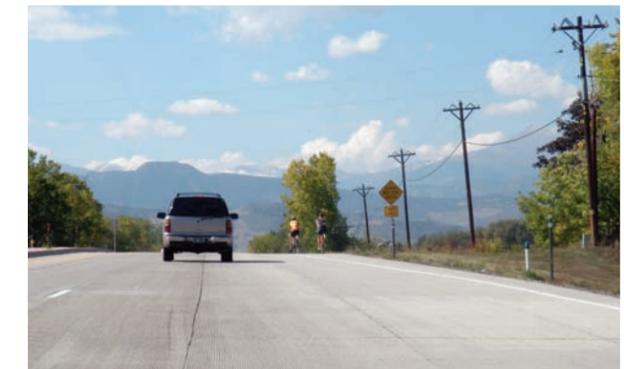


Roundabout

Multimodal Networks



Transit center



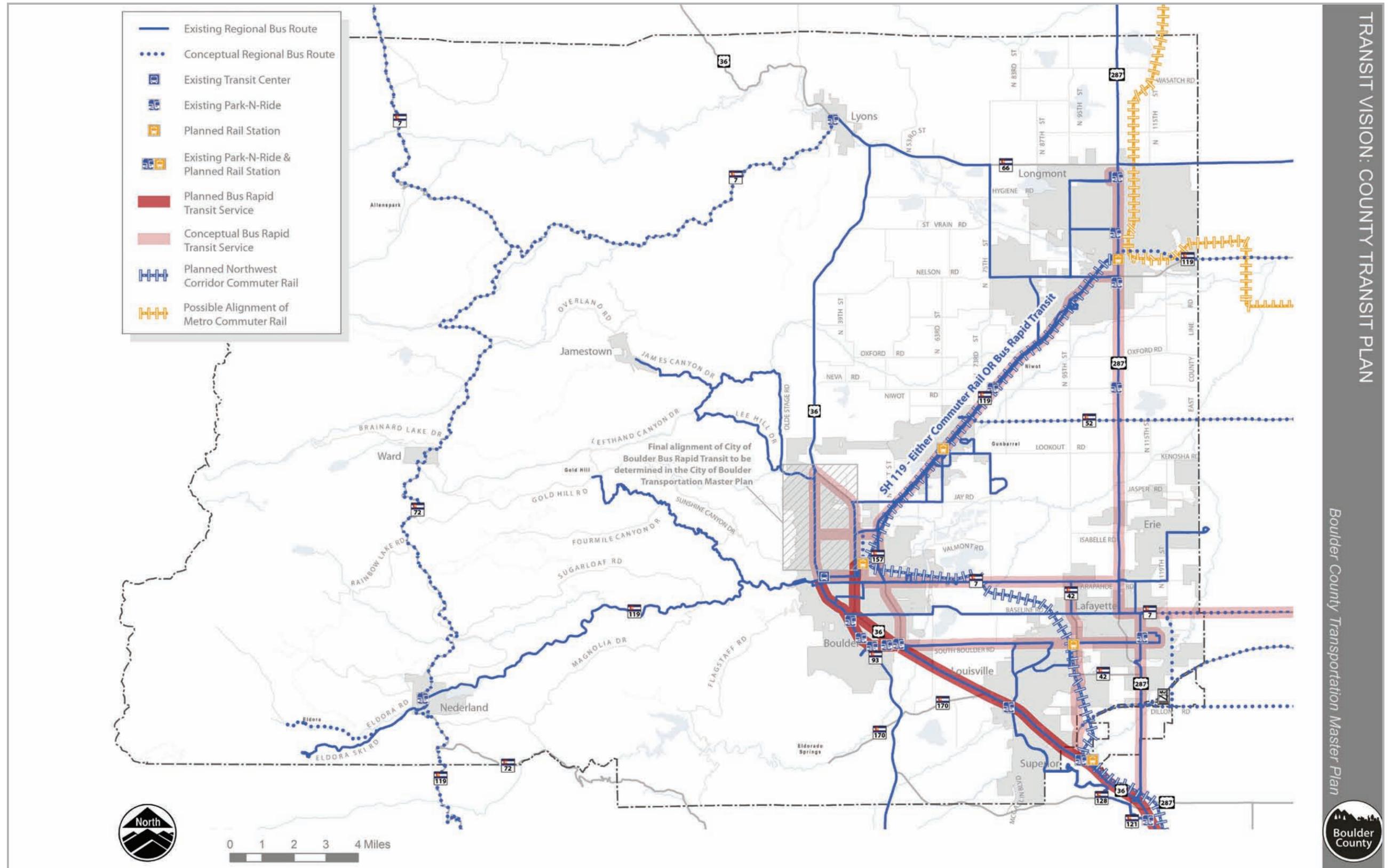
Bikeable shoulders & roadway



Regional trails



Strategy 1: Develop a Multimodal Transportation System



Transit Implementation Actions

- > Invest in county transit service through new route development, service buy ups, technological enhancements and operations support while promoting long-term stability of the existing transit system
- > Promote regional bus rapid transit and/or commuter rail service in regional corridors connecting Boulder County communities to the region
- > Focus transit investments on programs that reduce vehicle miles traveled, provide service to underserved communities, and enhance corridor service in key travel corridors
- > Expand and supplement existing Boulder County Business and Community Eco Pass programs with the goal of a countywide community pass program serving all county residents and employees
- > Enhance north/south transit connections along the Front Range, connecting the Denver metro area to the communities along U.S. 36 and Interstate 25 (I-25) corridors, extending north to Northern Colorado communities
- > Enhance east/west connections from communities in east and central Boulder County to the I-25 corridor
- > Implement transit service, improvements, and expansion to and among mountain communities and recreational destinations
- > Enhance bus stop facilities, including benches, concrete pads, shelters, bike racks as well as route or schedule information to increase safety



Pedestrian bridge at McCaslin Park-n-Ride



Transit center



Waiting for the bus



The CLIMB provides service between Boulder and mountain communities



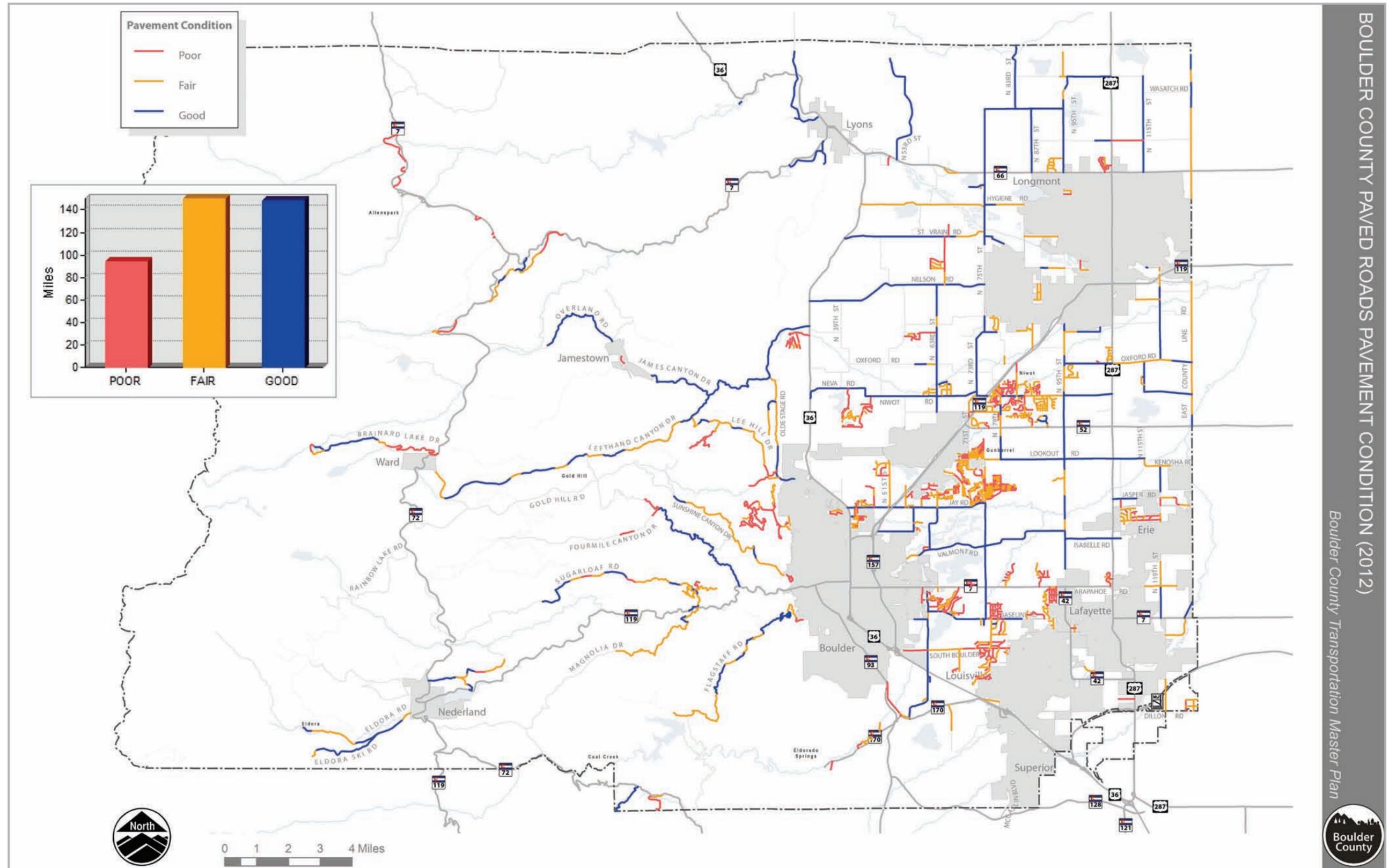
Longmont Coffman & 8th Park-n-Ride



DASH bus with service to Lafayette



Strategy 1: Develop a Multimodal Transportation System



Rehabilitation and Maintenance Implementation Actions

- > Maintain and rehabilitate roadway, bicycle and pedestrian, and transit facilities with the highest priority on regional connections, destinations, and corridors that serve the most people
- > Repair, rehabilitate and replace bridges at the most cost effective time with a goal of no county bridges rated structurally deficient or functionally obsolete
- > Maintain transportation system for safety and convenience for all travel modes
- > Maintain a five-year Resurfacing Plan with the goal of pavement quality index (PQI) of 7 on a scale of 1 (poor) to 10 (excellent) on primary county connections

Subdivision Paving

Consistent with policy direction in the Comprehensive Plan, the county is responsible for the daily maintenance of public subdivision roads, which includes patching potholes, cleaning culverts and ditches, repairing sidewalks, and plowing snow. However, rehabilitation and reconstruction of paved roads in unincorporated Boulder County is to be funded by those who benefit most from their rehabilitation. Improvement districts to fund road rehabilitation have been implemented in several subdivisions since 1995, but rehabilitation of paved roads have not been handled in a systematic way in the vast majority of the county subdivisions. As a result, pavement quality deteriorated and many roads need rehabilitation and repair. The Board of Commissioners will ask voters to approve creation of a public improvement district for the rehabilitation and major repair of paved roads in unincorporated Boulder County subdivisions on the 2013 ballot.

Types of Maintenance



Winter road maintenance



Bikeable shoulders



Subdivision road with 5 pavement quality index

Types of Bridges



Apple Valley Bridge



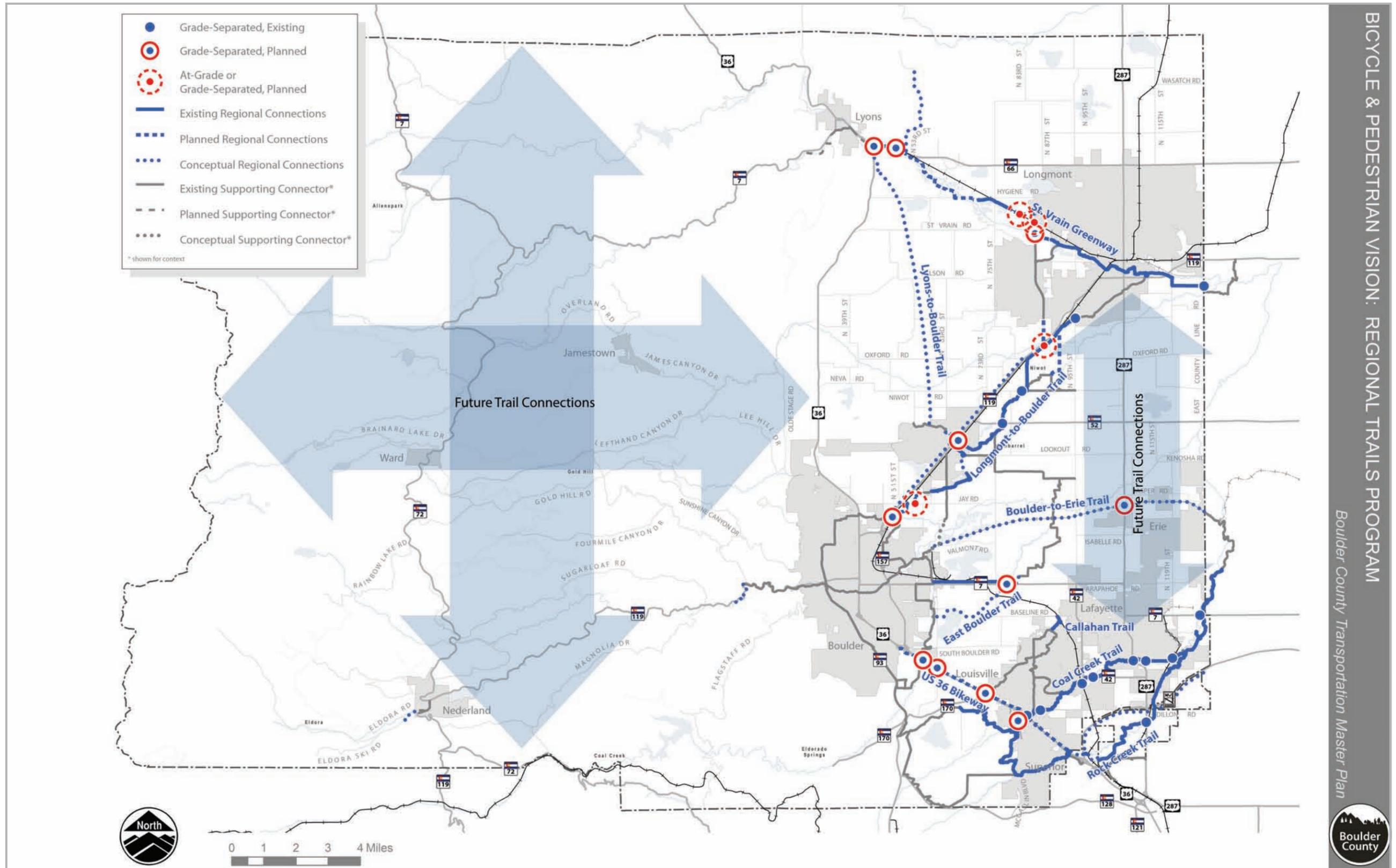
Crane Hollow Bridge



Bridge in Raymond provides access for all modes



Strategy 1: Develop a Multimodal Transportation System



Regional Trail, Bicycle, and Pedestrian Implementation Actions

- > Complete projects identified in the Regional Trails Program, including improvements on the following trails: Coal Creek, East Boulder, Longmont-to-Boulder (LOBO), Lyons-to-Boulder, Rock Creek, St. Vrain, U.S. 36, and Boulder-to-Erie (old Union Pacific ROW)
- > Develop and plan future connections to western county destinations and a north-south connection in the east part of the county
- > Repair, replace, and add sidewalks and bicycle connections in residential areas and to key transit connections



A couple walks along an off-street trail



Pedestrian crossing in Lyons



Bikeable shoulders on Highway 66



Multiuse path alongside Valmont Road



Bicyclist waiting area



Tube bicycle counter



Coal Creek Trail



Niwot walk audit

Strategy 2: Create the Complete Trip

Boulder County improves infrastructure, supports regional transit, connects the first/final mile portion of trips, and establishes transportation demand management programs to encourage bicycling, carpooling, public transit, and walking as convenient and attractive transportation options. These investments strive to provide county residents with complete mobility options, providing people with a

viable option to driving alone. Making bicycle, bus, and foot travel more convenient reduces greenhouse gas emissions and roadway congestion, conserves natural resources, lessens dependence on fossil fuels, promotes public health, and increases the mobility of youth and elderly population groups.

Completing the Trip Components

Infrastructure Improvements

Infrastructure changes, including striping, intersection changes, and bike/walk connections improve travel and minimizes conflict for all modes



Regional Transit

Regional transit connects people to places both within and outside of Boulder County



First & Final Mile

Transportation along main corridors can lack the connection to and from people's origin or final destination. It is important that first and final portions of a trip can be completed easily and safely by walking, bicycling or riding local transit



Transportation Demand Management

TDM manages travel demand by changing when and how people travel, thus making more efficient use of existing infrastructure, reducing congestion and avoiding the need for new road capacity



Completing the Trip Implementation Actions

- > Increase travelers' ability to use transit by providing infrastructure that enables walking and bicycling to and from bus stops
- > Install variable message signs and smartphone applications that provide real-time transit information
- > Decrease travel time delays on regional transit associated with loading and unloading bicycles by providing secure, convenient, covered storage facilities at key high demand transit stops
- > Increase bicycle capacity on transit vehicles
- > Improve intersections for safe and convenient access to transit stops and bike and pedestrian facilities
- > Add/improve shoulders, trail connections, bike and pedestrian infrastructure to ensure safe and convenient connections to transit facilities and Park-n-Rides
- > Conduct marketing and outreach activities to educate the public on available travel options
- > Collaborate with cities and unincorporated areas to establish community-wide Eco Pass programs to make transit use easy, affordable and convenient for all residents and employees in the county
- > Support communities, transportation management organizations (TMOs) and other service providers to coordinate service delivery, share resources, collaborate on marketing & outreach, and offer multimodal corridor services
- > Support school-based TDM programs and safe routes to school programs in Boulder Valley and Saint Vrain school districts
- > Promote active living, and associated public health benefits, by providing infrastructure that enables walking and bicycling to and from bus stops and local destinations
- > Support TDM services along multimodal travel corridors, prioritizing geographic areas and major employers without existing programs or services



CLIMB riders board the bus



A bicyclist rides on a bikeable shoulder



A bicyclist prepares to cross the intersection at Diagonal Highway & Highway 52



Waiting at a bus stop



Bus then Bike shelter in Longmont



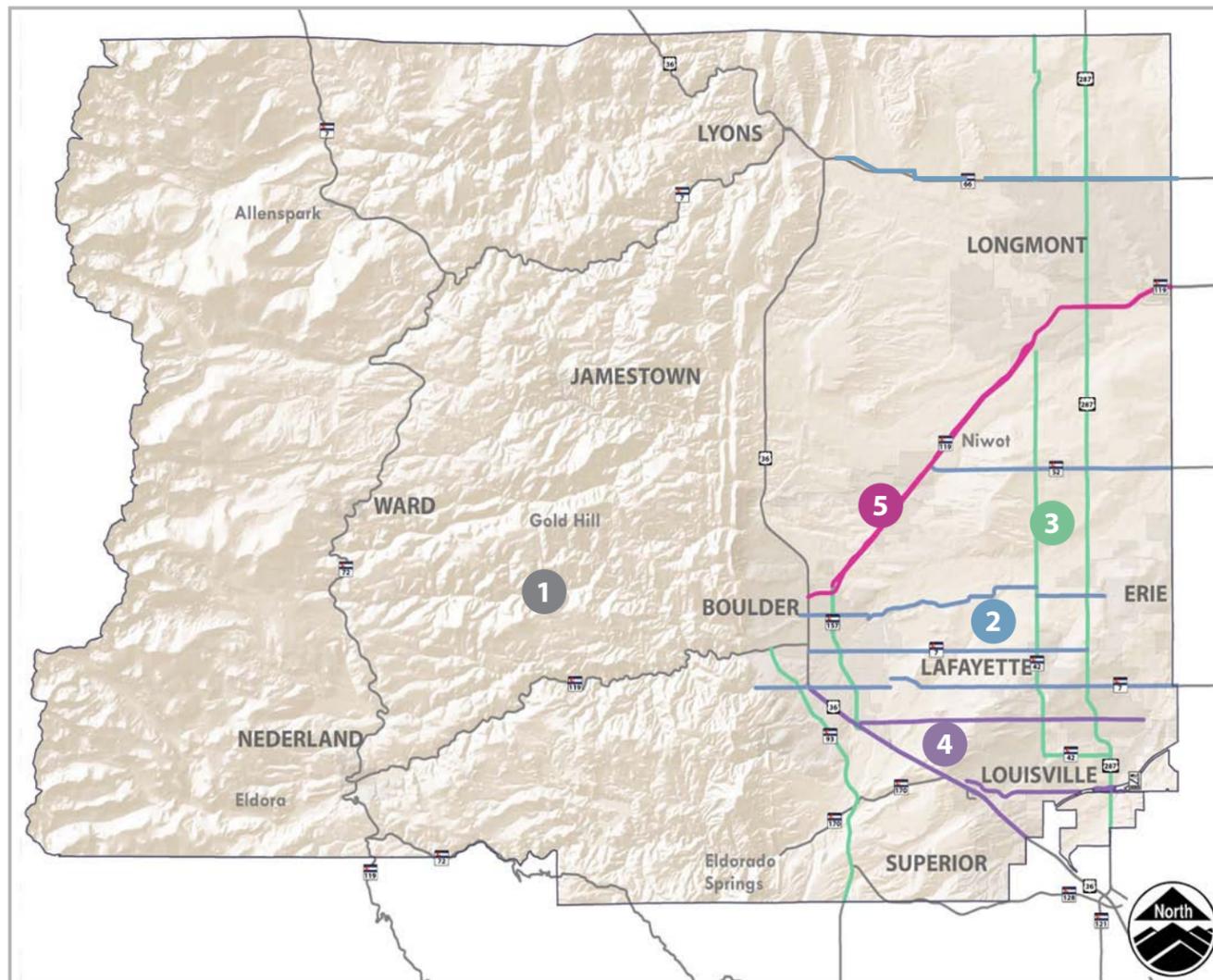
Safe Routes to School programs educates kids on the value of bicycling

Strategy 3: Invest in Key Transportation Corridors

Boulder County travel corridors include local and regional transportation elements to form an integrated transportation system. The following implementation actions draw from existing regional planning documents and visions achieved through interagency coordination. Boulder County

considers each travel corridor as a geographic area encompassing all available or planned modes. These multimodal corridors create the backbone of the Boulder County transportation system and will play a critical role in addressing the 25 year travel demand.

Primary Travel Corridors



1. Mountain Corridors; 2. East-West Corridors; 3. North-South Corridors; 4. Southeast Corridors; 5. SH 119 Corridor



A bicyclist outside Lyons on Highway 66



A bicyclist rides on the shoulder

Five Primary Travel Corridors

Five primary travel corridors have been identified in this plan. Each corridor consists of facilities and programs to serve different modes and trip types. The transportation system in each of these corridors consists of local roads, bicycle and pedestrian facilities, state highways, transit systems and travel demand management and mobility programs that must be developed and operated in a coordinated and collaborative fashion. The transportation system also relies on the land use and development decisions made by local governments both within and outside of the county that are key to accomplishing our goals. While the vision and strategies identified in each of these corridors were developed in collaboration with each agency, none of these agencies have necessarily adopted or committed to implement the strategies or improvements identified; they represent the vision of Boulder County and provide a framework and guide for collaboration with each agency and jurisdiction.

1 | Mountain Corridors

See Strategy 5 for Mountain Area Connections and Implementation Actions (Page 20).

2 | East-West Corridors

				
<p>Valmont Road / Isabelle Road</p>	<p>Hwy 66 / Hwy 52 (Mineral Road)</p>	<p>Highway 7 (Arapahoe Road)</p>	<p>Baseline Road</p>	
<p>Transit</p>	<ul style="list-style-type: none"> • Bus rapid transit/high frequency bus service • Park-n-Ride capacity improvements • Bus stop enhancements/first and final mile amenities • Local transit connections • Queue jump lanes 			
<p>Regional Trails, Bicycle & Pedestrian</p>	<ul style="list-style-type: none"> • Regional trail connections along the UP/Boulder-to-Erie Corridor, St. Vrain and East Boulder Trail • Bikeable shoulders • Bike/pedestrian grade separations at key crossings 			
<p>TDM Transportation Demand Management</p>	<ul style="list-style-type: none"> • Transportation management organizations • Community Eco Passes • Support communities in transit oriented design initiatives 			
<p>System Management</p>		<ul style="list-style-type: none"> • Interchange at Diagonal Hwy only with construction of commuter rail 		
	<ul style="list-style-type: none"> • Intersection enhancements to improve safety and convenience for all modes and to reduce congestion • Signal detection • Crossing amenities • Transit signal priority 			

IMPLEMENTATION ACTIONS



3 | North-South Corridors

IMPLEMENTATION ACTIONS

	 Highway 42 (95th Street)	 U.S. 287	 Foothills Parkway (Highway 93)
Transit	<ul style="list-style-type: none"> Local transit connections 	<ul style="list-style-type: none"> Bus rapid transit/North Front Range Connection 	<ul style="list-style-type: none"> Regional transit connections Lyons-Boulder-West Denver
Regional Trails	<ul style="list-style-type: none"> Park-n-Ride capacity improvements Bus stop enhancements Bike storage Local transit connections Queue jump lanes 		
Bicycle & Pedestrian	<ul style="list-style-type: none"> Trail connections 		
TDM Transportation Demand Management	<ul style="list-style-type: none"> Bikeable shoulders Bike/ped grade separations Multi-use paths 		
System Management	<ul style="list-style-type: none"> Transportation management organizations Community Eco Passes Support communities in transit oriented design initiatives 		
	<ul style="list-style-type: none"> Intersection enhancements to improve safety and convenience for all modes and to reduce congestion Signal detection Crossing amenities Transit signal priority 		



4 | Southeast Corridors



South Boulder Rd / Dillon Rd / 120th St



U.S. 36

IMPLEMENTATION ACTIONS

Transit	<ul style="list-style-type: none"> • High frequency transit 	<ul style="list-style-type: none"> • Managed lanes • Available capacity for tollpaying users • Center and shoulder running bus rapid transit/carpool priority • Prepaid boarding, shelters, branding
	<ul style="list-style-type: none"> • Park-n-Ride capacity improvements • Bus stop enhancements/first and final mile amenities • Local transit connections • Queue jump lanes 	
Regional Trails	<ul style="list-style-type: none"> • Trail connections along Rock Creek/Coal Creek/US 36 Bikeway 	
Bicycle & Ped	<ul style="list-style-type: none"> • Grade separations at key roads and rail crossings and connections to local system 	
TDM Transportation Demand Management	<ul style="list-style-type: none"> • Transportation management organizations • Community Eco Passes • Support communities in transit oriented design initiatives 	
System Management	<ul style="list-style-type: none"> • Intersection enhancements to improve safety and convenience for all modes and to reduce congestion • Signal detection • Crossing amenities • Transit signal priority 	

5 | SH 119 Corridor



Highway 119 (Diagonal Highway)

Transit	<ul style="list-style-type: none"> • Bus rapid transit or commuter rail—to be determined • Branded & wi-fi enabled buses • Park-n-Ride capacity improvements • Bus stop enhancements • Local transit connection improvements • Bike storage
Regional Trails & Bicycles	<ul style="list-style-type: none"> • Trail connections • Longmont-to-Boulder, parallel trail to Highway 119 • Bike/ped connections to stations • Bike/ped grade separations at Hover Rd, Airport Rd, IBM, and 4 Mile
TDM Transportation Demand Management	<ul style="list-style-type: none"> • Transportation management organizations • Community Eco Passes • Support communities in transit oriented design initiatives
System Management	<ul style="list-style-type: none"> • Intersection enhancements to improve safety and convenience for all modes and to reduce congestion • Signal detection • Crossing amenities • Transit signal priority

Strategy 4: Increase Accessibility

Boulder County implements transportation strategies to expand personal mobility, improve job access, and increase transportation options. The Mobility for All Program provides subsidized transit passes, assisted housing-based Eco Passes, peer/case manager travel training, a bike to transit/earn a bike

program and other personalized transportation solutions for people challenged by limited mobility. Boulder County will expand upon these programs to make transportation more accessible to the mobility challenged.

Designing Transportation Infrastructure for Accessibility

As Boulder County's demographics change it will become even more important for transportation infrastructure to include features designed to assist persons with mobility challenges. Mobility impairments include financial, physical and cognitive challenges and can occur at any phase of life. The ability to navigate the community in a safe, efficient and comfortable manner is key to maintaining livability and independence for all county residents. The items below are examples of infrastructure changes that improve transportation accessibility.

Groups Served Through Accessible Design

- Low income families and individuals
- People with disabilities
- Seniors
- Others without access to the current transportation system



Roadways & Intersections

- 1 Visible street name signs at intersections
- 2 More symbols vs. text on signs
- 3 Dedicated left turn lanes
- 4 Pedestrian control devices



Other improvements:

- Increased sign spacing to allow for processing of sign information
- Attention to horizontal and vertical placement due to reduced peripheral vision
- Longer sight distances for intersections
- Visible pavement markings with good nighttime reflectiveness

Bicycle & Pedestrian Facilities

- 1 More symbols vs. text on signs
- 2 Visible pavement markings
- 3 Wide path; even, hard, continuous surface
- 4 Tactile paving; curb cuts

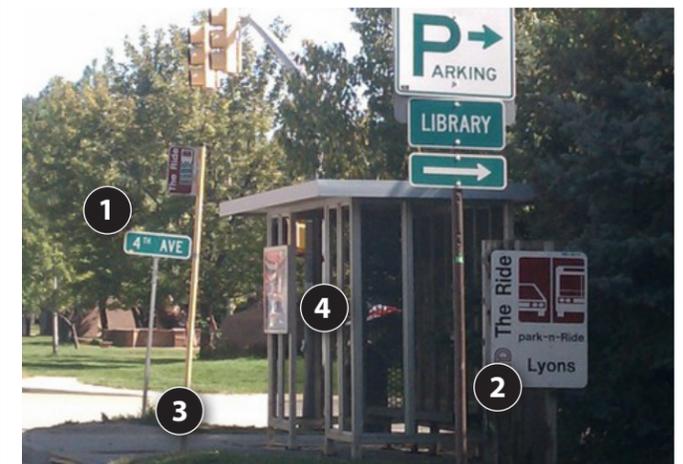


Other improvements:

- Surface maintenance
- Directional signs at lower heights
- Audible signals/lighting
- Pullout or rest areas outside of the travel lane
- Avoidance of left turns that merge with vehicle traffic
- Shortest distance access

Transit Facilities

- 1 Visible street name signs
- 2 Lower signs
- 3 Curb cuts
- 4 Shelters, benches



Other improvements:

- Sidewalk maintenance and repair
- Adequate traffic control devices for crossings
- Snow removal
- Wider access points for persons with mobility devices/ Direct access to stops
- Tactile paving
- Concrete pads, ADA ramps/curb cuts, shelters or handrails at rural stops
- Placement of street furniture outside travel lanes

Boulder County partners with Via Mobility Services, the Regional Transportation District and other public, private and nonprofit transportation organizations and human service providers to promote independent living and social engagement by supporting accessibility planning and programs that

expand options for residents with mobility challenges. Together, Boulder County and Via Mobility Services established a Local Coordinating Council (LCC) to examine transportation resources and needs throughout the County and improve human services transportation coordination and services.

Accessibility Goals and Implementation Actions

Goals of the Local Coordinating Council

- Identify existing transportation needs, resources, and gaps
- Share and distribute information about transportation resources and options
- Develop solutions to specific transportation challenges
- Pursue additional transportation funding opportunities
- Integrate and expand existing transportation programs into the human services transportation network
- Develop an organizational structure for collaborating and coordinating human service transportation resources and needs

Local Coordinating Council Agencies

Via Mobility Services	Boulder Valley School District
Care Connect	Boulder Shelter for the Homeless
Safehouse Progressive Alliance for Nonviolence	eGo Carshare
Mental Health Partners	RTD
Veolia/Yellow Cab	Boulder County Aids Project
To The Rescue	City of Boulder Senior Services
Bridge House	Sister Carmen Community Center
Boulder Housing Partners	Imagine
Boulder County Area Agency on Aging	Veterans Helping Veterans Now
Denver Regional Mobility and Access Council	Careful Wheels Transportation
Colorado Cross Disability	Longmont Housing Authority
Coalition Association for Community Living	

Expand Transportation Options

- > Expand and enhance mobility options for older adults, people with disabilities, individuals with low income, and others living with mobility limitations
- > Increase bike-to-transit workshop and earn-a bike programs to provide transportation options and make bus travel more accessible

Increase Personalized Travel Training

- > Provide individual and group travel training to teach people with limited mobility how to safely and confidently use public transportation
- > Publish and distribute maps and other information to educate all groups about the availability of transportation options
- > Support 'one-call' information and referral services to help those faced with mobility challenges

Provide Transit Pass Assistance

- > Distribute subsidized transit passes for assisted housing sites for those who need transportation support
- > Increase housing-based or community-wide Eco Passes to enable more transit use

Via Mobility Services provides access with a shuttle



Access to transportation enables those with physical disabilities to live a more independent and self-sufficient life



Using an Eco Pass for unlimited, all-access transit use



Via Mobility Services provides on-demand, accessible, door-to-door service for people living with mobility limitations

Strategy 5: Enhance Mountain Area Connections

Transportation connections are vital for Boulder County communities to function and prosper and for residents and visitors to enjoy the county’s recreational opportunities. The Boulder County Transportation Master Plan highlights Boulder County’s role in addressing local and regional transportation needs in the

western portion of the county in two ways. First, it acknowledges the goals and strategies of gateway and historic communities and expresses the county’s desire to build upon them. Second, the Transportation Master Plan identifies major recreational destinations and suggests ways to enhance multimodal access to them.

Mountain Area Communities

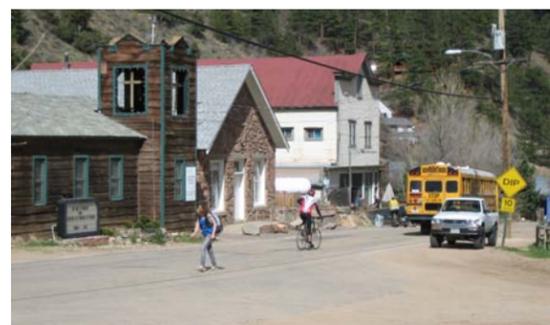
Types of Communities



Historic: Elements linked to the past (Allenspark, Eldora, Eldorado Springs, and Gold Hill)



Gateway: Entry or access points (Lyons, Nederland, Allenspark, Eldora, Ward)



Canyon: Constrained geographic locations within canyons (Ward and Jamestown)

Historic Townsite and Canyon Communities Implementation Actions

- > Continue to work with historic townsites and canyon communities to address local goals and needs and to provide regional multimodal connections
- > Continue to provide support for public transit services

Incorporated Communities Implementation Actions

- > Support implementing strategies in respective comprehensive plans that provide a regional travel benefit and support Boulder County transportation policy goals
- > Support incorporated communities to identify and implement a permanent funding mechanism for the Eco Pass program
- > Help communities mitigate affects from recreation and through traffic
- > Implement public transit connections between mountain and plains communities



Mountain Area Recreational Areas



Brainard Lake (photo: from U.S. Forest Service website)



Eldorado Canyon (photo: from Colorado Parks & Wildlife website)



Betasso Preserve (photo: from Boulder County Parks & Open Space website)



Hessie Trailhead (photo: from summitpost.org)

Brainard Lake Recreation Area

- > Provide shuttle access to Brainard Lake in coordination with U.S. Forest Service

Eldorado Canyon State Park/Trailheads

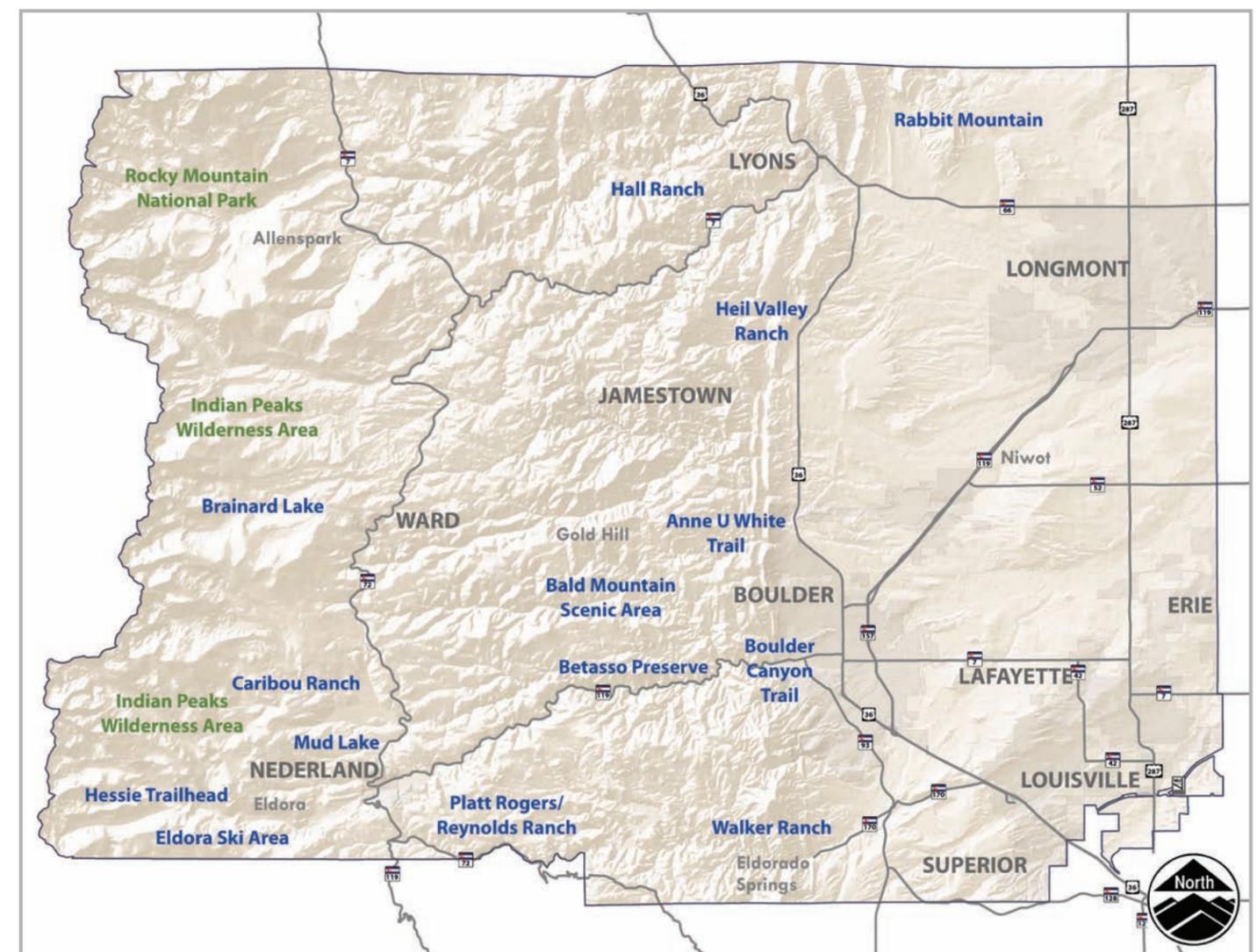
- > Enhance multimodal access to Eldorado Canyon State Park, including on-street bikeable shoulders along Highway 170, and a potential for shuttle service to the park and nearby trailheads

Mountain Area Linkages

- > Provide connections to mountain area recreational destinations
- > Collaborative effort of U.S. Forest Service, State Parks, National Park Service, City of Boulder, Longmont, Boulder County to identify potential connections from the plains to mountain area trails and recreational destinations in western Boulder County

Hessie Trailhead

- > Continue operation of Hessie shuttle with potential expansion to 4th of July trailhead



Boulder County Transportation Funding and Revenue Sources



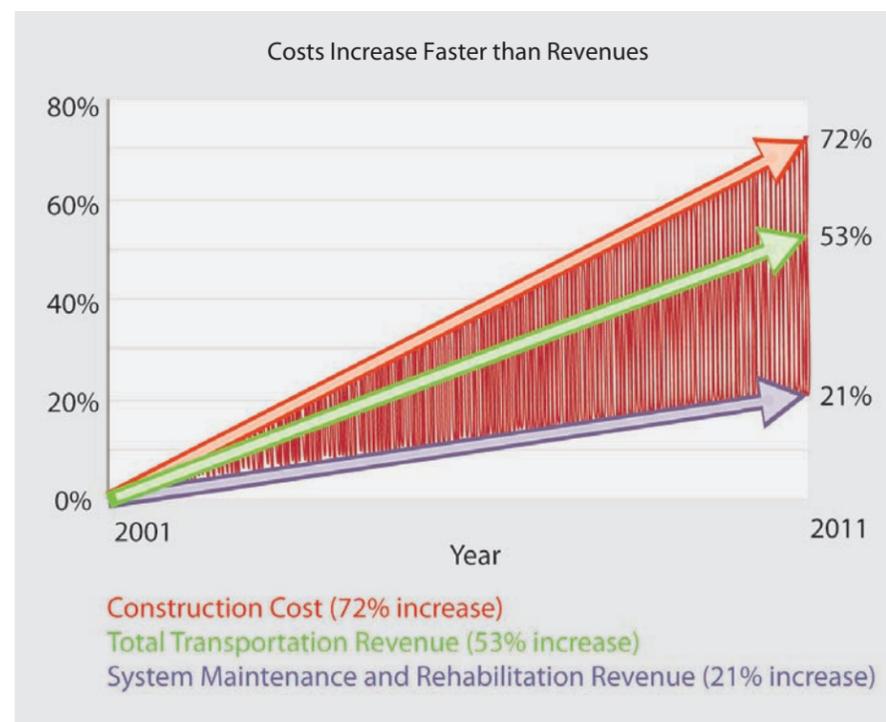
Boulder County receives transportation funding from five primary sources. Each funding source is allocated in a different manner, and includes specific spending limitations. The funding is categorized into two primary purposes: transportation system maintenance and rehabilitation, and specific projects operations and expansion. Current and forecasted funding is insufficient to meet all needs. As a result,

Boulder County must establish priorities. Daily maintenance is considered the highest priority of the county transportation system, followed by rehabilitation and reconstruction of the primary county roads connecting communities and key destinations. Funding improvements that benefit individual users, such as rehabilitation and reconstruction of subdivision paved roads, is the responsibility of those who benefit, generally local property owners, through creation of improvement districts. Revenue from restricted sources such as sales tax and grant revenue are used to implement specific programs and projects and are used to leverage additional grant funding to the extent possible. Boulder County must also address construction costs that increase much faster than revenue, meaning that existing revenue builds less each year due to inflation. Overall, as costs increase more quickly than revenue, existing funding sources will not be sufficient, and Boulder County must seek new funding sources to maintain its current system and implement the vision identified in this plan.

Cost Inflation and Revenue Trends

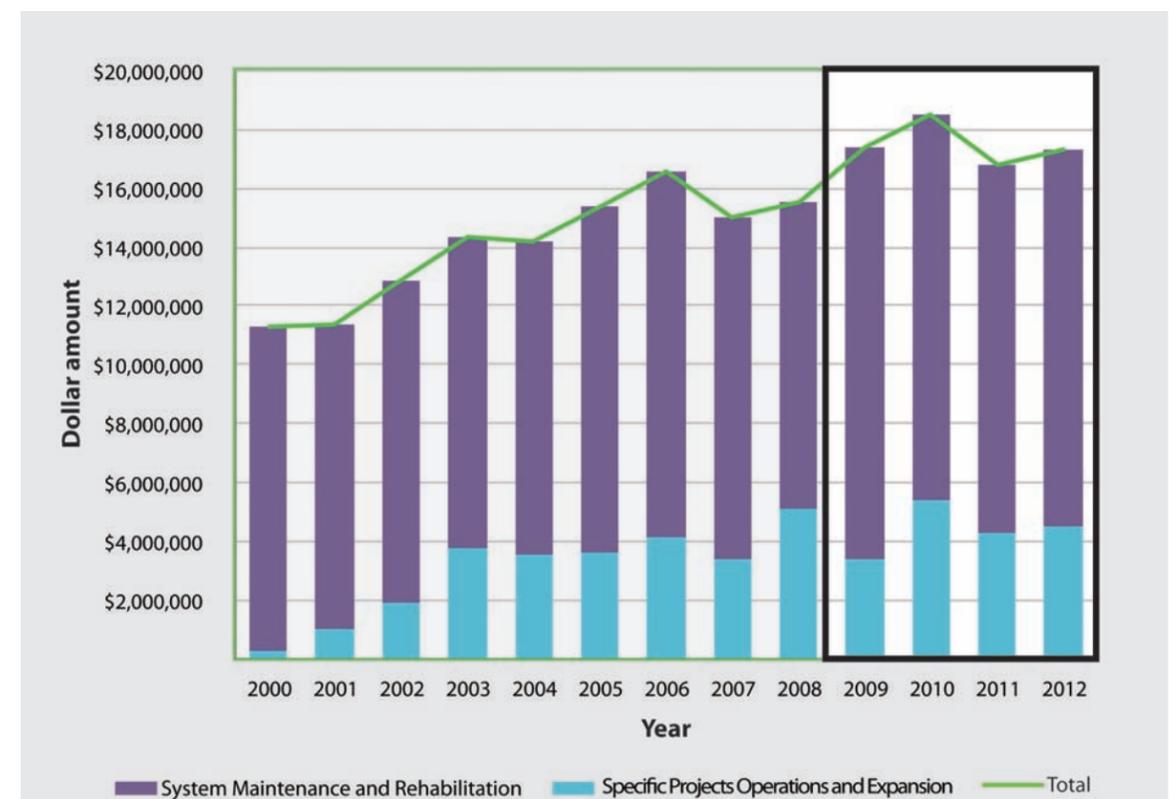
Between 2001 and 2011 the Colorado Construction Cost Index, prepared by the Colorado Department of Transportation for highway projects, increased by 72%. While total county transportation revenue increased by only 53%. Construction costs have increased by more than three times the revenue that can be used for road maintenance and rehabilitation. The transportation sales tax approved by the voters has helped mitigate the impact of inflation on road maintenance and rehabilitation since it has funded reconstruction of many miles of roads as part of the shoulder construction projects, however, cannot be used for ongoing maintenance activities and will sunset in 2024.

Percent of Change in Cost and Revenue; 2001 – 2011



A large shortfall occurs between the construction costs and revenue

Transportation Revenue; 2000 – 2012



Although overall revenue has increased over the past ten years, total revenue has decreased in the last four years

Transportation Revenue Sources

The five categories of revenue that currently fund the county transportation system come from different sources, are allocated in different ways, and as a result must be evaluated separately to forecast future

trends. Each revenue category is identified below, as well as the anticipated trend (increasing, decreasing, or flat) and the factors that influence the trend.

System Maintenance and Rehabilitation

Revenues from the state Highway Users Trust Fund (HUTF), Specific Ownership Tax (SOT) and Property Tax Road and Bridge mill levy are dedicated to daily maintenance and reconstruction of the county transportation system. These activities include activities such as plowing snow, patching potholes, crack sealing, cleaning ditches and culverts, replacing road signs, sweeping and clearing shoulders, dust suppression, grading and replacing gravel on unpaved roads, repairing sidewalks, clearing and sweeping multi-use paths and transit stops, rehabilitation of bridges and culverts on public roads that have been accepted for county maintenance. These fund are also used for rehabilitation and reconstruction of the paved roads with a priority on roads that connect communities and other major destinations and serve the most users.

Specific Projects Operations and Expansion

Revenue from a .01% sales tax for transportation, first approved by the voters in 2001 and extended for 15 years in 2007, is dedicated to specific projects and programs that were identified in the ballot resolution. Fifteen percent of these funds are dedicated to implementation of the regional trails program as identified in the ballot resolution. The revenue generated from sales tax has been used to leverage additional funding from other local, state and federal sources that help implement the listed projects and programs. These projects include construction of shoulders on roads and highways that improve safety for all users, new lanes, bike and pedestrian underpasses, intersection improvements, construction of regional trails and support for improved transit services and programs.

1) State Highway Users Trust Fund

- The combined state gas tax and vehicle registration fee revenue is allocated to counties in part based on growth related variables. Since Boulder County is not growing as quickly as many other counties, it is likely to receive a decreasing proportion of available revenue.

State Gas Tax

Trend: Flat/Decrease

Factors:

- Gas tax has not increased since 1992
- Gas tax revenue does not increase as gas prices increase, only as more fuel is used. Since the cost of gas is increasing, vehicles are more fuel efficient, and people are driving less, less gas is being used and less tax revenue is generated.

Vehicle Registration Fee/Faster

Trend: Increase

Factors:

- Vehicle registration fee is based on age and value of vehicle. As more vehicles are purchased revenue will increase.

2) Specific Ownership Tax (Vehicle Registration Tax)

Trend: Flat

Factors:

- Specific Ownership Tax (SOT) is related to the age and value of vehicles and the number of vehicles purchased.
- SOT is allocated based on proportional share of total property tax mill levy in the county. As school districts increase property tax relative to the county, the county receives a smaller share of total revenue.
- County share is not dedicated to transportation; but instead allocated at discretion of commissioners.

3) Property tax

Road and Bridge Mill Levy

Trend: Increase

Factors:

- Based on assessed value of property in Boulder County. Revenue changes as property assessments change.
- Road and Bridge mill levy revenue must be split with cities within the county.

4) State/Federal Grants

Federal, State, Local Funding Programs

Trend: Flat/Decrease

Factors:

- Federal gas tax has not changed since 1993
- Funding is unlikely to increase due to federal budget deficit concerns
- Dedicated to specific projects/programs; may not be used for long term operating expenses or local road maintenance.

5) 0.1% Sales Tax for Transportation

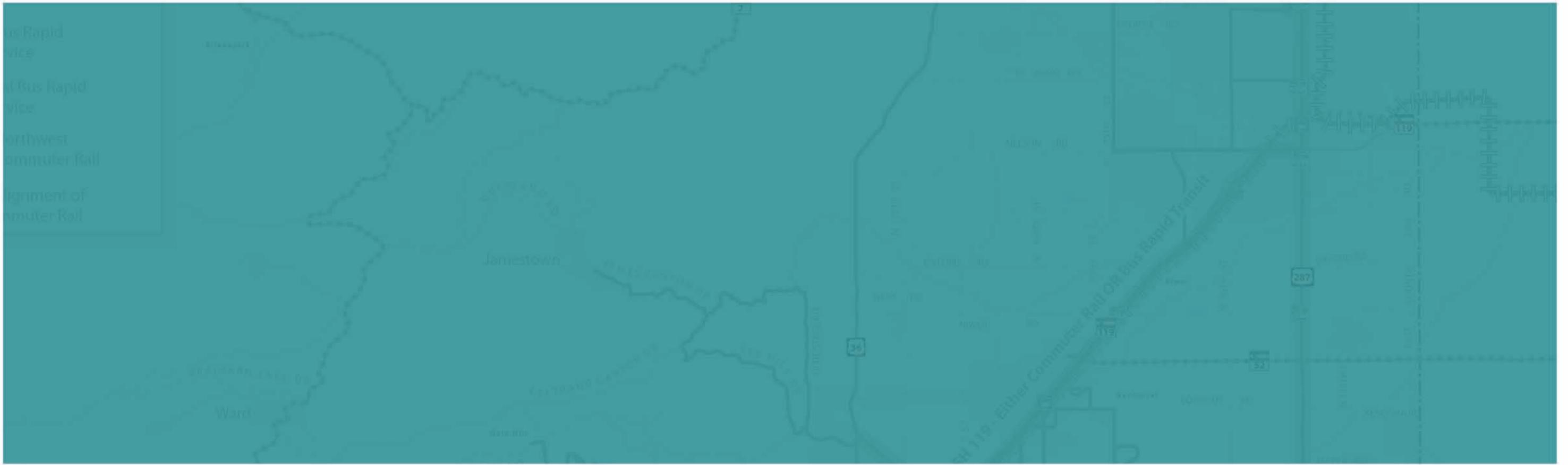
Sunsets in 2024

Trend: Increase

Factors:

- Revenue changes as economy changes.





Boulder County Transportation

Tel: 303-441-3900 | Fax: 303-441-4594
2525 13th Street, Suite 203 | Boulder, CO 80304
www.bouldercounty.org/transportation

