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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.
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)
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

<table>
<thead>
<tr>
<th><strong>Bicycle and Pedestrian Crossing Amenities:</strong></th>
<th>Intersection improvements to make crossing easier for bicyclists and pedestrians</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Bicycle Storage:</strong></td>
<td>Secure bike parking to make improved connections to transit</td>
</tr>
<tr>
<td><strong>Bicycle Waiting Areas:</strong></td>
<td>Paved waiting areas provide a safe waiting area for bicyclists while maintaining traffic flow</td>
</tr>
<tr>
<td><strong>Bikeable Shoulders:</strong></td>
<td>Shoulders allow bicycles and vehicles to safely use the road simultaneously</td>
</tr>
<tr>
<td><strong>Bus Pullouts:</strong></td>
<td>Area where buses leave main travel lane to allow passengers to board or alight where appropriate</td>
</tr>
<tr>
<td><strong>Bus Rapid Transit:</strong></td>
<td>High-frequency bus service that operates in a manner similar to a fixed-rail system (fast service in exclusive right of way)</td>
</tr>
<tr>
<td><strong>Bus Stop Enhancements:</strong></td>
<td>Benches, waiting areas, shelters, transit information, and bicycle parking</td>
</tr>
<tr>
<td><strong>Commuter Rail:</strong></td>
<td>Rail service providing reliable and fast service with exclusive right of way</td>
</tr>
<tr>
<td><strong>Eco Pass:</strong></td>
<td>All access, unlimited transit passes on the RTD system</td>
</tr>
<tr>
<td><strong>Increased Bus Service:</strong></td>
<td>More frequent bus service and/or extended time of day service</td>
</tr>
<tr>
<td><strong>Intersection Improvements:</strong></td>
<td>Signal or roundabout installation, geometric changes (turn &amp; bike lanes, pedestrian connections)</td>
</tr>
<tr>
<td><strong>Local Transit Connections:</strong></td>
<td>Connecting regional transit to local connectors to provide a complete trip in an efficient manner</td>
</tr>
<tr>
<td><strong>Managed Lanes:</strong></td>
<td>Exclusive lanes for buses, carpools and single occupant vehicles (with toll)</td>
</tr>
<tr>
<td><strong>Multiuse Paths:</strong></td>
<td>A paved, wide path to accommodate bicyclists and pedestrians</td>
</tr>
<tr>
<td><strong>Passing/Slow Moving Vehicle Lanes:</strong></td>
<td>Vehicle travel flow improves by allowing slower vehicles to use the rightmost lane</td>
</tr>
<tr>
<td><strong>Queue Jump Lanes:</strong></td>
<td>An additional travel lane at an intersection approach that allows buses to bypass congestion</td>
</tr>
<tr>
<td><strong>Regional Trails:</strong></td>
<td>Used for both transportation and recreation, separated trails from roadways</td>
</tr>
<tr>
<td><strong>Sidewalk Connections:</strong></td>
<td>Pedestrian connections to make walking a better and more viable mode of transportation</td>
</tr>
<tr>
<td><strong>Transit Signal Priority:</strong></td>
<td>Time local traffic signals to give priority to transit, reduce bus wait times and increase reliability</td>
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<tr>
<td><strong>Transportation Demand Management:</strong></td>
<td>Programs to encourage and increase alternative mode usage that relieves transportation demand</td>
</tr>
<tr>
<td><strong>Underpass:</strong></td>
<td>Providing safe access across large intersections for both motorized and unmotorized uses</td>
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<tr>
<td><strong>Wayfinding Signage:</strong></td>
<td>Signage indicates the directions and popular destinations</td>
</tr>
<tr>
<td><strong>Traffic Calming/Median Treatments:</strong></td>
<td>Treatment to improve safety and slow neighborhood traffic</td>
</tr>
<tr>
<td><strong>Signal Detection:</strong></td>
<td>Signals detect vehicles, bicyclists and pedestrians at intersections</td>
</tr>
</tbody>
</table>
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

**Multimodal Networks**

- Transit center
- Bikeable shoulders & roadway
- Regional trails

**STRATEGY 1: DEVELOP A MULTIMODAL TRANSPORTATION SYSTEM**
Strategy 1: Develop a Multimodal Transportation System
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 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.
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.
Strategy 1: Develop a Multimodal Transportation System
STRATEGY 1: DEVELOP A MULTIMODAL TRANSPORTATION SYSTEM

> 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
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.

**A Complete Trip = Mobility & Sustainability**

- Improving and streamlining travel for all modes
- Getting to and from local transit easily and safely
- Transit within and outside of Boulder County
- Incentives and alternatives that reduce congestion
- Regional Transit
- Infrastructure Improvements
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
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.
## 2 | East-West Corridors

### STRATEGY 3: INVEST IN KEY TRANSPORTATION CORRIDORS

<table>
<thead>
<tr>
<th>Corridor</th>
<th>Implementation Actions</th>
</tr>
</thead>
</table>
| Valmont Road / Isabelle Road | - 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 |
| Hwy 66 / Hwy 52 (Mineral Road) | - 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 |
| Highway 7 (Arapahoe Road) | - Transportation management organizations  
- Community Eco Passes  
- Support communities in transit oriented design initiatives |
| Baseline Road | - Interchange at Diagonal Hwy only with construction of commuter rail  
- Intersection enhancements to improve safety and convenience for all modes and to reduce congestion  
- Signal detection  
- Crossing amenities  
- Transit signal priority |
### North-South Corridors

**Transit**
- Local transit connections
- Park-n-Ride capacity improvements
- Bus stop enhancements
- Bike storage
- Local transit connections
- Queue jump lanes

**Regional Trails**
- Trail connections

**Bicycle & Pedestrian**
- Bikeable shoulders
- Bike/ped grade separations
- Multi-use paths

**TDM Transportation Demand Management**
- Transportation management organizations
- Community Eco Passes
- Support communities in transit oriented design initiatives

**System Management**
- Intersection enhancements to improve safety and convenience for all modes and to reduce congestion
- Signal detection
- Crossing amenities
- Transit signal priority

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**Highway 42 (95th Street)**
- Park-n-Ride capacity improvements
- Bus stop enhancements
- Bike storage
- Local transit connections
- Queue jump lanes

**U.S. 287**
- Bikeable shoulders
- Bike/ped grade separations
- Multi-use paths

**Foothills Parkway (Highway 93)**
- Transportation management organizations
- Community Eco Passes
- Support communities in transit oriented design initiatives

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**Main Street in Longmont (U.S. 287)**
- A bicyclist rides on Highway 42 shoulder

**Bicyclists wait for the light to change**

**95th Street**
- Bicyclists wait for the light to change
## 4 | Southeast Corridors

**Implementaiton Actions**

<table>
<thead>
<tr>
<th>Transit</th>
<th>Regional Trails</th>
<th>Bicycle &amp; Ped</th>
<th>Transportation Demand Management</th>
<th>System Management</th>
</tr>
</thead>
<tbody>
<tr>
<td>• High frequency transit</td>
<td>• Trail connections along Rock Creek/Coal Creek/US 36 Bikeway</td>
<td>• Grade separations at key roads and rail crossings and connections to local system</td>
<td></td>
<td>• Intersection enhancements to improve safety and convenience for all modes and to reduce congestion</td>
</tr>
<tr>
<td>• Managed lanes</td>
<td></td>
<td></td>
<td></td>
<td>• Signal detection</td>
</tr>
<tr>
<td>• Available capacity for tollpaying users</td>
<td></td>
<td></td>
<td></td>
<td>• Crossing amenities</td>
</tr>
<tr>
<td>• Center and shoulder running bus rapid transit/carpool priority</td>
<td></td>
<td></td>
<td></td>
<td>• Transit signal priority</td>
</tr>
<tr>
<td>• Prepaid boarding, shelters, branding</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- Park-n-Ride capacity improvements
- Bus stop enhancements/first and final mile amenities
- Local transit connections
- Queue jump lanes

**System Management**

- Intersection enhancements to improve safety and convenience for all modes and to reduce congestion
- Signal detection
- Crossing amenities
- Transit signal priority

**Regional Trails & Bicycles**

- 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

**Transportation Demand Management**

- Transportation management organizations
- Community Eco Passes
- Support communities in transit oriented design initiatives

**System Management**

- Intersection enhancements to improve safety and convenience for all modes and to reduce congestion
- Signal detection
- Crossing amenities
- Transit signal priority

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## 5 | SH 119 Corridor

**Implementaiton Actions**

<table>
<thead>
<tr>
<th>Transit</th>
<th>Regional Trails &amp; Bicycles</th>
<th>Transportation Demand Management</th>
<th>System Management</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Bus rapid transit or commuter rail—to be determined</td>
<td>• Trail connections</td>
<td>• Transportation management organizations</td>
<td>• Intersection enhancements to improve safety and convenience for all modes and to reduce congestion</td>
</tr>
<tr>
<td>• Branded &amp; wi-fi enabled buses</td>
<td>• Longmont-to-Boulder, parallel trail to Highway 119</td>
<td>• Community Eco Passes</td>
<td>• Signal detection</td>
</tr>
<tr>
<td>• Park-n-Ride capacity improvements</td>
<td>• Bike/ped connections to stations</td>
<td>• Support communities in transit oriented design initiatives</td>
<td>• Crossing amenities</td>
</tr>
<tr>
<td>• Bus stop enhancements</td>
<td>• Bike/ped grade separations at Hover Rd, Airport Rd, IBM, and 4 Mile</td>
<td></td>
<td>• Transit signal priority</td>
</tr>
</tbody>
</table>

**System Management**

- Intersection enhancements to improve safety and convenience for all modes and to reduce congestion
- Signal detection
- Crossing amenities
- Transit signal priority

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**Strategy 3: Invest in Key Transportation Corridors**
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.

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

#### 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

### 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
- City of Boulder Senior Services
- To The Rescue
- Sister Carmen Community Center
- Bridge House
- Imagine
- Boulder County Area Agency on Aging
- Careful Wheels Transportation
- Veterans Helping Veterans Now
- Denver Regional Mobility and Access Council
- Longmont Housing Authority
- Colorado Cross Disability Coalition for Community Living
- Boulder County Aids Project
- City of Boulder Senior Services
- Sister Carmen Community Center
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

<table>
<thead>
<tr>
<th>Historic Townsite and Canyon Communities Implementation Actions</th>
</tr>
</thead>
<tbody>
<tr>
<td>&gt; Continue to work with historic townsites and canyon communities to address local goals and needs and to provide regional multimodal connections</td>
</tr>
<tr>
<td>&gt; Continue to provide support for public transit services</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Incorporated Communities Implementation Actions</th>
</tr>
</thead>
<tbody>
<tr>
<td>&gt; Support implementing strategies in respective comprehensive plans that provide a regional travel benefit and support Boulder County transportation policy goals</td>
</tr>
<tr>
<td>&gt; Support incorporated communities to identify and implement a permanent funding mechanism for the Eco Pass program</td>
</tr>
<tr>
<td>&gt; Help communities mitigate affects from recreation and through traffic</td>
</tr>
<tr>
<td>&gt; Implement public transit connections between mountain and plains communities</td>
</tr>
</tbody>
</table>

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)
**STRATEGY 5: ENHANCE MOUNTAIN AREA CONNECTIONS**

**Mountain Area Recreational Areas**

- **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
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.

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.
**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.

<table>
<thead>
<tr>
<th>System Maintenance and Rehabilitation</th>
<th>Specific Projects Operations and Expansion</th>
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<tbody>
<tr>
<td>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.</td>
<td>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.</td>
</tr>
</tbody>
</table>

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.