Boulder County Local Coordinating Council Meeting  
Monday, Sep 11, 2017  
Via Mobility Services, 2855 N. 63rd St. Boulder  
2-3:30 p.m.

Vision: Promote and provide efficient, accessible, affordable, seamless, equitable, responsive, and easy to arrange transportation options for Boulder County residents through coordination and collaboration between service providers.

AGENDA

I. Welcome & Introductions

II. Presentation M4A MURP Presentation (15 min)

III. Presentation East Arapahoe Transportation Plan (15 min)

IV. Boulder County Update
   a. RTD Pass Working Group (10 min)
   b. TNC Pilot Project at Aspinwall/Josephine Commons (5 min)
   c. Passenger Interviews, Spanish Language Review (5 min)
   d. LCC eNewsletter/Agenda (5 min)

V. LCC Member Updates (15 min)

VI. LCC Project Working Groups (20 min)
   a. Volunteer Driver
   b. Advocacy Priorities

VII. Conclusion
   a. Next meeting: Monday, October 9, 2017 2:00-3:30 pm
      i. Guest Speaker, Michael Washington, RTD Transit Equity Manager
<table>
<thead>
<tr>
<th>Name</th>
<th>Organization</th>
<th>Signature</th>
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<th>Round Trip Travel Time for All LCC Activities</th>
<th>Time Spent on Committee Activities (Phone Calls, Reading, Other Task Force Related Functions)</th>
<th>Staff/Leave</th>
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Vision: Promote and provide efficient, accessible, affordable, seamless, equitable, responsive, and easy to arrange transportation options for Boulder County residents through coordination and collaboration between service providers.

September BoCo LCC Minutes

I. Attendees:
Scott McCarey  Boulder County Transportation  
Liz Fuselier  Boulder County Housing + Transportation  
Leslie Gibson  Boulder County Housing Authority  
Rebecca Lawrence  Peak to Peak Human Services Task Force  
Bob D’Alessandro  Via Mobility Services  
Laura Mathews  Boulder County Area Agency on Aging  
Kate Williams  Denver Regional Mobility & Access Council  
Sue Prant  Community Cycles  
Eden Mayne  City of Boulder Senior Services Manager  
Jean Sanson  City of Boulder GO Boulder  
Michele Waite  City of Longmont Senior Services  
Sandy Stewart  OUR Center  
Tim Beal  Boulder Housing Partners  
Angel Bond  Boulder County Mobility for All

II. Presentation M4A MURP Presentation
Scott McCarey gave a presentation on a CU Master of Urban and Regional Planning Capstone Project that was conducted by Nate Silverstein, Spring 2017, Boulder County Mobility for All: Low-Income Transportation Assessment, which prioritized areas of multimodal transportation improvement in Boulder County. The presentation and prioritization list are attached. For a copy of the full assessment and access to the GIS files, please contact Angel Bond, MobilityforAll@bouldercounty.org.

III. Presentation East Arapahoe Transportation Plan
Jean Sanson gave a presentation on the East Arapahoe Transportation Plan, which is in the Community Outreach and Refinement of Alternatives phase of the project. The presentation is attached. Please provide feedback on the four alternatives by Nov 15 to Jean Sanson, SansonJ@bouldercolorado.gov.

IV. Boulder County Update

a. RTD Pass Working Group: Scott McCarey gave an update on three program options currently being discussed by the RTD Pass Working Goup. LCC Members expressed the desire to provide input on how the options would impact
older adults, people with disabilities, and households with low incomes. LCC Members would like to invite speakers to attend the Pass Working Group Meetings to give a more personal perspective on transportation challenges facing our clients, in addition to writing a letter. We should develop an LCC Letterhead to give more weight to advocacy efforts in the future.

b. **Mobility on Demand Pilot Project at Aspinwall/Josephine Commons:** Angel Bond informed LCC Members of a Mobility on Demand pilot project currently being planned to overcome transportation challenges facing BCHA residents at Aspinwall/Josephine Commons. Laura Mathews and Tim Beal requested meeting to discuss the pilot project Scope of Work more in depth.

c. **Passenger Interviews, Spanish Language Review:** Bob D’Alessandro and Tim Beal volunteered to ask their Spanish-speaking coworkers to review transportation interviews, which were recorded Fall 2016. The goal of the communications campaign is to show the human aspects of transportation and underscore the importance of transportation as a basic social and economic need.

d. **LCC eNewsletter/Agenda:** A new MailChimp format of the LCC Agenda was proposed. LCC Members thought that it was important to included community events in the eNewsletter in addition to the LCC Member events. PDF versions of the eNewsletter will be posted on the BoCo LCC webpage once M4A is able to make some changes to the program webpage. DRMAC would like the updated webpage URL when it becomes available. The City of Boulder is open to posting the eNewsletter on their Twitter profile. Sample eNewsletter is attached.

V. **LCC Member Updates:**
   a. **DRMAC** has updated 2017 Getting There Guides
   b. **BoCo AAA** will hold the 2017 Age Well Conference on Nov 3, 2017

VI. **LCC Project Working Groups**

   a. **Volunteer Driver Program:** Lisa Bitzer, Bob D’Alessandro, and Angel Bond will meet to discuss possibly placing a Via volunteer driver vehicle at BCHA site Josephine Commons.
   b. **Advocacy Priorities:** Laura Mathews, Tim Beal, and Angel Bond will meet to discuss BoCo LCC advocacy priorities.

VII. **Conclusion**

   a. **Next meeting:** Monday, October 9, 2017, 2:00-3:30 pm
      i. **Guest Speaker, Michael Washington, RTD Transit Equity Manager**
BOULDER COUNTY MOBILITY FOR ALL: LOW-INCOME TRANSPORTATION ASSESSMENT

NATE SILVERSTEIN
MAY 11, 2017
BACKGROUND AND PROBLEM STATEMENT

- No more than 45% of income on housing and transportation combined.
- Average household in Boulder County spends 49%.
- Rising housing costs elevate importance of alternative transportation options.
- **Access to alternative transportation options can enhance economic resiliency.**
Objective
Locate and analyze transportation options available to low-income areas in Boulder County.

Research Questions
1. What low-income areas within Boulder County are the least connected to alternative transportation options?

2. Which areas should be prioritized first for improvement?
OBJECTIVES: PROJECT APPROACH

1. Identify low-income areas within Boulder County
   a) Block groups earning less than or equal to 30%, 60%, or 80% area median income (AMI)
   b) Low-income housing sites within Boulder County
2. Identify Alternative Transportation Options
3. Identify Low-Income areas without access to alternative transportation options
4. Prioritize areas for improvement
1. A) IDENTIFY LOW-INCOME BLOCK GROUPS

County Median: $70,961

Total: of 91 Block Groups Under AMI
- 10 block groups in 30%
- 25 block groups in 60%
- 56 block groups in 80%
1. **B). IDENTIFY SUBSIDIZED HOUSING SITES**

108 Housing Sites
Ranging in size from 1 to 388 Units
(Clover Basin Apartments, Longmont)
2. ALTERNATIVE TRANSPORTATION OPTIONS

- Bicycle Facilities
  - Bike Lanes
  - B-Cycle Stations

- Pedestrian Facilities
  - Multi-Use path
  - Sidewalks

- Public Transportation
  - RTD Bus Stops
  - FLEX Bus Stops
  - Call-n-Ride Service Areas

- Car Share
  - eGo Car Share Locations
3. IDENTIFY LOW INCOME AREAS WITHOUT ACCESS TO TRANSPORTATION OPTIONS

BLOCK GROUPS
GIS: Select By Location/Select By Attribute

No Access to Bike Lane
3. **IDENTIFY LOW INCOME AREAS WITHOUT ACCESS TO TRANSPORTATION OPTIONS**

**HOUSING SITES**
GIS: Network Analyst; Select by Location – Using Service Area

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4. Prioritize Areas for Improvement

Results: Highest Priority Block Groups

These ten block groups all lacked access to bicycle facilities, pedestrian facilities, and car share opportunities.
4. Prioritize Areas for Improvement

Results: Highest Priority Housing Sites

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TRANSPORTATION GAPS: NO ACCESS TO BUS STOP

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TRANSPORTATION GAPS: NO ACCESS TO BICYCLE FACILITY

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TRANSPORTATION GAPS: NO ACCESS TO PEDESTRIAN FACILITY

**BCHA**

1. Josephine Commons, Lafayette, BCHA, 74, Age 55+
2. Aspinalley, Lafayette, BCHA, 72, Mixed Age
3. E. Cleveland, Lafayette, BCHA, 6, Mixed Age
4. Lafayette Villa West I, Lafayette, BCHA, 71, Mixed Age
5. Lafayette Villa West II, Lafayette, BCHA, 28, Mixed Age
6. Saginaw, Lafayette, BCHA, 10, Mixed Age
7. Kestrel, Louisville, BCHA, 1, Mixed Age
8. Kestrel, Lafayette, BCHA, 36, Age 55+
9. Booth Court, Niederland, BCHA, 2, Mixed Age
10. S. Finch, Lafayette, BCHA, 2, Mixed Age

**BHP**

1. Hayden Place, BHP, Boulder, 30, Affordable Rental
2. Dakota Ridge, BHP, Boulder, 13, Affordable Rental
4. Kalina, BHP, Boulder, 49, Section 8 Communities Program
5. Holaday, BHP, Boulder, 48, Affordable Rental
6. Manhattan, BHP, Boulder, 41, Section 8 Communities Program
7. Virtasso, BHP, Boulder, 15, Affordable Rental
8. Red Oak Park, BHP, Boulder, 59, Affordable Rental
9. Northport, BHP, Boulder, 50, Section 8 Communities Program
10. Lee Hill, BHP, Boulder, 31, Chronic Homelessness

**LHA**

1. San Juan Del Centro, LHA, Boulder, 150, Privately Owned Subsidized
2. Fox Ridge Apartments, LHA, Longmont, 3, Family Affordable
3. Parkside Apartments, LHA, Longmont, 73, Family Affordable
4. The Suites, LHA, Longmont, 70, Family Affordable
5. Grandview Meadows, LHA, Longmont, 98, Family Affordable
6. Hearthstone at Hover Crossing, LHA, Longmont, 50, Senior (Privately Owned)
7. Golden West Manor, LHA, Boulder, 250, Senior/Disabled
8. Hover Manor, LHA, Longmont, 120, Senior/Disabled
9. The Lodge at Hover Crossing, LHA, Longmont, 50, Senior (Privately Owned)
10. Chateau Villa Apartments, LHA, Longmont, 33, Family Affordable
CONCLUSION

- Lafayette and Louisville areas had the largest share of priority housing sites.
- Mountainous western communities warrant additional study and outreach.
Planning Area Extent

City of Boulder East Arapahoe Transportation Plan study area

Boulder County SH 7 Bus Rapid Transit study area extending east of I-25 to Brighton

West End BRT Routing Options

Boulder Public Library

Foothills Park and Open Space

Arapahoe Advanced High School

High School

Library

Hospital

Mall

Other Landmarks

University of Colorado

Park

City Boundaries
Transportation Master Plan Priorities

THE 5 FOCUS AREAS OF THE TMP

- Complete Streets
- Transportation Demand Management (T.D.M.)
- Funding
- Regional Travel
- Sustainability

Long-Term Boulder Renewed Transit Vision: Schematic of Priority Transit Corridors

- Existing and Future Services
-US 36 BRT
-Other Rapid Transit
-High Frequency Local Circulator (CTNH)
-Commuter Express
-Interregional Transit (PLEX)
-Other Existing Services
-Local Circulator Service Area
-Regional Connections

- Transit Center (Existing or Funded)*
-Transit Center (Future)**
-Include Park & Ride Mobility Hub
-Hospital

Note: This schematic map illustrates priority transit vision investments. It does not show all existing transit services or routing details.
Local and Regional Significance
What are the Goals of the Plan?

COMPLETE STREETS
Provide Complete Streets that offer people a variety of safe and reliable travel choices.

REGIONAL TRAVEL
Accommodate growing local and regional transportation needs.

TRANSPORTATION DEMAND MANAGEMENT (TDM)
Promote a more efficient use of the system and offer people travel options.

FUNDING
Deliver cost-effective transportation solutions that can be phased over time.

SUSTAINABILITY
Support and integrate with the Boulder Valley Comprehensive Plan and Boulder’s Sustainability Framework.
Planning Process & Schedule

MAY 2016
Purpose and Goals

JUN 2016
Long List of Corridor Elements

AUG - OCT 2016
Narrowed List of Corridor Elements

JAN - MAY 2017
Evaluation of Alternatives

JUN - SEPT 2017
Community Outreach & Refinement of Alternatives

OCT 2017 - JAN 2018
Selection of Preferred Alternative & Draft Phasing

1st Quarter 2018
Plan Review & Approval

2018+
Phasing and Implementation
SHAPING EAST ARAPAHOE’S FUTURE
East Arapahoe Plan Elements

- TDM and Parking
- Streetscape and Urban Design
- Pedestrian and Bike Travel
- Automobile Travel
- Mobility Hubs
- BRT and Local Transit
Street Design Alternatives

Ped, Bike, Furniture Zone

Travelway
Auto and Transit

Ped, Bike, Furniture Zone
Alternatives – Transit/Auto

1. **NO-BUILD**
   - Maintains existing travel lanes and existing bus service and facilities

2. **ENHANCED BUS**
   - Transit service operates in mixed traffic with enhanced vehicles and amenities

3. **SIDE-RUNNING BRT**
   - Re-purposes travel lane closest to curb for business access and transit lane—allows vehicle access for right-turns

4. **CENTER-RUNNING BRT**
   - Re-purposes the center travel lane in each direction as a dedicated transit-only lane
Build Alternatives – Ped/Bike

PEDESTRIAN, BIKE AND LANDSCAPING OPTIONS

- Curbside Raised Protected Bicycle Lane
- Curbside Amenity Zone with Raised Protected Bicycle Lane
- Street-Level Protected Bicycle Lane
- Street-Level Buffered Bicycle Lane
BRT Stations, Mobility Hubs & First & Final Mile

Source: NISTO
## Evaluation Areas

<table>
<thead>
<tr>
<th>Area</th>
<th>Elements</th>
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</thead>
<tbody>
<tr>
<td>Pedestrian and Bicycle</td>
<td>• Perceived ease of access or comfort for walking along or across the</td>
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<tr>
<td>Comfort and Access</td>
<td>corridor</td>
</tr>
<tr>
<td></td>
<td>• Perceived ease or comfort for bicycling along/across the corridor</td>
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<tr>
<td>Safety</td>
<td>• Safety Evaluation</td>
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<td></td>
<td>• Access Management</td>
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<tr>
<td>Travel Mode Share</td>
<td>• Estimated pedestrian, bicycle, transit, auto mode share</td>
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<tr>
<td>Transit Operations</td>
<td>• Transit Travel Time, Service Reliability, and Service Quality</td>
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<tr>
<td></td>
<td>• Transit Ridership in Corridor</td>
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<tr>
<td></td>
<td>• Transit Operating Costs</td>
</tr>
<tr>
<td>Vehicle Operations</td>
<td>• Auto Travel Time and Level of Service (LOS)</td>
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<tr>
<td></td>
<td>• Auto Vehicle Miles Traveled</td>
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<tr>
<td></td>
<td>• Freight Impacts</td>
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<tr>
<td>Capital Costs/Implementation</td>
<td>• Capital Costs and Right-of-Way</td>
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<tr>
<td></td>
<td>• Cost-Effectiveness</td>
</tr>
<tr>
<td></td>
<td>• Ability to Phase Improvements / Complexity of Implementation</td>
</tr>
<tr>
<td>Community Sustainability</td>
<td>• Streetscape Quality</td>
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<tr>
<td></td>
<td>• GhG Emissions from Transportation</td>
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</table>
## Alternatives Comparison

Alternative 3 – Side-Running BRT shows most promise

### Alternatives Summary Table

<table>
<thead>
<tr>
<th></th>
<th>Alternative 1</th>
<th>Alternative 2</th>
<th>Alternative 3</th>
<th>Alternative 4</th>
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</thead>
<tbody>
<tr>
<td>Auto Travel Time</td>
<td>🔴</td>
<td>🔴</td>
<td>🔱</td>
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<tr>
<td>Transit Travel Time</td>
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<td>🔴</td>
<td>🔱</td>
<td>🔱</td>
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<tr>
<td>Transit Ridership</td>
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<td>🔴</td>
<td>🔱</td>
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<tr>
<td>Cost-Effectiveness</td>
<td></td>
<td></td>
<td>No Costs</td>
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<tr>
<td>Bike/Pedestrian Safety</td>
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</table>
# Meeting TMP Objectives

<table>
<thead>
<tr>
<th>Transportation Master Plan (TMP) Objectives</th>
<th>Alt 1: No-Build (2040)</th>
<th>Alt 2: Enhanced Bus (2040)</th>
<th>Alt 3: Side-Running BRT (2040)</th>
<th>Alt 4: Center-Running BRT (2040)</th>
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</thead>
<tbody>
<tr>
<td>Reduce VMT by 20% by 2035, and achieve a 16% reduction in GhG emissions</td>
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<td>Reduce SOV travel to 20% of all trips for residents and to 60% of work trips for non-residents</td>
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<td>No more than 20% of roadways congested at Level-of-Service (LOS) F</td>
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<td>Expand fiscally-viable transportation options, increase transportation alternatives</td>
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<td>“Toward Vision Zero” fatal and serious injury crashes</td>
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<tr>
<td>Increase the share of residents living in complete neighborhoods to 80%</td>
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</table>

### Contribution to Meeting TMP Objective

- **Least**
- **Greatest**
What’s Next

Fall 2017
■ Continued Community Engagement

Winter 2017-18
■ Community, TAB & Council Input on Preferred Alternative & Implementation Plan

1st Quarter 2018
■ Plan Review & Approval

2018+
■ Phased Implementation

Ongoing
■ Community Working Group, Dept. & Agency Coordination
Thank You!