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Introduction

Vision

BOULDER COUNTY COMPREHENSIVE PLAN

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.

Goals

TRANSPORTATION MASTER PLAN

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.

The goals for this plan, along with the policies that accompany them, guide transportation planning for Boulder County. They provide the framework to help meet and manage the demands placed on the county’s multimodal transportation system—in a way that recognizes transportation’s important role in creating sustainable ways of living. All recommendations in the TMP are consistent with the transportation goals and objectives outlined in the BCCP.

BOARD OF COUNTY COMMISSIONERS STRATEGIC PRIORITIES 2019-2023

The Boulder County Board of County Commissioners (BOCC) has identified five strategic priorities for the county for 2019-2023. The 2019 TMP is consistent with and supports the goals and objectives outlined in the strategic priorities where relevant. The strategic priorities identified by the BOCC are:

1. Affordable Living
2. Climate Action
3. Equity and Justice
4. Land and Water Stewardship
5. Organizational and Financial Stewardship
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.

### 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.
- Vulnerable populations, including older adults, will put unique challenges on the transportation system.
- 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.

### Identifying Strategies

#### Strategy 1
**Develop a Multimodal Transportation System**

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.

### What needs do future conditions create

- Increased need for more affordable, convenient and flexible travel options and choices.

### Strategies that address need

- **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**

#### Strategy 2
**Create the Complete Trip**

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

#### Strategy 3
**Invest in Key Transportation Corridors**

Increased focus on maintaining and reconstructing existing infrastructure and services before considering expansion.

#### Strategy 4
**Increase Accessibility**

New methods of funding for transportation system maintenance, operations, and expansion.

#### Strategy 5
**Enhance Mountain Area Connections**

New methods to manage transportation demand and improve access by all users.

Support alternative fuel/technology infrastructure that facilitate a more sustainable transportation systems.
Introduction

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 Amenity**: Intersection improvements to make crossing easier for bicyclists and pedestrians
- **Bike-n-Ride Shelter**: Secure bike parking located at major transit stations to make improved connections to transit
- **Bicycle Waiting Area**: Paved waiting area provides a safe waiting area for bicyclists while maintaining traffic flow
- **Bikeable Shoulder**: Shoulders allow bicycles and vehicles to safely use the road simultaneously
- **Bus Rapid Transit (BRT)**: High-frequency bus service that operates in a manner similar to a fixed-rail system (fast service in exclusive right of way)
- **Managed Lane**: Exclusive lanes for buses, carpools and single occupant vehicles (with toll)
- **Bus Stop Enhancement**: Benches, waiting areas, shelters, transit information, and bicycle parking
- **Commuter Rail**: Rail service providing reliable and fast service with exclusive right of way
- **EcoPass**: All access, unlimited transit passes on the RTD system
- **Enhanced bicycle facility**: Shoulder or multiuse path with separation from motor vehicles
- **Intersection Improvement**: Signal or roundabout installation, geometric changes (turn & bike lanes, pedestrian connections)
- **Local Transit Connection**: Connecting regional transit to local connectors to provide a complete trip in an efficient manner
- **Managed Lane**: Exclusive lanes for buses, carpools and single occupant vehicles (with toll)
- **Multiuse Path**: A paved, wide path to accommodate bicyclists and pedestrians
- **Passing/Slow Moving Vehicle Lane**: Vehicle travel flow improves by allowing slower vehicles to use the right most lane
- **Queue Jump Lane**: An additional travel lane at an intersection approach that allows buses to bypass congestion
- **Regional Trail**: Used for both transportation and recreation, separated trails from roadways
- **Sidewalk Connection**: Pedestrian connections to make walking a 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
- **Wayfinding Signage**: Signage indicates the directions and popular destinations
- **Technology Improvement**: First/last mile solutions that help people more easily connect to transit
- **Traffic Calming/Median Treatment**: Treatment to improve safety and slow neighborhood traffic
The TMP planning process began in July 2018 and adoption of the final plan is anticipated in January 2020. The project began with public meetings and a community survey to ask Boulder County residents, employees, and visitors about concerns and priorities related to transportation. The project team analyzed existing conditions and future considerations, which provided the foundation for the draft recommendations. These draft recommendations were then presented at public meetings and online for public review. After reviewing feedback from the public, stakeholders and Boulder County staff, the initial recommendations were modified, and the plan was developed. After review by Boulder County staff, the TMP Technical Report was finalized and the TMP Summary, a shorter document focused on future improvements, policies, and programs was developed. This phase included a final opportunity for the public to comment on the draft plan online or through the public hearing as part of the Planning Commission meeting. The plan is then anticipated to be adopted by the Board of County Commissioners (BOCC).

### 3 Phases of Public Involvement

<table>
<thead>
<tr>
<th>Phase</th>
<th>Activities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase 1</td>
<td>Open house, Public meetings, Community survey</td>
</tr>
<tr>
<td>Phase 2</td>
<td>Public meetings, Review draft recommendations and submit comments</td>
</tr>
<tr>
<td>Phase 3</td>
<td>Review and comment on draft plan</td>
</tr>
</tbody>
</table>

### Stakeholder Engagement and Feedback

- County Departments
- Planning Commission
- Board of County Commissioners
- Inclusive Planning Steering Committee (representatives of vulnerable populations)
- Task Force (partner agencies)
Introduction

Current and Projected Travel Patterns

Travel forecast models show that between 2015 and 2040 there will be large increases in the proportion of trips that cross into and out of Boulder County. The majority of Boulder County residents and employees will continue to live and work in different communities, with particular increase to travel to and from Weld, Broomfield, and Adams counties. Figures 2 and 3 illustrate in-county and regional trip patterns for the current (2015) and 2040 time periods. The magnitude of travel demand within Boulder County will continue to increase, although at a lower rate than the overall Denver metropolitan region. As shown in the first table, in-county trips and regional trips are expected to increase from 2015 to 2040. Details for each county is shown in the second table.

Boulder County Daily Person Trips

<table>
<thead>
<tr>
<th>Trip Type</th>
<th>2015</th>
<th>2040</th>
<th>2015–2040 Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Intra-county</td>
<td>127,480</td>
<td>163,325</td>
<td>+28%</td>
</tr>
<tr>
<td>Regional</td>
<td>365,100</td>
<td>589,100</td>
<td>+61%</td>
</tr>
<tr>
<td>Total</td>
<td>492,580</td>
<td>752,425</td>
<td>+53%</td>
</tr>
</tbody>
</table>

Source: DRCOG 2015 and 2040 Regional Travel Demand Model

Regional Trips

<table>
<thead>
<tr>
<th>County</th>
<th>2015 Trips</th>
<th>2040 Trips</th>
<th>Percent Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Percent</td>
<td>Percent</td>
<td></td>
</tr>
<tr>
<td>Adams</td>
<td>73,000</td>
<td>104,000</td>
<td>42%</td>
</tr>
<tr>
<td>Arapahoe</td>
<td>16,000</td>
<td>24,000</td>
<td>50%</td>
</tr>
<tr>
<td>Broomfield²</td>
<td>84,000</td>
<td>146,000</td>
<td>74%</td>
</tr>
<tr>
<td>Denver</td>
<td>48,000</td>
<td>66,000</td>
<td>38%</td>
</tr>
<tr>
<td>Gilpin</td>
<td>3,800</td>
<td>5,100</td>
<td>34%</td>
</tr>
<tr>
<td>Jefferson</td>
<td>53,000</td>
<td>73,000</td>
<td>38%</td>
</tr>
<tr>
<td>Larimer²</td>
<td>18,300</td>
<td>28,000</td>
<td>53%</td>
</tr>
<tr>
<td>Weld</td>
<td>69,000</td>
<td>143,000</td>
<td>107%</td>
</tr>
<tr>
<td>Total</td>
<td>365,100</td>
<td>589,100</td>
<td>61%</td>
</tr>
</tbody>
</table>

Source: DRCOG 2015 and 2040 Regional Travel Demand Model

Key takeaways of the current and projected trip patterns for the 2019 TMP update:

- Regional trips will account for a greater percentage of trip types in Boulder County in 2040 than in 2015
- The greatest increase in regional trips will be between counties to the east (Weld, Adams and Broomfield County)
- The greatest increase in in-county trips will be between Boulder and eastern Boulder County communities (most notably between Boulder and Erie)
- By 2040, the number of person trips starting, ending, or remaining within Boulder County is projected to increase by about 50% to just over 850,000 trips per day

2 The majority of trips within Broomfield County are located in “South Broomfield”, TAZs located south of 144th Avenue.
2 All data comes from the DRCOG Regional Travel Demand Model and data did not come directly from the NFRMPO for Larimer County. Due to Boulder County’s location within the DRCOG jurisdiction, Larimer County is not included within their Regional Travel Demand Model. The numbers here are an assumption based on the previous planning effort completed in 2012.
2015 Daily Trips: To/From Boulder County

2040 Daily Trips: To/From Boulder County
Boulder County’s transportation network consists of roadways, on-street bicycle facilities, transit services and facilities, sidewalk / pedestrian facilities, shared use paths and structures 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 identify and implement appropriate low-cost interim solutions before implementing more expensive and disruptive measures. The implementation actions for developing the multimodal system include plans for improvements to the roadway, bicycle, and pedestrian facilities and transit networks. It is imperative to continue on-going facility improvements to meet current and future network demands.

Strategy 1: Develop a Multimodal Transportation System

Roadway Implementation Actions

The Boulder County roadway network, which includes bridges and intersections provides the infrastructure backbone for mobility throughout both the plains and mountains. Residents, commuters, recreational travelers, and deliveries of goods and services utilize the county road system. County facilities are multimodal and enable travel by both motorized and non-motorized means. Boulder County transportation investments focus on maintaining quality, improving safety, and expanding multimodal capabilities of the roadway system.

Implementation Actions - Roadway

» Focus on operational improvements – including vehicle capacity expansion – at intersections. This can include additional turn lanes and through lanes. [Included within Strategies 1 & 3]

» Working through CDOT, consider additional managed lanes on all corridors in the Northwest Area Mobility Study to be used for transit and high occupancy vehicles (HOVs) [Included within Strategies 1 & 3]

» Improve intersections to assist with user safety and convenient access to transit stops and bike and pedestrian facilities

» Integrate comprehensive project considerations such as safety, resiliency, advanced mobility, and equity into planning and design of capital projects

» Implement Vision Zero Policy

» Add to corridors shown on bikeable facilities map. Adding shoulders to identified corridors does not preclude adding them to other county roadways

Implementation Actions - Rehabilitation and Maintenance

» Maintain roadways, 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 in a cost effective manner with a goal of preserving current structurally sufficiency and improving the functionality in regards to road width and flood resiliency

» Maintain safety for all travel modes on the county’s transportation system

» 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

» Adequately maintain county road shoulders, drainage systems, and regional trails in partnership with state and local agencies

» Pursue electrification of county vehicle fleet as new vehicles are purchased
Strategy 1: Develop a Multimodal Transportation System

Roadway Network Vision

This map identifies the locations of 30 recommended road projects. Projects include intersection treatments, road reconstructions, structure replacements, and restriping on both county roads and state highways.

A note about the type of projects shown here: Boulder County completes a number of regular maintenance and resurfacing projects every year. These types of projects are not included in the project list as part of this planning effort. Major reconstructions projects are defined as projects that are more intensive than regular maintenance work.

Shoulder projects are shown on the Bikeable Facilities Map.

Type of Facility | Status
--- | ---
Roadway Project | Planned & Conceptual
Intersection Project | 
Underpass or Bridge Project | 
Project Number (See Project Table) | RK

Superior roundabout
Bikeable shoulders allow vehicles and bicyclists to use the roadway
Regional trails are used for recreational and transportation purposes
Strategy 1: Develop a Multimodal Transportation System

<table>
<thead>
<tr>
<th>Map ID</th>
<th>Project Name</th>
<th>Project Description</th>
<th>Project Status</th>
<th>Funding Status</th>
<th>Potential Funding Source</th>
<th>Cost++</th>
</tr>
</thead>
<tbody>
<tr>
<td>R1</td>
<td>75th Street/Plateau Road Intersection Improvements</td>
<td>Safety improvements to realign curves and reduce bottle-neck that transitions to 75th Street.</td>
<td>Conceptual</td>
<td>Not Funded</td>
<td>CST</td>
<td>$5</td>
</tr>
<tr>
<td>R2</td>
<td>SH 66 Improvements – Main Street to Hover Street</td>
<td>Widens 1.5 miles of SH 66 from Main Street to Hover Street and reconstruct SH 66/East County Line Road intersection.</td>
<td>Conceptual*</td>
<td>Programed in CST</td>
<td>Muni, Fed, CST</td>
<td>$$$</td>
</tr>
<tr>
<td>R4</td>
<td>95th Street Reconstruction – Lookout Road to City of Longmont</td>
<td>Reconstruct 95th Street to improve user safety and mobility.</td>
<td>Current Project - Under Const.</td>
<td>Costs associated with current projects can be found on the county website</td>
<td></td>
<td></td>
</tr>
<tr>
<td>R5</td>
<td>95th Street Resiliency Improvements – Boulder Creek to Lookout Road</td>
<td>Elevate 95th Street out of the Boulder Creek 100-year events. Requires 220 foot long bridge.</td>
<td>Conceptual</td>
<td>Not Funded</td>
<td>Resiliency</td>
<td>$$$</td>
</tr>
<tr>
<td>R6</td>
<td>US 287/Isabelle Road Intersection Improvements</td>
<td>Reconstruct CDOT intersection to improve safety, widen Isabelle Road and add shoulders.</td>
<td>Conceptual – In Design</td>
<td>Funded</td>
<td>Muni, Fed, CST</td>
<td>$$$</td>
</tr>
<tr>
<td>R7</td>
<td>SH 7/119th Street Intersection improvements (Lafayette)</td>
<td>Reconstruct City / CDOT intersection to improve safety and operations.</td>
<td>Conceptual – In Design</td>
<td>Funded</td>
<td>Muni, State, CST</td>
<td>$$$</td>
</tr>
<tr>
<td>R8</td>
<td>South Boulder Road Reconstruction – Mallory Drive to 120th Street (Lafayette)</td>
<td>Widens South Boulder Road, signalize intersection and add 10-foot multi-use path along south side of the roadway.</td>
<td>Current Project - Under Const.</td>
<td>Costs associated with current projects can be found on the county website</td>
<td></td>
<td></td>
</tr>
<tr>
<td>R9</td>
<td>120th Street Bridge over Coal Creek (Lafayette)</td>
<td>Replace current three span bridge with larger structure to pass the 100-year event and allow for improved multimodal access.</td>
<td>Conceptual</td>
<td>Programed in CST</td>
<td>CST, Fed, Muni</td>
<td>$$$</td>
</tr>
<tr>
<td>R10</td>
<td>SH 42 Improvements – Lock Street to Hecla Drive (Louisville)</td>
<td>Widening of SH 42, including intersection safety and pedestrian access.</td>
<td>Conceptual – Some phases in construction</td>
<td>Funded</td>
<td>Muni, State CST</td>
<td>$$$</td>
</tr>
<tr>
<td>R11</td>
<td>SH 42 Pedestrian Underpass – South of Paschal Drive</td>
<td>Pedestrian underpass of SH 42 to improve safety and access.</td>
<td>Current Project - Under Const.</td>
<td>Funded</td>
<td>Muni, CST</td>
<td>$</td>
</tr>
<tr>
<td>R12</td>
<td>SH 7/US 36 Intersection Improvements (lyons)</td>
<td>Reconfigure intersections and striping on CDOT highway to accommodate bike lanes through downtown Lyons.</td>
<td>Conceptual</td>
<td>Not Funded</td>
<td>CST, Muni, Fed</td>
<td>$</td>
</tr>
<tr>
<td>R13</td>
<td>East County Line Road Reconstruction – Longmont to Erie</td>
<td>Reconstruct East County Line Road to improve user safety, access and resiliency. Includes three bridge replacements.</td>
<td>Conceptual – Master Plan in process</td>
<td>Partially Funded</td>
<td>Muni, CST</td>
<td>$$$$$</td>
</tr>
<tr>
<td>R14</td>
<td>South Boulder Road Reconstruction – City of Boulder to Cherryvale Road</td>
<td>Reconstruct south boulder road from City of Boulder to Cherryvale Road including operational and safety improvements at the intersection.</td>
<td>Conceptual – In Design</td>
<td>Not Funded</td>
<td>CST</td>
<td>$$ $$ $$</td>
</tr>
<tr>
<td>R15</td>
<td>Baseline Road Regional Trail Underpass – at Dry Creek Trailhead</td>
<td>Replace existing structure with new facility large enough to accommodate larger storm events and potentially the future East Boulder Regional Trail.</td>
<td>Conceptual – In Design*</td>
<td>Not Funded</td>
<td>CST, Muni, Fed</td>
<td>$</td>
</tr>
<tr>
<td>R16</td>
<td>Overland Road Bridge Replacement – St Vrain Creek (west of Jamestown)</td>
<td>Replace existing structure that floods often with larger structure to accommodate larger storm events.</td>
<td>Conceptual – In Design*</td>
<td>Not Funded</td>
<td>Resiliency</td>
<td>$</td>
</tr>
<tr>
<td>R17</td>
<td>Eldora Ski Road Reconstruction – County Road 130 to Eldora Ski Hill</td>
<td>Reconstruct road to reduce erosion damage and road stability.</td>
<td>Conceptual – In Design*</td>
<td>Not Funded</td>
<td>CST</td>
<td>$ $$ $$</td>
</tr>
<tr>
<td>R18</td>
<td>61st Street Bridge over Boulder Creek</td>
<td>Replace existing structure to improve functionality and accommodate larger flood events.</td>
<td>Conceptual*</td>
<td>Not Funded</td>
<td>Resiliency</td>
<td>$ $$</td>
</tr>
<tr>
<td>R19</td>
<td>75th Street Bridge over Boulder Creek</td>
<td>Replace existing structure and improve flood channel to improve resiliency.</td>
<td>Conceptual*</td>
<td>Not Funded</td>
<td>County R&amp;B</td>
<td>$</td>
</tr>
<tr>
<td>R20</td>
<td>SH 7 Widening – 119th Street to County Line Road</td>
<td>Road widening to have four travel lanes with widened shoulder and shared use path.</td>
<td>Planned – SH 7 PEL</td>
<td>Not Funded</td>
<td>Fed, Muni, CST</td>
<td>$ $$ $$ $$</td>
</tr>
<tr>
<td>R21</td>
<td>SH 93/SH 170 Intersection Improvements</td>
<td>At-grade intersection improvements: bus queue jump and transit signal priority, bus stop improvements and improved crossings for pedestrians/bicyclists.</td>
<td>Planned – WestConnect PEL Study</td>
<td>Not Funded</td>
<td>Fed, Muni, CST</td>
<td>$ $$ $$ $$</td>
</tr>
<tr>
<td>R22</td>
<td>SH 93/SH 128 Underpass</td>
<td>Pedestrian/bicycle underpass.</td>
<td>Planned – WestConnect PEL</td>
<td>Not Funded</td>
<td>Fed, Muni, CST</td>
<td>$</td>
</tr>
<tr>
<td>R23</td>
<td>SH 42 Improvements – Pascal Drive to Lock Street</td>
<td>SH 42 improvements from Pines to Lock Street, including a roundabout at Lock Street.</td>
<td>Planned – Pave Gateway PEL</td>
<td>Not Funded</td>
<td>Fed, Muni, CST</td>
<td>$</td>
</tr>
<tr>
<td>R24</td>
<td>SH 66 Widening – Lyons to Weld County Road 19</td>
<td>Passing lanes (center turn lane) and frontage road with bike facility.</td>
<td>Conceptual – Preferred Alternative in SH 66 PEL</td>
<td>Not Funded</td>
<td>Fed, Muni, CST</td>
<td>$ $$ $$ $$</td>
</tr>
<tr>
<td>R25</td>
<td>US 36 Intersection Safety North of Boulder</td>
<td>Striping and/or green pavement treatments to assist motorists and bicyclists at intersections.</td>
<td>Conceptual*</td>
<td>Not Funded</td>
<td>CST, Fed</td>
<td>$</td>
</tr>
<tr>
<td>R26</td>
<td>61st Street/Valmont Road Intersection Improvements</td>
<td>Reconstruct to improve user safety.</td>
<td>Conceptual*</td>
<td>Not Funded</td>
<td>County R&amp;B, CST</td>
<td>$</td>
</tr>
<tr>
<td>R27</td>
<td>R95th Street/Gunbarrel Ridge Intersection Improvements</td>
<td>Signage and striping improvements.</td>
<td>Conceptual*</td>
<td>Not Funded</td>
<td>CST</td>
<td>$</td>
</tr>
<tr>
<td>R28</td>
<td>Jay Road Improvements – 63rd Street to 75th Street</td>
<td>Signage and green striping primarily at intersections.</td>
<td>Conceptual*</td>
<td>Not Funded</td>
<td>CST</td>
<td>$</td>
</tr>
<tr>
<td>R29</td>
<td>Lee Hill Drive/Old Stage Road Intersection Improvements</td>
<td>Striping and paint a triangle to create the illusion of a more constrained intersection.</td>
<td>Conceptual*</td>
<td>Not Funded</td>
<td>County R&amp;B</td>
<td>$</td>
</tr>
<tr>
<td>R30</td>
<td>US 287 Intersection Improvements (exact locations to be determined)</td>
<td>Intersection improvements to make east-west bicycling crossings of US 287 more comfortable.</td>
<td>Conceptual*</td>
<td>Not Funded</td>
<td>County R&amp;B</td>
<td>$</td>
</tr>
</tbody>
</table>

Notes: Planned projects are recommended in an approved facility master plan or capital program. Conceptual projects are new ideas or concepts introduced in the TIFR or elsewhere.

- The following potential funding sources have been identified: CST: Countywide Transportation Sales Tax formed in 2007 to fund road, transit and trail projects throughout the county. Includes both current list of project and potential future projects that fit the goals and objectives of the program. Fed: State, federal, and/or other outside agencies such as urban drainage and flood control districts and the Regional Transit District (RTD); Muni: Local project partners including incorporated jurisdictions and/or other Counties.
- *= The costs are broken into five different categories: $: less than $500,000 | $$: $500K-$2 million | $$$: $2 million-$5 million | $$$$: $5 million-$10 million | $$$$$: Over $10 million
- *+ Indicates that more study needs to be completed to evaluate the feasibility of implementation.

ST RATEGY 1: DEVELOP A MULTIMODAL TRANSPORTATION SYSTEM
**Strategy 1: Develop a Multimodal Transportation System**

**Transit Implementation Actions**

Boulder County’s transit system strives to connect communities with key activity centers including education, employment, healthcare, human services, recreation and retail and gives travelers a reliable and convenient transportation option for everyday travel needs. Boulder County’s transit network provides more than eight million annual trips across all of its local and regional transit services. These services included fixed-route bus service (regional, local, and express) and FlexRide service.

- Invest in transit improvements that are likely to increase countywide transit ridership
- 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
- Support development of BRT in regional corridors connecting Boulder County communities to the region
- Support completion of Northwest Commuter Rail, including analysis of Peak Service Plan
- Focus transit investments on programs that reduce vehicle miles traveled, provide service to underserved communities, and enhance corridor service in key travel corridors
- Enhance north/south transit connections along the Front Range, connecting the Denver metro area to the communities along US 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 and other mobility services, 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
- Investigate additional seasonal/special services to meet travel demands that have concentrated peaks of demand
- Work with transit providers to optimize bus stop locations, which may include adding, removing or relocating stops
- Develop partnerships with communities with anticipated increased travel to and from Boulder County (i.e. Larimer, Weld, Adams Counties, and the municipalities within them) to improve mobility
- Evaluate and pursue alternate transit service delivery options to provide increased transit service within the RTD service area and in areas outside of the RTD service area

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Strategy 1: Develop a Multimodal Transportation System

Transit Network Vision

This map identifies the locations of 18 recommended transit projects. Improvements include expansion of existing services, new services, and bus stop amenities.

<table>
<thead>
<tr>
<th>Type of Facility</th>
<th>Status</th>
<th>Type of Facility</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus Line</td>
<td>Existing</td>
<td>Bus Line</td>
<td>Planned &amp; Conceptual</td>
</tr>
<tr>
<td>Seasonal / Special Service</td>
<td></td>
<td>Seasonal / Special Service</td>
<td></td>
</tr>
<tr>
<td>Bus Rapid Transit</td>
<td>N/A</td>
<td>Bus Rapid Transit</td>
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</tr>
<tr>
<td>Commuter Rail</td>
<td></td>
<td>Commuter Rail</td>
<td></td>
</tr>
<tr>
<td>Transit Center</td>
<td>N/A</td>
<td>Transit Center</td>
<td></td>
</tr>
<tr>
<td>Park-N-Ride</td>
<td>N/A</td>
<td>Park-N-Ride</td>
<td></td>
</tr>
<tr>
<td>Bus then Bike Shelters</td>
<td>N/A</td>
<td>Bus then Bike Shelters</td>
<td></td>
</tr>
<tr>
<td>FlexRide Service Area</td>
<td>N/A</td>
<td>FlexRide Service Area</td>
<td></td>
</tr>
<tr>
<td>Project Number</td>
<td>N/A</td>
<td>Project Number</td>
<td>TX</td>
</tr>
</tbody>
</table>

The Lafayette Park and Ride provides important transit connections in Lafayette.

The CLIMB provides service between Boulder and mountain communities.

JUMP bus provides service between Boulder, Lafayette, and Erie.
## Strategy 1: Develop a Multimodal Transportation System

<table>
<thead>
<tr>
<th>Map ID</th>
<th>Project Name</th>
<th>Project Description</th>
<th>Project Status</th>
<th>Funding Status</th>
<th>Potential Funding Sources*</th>
<th>Capital Cost**</th>
<th>Cost (Annual Operating)**</th>
</tr>
</thead>
<tbody>
<tr>
<td>T1</td>
<td>SH 119 Regional Service Extension – US 287 to SH 119 and I-25 Park and Ride</td>
<td>Extend regional bus service east along SH 119 to I-25 Park and Ride.</td>
<td>Conceptual*</td>
<td>Not Funded</td>
<td>CST, Muni</td>
<td>$</td>
<td>$ (highly dependent on service levels)</td>
</tr>
<tr>
<td>T2</td>
<td>Northwest Corridor Commuter Rail – Denver to Longmont</td>
<td>Commuter rail service that provides service between Denver, Boulder, to Longmont.</td>
<td>Conceptual – In NAMS</td>
<td>Not Funded</td>
<td>CST, Muni, RTD, Fed</td>
<td>$5,000+</td>
<td>$5,000+</td>
</tr>
<tr>
<td>T3</td>
<td>Peak Service for Northwest Corridor Commuter Rail – Denver to Longmont</td>
<td>Limited rail service along the northwest corridor commuter rail.</td>
<td>Conceptual – In Analysis</td>
<td>Not Funded</td>
<td>CST, Muni, RTD, Fed</td>
<td>$5,000+</td>
<td>$5,000+</td>
</tr>
<tr>
<td>T4</td>
<td>SH 119 BRT – Boulder to Longmont</td>
<td>Implementation of BRT between Boulder and Longmont.</td>
<td>Conceptual – In NAMS, In Design</td>
<td>Partially Funded</td>
<td>CST, Tip Regional Share, RTD, Muni, Fed</td>
<td>$5,000+</td>
<td>$5,000+</td>
</tr>
<tr>
<td>T5</td>
<td>SH 119 Regional Service Extension to I-25 via SH 52 – I-25/SH 52 via SH 52 then SH 119</td>
<td>Extend regional bus service to I-25 along SH 52.</td>
<td>Conceptual</td>
<td>Not Funded</td>
<td>CST, Muni, Fed</td>
<td>$</td>
<td>$ (highly dependent on service levels)</td>
</tr>
<tr>
<td>T6</td>
<td>US 287 BRT – Broomfield to Longmont</td>
<td>Implementation of BRT between Broomfield and Longmont.</td>
<td>Conceptual – In NAMS</td>
<td>Not Funded</td>
<td>CST, Muni, RTD, Fed</td>
<td>$5,000+</td>
<td>$5,000+</td>
</tr>
<tr>
<td>T7</td>
<td>SH 7 BRT – Lafayette to east of county boundary</td>
<td>Implementation of BRT between Lafayette and Brighton.</td>
<td>Conceptual – In NAMS</td>
<td>Not Funded</td>
<td>CST, Muni, RTD, Fed</td>
<td>$5,000+</td>
<td>$5,000+</td>
</tr>
<tr>
<td>T8</td>
<td>Eldorado Canyon Seasonal Shuttle – City of Boulder to Eldorado Canyon State Park</td>
<td>Shuttle service between City of Boulder and Eldorado Canyon State Park during weekends.</td>
<td>Conceptual*</td>
<td>Not Funded</td>
<td>CST, Muni, Fed</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>T9</td>
<td>Nederland to Black Hawk Special Service</td>
<td>Limited/ondemand service to and from Nederland.</td>
<td>Conceptual*</td>
<td>Not Funded</td>
<td>CST, Fed</td>
<td>$</td>
<td>$ (highly dependent on service levels)</td>
</tr>
<tr>
<td>T10</td>
<td>Hessie Trailhead Fourth of July Seasonal Shuttle Extension – extension past current shuttle terminus</td>
<td>Extend service to provide seasonal service to Fourth of July Campground.</td>
<td>Conceptual*</td>
<td>Not Funded</td>
<td>CST</td>
<td>$</td>
<td>$ (assuming same level of service as existing Hessie)</td>
</tr>
<tr>
<td>T11</td>
<td>Lyons to Longmont Special Service</td>
<td>Limited/ondemand service to and from Lyons to Longmont.</td>
<td>Conceptual*</td>
<td>Not Funded</td>
<td>CST, Muni</td>
<td>$</td>
<td>$ (highly dependent on service levels)</td>
</tr>
<tr>
<td>T12</td>
<td>Brainard Lake Seasonal Shuttle</td>
<td>Seasonal service from Brainard Lake Winter Lot to Brainard Lake.</td>
<td>Conceptual</td>
<td>Not Funded</td>
<td>CST, Muni, Fed</td>
<td>$5,000+</td>
<td>$</td>
</tr>
<tr>
<td>T13</td>
<td>FLEX service expansion – Fort Collins to Boulder via Longmont</td>
<td>Increase existing service</td>
<td>Conceptual*</td>
<td>Partial Funding</td>
<td>CST, Tip Regional Share, Muni, Fed</td>
<td>$5,000+</td>
<td>$5,000+</td>
</tr>
<tr>
<td>S1</td>
<td>US 287 and Arapahoe Park and Ride</td>
<td>Creation of a new transit center.</td>
<td>Conceptual*</td>
<td>Not Funded</td>
<td>CST, RTD, Muni, Fed</td>
<td>$5,000</td>
<td>$</td>
</tr>
<tr>
<td>S2</td>
<td>Erie Park and Ride – Erie Community Center</td>
<td>Formalization of park and ride at the Erie Community Center.</td>
<td>Conceptual*</td>
<td>Not Funded</td>
<td>CST, RTD, Muni, Fed</td>
<td>$5,000+</td>
<td>$</td>
</tr>
<tr>
<td>S3</td>
<td>SH 119/63rd Street Park and Ride</td>
<td>Creation of a park and ride at the intersection.</td>
<td>Conceptual – (SH 119 project)*</td>
<td>Not Funded</td>
<td>CST, RTD, Fed</td>
<td>N/A**</td>
<td>$</td>
</tr>
<tr>
<td>S4</td>
<td>US 287/Northwest Parkway Park and Ride</td>
<td>Creation of a park and ride at the intersection.</td>
<td>Conceptual*</td>
<td>Not Funded</td>
<td>CST, RTD, Muni, Fed</td>
<td>$5,000+</td>
<td>$</td>
</tr>
<tr>
<td>S5</td>
<td>Niwot Park and Ride Expansion – at existing PnR at Niwot Rd or 2nd Ave</td>
<td>Increased vehicle and bicycle parking at the existing park and ride.</td>
<td>Conceptual – (SH 119 project)*</td>
<td>Not Funded</td>
<td>CST, RTD, Fed</td>
<td>N/A**</td>
<td>$</td>
</tr>
</tbody>
</table>

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++ The costs are highly dependent on service details associated with the transit service. The cost estimates here are assumed to be a 20-year operating life span.

* Indicates that more study needs to be completed to evaluate the feasibility of implementation.

** Indicates that cost is already included within the cost of a larger transit project.
Strategy 1: Develop a Multimodal Transportation System

Regional Trail, Bicycle, and Pedestrian Implementation Actions

Boulder County’s bicycle and pedestrian network provides a physical environment and convenient opportunities for travel and recreation, both of which promote active lifestyles and sustainable travel. Boulder County’s bicycle and pedestrian networks are a combination of on-street bikeable shoulders, intersection and crossing treatments, off-street shared-use paths and trails, and sidewalks. These facilities are located in neighborhood, rural, and semi-rural environments and allow for mobility by foot, bicycle, and in certain locations, horseback. Together the different types of facilities provide opportunities for individuals with various comfort, skill, and ability levels.

- Update the on-street bikeways plan map as part of the comprehensive plan based on the bikeable facilities projects
- Modify the Multimodal Transportation Standards to include design standards for buffered shoulders, green pavement markings, and managed lanes
- Prioritize roadway safety, signage and shoulder improvements to address unsafe conditions on primary on-road cycling corridors that separate bikes from cars and lower bicycle level of stress
- 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 provide safe connections to primary cycling corridors, transit facilities, and park-n-rides
- Develop a network of hard surface bicycle facilities that connect regional destinations
- Continue implementation of the regional trails priorities as adopted in 2003 and modified annually, as listed in the most recent Transportation Sales Tax phasing plan.

- Improve on-street bicycle facilities, trail connections, bike and pedestrian infrastructure as opportunities arise, to provide safe and convenient connections to transit facilities and park-n-rides
- Pave downhill pull outs and small sections of downhill shoulder to allow low stress passing lanes where possible
- Build uphill shoulders on roadways with limited right-of-way where feasible
- Work with open space property owners to identify strategies to best support recreational and commuter uses of regional trails and multiuse pathways.
- Collaborate with county, state and municipal agencies to improve wayfinding signage along regional trails with a priority on wayfinding signage on the county’s regional trails and local connectors.
Strategy 1: Develop a Multimodal Transportation System

Regional Trail Vision

This map identifies the locations of 13 recommended regional trail projects. Improvements include filling gaps for missing links of existing regional trails.
## Strategy 1: Develop a Multimodal Transportation System

**Map ID**

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Project Description</th>
<th>Project Status</th>
<th>Funding Status</th>
<th>Potential Funding Source*</th>
<th>Cost**</th>
</tr>
</thead>
<tbody>
<tr>
<td>P1</td>
<td>Lyons Trail Connection</td>
<td>Trail between Lyons and Gunbarrel.</td>
<td>Conceptual*</td>
<td>Not Funded</td>
<td>CST, Muni, Fed</td>
</tr>
<tr>
<td>P2</td>
<td>St. Vrain Greenway – Phase II: 61st to US 36</td>
<td>Connection of the St. Vrain Greenway.</td>
<td>Conceptual*</td>
<td>Funded</td>
<td>CST</td>
</tr>
<tr>
<td>P4</td>
<td>St. Vrain Greenway: Phase I: Golden Ponds to Pella</td>
<td>Connection of the St. Vrain Greenway.</td>
<td>Planned – In Design</td>
<td>Funded</td>
<td>CST, Muni</td>
</tr>
<tr>
<td>P5</td>
<td>Rabbit Mountain Open Space Link</td>
<td>Connection to Rabbit Mountain Open Space from US 36 and Hwy 66.</td>
<td>Conceptual*</td>
<td>Not Funded</td>
<td>CST</td>
</tr>
<tr>
<td>P6</td>
<td>Dry Creek Extension</td>
<td>Connection from local connectors to the LOBO Trail.</td>
<td>Planned</td>
<td>Not Funded</td>
<td>CST</td>
</tr>
<tr>
<td>P7</td>
<td>LOBO Trail - William's Fork Connector</td>
<td>Connection of the LOBO Trail.</td>
<td>Planned – In Design</td>
<td>Funded</td>
<td>CST, Fed, Muni</td>
</tr>
<tr>
<td>P8</td>
<td>RTD Rail Trail – Erie to Boulder</td>
<td>Trail between Erie and Boulder.</td>
<td>Planned</td>
<td>Funded</td>
<td>CST, Fed, Murv</td>
</tr>
<tr>
<td>P9</td>
<td>East Boulder Trail</td>
<td>Trail between south Boulder and east of Lafayette.</td>
<td>Conceptual</td>
<td>Not Funded</td>
<td>CST, Fed, Murv</td>
</tr>
<tr>
<td>P10</td>
<td>County Road 130 Trail – Nederland to Nederland High School</td>
<td>Trail connection.</td>
<td>Conceptual</td>
<td>Not Funded</td>
<td>CST, Fed</td>
</tr>
<tr>
<td>P11</td>
<td>75th Street Trail Connection – RTD tracks to Jay Road</td>
<td>Trail connection from RTD Rail Trail to Heatherwood Trail and 75th Street facilities.</td>
<td>Conceptual</td>
<td>Not Funded</td>
<td>CST</td>
</tr>
<tr>
<td>P12</td>
<td>Callahan Trail Extension – Baseline Road to East Boulder Trail</td>
<td>Connection from Lafayette to East Boulder Trail.</td>
<td>Conceptual</td>
<td>Not Funded</td>
<td>CST</td>
</tr>
<tr>
<td>P13</td>
<td>Trail Connection via Baseline Road</td>
<td>Trail connection between north Louisville/Lafayette and Boulder.</td>
<td>Conceptual</td>
<td>Not Funded</td>
<td>CST</td>
</tr>
</tbody>
</table>

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Strategy 1: Develop a Multimodal Transportation System

Bikeable Facilities Vision

This map identifies the locations of 30 recommended bikeable facility projects. Improvements include expansion of existing services, new services, and bus stop amenities.
Strategy 1: Develop a Multimodal Transportation System

### Shared use paths

<table>
<thead>
<tr>
<th>Map ID</th>
<th>Project Name</th>
<th>Project Status</th>
<th>Funding Status</th>
<th>Potential Funding Source*</th>
<th>Cost**</th>
</tr>
</thead>
<tbody>
<tr>
<td>B1</td>
<td>Boulder to Longmont</td>
<td>Conceptual*</td>
<td>Not Funded</td>
<td>CST, Muni, Fed</td>
<td>$5</td>
</tr>
<tr>
<td>B2</td>
<td>Boulder to Lyons</td>
<td>Conceptual*</td>
<td>Not Funded</td>
<td>CST, Muni, Fed</td>
<td>$550</td>
</tr>
<tr>
<td>B3</td>
<td>Boulder to north Louisville/Lafayette</td>
<td>Conceptual*</td>
<td>Not Funded</td>
<td>CST, Muni, Fed</td>
<td>$5</td>
</tr>
<tr>
<td>B4</td>
<td>Boulder to Erie</td>
<td>In Planning</td>
<td>Not Funded</td>
<td>CST, Muni, Fed</td>
<td>$5</td>
</tr>
<tr>
<td>B5</td>
<td>Lafayette/Erie to Longmont</td>
<td>Conceptual*</td>
<td>Not Funded</td>
<td>CST, Muni, Fed</td>
<td>$5</td>
</tr>
<tr>
<td>B6</td>
<td>Longmont to Lyons</td>
<td>Conceptual*</td>
<td>Not Funded</td>
<td>CST, Muni, Fed</td>
<td>$5</td>
</tr>
<tr>
<td>B7</td>
<td>Longmont to Weld County</td>
<td>Conceptual*</td>
<td>Not Funded</td>
<td>CST, Muni, Fed</td>
<td>$5</td>
</tr>
<tr>
<td>B8</td>
<td>Longmont to Berthoud/Loveland</td>
<td>Conceptual*</td>
<td>Not Funded</td>
<td>CST, Muni, Fed</td>
<td>$5</td>
</tr>
<tr>
<td>B9</td>
<td>SH 7 Multi-use Path – 119th Street to East County Line Road</td>
<td>Conceptual – SH 7 PEL</td>
<td>Not Funded</td>
<td>CST, Muni, Fed</td>
<td>$5</td>
</tr>
<tr>
<td>B10</td>
<td>SH 93 Multi-use Path – SH 170 south past the county boundary</td>
<td>Conceptual – WestConnect PEL</td>
<td>Not Funded</td>
<td>CST, Muni, Fed</td>
<td>$5</td>
</tr>
<tr>
<td>B11</td>
<td>SH 66 Frontage Road/Bike facility – Lyons to County Road 19</td>
<td>Conceptual – Preferred Alternative in SH 66 PEL Study</td>
<td>Not Funded</td>
<td>CST, Muni, Fed</td>
<td>$555</td>
</tr>
</tbody>
</table>

**Buffered Bike Lanes**

<table>
<thead>
<tr>
<th>Map ID</th>
<th>Project Name</th>
<th>Project Status</th>
<th>Funding Status</th>
<th>Potential Funding Source*</th>
<th>Cost**</th>
</tr>
</thead>
<tbody>
<tr>
<td>B12</td>
<td>Hygiene to Larimer County – 83rd Street/75th Street</td>
<td>Conceptual*</td>
<td>Not Funded</td>
<td>CST</td>
<td>$555</td>
</tr>
<tr>
<td>B13</td>
<td>95th Street Shoulder – Kelkastone Road to county boundary</td>
<td>Conceptual*</td>
<td>Not Funded</td>
<td>CST</td>
<td>$5</td>
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<tr>
<td>B14</td>
<td>Baseline Road – Cherryvale Road to 95th Street</td>
<td>Conceptual*</td>
<td>Not Funded</td>
<td>CST</td>
<td>$555</td>
</tr>
<tr>
<td>B15</td>
<td>Eldorado Springs Drive/South 170 – SH 93 to Eldorado Springs</td>
<td>Conceptual*</td>
<td>Partially Funded</td>
<td>CST</td>
<td>$555</td>
</tr>
<tr>
<td>B16</td>
<td>Jay Road – US 36 to 75th Street</td>
<td>Conceptual*</td>
<td>Not Funded</td>
<td>CST, Muni</td>
<td>$555</td>
</tr>
<tr>
<td>B17</td>
<td>Oxford Road – US 287 to East County Line Road</td>
<td>Conceptual*</td>
<td>Not Funded</td>
<td>CST</td>
<td>$5</td>
</tr>
<tr>
<td>B18</td>
<td>73rd Street/75th Street – Niwot Road to Hygiene Road (includes Longmont section and assumes that bridge structures remain in place)</td>
<td>Conceptual*</td>
<td>Not Funded</td>
<td>CST, Muni</td>
<td>$555</td>
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<tr>
<td>B19</td>
<td>75th Street – Lookout Road to Baseline Road</td>
<td>Conceptual*</td>
<td>Not Funded</td>
<td>CST, Muni</td>
<td>$5</td>
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</table>

**Shoulders**

<table>
<thead>
<tr>
<th>Map ID</th>
<th>Project Name</th>
<th>Project Status</th>
<th>Funding Status</th>
<th>Potential Funding Source*</th>
<th>Cost**</th>
</tr>
</thead>
<tbody>
<tr>
<td>B20</td>
<td>Boulder Canyon Uphill Shoulder – Fourmile Canyon Drive to Sugarloaf</td>
<td>Conceptual*</td>
<td>Not Funded</td>
<td>CST</td>
<td>$555</td>
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<tr>
<td>B21</td>
<td>Fourmile Canyon Drive Uphill Shoulder – Boulder Canyon to Salina</td>
<td>Conceptual*</td>
<td>Not Funded</td>
<td>CST</td>
<td>$555</td>
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<tr>
<td>B22</td>
<td>Sunshine Canyon Drive Shoulder – Boulder to County Road 83</td>
<td>Conceptual*</td>
<td>Not Funded</td>
<td>CST</td>
<td>$555</td>
</tr>
<tr>
<td>B23</td>
<td>Old Stage Road Uphill Shoulder – Top of hill to Lefthand Canyon Drive (includes reconfiguration of Six Mile Creek)</td>
<td>Conceptual*</td>
<td>Not Funded</td>
<td>CST</td>
<td>$5</td>
</tr>
<tr>
<td>B24</td>
<td>Hygiene Road Shoulder – US 36 to 75th Street (reconstruct road to include paved shoulders and replace three stream crossings)</td>
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<td>Funded</td>
<td>CST</td>
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<tr>
<td>B25</td>
<td>75th Street Shoulder – SH 52 to Lookout Road</td>
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<td>Not Funded</td>
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<tr>
<td>B26</td>
<td>Niwot Road Shoulder – 95th Street to US 287</td>
<td>Conceptual*</td>
<td>Funded</td>
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<tr>
<td>B27</td>
<td>SH 7 Shoulder – 75th Street to US 287</td>
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<td>$5</td>
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<tr>
<td>B28</td>
<td>Isabelle Road Shoulder – 95th Street to Erie (includes safety improvements to US 287/Isabelle Road Intersection)</td>
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<tr>
<td>B29</td>
<td>Lee Hill Road Uphill Shoulder – end of current shoulder to Deertrail Drive (add paved shoulder to uphill lane to improve safety for all users)</td>
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<td>Not Funded</td>
<td>CST</td>
<td>$555</td>
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<tr>
<td>B30</td>
<td>Linden Avenue Shoulder – Boulder to North Cedar Brook (includes reconstruction of road)</td>
<td>Conceptual*</td>
<td>Not Funded</td>
<td>CST</td>
<td>$5</td>
</tr>
</tbody>
</table>

Notes: Planned projects are recommended in an approved facility master plan or capital program. Conceptual projects are new ideas or concepts introduced in the TMP or elsewhere.

- The following potential funding sources have been identified: CST: Countywide Transportation Sales Tax formed in 2007 to fund road, transit and trails projects throughout the county. Includes both current list of project and potential future projects that fit the goals and objectives of the program. Fed: State, federal, and/or other outside agencies such as urban drainage and flood control districts and the Regional Transit District (RTD). Muni: Local project partners including incorporated jurisdictions and/or other Counties.
- The costs are broken into five different categories: $: less than $500,000 | $$: $500K-$2 million | $$$: $2 million- $5 million | $$$$: $5 million- $10 million | $$$$$: Over $10 million
- Indicates that more study needs to be completed to evaluate the feasibility of implementation.
Boulder County improves infrastructure, supports regional transit, connects the first and final mile portions of trips, and establishes transportation demand management programs. These investments strive to provide county residents with complete mobility options, providing people with a viable option to driving alone. Making bicycle, bus, and pedestrian 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 the youth and older adult population.

**Completing the Trip Components**

**Main Trip**
- Improving and streamlining travel for all modes allowing users to get to and from local transit — easily and safely

**First and Final Mile Connections**
- Transit within and outside of Boulder County

**Buffered shoulder provides separation between vehicles and bicyclists**

**A wide shoulder provides area for bicyclists to ride**

**Regional transit provides important connections**

**Separated multilane path provides a more comfortable riding experience**

**Transportation Demand Management (TDM)**
- Incentives and alternatives that reduce congestion

**Bike-n-ride shelters provide secure bicycle storage**

**Shuttle services can provide important connections**

**Bicycle maintenance classes educate bicyclists about how to repair their bike**

**Pass programs provide subsidies to make riding transit easier and more affordable**
**Strategy 2: Create the Complete Trip**

### Completing the Trip

- Add/improve shoulders, trail connections, bike and pedestrian infrastructure to provide safe and convenient connections to transit facilities and park-n-rides
- Partner to support shuttles to recreation destinations/first and final mile improvements
- Provide accessibility and compliance with the Americans with Disabilities Act
- Adopt project considerations process to consider possible improvements within the project development phase for all modes
- Develop policy for addressing technology considerations within projects
- Expand and supplement existing Boulder County Business and Community EcoPass programs with the goal of a countywide community pass program serving all county residents and employees
- Support RTD in the implementation of a low-income pass program
- Install variable message signs and smartphone applications that provide real-time transit information
- Increase bicycle carrying capacity on transit vehicles
- Conduct marketing and outreach activities to educate the public on available travel options
- Support new fare payment options and RTD’s development of mechanisms for governments to subsidize passes via these new fare payment methods
- Encourage transit and bicycle connections by providing Bike-n-Ride Shelters and bicycle facilities at identified locations
- Support communities, TMOs and other service providers to coordinate service delivery, share resources, collaborate on marketing & outreach, and offer multimodal corridor services
- Support chambers of commerce and large employer TDM programs
- 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
- Coordinate with housing authorities to consider transportation in new housing development
Strategy 3: Invest in Key Regional Transportation Corridors

Boulder County travel corridors include local and regional transportation elements that form an integrated transportation system. The 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 and future modes. These multimodal corridors create the backbone of the Boulder County transportation system and play a critical role in addressing the 20-year travel demand.

Primary Travel Corridors

Five primary travel corridors are identified as key regional corridors in this plan. Each corridor consists of facilities and programs that serve different modes and trip types. The transportation system for each corridor consists of a unique combination of different types of roadways and facilities for multimodal users. The transportation system relies on the land use and development decisions made by local governments both within and outside of the county. While the vision and strategies identified for these corridors were developed in collaboration with each agency, none of these agencies have necessarily adopted or committed to implementing the strategies or improvements identified.

- Prioritize moving people, not cars
- Explore options to increase revenue necessary to implement the identified regional project priorities
- Provide alternatives/choice on major corridors
  - Improved transit service
  - Bicycle infrastructure improvements
  - Managed lanes
  - Shoulders
- Focus on operational improvements – including vehicle capacity expansion – at intersections. This can include additional turn lanes and through lanes. [Included within Strategies 1 & 3]
- Working through CDOT, consider additional managed lanes on all corridors in the Northwest Area Mobility Study to be used for transit and high occupancy vehicles (HOVs). [Included within Strategies 1 & 3]
- Support Northern Area Mobility Study (NAMS) corridor recommendations for:
  - Hwy 119
  - Hwy 7
  - Hwy 287
  - Hwy 42
  - South Boulder Road
## Strategy 3: Invest in Key Regional Transportation Corridors

### East-West Corridors

<table>
<thead>
<tr>
<th>Implementation Actions</th>
<th>Valmont Rd/Isabelle Rd</th>
<th>SH 66</th>
<th>SH 52 (Mineral Rd)</th>
<th>SH 7 (Arapahoe Rd)</th>
<th>Baseline Rd</th>
<th>South Boulder Rd</th>
<th>Implementation Notes</th>
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</thead>
<tbody>
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<td>Transit</td>
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<td>New Park &amp; Ride facilities</td>
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<td>Bus stop enhancements/First and final mile amenities</td>
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<td>Queue jump lanes</td>
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<td>Regional Trails, Bicycle and Pedestrian</td>
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<td>Regional trail connections</td>
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<td>Regional trail connections along the RTD Rail Corridor (Boulder-to-Erie) and St. Vrain, (include primary network bicycle connection from Lafayette/N Louisville to Boulder via SH 7, Baseline and/or BNSF corridor)</td>
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<tr>
<td>Bikeable shoulders</td>
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<td>Bike and pedestrian grade separations at key crossings</td>
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<td>Grade separations at key roads and rail crossings and connections to local system</td>
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<tr>
<td>Study for preferred alignment</td>
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<td>Study for preferred alignment for east-west low-stress bicycle and pedestrian facilities (Baseline, Arapahoe, BNSF)</td>
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<td>Road Safety Improvements</td>
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<td>Operational improvements to both 61st and US287 to improve intersection safety</td>
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<td>Operational Improvements</td>
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<td>Multi-modal improvements</td>
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<td>Work with Longmont to incorporate multimodal improvements into any widening projects</td>
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<tr>
<td>Improve highway use</td>
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<td>Work with CDOT to focus east-west travel on the state highway and discourage use of alternative County roads and Work with state and local partners to improve through movements on the highway while minimizing impacts to surrounding city and county properties</td>
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<td>System Management</td>
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<td>Intersection enhancements to improve safety for all modes and reduce congestion</td>
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### Strategy 3: Invest in Key Regional Transportation Corridors

#### North South Corridors

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<thead>
<tr>
<th>Implementation Actions</th>
<th>North Foothills Hwy/US 36</th>
<th>SH 42 (N. 95th St)</th>
<th>US 287</th>
<th>South Foothills Hwy/SH 93</th>
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<tr>
<td>Local transit connections</td>
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<td>Improved transit between Golden and Boulder</td>
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<td>New Park &amp; Ride facilities</td>
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<td>Park-n-Ride at SH 93 &amp; SH 170</td>
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<td>Park &amp; Ride capacity improvements</td>
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<td>Bus stop enhancements/First and final mile amenities</td>
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<td>Queue jump lanes</td>
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<td>Feasibility Study</td>
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<td>Feasibility study for bus rapid transit/North Front Range Connection</td>
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<td>Bike Storage</td>
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<td>Regional trail connections</td>
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<tr>
<td>Bikeable shoulders</td>
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<tr>
<td>Shared-use paths</td>
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<td>Separated bike facility</td>
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<td>Separated bikeway from SH 170 to Golden</td>
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<tr>
<td>Year-Round trail connections</td>
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<td>System Management</td>
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<tr>
<td>Intersection enhancements to improve safety for all modes and reduce congestion</td>
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<tr>
<td>Intersection improvements, specifically for bicyclists</td>
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<tr>
<td>Signal detection</td>
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<tr>
<td>Crossing improvements</td>
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<tr>
<td>Transit Signal Priority (TSP)</td>
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#### Images
- South Boulder Road
- Niwot Road at SH 119
- 95th Street
## Strategy 3: Invest in Key Regional Transportation Corridors

### US 36 Corridor

<table>
<thead>
<tr>
<th>Implementation Actions</th>
<th>US 36</th>
<th>Implementation Notes</th>
</tr>
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<tbody>
<tr>
<td>Transit</td>
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<tr>
<td>BRT/High frequency bus service</td>
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<tr>
<td>Commuter rail</td>
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<td>Local transit connections</td>
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<tr>
<td>Park &amp; Ride capacity improvements</td>
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<td>TSP</td>
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<tr>
<td>Regional Trails, Bicycle and Pedestrian</td>
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<tr>
<td>Regional trail connections</td>
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<tr>
<td>Bike and pedestrian grade separations at key crossings</td>
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<tr>
<td>Evaluate existing conditions</td>
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<tr>
<td>System Management</td>
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<tr>
<td>Intersection enhancements to improve safety for all modes and reduce congestion</td>
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<td>TSP</td>
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<tr>
<td>Evaluate existing conditions</td>
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</table>

US 36 provides an important connection to communities between Boulder and Denver

The Flatiron Flyer operates on US 36, providing frequent and express service between Boulder and Denver

### SH 119 Corridor

<table>
<thead>
<tr>
<th>Implementation Actions</th>
<th>SH 119</th>
<th>Implementation Notes</th>
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</thead>
<tbody>
<tr>
<td>Transit</td>
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<tr>
<td>BRT/High frequency bus service</td>
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<td>Park &amp; Ride capacity improvements</td>
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<td>Bus stop enhancements/First and final mile amenities</td>
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<td>TSP</td>
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<td>Regional Trails, Bicycle and Pedestrian</td>
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<td>Bike and pedestrian grade separations at key crossings</td>
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<td>Year-round facilities</td>
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<td>Connections to transit stations</td>
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<td>Long-term bike storage</td>
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<td>Crossing improvements</td>
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<tr>
<td>Managed Lanes</td>
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SH 119 acts as an important corridor for Niwot

SH 119 at the SH 52 intersection
Boulder County implements transportation strategies to expand personal mobility, improve job and educational access, and increase transportation options. Boulder County will expand support programs to make transportation more accessible to mobility-challenged and vulnerable populations.

Programs to Increase 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
- People with low-incomes
- People with disabilities
- Older adults
- People who do not speak English

Incorporate affordable transportation in affordable living programs
- Consider access to affordable transportation options when developing affordable housing
- Improve access to more affordable fuel efficient vehicles for low-income households
- Pursue mobility-as-a-service options for low-income and mobility disadvantaged populations

Expand Transportation Options
- Expand and enhance accessible, affordable, and equitable mobility options for youth and families, 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 Transportation Education
- 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
- Create centralized trip booking and dispatch center for coordinated human services transportation providers
- Support ‘one-call’ information and referral services to help those faced with mobility challenges
- Develop technology curriculum for older adults and people with disabilities to access transportation-related mobile applications, such as RTD Mobile Ticketing, Google Maps Multimodal Trip Planning, Uber, Lyft, etc.

The inclusive planning group directly helped develop recommendations

Bus training can empower people to feel more comfortable riding the bus

Discount MyRide card for riding transit

MOBILITY FOR ALL
Strategy 4: Increase Accessibility

Accessibility Goals and Implementation Actions

Goals of the Local Coordinating Council

- Identify and develop solutions for regional and cross county travel, including links between local services
- Provide opportunities to coordinate service delivery and to efficiently use public and private funding for transportation among different transportation and human services agencies
- Increase the accessibility of public information about the availability of existing programs and about how to use them through education and outreach
- Advocate for accessible, affordable, and equitable transportation options
- Overcome technology barriers to accessing transportation services, such as Uber, Lyft, RTD Mobile Ticketing, and Google Maps multimodal trip planning

Local Coordinating Council Agencies

<table>
<thead>
<tr>
<th>Agency/Group</th>
<th>Focus/Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Longmont, City of Boulder</td>
<td>Boulder County Area Agency on Aging</td>
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<tr>
<td>Cultivate</td>
<td>Denver Regional Mobility and Access Council (DRMAC)</td>
</tr>
<tr>
<td>Safehouse Progressive Alliance for Nonviolence</td>
<td>Service operators (RTD, Via Mobility Services, zTrip, eGo Car Share)</td>
</tr>
<tr>
<td>Bridge House</td>
<td>Colorado Community Health Alliance Center for People with Disabilities</td>
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<tr>
<td>OUR Center</td>
<td>Peak to Peak Housing and Human Services Alliance</td>
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<tr>
<td>Emergency Family Assistance Association</td>
<td>Boulder Transportation Connections (BTC)</td>
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<td>Association for Community Living (ACL)</td>
<td>Boulder Transportation Connections (BTC)</td>
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<td>Community Cycles</td>
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<td>Boulder Housing Partners</td>
<td>Boulder Transportation Connections (BTC)</td>
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<tr>
<td>Boulder County Housing &amp; Human Services</td>
<td>Boulder Transportation Connections (BTC)</td>
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- Provide Transit Pass Assistance
  - Community-wide EcoPASSES to enable more transit use
  - Support RTD in the creation of a low-income pass program
- Support schools in their efforts to promote non-Single Occupancy Vehicle transportation by incorporating multimodal and active transportation education into curriculum
- Support youth multimodal transportation
  - Conduct a needs assessment/gaps analysis focused on school travel to evaluate how current transportation systems are meeting demand
  - Conduct a crossing guard inventory to conduct an equity analysis, which will result in recommendation to local partners on how to improve safety of routes to schools
  - Assess affordability of subsidizing ride-sharing or mobility on demand options for school related travel needs
  - Collaborate with local governments and school districts to identify local, regional, state, and federal funding sources for infrastructure and non-infrastructure improvements
- Conduct Spanish-language outreach and public engagement
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 several 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. Finally, the Transportation Master Plan identifies strategies to address the unique transportation challenges for residents of the mountain communities.

**Mountain Area Communities**

- Incorporated Communities Implementation Actions
  - Support strategies in local agency comprehensive plans that provide a regional travel benefit and support Boulder County transportation policy goals
  - Support the Towns of Lyons and Nederland to identify and implement a permanent funding mechanism for their EcoPass programs

- Consider providing connections to mountain area recreational destinations

- Identify areas within Boulder County where increased access to recreational destinations has decreased visitor safety or increased emergency vehicle response rates to dangerous levels
  - Explore a combination of illegal parking enforcement, expanded parking facilities, and new access shuttles to improve safety

- Implement mobility solutions that are tailored to the unique needs of the county’s mountain communities
  - Develop a volunteer driver program business plan; consider pilot program
  - Continue to offer Vanpool incentives and information
  - Implement the Via Friends and Family program
Identifying Priorities

The Transportation Master Plan outlines the strategies and priorities for Boulder County to implement and maintain its multimodal transportation system. These principles will guide the county in identifying and prioritizing projects for county funding each year. Prioritization of improvements may be based on several criteria, including:

- Multimodal operations – Improvements that would address current critical multimodal congestion would rank high in project prioritization
- Multimodal safety – Improvements that would address a documented safety issue would rank high in project prioritization
- Cost/benefit and available funding – Projects with low to moderate cost that could be initiated with known county, local, and/or regional agency funding could rank higher in project prioritization than high cost projects requiring new and/or multiple funding sources
- Partnership opportunity – Multi-jurisdictional and agency support are important criteria
- Approval requirements – Timely approval through local, regional, state, and federal approval and permit requirements would allow projects or programs to be implemented when needed without costly delays
- Resiliency – Improvements that help the county to prevent or respond to shock events such as natural disasters or other stressors

Costs

The magnitude of costs for the projects recommended as part of this plan are listed within Strategy 1—Develop the Multimodal Transportation System. More detailed cost estimates have been developed for specific county programs and selected key regional corridors where completed studies have identified improvement recommendations. The Boulder County funding gap is approximately $150 million, while the key regional corridor total is almost $550 million not including Northwest Rail. Including Northwest Rail, the key regional corridor total funding gap is over $2.1 billion. Details about these cost estimates can be seen in Cost Estimate table.

<table>
<thead>
<tr>
<th>Cost Estimates</th>
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<tbody>
<tr>
<td>Program</td>
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<tr>
<td>Boulder County System</td>
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<tr>
<td>Boulder County 3 Year Capital Improvement Program (CIP) 2018-2021</td>
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<td>Boulder County Sales Tax (current 2004)</td>
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<td>Subdivision Local Road Paving</td>
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<td>Boulder County System Total</td>
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<td>Key Regional Corridors</td>
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<tr>
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<tr>
<td>Key Regional Corridor Total</td>
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<td>Grand Total</td>
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* Planning and Environmental Linkages Study in progress
Performance Metrics

System performance indicators help monitor and assess the effectiveness of TMP strategies in achieving the county’s environmental, social, and economic goals for its transportation system. These goals are included in the Boulder County Comprehensive Plan and discussed at the beginning of this document.

Behavioral Performance Metrics
These behaviors are outcomes that Boulder County can influence, but not directly control.

Cap Vehicle Miles Traveled (VMT) per Capita
Minimizing environmental impacts and addressing climate change are key priorities for Boulder County, and VMT is a proxy for the transportation sector’s greenhouse gas emissions.

- Goal: Cap Countywide VMT per Capita at 2005 levels
- How to measure: Use traffic counts from CDOT and Boulder County to measure countywide VMT. Use Census, Department of Labor and other federal data to track Boulder County population and employment.

Increase Transit Ridership
Even with the growth of electric, autonomous, and shared vehicles, transit remains the only mode that can transport large numbers of people long distances in a small space. Transit allows for economic growth without adding congestion, and helps reduce the transportation sector’s reliance on fossil fuels.

- Goal: Growth in transit ridership will outpace growth in population and employment by 2:1 ratio
- How to measure: Use transit boardings data from RTD, and Census, Department of Labor and other federal data to track Boulder County population and employment. Transit ridership/ (population + employment). If population and employment is growing 2% per year, the goal is for transit ridership to grow 4% per year.

Eliminate Serious Injury and Fatal Traffic Crashes
Improving safety for all modes of travel is a key priority for Boulder County.

- Goal: Zero serious injury or fatal traffic crashes in unincorporated Boulder County by 2035
- How to measure: Colorado State Patrol and CDOT provide local governments with traffic crash data.

Infrastructure Performance Metrics
These are outputs that Boulder County can directly control, but do not indicate any behavior change.

Maintain County Roads
Maintaining the county road network in good condition is important for a healthy economy, and is much more cost effective repairing degraded roads.

- Goal: Maintain Pavement Quality Index (PQI) of at least 7 out of 10 for each of the three road networks.

Maintain County Bridges
Maintaining safe travel throughout the county, bridges can withstand flooding, keep emergency access routes open, etc.

- Goal: All major structures on the Boulder County road network have a sufficiency rating of 70 or higher.

Complete the Bike Vision Network
Complete low stress bicycle facilities between destinations within Boulder County.

- Goal: Complete all miles of planned in-county low stress bicycle network regional connections.

Affordable Living
Affordable living (defined as spending no more than 15% of a household’s income on transportation and no more than 30% on housing) has increasingly become a challenge for many county residents. Reducing the transportation cost burden is a critical step on the path to self-sufficiency and accessing health and human services.

- Goal: 100% of Boulder Housing Partners, Longmont Housing Authority, and Boulder County Housing Authority property residents and housing voucher-holders have access to affordable transit and mobility options through programs such as EcoPass, MyRide, or Ride Free Longmont

1 This includes only roads and bridges on the road network that Boulder County is responsible for maintaining, not all roads and bridges within the geographic boundaries of Boulder County (which would include city, CDOT, etc).
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 implement all of the actions outlined in this plan. 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.

Revenues 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 additional funding sources to maintain its current system and implement the vision identified in this plan.

Funding of rehabilitation and reconstruction of subdivision paved roads, is the responsibility of those who benefit, generally local property owners, through creation of improvement districts.

**System Maintenance and Rehabilitation**
Revenue 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:

- Snow Removal
- Road Patching and pothole repairs
- 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

These funds are also used for rehabilitation and reconstruction of the paved roads, with the priority placed on roads that connect communities and other major destinations and serve the most users.

**Specific Projects Operations and Expansion**
Revenue from a 0.01 percent 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.

**Cost Inflation and Revenue Trends**
Between 2012-2018, the Colorado Construction Cost Index rose 72 percent, while the county’s transportation revenue increased by only 53 percent over that same timeframe. Construction costs have increased by more than three times the revenue that can be used for road maintenance and rehabilitation. Despite this trend, the county has managed to meet many of its repair and replacement goals primarily due to the fact that revenue from the 2007 Countywide Transportation Sales Tax has kept pace with inflation and due to additional federal revenues resulting from the 2013 Flood. Both have together funded many miles of road reconstruction and structure replacements that would have otherwise gone unfunded. However, the federal flood funding was temporary influx; the sales tax sunset in 2024; and neither can be used for on-going maintenance needs.