

2019

BOULDER Transportation Master Plan



The Transportation Master Plan (TMP) provides the policy framework for providing mobility and access in the Boulder Valley in a way that is safe and convenient. It also aims to preserve what makes Boulder a good place to live by designing for people and minimizing auto congestion, air pollution, and noise.

The **2019 TMP** is an update to the 2014 TMP with a focus on safety, improved transit service, greenhouse gas reduction, advanced mobility, and funding.

TRANSPORTATION VISION AND GOALS

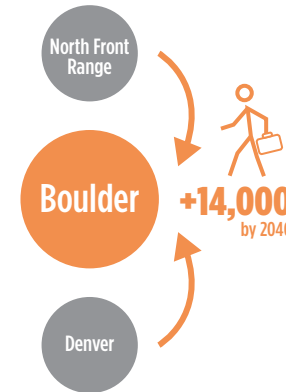
A safe, accessible, and sustainable multimodal transportation system connecting people with each other and where they want to go. Our transportation system will:

- Be **SAFE**
- Be **EQUITABLE**
- Be **RELIABLE**
- Provide travel **CHOICES**
- Support clean air and our **CLIMATE COMMITMENT**

WHAT HAS CHANGED?

A lot has changed since we updated the plan in 2014. We looked at new transportation and demographic changes and 2040 projections to inform the 2019 TMP Update.

About **one million additional people** are expected in the Denver region and one million on the north Front Range by 2040. As an employment center drawing from both areas, Boulder is expecting an **additional 14,000 employees**, most likely traveling into the community.



Source: State Demographer's Office
City of Boulder 2019 Boulder Community Profile



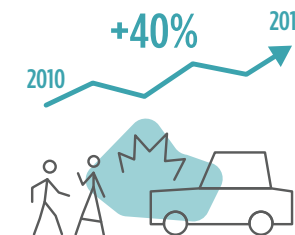
While Boulder Valley vehicle counts declined or remained flat for a number of years, they have been **increasing since 2013**. The increase is driven by a 16 percent increase in vehicles traveling in and out of Boulder. As Boulder's employment and visitation continues to increase, this long-distance vehicle travel is a major challenge to meeting our goals.

Source: City of Boulder, 2018 Transportation Report on Progress

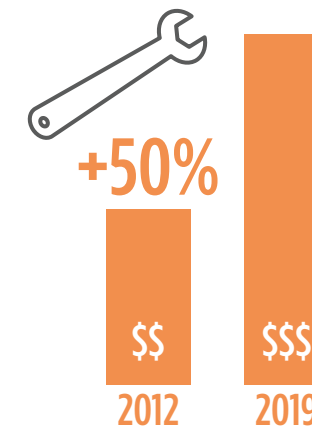
The most recent scientific studies indicate that the **climate crisis** exists and is an existential threat to our food, transportation, and social systems. Investments in transportation are needed to **reduce total GHG emissions 50 percent by 2030**.

Source: Boulder Climate Commitment (2017)

Following more than 20 years of reductions in roadway fatalities across the nation, **traffic deaths have increased significantly**. While Boulder fatalities have been relatively flat, in Colorado fatalities are up 40 percent since 2010 and distracted driving is a growing issue.



Source: Colorado Department of Transportation



Construction costs have gone up almost 50 percent since 2012 while revenue is basically flat. As a result, we have been deferring maintenance and have about \$23 million in annual essential services needs that are unfunded.

Source: City of Boulder, 2019

Air quality in the Denver region is currently out of compliance with federal air quality standards for ozone. The region's ozone is serious, with four violations in the first half of 2019. Reduction in GHG gas emissions is needed to improve health and enhance environmental stewardship.

Source: Colorado Department of Health and Environment

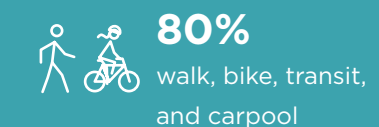


WHAT IS NEEDED TO MEET OUR GOALS?

To meet our goals, we need to achieve a 20 percent SOV mode share for all trips by residents by 2030. To reach this, we need to increase walking, biking, and transit to 80 percent of all trips for residents and to 40 percent of work trips for non-residents.

TRAVEL TODAY AND TOMORROW Proposed 2030 Mode Share Targets

Resident Trips



Non-Resident Trips



TEN TMP INITIATIVES WILL DRIVE PROGRESS TO OUR GOALS

These initiatives will focus the work needed to reach Boulder’s goals. Each initiative, with key supporting actions, is detailed in the [2019 Boulder TMP Action Plan](#).

INITIATIVE 1 Making Travel Safe in Boulder

Improving transportation safety is a top priority of the City of Boulder. Key actions include safe and innovative intersection and corridor treatments, speed management, and safe routes to school.

INITIATIVE 2 Making Travel Comfortable through a Low-Stress Walk and Bike Network

The TMP prioritizes safe and complete streets to provide a comfortable transportation network for people of all ages and abilities. Key actions include pedestrian improvement programs; designing for separation between vehicles, cyclists and pedestrians; and building out the multi-use path system.

INITIATIVE 3 Providing Mobility Options

People in Boulder want choices for getting around. Without these options, continued growth in vehicle traffic will increase congestion and GHG emissions. Key actions include expanding transit, developing first and last mile options, promoting e-bikes, and supporting mixed land uses allowing for shorter trips.

INITIATIVE 4 Prioritizing the Pedestrian

Walking, including using mobility devices such as wheelchairs, is the primary way we get around. Key actions include implementing pedestrian-focused programs, refining snow and ice removal, and completing the Americans with Disabilities Act (ADA) transition plan to make our sidewalks accessible to everyone.

INITIATIVE 5 Shaping Innovation and New Forms of Mobility

We are in a transportation revolution driven by advanced communications, electrification, and automation. Key actions include a dynamic curbside management strategy, smart streets, and mobility hubs.

INITIATIVE 6 Delivering Transit in New Ways

A high-frequency, affordable, and reliable transit system is the backbone of our transportation network and will continue to be the travel option efficiently moving the most people into and around Boulder. Key actions include expanding local and regional transit, and electrifying HOP vehicles.

INITIATIVE 7 Connecting to the Region

Over the next 20 years, the Front Range is expected to grow by two million people. Key actions include continuing to advance designs and secure funding for the regional travel corridors identified in the Northwest Area Mobility Study.

INITIATIVE 8 Managing Demand on Our System Together

As more people live and work in Boulder, it becomes even more important to take care of the infrastructure we have and promote the more efficient use of our limited transportation resources. Key actions include expanding EcoPasses, advancing TDM and parking management strategies, and growing key partnerships.

INITIATIVE 9 Ensuring Equity

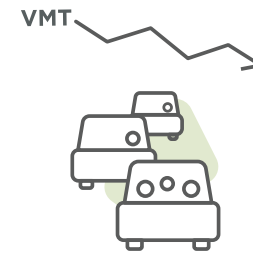
Boulder seeks to fairly distribute transportation investments and benefits among all parts of the community. Key actions include prioritizing investment in equity focus areas and pursuing free and reduced-fare transportation options.

INITIATIVE 10 Funding the Transportation System

We prioritize options that are safe and support investments in routine capital maintenance to meet community expectations. Key actions include identifying funding mechanisms that provide predictable and reliable revenue, and include management of transportation system performance.

HOW DO WE TRACK OUR PROGRESS?

The TMP includes measurable goals and objectives that are tracked and shared with the community every two years in the Transportation Report on Progress, and on the city’s web-based community dashboard. These results help the city and the Boulder community gauge our progress and adjust our course as needed over time.



01| VMT

Reduce vehicle miles of travel (VMT) in the Boulder Valley by 2030:

- Overall: by 20 percent
- Daily resident VMT: to 7.3 miles per capita
- Non-resident one-way commute VMT: to 11.4 miles per capita



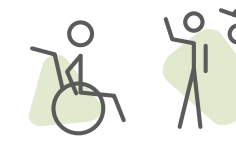
02| MODE SHARE

Increase walking, biking, and transit to 80 percent of all trips for residents and to 40 percent of work trips for non-residents.



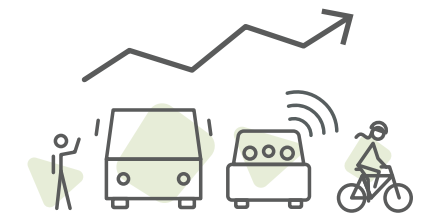
03| CLIMATE

By 2030, reduce transportation-sector GHG emissions by 50 percent and continuously reduce mobile source emissions of other air pollutants.



05| VULNERABLE POPULATIONS

Expand fiscally-viable transportation options for all Boulder residents and employees, including children, older adults and people with disabilities.



06| TRANSPORTATION OPTIONS

Increase transportation options commensurate with the rate of employee growth.



04| SAFETY

Eliminate fatal and serious injury crashes and continuously improve safety for all modes of travel.



07| TRAVEL TIME

Maintain 1994 levels of travel time on Boulder arterial streets, and improve travel time reliability and predictability.



08| WALKABLE NEIGHBORHOODS

Increase the share of residents living in walkable (15-minute) neighborhoods to 80 percent.

Everyone has a role in helping Boulder achieve our transportation, sustainability and greenhouse reduction goals. While some changes may be difficult to implement and require ample community discussion, they are necessary to achieve a safe, sustainable and equitable transportation system. They also offer a host of co-benefits to the community by improving health, building community, reducing air pollutants, and limiting the potential catastrophic aspects of the climate crisis.