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Inventory Programs
- Current Funding Program
- Strategic Investment Program
- Vision Investment Program
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Appendices can be found at bouldertmp.net

Note: All images are provided by the City of Boulder unless otherwise noted

Adopted by Boulder City Council on September 17, 2019
OUR PLAN, OUR FUTURE

Today, the Boulder community has several ways to get around: we can drive, walk some places, take the bus, hop on B-cycle, or bike on a few comfortable on-street bike lanes or multiuse paths. The Flatiron Flyer between Boulder and Denver is the only bus that connects to the region frequently. We have travel options, but we could do more to enhance our multimodal transportation system.

Now it’s 2030 and we’re standing in Boulder Junction Depot Square Station. We can choose from an array of convenient travel choices – with three high frequency regional Bus Rapid Transit lines connecting Boulder to Longmont, Lafayette, Erie, Broomfield, I-25, and the Denver International Airport. The local HOP and BOUND buses run every 10 minutes and the fleet is 100 percent electric. There’s an autonomous shuttle to high-tech campuses, e-bikes rentable via smartphone apps, and an extensive network of comfortable on-street bicycle lanes and pedestrian routes.

This plan represents the safe, sustainable and equitable vision of the Boulder community for our transportation future. This is our plan, our future; and everyone has a role in bringing it to life.
BOULDER’S PLAN

Boulder’s Transportation Master Plan (TMP) identifies policies and investment priorities to provide safe, shared, sustainable, attractive, and comfortable travel choices for everyone.

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INTRODUCTION

First adopted in 1989, the Transportation Master Plan (TMP) recognizes the need to reconcile two seemingly conflicting goals: first, to provide mobility and access in the Boulder Valley in a way that is safe and convenient; and second, to preserve what makes Boulder a good place to live by designing for people and minimizing auto congestion, air pollution, and noise. Thirty years of consistent TMP policy direction and innovation reconciles these goals by increasing travel choices and decreasing the number of people driving alone.

This plan is an update to the 2014 TMP and provides the city and community a blueprint to meet transportation and mobility goals, achieve Vision Zero, and improve the safety of the transportation system overall. This update also promotes sustainability and a path to obtain the city’s climate and air quality targets by 2030.

As with previous plans, this TMP is a summary of the City’s policies and strategies in transportation and builds on and incorporates the policies and directions contained in the 1996, 2003, 2008 and 2014 versions of the TMP. As a living plan, each TMP responds to current needs and identifies the new policies, strategies and actions needed to meet the community’s goals.

OUR PARTNERS

Other city, regional and state planning efforts are informed by and will modify the TMP. Continued collaboration, alignment, and partnerships with the Colorado Department of Transportation (CDOT), Denver Regional Council of Governments (DRCOG), Boulder County, and others will be key to meeting the TMP vision. The TMP is structured as a “living document,” with an amendment process reflecting council actions and allowing the plan to remain relevant and consistent with other city, regional, and state efforts.

ACCOMPLISHMENTS

Since the first TMP 30 years ago, Boulder community members, civic partners, and policymakers have built a great foundation for an integrated, multimodal transportation system. Innovative transportation investments have resulted in accomplishments such as the:

- Construction of 80 underpasses and nearly 60 miles of multi-use paths
- Transformation of the US 36 corridor between Boulder and Denver with high-frequency Flatiron Flyer service, express lanes, and a commuter bikeway
- Provision of EcoPass access to 82,000 residents, employees, and university students
- Established the growing Boulder B-cycle bike share system with 47 stations and 300 bikes.
- Innovation of systems to improve pavement management and snow and ice control including a comprehensive pavement management program that proactively reduces life-cycle costs.
- Creation of GO Boulder, the city team that provides multimodal planning and programs connecting people and places throughout Boulder and beyond.
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**

"Clean mobility will contribute a 16% reduction in overall emissions by 2050."

- Boulder Climate Commitment (May 2017)
BOULDER’S POLICIES

The city will develop TDM programs for residents and employers, which include incentives, promotion of shared-use mobility, and support for walking and biking. The city will employ strategies such as shared, unbundled, managed and paid parking (“Shared Unbundled Managed, and Paid” – SUMP principles).

Accessibility and Mobility for All

The city will continue development of a complete and equitable all-modes transportation system accommodating all users, including people with mobility impairments, youth, older adults, non-English speakers and low-income persons. The city will implement the Low Stress Walk and Bike Network to create a safe and comfortable travel environment for all users.

Transportation Safety

In support of Vision Zero, the city will prioritize travel safety for all people using any mode within the transportation system (i.e., walking, bicycling, transit riding and driving).

INTEGRATION OF LAND USE & TRANSPORTATION WITH SUSTAINABILITY INITIATIVES

Access Management & Parking

The city will expand and manage parking districts based on SUMP principles (shared, unbundled, managed and paid) to support transportation and GHG reduction goals as well as broader sustainability goals, including economic vitality and neighborhood livability.

Transportation Impacts Mitigated

The city will ensure transportation or traffic impacts from a proposed development that cause unacceptable transportation or environmental impacts, or parking impacts, to surrounding areas will be mitigated. All development will be designed and built to be multi-modal, pedestrian-oriented and include TDM strategies to reduce the vehicle miles traveled generated by the development.

Concurrent Land Use & Transportation Planning

The city will continue to coordinate overall citywide transportation and land use planning. Future major changes to this plan and the BVCP Land Use Map and policies should, to the extent practicable, be coordinated, modeled and evaluated concurrently.

Integrated Planning for Regional Connectivity

In and along regional centers (i.e. Downtown Boulder, the University of Colorado and Boulder Junction), developing “Mobility Hubs” and first and last mile connections to these facilities, is a priority to support employees commuting into and throughout Boulder and to reduce single-occupancy auto travel and congestion on regional roads.

FUNDING & INVESTMENT Priorities

To protect previous investments and ensure efficient use of existing travel corridors, the city will prioritize investments for improvements to safety and maintenance for all modes of the transportation system. The city will prioritize investments for improvements to regional transportation facilities in neighborhoods that create a variety of neighborhood supporting activities and infrastructure within approximately a one-quarter-mile walk radius where residents and employees can fulfill more of their daily needs through safe, healthy and convenient walking and biking.

Neighborhood Streets & Alleys Connectivity

The city recognizes neighborhood streets and alleys as part of the public realm and will plan a well-connected and fine-grained pattern to facilitate public access, promote safe and convenient travel for all, and dispersing and distributing vehicle traffic and maintain character and community cohesion.

Mobility Hubs

The city will establish Mobility Hubs that provide seamless integration between transit and pedestrian and bicycle facilities, carsharing and a contextual appropriate parking supply for people of all physical abilities.

SUSTAINABILITY INITIATIVES & TRANSPORTATION WITHIN A CLIMATE-READY CITY

The city will continue to build improvements to transportation facilities in neighborhoods while developing a balanced multimodal transportation system. The city will prioritize improvements to access by all modes and safety within the network by controlling vehicle speeds and providing multimodal connections over all users. The city will prioritize investments to access by all modes and safety within the network by controlling vehicle speeds and providing multimodal connections over all users.

Transportation Infrastructure to Support Walkable 15-Minute Neighborhoods

The city will establish Mobility Hubs that provide seamless integration between transit and pedestrian and bicycle facilities, carsharing and a contextual appropriate parking supply for people of all physical abilities.

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WHAT’S NEW SINCE 2014

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.

We are facing an aging population. The Colorado State Demographer’s Office predicts that by 2040, Boulder County residents age 60 and older will nearly double to 28 percent of the county’s population.

Source: State Demographer’s Office

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

Air quality in the Denver region is currently out of compliance with federal air quality standards for ozone. The region’s ozone is severe, 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

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

While in the past, vehicle counts have been declining or remaining flat, 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 our goals.

Source: City of Boulder 2019 Transportation Report on Progress
HOW BOULDER TRAVELERS

People in Boulder travel differently than the region and the nation. Boulder’s established urban service area, robust multimodal transportation system, and vast areas of publicly owned open space have all contributed to Boulder’s quality of life. For the past 30 years, we’ve focused on how to move more people, rather than how we can fit more cars on our roads. Reducing the need for individual auto use while providing a variety of travel choices is essential for achieving our community goals for mobility, quality of life, a vibrant economy, and clean air.

People who live in Boulder (all trips)

<table>
<thead>
<tr>
<th>Year</th>
<th>1990</th>
<th>2000</th>
<th>2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit travel</td>
<td>2%</td>
<td>5%</td>
<td></td>
</tr>
<tr>
<td>2 of trips</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Drive-alone travel</td>
<td>44%</td>
<td>37%</td>
<td></td>
</tr>
<tr>
<td>444 of trips</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: Modal Shift in the Boulder Valley (1990-2018)

Non-residents who work in Boulder (commute trips)

<table>
<thead>
<tr>
<th>Year</th>
<th>1991</th>
<th>2001</th>
<th>2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit travel</td>
<td>4%</td>
<td>6%</td>
<td></td>
</tr>
<tr>
<td>4 of trips</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Drive-alone travel</td>
<td>81%</td>
<td>77%</td>
<td></td>
</tr>
<tr>
<td>81% of trips</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: 2017 Boulder Valley Employee Survey for Transportation

Bicycle ownership

(Average number of bicycles per household)

<table>
<thead>
<tr>
<th>Year</th>
<th>1990</th>
<th>2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 bikes</td>
<td>2 bikes</td>
<td></td>
</tr>
</tbody>
</table>
| 2.6 bikes | | | | | 12%

Vehicle ownership

(Average number of motorized vehicles per household)

<table>
<thead>
<tr>
<th>Year</th>
<th>1990</th>
<th>2018</th>
</tr>
</thead>
</table>
| 1.8 vehicles | 1.6 vehicles | | | | 12%

Vehicle miles traveled per capita per day

<table>
<thead>
<tr>
<th>Year</th>
<th>1990</th>
<th>2018</th>
</tr>
</thead>
</table>
| 11.5 miles | 8.6 miles | | | | 12%

Percent of people making at least one bus trip per day

<table>
<thead>
<tr>
<th>Year</th>
<th>1990</th>
<th>2018</th>
</tr>
</thead>
</table>
| 4.8% | 12.8% | | | | 12%

People with an EcoPass are 6 times more likely to take transit

Are we on track to meet our SOV goal?

Our goal is to achieve a 20 percent SOV mode share for all trips by 2030. To reach our goal, we need to reduce the percent of people driving alone by almost 17 percent in the next twelve years.

Non-resident share of total Boulder employment

<table>
<thead>
<tr>
<th>Year</th>
<th>1990</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total employment:</td>
<td>76,820</td>
<td>103,838</td>
</tr>
</tbody>
</table>
| 16% non-resident | 60% non-resident | | | | 12%
**ESSENTIAL SERVICES**

The city’s Transportation division is responsible for planning, constructing, maintaining and operating the system. The division also provides the services and programs needed to increase safety, promote travel options, and reduce transportation-related emissions.

**PLANNING**

Boulder plans to reach the community’s vision for a safe, well maintained, sustainable, and efficient multimodal system. In this plan, we focus on safety, air pollution, GHG reduction, and preparing for the travel opportunities of the future.

**CONSTRUCTION**

The City of Boulder manages a wide variety of construction projects, ranging from major street and multi-use path reconstruction to sidewalk repairs.

**MAINTENANCE**

Maintenance of transportation infrastructure improves safety, reduces costs, and benefits all travelers. Almost 80 percent of funding is used to operate and maintain the transportation system — up from about 59 percent since 2001.

**OPERATIONS**

Boulder has invested in sophisticated signalization, but modernization is still needed. A complex system of signals and lighting improves safety for everyone. The city will need to modernize this system to prepare for future transportation options like shared electric and connected vehicles. The city also maintains all the signs, pavement markings and flashing beacons on the road and bike systems. The city operates parking and access districts and the HOP transit service and partners with RTD.

**PROGRAMS**

Educating the public about transportation options supports our investments in services and operations. Since 1989, the city’s GO Boulder program has served the community by offering “Great Options,” including the neighborhood, business, and college EcoPass programs and providing information to help Boulder residents, commuters, and students walk, bike, take transit, and share rides.
WHAT WE HEARD

Extensive community input shaped this TMP and guided each phase of the update process. The community provided input to:

- Refine the plan’s vision and goals
- Identify areas requiring new and innovative approaches
- Inform development of the investment programs and action plan

Engagement activities, including in-person and online approaches, were designed to ensure a broad cross-section of the community participated in the process. Hundreds of community members provided comments and ideas through outreach to community groups and neighborhoods, booths at community events, open houses, panel discussions, and online questionnaires via the Be Heard Boulder website. The project team also worked closely with a Pedestrian Advisory Committee, Transportation Funding Community Working Group, and our agency partners. We heard these themes from the community:

1. Travel safety is paramount. The city should be both responsive and proactive to ensure everyone on our roads and pathways is safe and comfortable. Improving street maintenance, including snow removal, pothole and sidewalk repair, and landscape maintenance, is a critical foundation for a safe transportation system.

2. Boulder’s land use policies and patterns influence how people choose to travel. Enhanced coordination between land use and development, housing, and transportation services is needed to support the city goals of high quality and affordable living. The city should focus on the combined cost of housing and transportation and on equity throughout the community’s transportation system.

3. Accelerated efforts are needed to reduce GHG emissions. Reducing vehicle miles traveled, increasing the number of people who walk, bike, and take transit; and reducing the number of fossil fuel powered vehicles on the road will help us meet our goals. The city should move quickly to implement programs such as electrifying vehicles and buses, enhancing regional transit, offering free and expanded local transit and expanding paid/managed parking.

4. Safety and comfort influence a person’s travel choice. The city should be both responsive and proactive to ensure everyone on our roads and pathways is safe and comfortable. Improving street maintenance, including snow removal, pothole and sidewalk repair, and landscape maintenance, is a critical foundation for a safe transportation system.

5. Congestion is a growing concern, particularly as more workers travel into Boulder. Emerging trends in transportation are influenced by demographic and social shifts such as an aging community and fewer younger people driving. Current and future technology changes include ride-sharing apps, increasing electric bicycles, car-sharing, and connected vehicles.

6. The city should prepare for new technology and innovation in how people travel. Assertive work is needed to reverse the trend of RTD cutting bus service and charging higher fares.

7. New funding sources are needed to maintain essential transportation needs. Higher frequency and reliable and affordable local and regional transit is important to making transit a more convenient option.

8. The city should maintain essential transportation needs. Assertive work is needed to reverse the trend of RTD cutting bus service and charging higher fares.

9. Ensuring Equity Travel options should be easy, safe, and accessible for every type of trip. It is important that a safe and comfortable transportation system be accessible to all, including people with mobility impairments, youth, older adults, non-English speakers, and low-income people in our community.

10. Funding the Transportation System To manage congestion, the city should work with regional partners and nearby communities to provide fast, convenient, and affordable travel options for commuters, modeled after the US 36 corridor with HOV lanes, tolls, Bus Rapid Transit (BRT), and commuter bikeways.
This plan is informed by our community. We have used what we’ve heard through months of public dialogue to develop action items and investment programs that will create Boulder’s future transportation system.
KEY INITIATIVES

This TMP identifies 10 key initiatives to help focus our work in the coming years.

1. Making Travel Safe in Boulder
2. Making Travel Comfortable through a Low- Stress Walk and Bike Network
3. Providing Mobility Options
4. Prioritizing the Pedestrian
5. Shaping Innovation and New Forms of Mobility
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**Initiative 1**

**Making Travel Safe in Boulder**

**Why It's Important**

Improving transportation safety has been a top priority of the City of Boulder. Vision Zero, an international movement to eliminate traffic deaths and severe injuries, was initially adopted as part of the 2014 Transportation Master Plan update. Through Vision Zero, the Boulder community has committed to improving travel safety by:

- Applying the four E’s to eliminate crashes that result in serious injuries and fatalities and reducing other crash types
- Improving travel comfort and security
- Enhancing community engagement
- Improving data and transparency

**The Four E’s**

Improving travel safety is based on a holistic combination of the four E’s: Engineering, Education, Enforcement, Evaluation and relies upon our whole community to keep people safe. To achieve Vision Zero, the four E’s approach helps ensure we are addressing travel safety from all angles.

This means dangerous travel behaviors, such as distracted and impaired travel, can be countered through enforcement efforts and safety education outreach, while engineering treatments and innovative street design can help prevent intersection conflicts for example. Applying all four E’s is the most comprehensive way to help prevent crashes.

**Key Challenges**

Although our severe crashes, including serious injuries and fatalities, are not increasing, they have not yet been eliminated. Severe crashes tend to involve people who are walking, biking, impaired, speeding, or making left turns, and people who are walking and biking are disproportionately affected.

---

**Key Next Steps**

Implement the Vision Zero Action Plan from the 2019 Safe Streets Report, which includes 50 specific actions. Highlights include:

**Action 1.A**

- Develop and implement a Speed Management Plan to decrease travel speeds on city streets; and explore reducing the speed limit on residential (local) streets from 25 mph to 20 mph, and 15 mph in school zones.

**Action 1.B**

- Proactively implement new signal timing practices, such as pedestrian head starts at identified intersections.

**Action 1.C**

- Employ proven effective safe and innovative intersection and corridor treatments, such as protected intersections.

**Action 1.D**

- Develop and implement a Speed Management Plan to decrease travel speeds on city streets; and explore reducing the speed limit on residential (local) streets from 25 mph to 20 mph, and 15 mph in school zones.

<table>
<thead>
<tr>
<th>Percent of all crashes</th>
<th>Percent of all severe crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walking</td>
<td>24%</td>
</tr>
<tr>
<td>Bicycling</td>
<td>39%</td>
</tr>
<tr>
<td>Turning Impaired</td>
<td>13%</td>
</tr>
<tr>
<td>Speeding</td>
<td>19%</td>
</tr>
<tr>
<td>Making Left Turns</td>
<td>30%</td>
</tr>
</tbody>
</table>

Between 2015 and 2017, people walking were involved in 2% of all crashes and 24% of all severe crashes. One out of every five pedestrian-related crashes is severe.

SAFE ROUTES TO SCHOOL
Safe Routes to School is an important partnership between the City and Boulder Valley School District supported by CDOT to make travel safe to and from schools. New initiatives being considered include enhanced bike and pedestrian safety education, a school crossing guard program, and a “Safety Town” with miniature roadway elements where people of all ages and abilities can practice the rules of the road.

WHY IT'S IMPORTANT
The TMP prioritizes safe and complete streets to provide a comfortable transportation network for people of all ages and abilities. When streets are welcoming to people in wheelchairs or pushing strollers, they work well for everyone else, too.

KEY CHALLENGES
When people get in a car, they rarely give much thought to whether the road can get them to their destination or if they feel secure taking children with them. In contrast, getting on a bike or walking often entails crossing busy streets and mixing with vehicular traffic; these conditions create barriers for people who aren’t familiar with the system or don’t feel comfortable in a busy street environment. Our challenge is creating a connected walking and cycling network for people of all ages and abilities to travel along and across streets safely and comfortably.
KEY NEXT STEPS

The 2019 TMP identified a Low Stress Walk and Bike Network to attract a broader population of people as confident and comfortable pedestrians and cyclists. Below are the priority actions to implement the full network:

ACTION 2.A
Implement the Neighborhood GreenStreets program—an ongoing program that transforms streets to prioritize pedestrians and bicyclists.

ACTION 2.B
Incorporate multimodal design into corridor projects to provide the necessary physical separation between vehicles, cyclists and pedestrians.

ACTION 2.C
Enhance the bike lane network by including buffers or other innovative techniques to provide more separation between bikes and cars.

ACTION 2.D
Continue building out the off-street multi-use path system.

ACTION 2.E
Study and recommend improvements in Pedestrian Improvement Areas (see also Initiative #4: Prioritizing the Pedestrian).
Designing a Low-Stress Walk and Bike Network

**VERTICAL SEPARATION**
This treatment places vertical elements in the buffer area of a bike lane to further separate bike lanes from motor vehicle traffic, providing comfort and safety to cyclists. Many different vertical separation types can be selected based on the presence of on-street parking, overall street and buffer width, cost, durability, aesthetics, traffic speeds, emergency vehicle and service access, and maintenance.

**BUFFERED BIKE LANE**
A buffered bike lane is a bicycle lane separated from the general-purpose lane or parking lane by a pattern of standard longitudinal marks painted onto the roadway. These lanes appeal to a wide cross-section of bicyclists, reduce the possibility of a wide bicycle lane being misconstrued as a travel or parking lane and delineate a space between a parking lane and an adjacent bicycle lane. A buffer area provides a greater separation between the bicycle lane and adjacent lanes than is provided by a single normal or wide lane line.

**NEIGHBORHOOD GREENSTREET**
A GreenStreet is a street with low motor vehicle traffic configured to prioritize biking and walking. These streets combine wayfinding and safety signage with paint stripping, flatwork and roadway repair to increase the comfort and safety of pedestrians and bicyclists. These streets combine wayfinding and safety signage with paint stripping, flatwork and roadway repair to increase the comfort and safety of pedestrians and bicyclists.

**MULTI-USE PATH**
Multi-use or shared-use paths provide low stress environments for bicycling and walking that are entirely separated from motor vehicle traffic. Systems of shared-use paths in urban and suburban communities serve as the arteries of the bicycle and pedestrian transportation system and an extension of on-street facilities.
WHY IT’S IMPORTANT
People in Boulder want choices for getting around. Without these options, continued growth in vehicle traffic will increase congestion and GHG emissions. Whether walking, biking, or taking transit, these choices need to be safe, reliable, convenient and affordable. The 2019 TMP has a renewed emphasis on moving people rather than vehicles with high quality, high-frequency, reliable transit being the backbone of an efficient transportation system. To create this system, the TMP includes over 1,200 multimodal projects which are illustrated on an interactive map. Since the 2014 TMP, the city has completed over thirty capital projects and refined the list to reflect recent corridor plans such as the 30th and Colorado Corridors Study, Canyon Boulevard Complete Street Study and East Arapahoe Transportation Plan, and the new Low-Stress Walk and Bike Network Plan.

KEY CHALLENGES
Boulder’s compact size and the city’s long-standing leadership in offering travel choices means a large share of people in Boulder already bike, walk, and take transit. However, to meet our mobility and climate commitment goals, we need to accelerate the pace of providing quality options and increase the share of people using these modes and emerging options such as shared electric vehicles and electric bikes.

Expanding local and regional transportation options to employment areas is particularly challenging. Many of the city’s employment centers are east of downtown and have an auto-focused development pattern and abundant free parking. Redevelopment of these areas with parking reform and complete modal connections is one of the challenges and opportunities to reaching the city’s transportation and greenhouse gas goals.

While mobility is transforming, it’s important that we serve Boulder’s transportation needs for today and prepare for the future, from providing essential services to supporting local and regional travel options.
WHY IT'S IMPORTANT

Walking, including using mobility devices such as wheelchairs, is the primary way we get around. We know that walking is good for the environment and our physical and mental health. It also builds community. We aim to develop a transportation system in which walking is a fundamental way to connect people to each other and to the places they want to go. The 2019 TMP includes the first substantial update to the Pedestrian Plan in over 20 years.

The 2019 TMP includes the first substantial update to the Pedestrian Plan in over 20 years.

KEY INITIATIVES 4

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KEY CHALLENGES

Challenges to our pedestrian system are multifaceted. Safety is paramount, and pedestrians are still being seriously injured—and in rare cases, killed—on our roadways. In addition, some community members don’t walk as much as they’d like—particularly for daily needs—because they don’t feel safe walking. Sometimes this lack of comfort is due to missing or narrow sidewalks, snow, or other obstructions due to poor maintenance, or the need to cross wide streets with high traffic speeds and volumes. Walking is also limited in areas of the city where there is a lack of destinations within walking distance or where facilities are not easily accessible for people in wheelchairs or other mobility devices.

BENEFITS OF WALKING

ENVIRONMENTAL

SOCIAL

PHYSICAL

EMOTIONAL

MENTAL

SPIRITUAL
PEDESTRIAN PLAN GUIDING PRINCIPLES

The following will guide the implementation of the Pedestrian Plan:

DRIVEWAYS
Consolidate where possible and design to be more pedestrian-friendly (e.g., slower vehicle speeds, consistent level for sidewalk surface, reduce conflict points between cyclists and pedestrians).

INTERSECTIONS
Continue to assess the effectiveness of intersection/signal timing practices that facilitate pedestrian movement (e.g., pedestrian head starts, protected left-turns, No Right Turns on Red) and implement where appropriate.

SIDEWALKS/MULTI-USE PATHS
Construct for all ages and abilities with separation from vehicles and bicycles, where possible; keep clear of obstructions.

PEDESTRIAN-FOCUSED DESIGN
Provide buffers, lighting and illumination, and clean walkways to make walking in Boulder more safe and comfortable.

CROSSINGS
Construct for all ages and abilities at locations that facilitate access to key destinations; make enhancements for comfort and safety.

SITE DESIGN
Make developments, including parking lots/structures, more pedestrian-friendly by providing clear paths, creating visually active frontages, providing amenities (e.g., shade, shelter), and making pedestrian access prominent and easy.

PEDESTRIANS
The following will guide the implementation of the Pedestrian Plan:

PEDESTRIAN PLAN GUIDING PRINCIPLES

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SITE DESIGN
Make developments, including parking lots/structures, more pedestrian-friendly by providing clear paths, creating visually active frontages, providing amenities (e.g., shade, shelter), and making pedestrian access prominent and easy.
WHY IT’S IMPORTANT

We are in a transportation revolution driven by advanced communications, electrification, and automation. Initial expressions of this revolution are ride-hailing services like Uber and Lyft and shared micro-mobility services such as electric bikes and scooters. Ultimately, autonomous vehicles (AVs) may provide ride-hailing and delivery services.

The city is aiming for a future that is shared and electric to meet our transportation and climate goals.

With technology shifts and innovations associated with smart phones, mobility-on-demand services will significantly shape how people travel in the future.

KEY CHALLENGES

As with past revolutions in transportation, this revolution will likely have unintended consequences as well as benefits. Early automobiles provided mobility but then took over the public right-of-way to the exclusion of other users; highways were often built through poor and minority neighborhoods.

The same is true today. Ride-hailing services have increased mobility for some while adding significant traffic to central cities. Privately owned, electric AVs could greatly increase vehicle miles of travel and congestion impacts on communities by reducing the cost and stress of long commutes. Dockless bikes and scooters may block sidewalks.

Designing policies, rethinking the public right of way and ensuring equity will be critical as we balance the potential benefits of AVs with Boulder’s broader community goals.

“It’s time for Boulder to own innovation again.”

– Mayor Suzanne Jones

More travel choices are the key to a sustainable future.

Source: Dan Sperling
ADVANCED MOBILITY POLICIES

Advanced Mobility (AM) refers to using technological developments and innovations to support new modes of transportation. These range from ride-hailing services like Uber/Lyft, micro-mobility shared services like bikeshare and scooters, micro-transit, and connected vehicles.

Advanced Mobility Policies

The city will:

- Protect the city’s role in managing the public right-of-way in a manner consistent with local needs and community-wide goals.
- Support broader AM policies by monitoring and advocating for transportation legislation at the state and national level.
- Evaluate AM technologies and services and support them when they align with the community’s environmental, economic and social sustainability and transportation goals to be safe for all users, shared, equitable, and limit the use of nonrenewable resources.
- Reallocate the right-of-way as appropriate to prioritize movement of people through transit, bicycle, and pedestrian improvements and public placemaking.
- Support shared, electric travel options and choices through incentive programs and other Transportation Demand Management strategies.
- Support high-quality transit service to move the most people in the fewest number of vehicles by encouraging AM applications that integrate with transit and address first and last-mile connections.
- Prepare for the communication requirements of AM by including provisions for communication infrastructure in any projects in the public right-of-way.
- Require monitoring and reporting relative to the community’s environmental, economic, social, climate and transportation goals.

Plug-in Electric Vehicle Policies

The city will:

- Increase the number of plug-in electric vehicles in the private, shared mobility, transit, and city fleets to achieve the city’s Climate Commitment goals.
- Lead the community in adoption of plug-in electric vehicles with the city fleet demonstrating new technology when available.
- Contribute to charging infrastructure supporting plug-in electric vehicles developed at both city parking facilities as well as with partner agencies and other interested parties.

ILLUSTRATIVE SMART STREET

Source: City of Boulder
ADVANCED MOBILITY AND MANAGING THE CURB

Where demand for using the public right-of-way changes throughout the day or seasons, Boulder can use flexible management strategies to address those changing needs.

**Morning**
Before the peak of the morning rush, freight deliveries arrive to stock stores with their goods for the day.
By 7:30, delivery vehicles give way to vehicles dropping off employees, many enjoying breakfast or coffee in a parklet on the way into work.

**Mid-Day**
Late morning brings some deliveries of packages and mail to businesses and residents. At noon, the lunch rush begins bringing many people to street vendors to enjoy their mid-day meal.
By 2:00, most diners are back inside and light delivery activity continues until the evening rush.

**Evening**
The evening rush stops delivery activity as street and vehicle capacity is shifted to move people instead of goods. Passenger movement continues into the evening as people grab dinner or drinks, pick up children, or head to evening events.
Automated evening and late-night delivery activity allows for easy movement of large goods on underutilized streets.

**Late-Night**
Late at night the curb prioritizes freight vehicles. Passenger movement is at a minimum through the early hours of the morning, leaving more space for increased delivery services in cities. Delivery ease is increased through the use of nearby storage lockers.
In the morning, freight makes way for transit vehicles.

Source: NACTO
Key Initiatives

1. Making Travel Safe in Boulder
2. Making Travel Comfortable through a Low-Stress Walk and Bike Network
3. Providing Mobility Options
4. Prioritizing the Pedestrian
5. Shaping Innovation and New Forms of Mobility
6. Delivering Transit in New Ways
7. Connecting to the Region
8. Managing Demand on our System Together
9. Ensuring Equity
10. Funding the Transportation System

Why It’s Important

A high-frequency, affordable, and reliable transit system is the backbone of our transportation network and will continue to be the travel option that efficiently moves the most people into and around Boulder. The Renewed Vision for Transit, developed by the community as part of the 2014 TMP Update, calls for expanding both the local Community Transit Network (CTN) and regional transit connections with fare-free service and a clean, electric bus fleet. The city and Via have started cleaning their fleet, with HOP bus service expected to be completely electric in the coming years.

Key Challenges

With limited resources and competing priorities, RTD has been cutting bus service in Boulder—moving us in the wrong direction relative to the Renewed Vision for Transit. We recognize that we can’t realize the vision for transit by continuing to rely on RTD to provide all of Boulder’s local and regional service. The City of Boulder currently only provides two bus services: the HOP, and more recently, the seasonal Park-to-Park service to Chautauqua. The city must proactively pursue other transit service models to meet our goals, and must partner with other communities to do so.

Key Next Steps

New strategies are needed for transit funding and service delivery. New models for delivering transit will mean more local control for Boulder-based routes and a quicker conversion to an all electric fleet. Collaboration with northwest metro area communities will advance high quality regional transit connections.

Action 6.A
Expand the city’s role as a local transit provider: The City of Boulder would provide local Community Transit Network routes by either directly operating or contracting with a transit service operator, similar to the local HOP service contracted to Via Mobility Services.

Action 6.C
Explore forming a new Boulder County consortium with Boulder County and surrounding jurisdictions to create a county transit agency. The agency could assume responsibility for operating local and new regional routes, such as inter-city Bus Rapid Transit services. RTD would continue to operate existing long-distance, Denver-based routes such as the Flatiron Flyer and airport service.

Action 6.B
Electrify and expand the HOP service to North and East Boulder with local, high-frequency connections to CU Boulder’s main campus and Flatirons Business Park.

Action 6.D
Seek additional funding sources and partnerships to add new forms of local and regional transit, including the reallocation of funds collected by RTD to support local transit operation.

While communities around the country are seeing a decline in transit ridership, Boulder has seen tremendous growth, with a 32% increase in regional transit ridership between 2010 and 2017, with much of this attributed to the new Flatiron Flyer service.
WHAT IS A MOBILITY HUB?
KEY INITIATIVES

WHAT'S NEW SINCE 2014

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WHAT WE HEARD

THE REGION

OVER 30% of trips along the Diagonal between Longmont and Boulder are starting in Larimer and Weld County
Source: Streetlight Data, 2019

WHY IT’S IMPORTANT

Over the next 20 years, the Front Range is expected to grow by two million people. Boulder’s continued role as a regional job center, coupled with residential growth throughout the Front Range, is placing increased travel demands on the regional transportation system. Since 2017, the share of non-resident employees is estimated to have increased from 47 percent to 60 percent of all Boulder employees. For businesses to successfully attract and retain employees and customers, continue to exchange goods and services, and support affordable living, we must provide a broader range of travel options for inter-regional travel.

KEY CHALLENGES

Today, regional travel on the roadways connecting Boulder to neighboring communities is still highly dependent on single-occupant vehicles. If this continues and travel demand grows as expected, we will pay tremendous social, environmental, and economic costs associated with increased congestion and GHG emissions.

Our challenge is to make more efficient use of our limited road capacity and regional transportation networks by providing convenient, affordable and reliable travel choices. These choices should be balanced among automobiles, carpools, vanpools, transit including the FLEX and Bustang, bicycles, and strategies such as high occupancy toll and high occupancy vehicle lanes, rideshare, and first and last mile connections for transit riders. A diverse range of options are needed to meet the needs of a diverse workforce, including shift and service workers.
ACTION 7.B
Advocate for improving RTD regional service on the US 36 corridor, including reinstating mid-day Flatiron Flyer express service between Boulder and Denver, increasing Flatiron Flyer service to Boulder Junction, and providing more service to Denver International Airport.

ACTION 7.C
Work with partners to provide, maintain, and expand enhanced, direct inter-regional FLEX transit service between Fort Collins and Boulder.

ACTION 7.D
Actively promote existing and new, innovative regional vanpool and ridesharing services, like app-based and casual carpooling that may particularly benefit shift and service workers who cannot utilize existing transit.

ACTION 7.E
Continue to actively participate in regional partnerships and coalitions, such as the US 36 Mayors and Commissioners Coalition and State Highway 7 Coalition, to advocate for the funding and implementation of regional multimodal BRT corridors.

ACTION 7.F
Plan, design and implement physical and operational improvements to support high-quality BRT, thereby increasing transit travel speed and reliability along regional corridors.

The Renewed Vision for Transit was included in the 2014 TMP update and identified key corridor investments for local and regional transit service enhancements in Boulder. The Renewed Vision for Transit was updated and refined as part of this TMP in the Transit Service Delivery Study, which provided detailed service planning and costs for each route and explored transit funding and delivery options for Boulder.

WHY IT’S IMPORTANT
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. Transportation Demand Management (TDM) is a set of strategies, policies, and programs designed to make the most efficient use of the transportation system by shifting trips to a different mode, time, or route instead of expanding capacity of our roads.

The most common TDM programs in Boulder include the business, neighborhood, and college EcoPass programs; carpooling and vanpooling; teleworking; and incentive programs like parking cash out.

KEY CHALLENGES
While city residents have made great strides in reducing vehicle trips and vehicle miles traveled, today more than half the people working in Boulder live outside the city. Non-resident employees are traveling farther and employees living in the rapidly growing areas east and north of Boulder County are outside the RTD district. Given the distance and lack of transit, about 80 percent of these employees drive alone to work, a percentage essentially unchanged since 1991. Parking is also free in most employment areas, making it easy for employees to make the choice to drive.
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Appendices can be found at bouldertmp.net

FREE FARE

ACTION 8.A
Expand EcoPass Programs to work toward fare-free transit.

ACTION 8.B
Advance TDM and parking management strategies that make more efficient use of land, especially as ride-hailing and delivery service automation expands.

ACTION 8.C
Expand and pilot innovation and Advanced Mobility applications that are shared and clean.

ACTION 8.D
Expand the Access District Approach. The use of general improvement districts to provide parking and TDM programs, services, and ongoing funding is essential to meeting our TMP goals.

ACTION 8.E
Grow partnerships with the Boulder Chamber and the business community to address employee recruitment and retention concerns.

ACTION 8.F
Partner with Boulder Transportation Connections and Commuting Solutions to enhance commute options for all employees, and local and regional TDM programs.

For the first time, half of Boulder's daytime population has access to an EcoPass.

If you have an EcoPass, you're 6x more likely to ride the bus, and half of all your trips are done by walking, biking and transit.

Source: City of Boulder, 2018.

ENSURING EQUITY

WHY IT’S IMPORTANT

Boulder has historically sought to fairly distribute transportation investments and benefits among all parts of the community. The 2019 TMP focuses on ensuring that all people benefit from expanded mobility options. Providing more transportation options—like walking, biking, transit and shared options—in areas where people are more reliant on various modes will have a greater benefit to overall mobility. New transportation technologies and advanced mobility options provide Boulder with an opportunity to expand affordable transportation choices to those who need them the most, including those who cannot use existing fixed route transit such as service and shift workers.

KEY CHALLENGES

Access to quality, reliable, safe and affordable transport options remains a fundamental challenge for our community and the region. A lack of accessible transportation options can limit people’s job and educational opportunities, affordable housing, healthcare, and social activities.

Certain transportation practices may have unintentionally perpetuated inequities in Boulder. For instance, low-income community members most in need of affordable transit are oftentimes paying the most for transit service due to their reliance on cash-based fares. These populations may also lack the technology or banking relationships needed to access many of the new mobility options. Another fundamental challenge is that employees—particularly those with lower wage jobs—are living further from Boulder and paying more in transportation costs as a part of their total income. Affordable, reliable, and convenient travel choices are an essential need for equitable access to transportation in our community and throughout the region.
KEY NEXT STEPS

ACTION 9.A
Incorporate a community-wide equity index and scoring process into the TMP investment program to prioritize multimodal investments in areas with higher concentrations of low-income, transit-dependent, minority, and car-free households.

ACTION 9.B
Pursue implementation of a fare-free local and regional transit system.

ACTION 9.C
Complete and implement the Accessible Boulder: ADA Self-Evaluation and Transition Plan to identify barriers and opportunities for better ensuring the accessibility of the city’s transportation system for all mobility levels.

ACTION 9.D
Require mobility providers including transit, micro-mobility, and rideshare companies to offer low-income fare products and provide an array of payment options for those without credit cards or bank accounts.

ACCESSIBLE BOULDER: ADA SELF-EVALUATION AND TRANSITION PLAN FOR TRANSPORTATION

In Boulder, we believe that mobility for people of all abilities is a fundamental right. We strive to provide a transportation system with a variety of safe, accessible and sustainable travel options that connect people with each other and with the places they want to go. This builds a stronger community in which everyone feels a sense of belonging.

EQUITY

Equity is about providing individuals with equal access to goods, services, and opportunities, regardless of needs or socioeconomic status.

EQUALITY

Equality is about providing individuals with equal access to goods, services, and opportunities, regardless of needs or socioeconomic status.

EQUITY VARIABLES

ACCIDENT FREQUENCY

Source: ADVANCING EQUITY AND INCLUSION: A Guide for Municipalities. © City for All Women Initiative (CAWI), Ottawa
**Boulder’s Plan**

- Introduction
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**Boulder envisions a transportation system that is well-maintained, safe, and sustainable.** We prioritize multimodal options that are safe and support strategic investments in routine capital maintenance to meet community expectations. We invest to complete our bicycle and pedestrian networks, including a low-stress network that encourages people of all ages and abilities to safely navigate our city on foot or bicycle. These investments are made to change travel behavior, helping to reach our transportation and environmental goals and objectives.

**Investment Policies**

The city prioritizes transportation investments as follows, recognizing that investments which achieve multiple priorities maximize community benefit.

- **High Priority** - Travel safety for people using all modes, such as Vision Zero improvements; system maintenance, such as street and bridge repair; system operations, such as signal enhancements.
- **Medium priority** - System efficiency and optimization, such as enhancement of pedestrian, bicycle and transit systems; electrical vehicle charging infrastructure and electrification of fleets; neighborhood speed management; and person carrying capacity improvements (rather than adding capacity for vehicles).
- **Lower Priority** - Quality of life improvements, such as sound walls.

**Investment Principles**

- Maintain and operate the existing, valuable multi-modal system, including investments in safety.
- As additions are made to the system, address ongoing operation and maintenance needs.
- Continue to advance innovations in the design, construction, operation, and maintenance of the system.
- Strategically enhance the Complete Street network, prioritizing projects that have maximum impact improving safety, mobility, and efficiency.
- Advance corridor studies integrating the city’s Sustainability Framework and resiliency strategy.
- Leverage external funds extending the ability of local dollars to implement city goals.
- Continuously strive for efficiency and effectiveness in how work is accomplished.
- Ensure budget decisions are sustainable over time.
- Keep in mind the goal of identifying long-term, sustainable funding that is tied to vehicle use.

**Why It’s Important**

**Key Challenges**

Transportation funding is limited and highly dependent on sales tax. Sales tax revenue accounted for 80 percent of the $32.8 million local transportation budget (not including federal funds) in 2018. Transportation’s dedicated sales tax revenue is not keeping up with inflation, resulting in declining purchasing power. Even with 78 percent of our expenditures going to essential operations and maintenance, we are still deferring maintenance, which is more costly over time. Outside of local funding, the city is facing increased competition for regional, state and federal funding, and RTD is unable to provide the level of service needed to meet our goals.

A needs assessment evaluated all areas of transportation’s essential services in the community, including routine and capital maintenance, traffic and transit operations, planning and programs, and the Capital Improvement Program (CIP). This assessment identified $22.7 million in unmet annual needs and $20.8 million in one-time capital expenditures. The majority of this need is in maintenance and transit service, with the transit service representing the amount needed to restore local transit service eliminated by RTD and implement HOP service expansions. The full cost of the Renewed Vision for Transit for local and regional BRT services is estimated to be over $100 million, some of which will be provided by partners other than the city.
A transformation in transportation is underway, and Boulder is a great place for it to happen in a constructive way. This plan steers community policies and investment priorities in the direction of safe, shared, sustainable, attractive and comfortable travel choices for everyone.
Since 2003, the TMP has contained three investment programs reflecting what we expect will be done with anticipated funds, the next set of investments that would be pursued with additional funds, and all the projects included in the plan. In this plan, these programs focus on achieving our safety and GHG emission reduction targets by 2030. All the proposed capital project and transit services of the TMP can be found in the MapIt.
CURRENT FUNDING PROGRAM

The Current Funding investment program reflects the investments from the funds expected from existing revenue sources through 2030—a total of $421 million. Over 80 percent of these funds will be used for operations and maintenance of the existing transportation system. Examples of the Current Funding investment program include:

• Maintain essential services at current levels and make selective enhancements for safety and efficiency.
• Provide funding for highest priority Pedestrian Improvement Areas to improve low-stress walking to daily destinations.
• Implement the neighborhood GreenStreets from the Low-Stress Walk and Bike Network.
• Enhance programmatic support for TDM efforts that increase transit ridership and decrease GHG emissions.
• Add funding for major reconstruction and bridge replacement, recognizing that as city facilities age there will be the need for increased reconstruction activity.
• Prioritize the limited capital improvement funds in high-demand city and regional arterial bus rapid transit (BRT) travel corridors.
• Include funds that can be leveraged as match amounts for various grant programs.
• Provide funding for some of the additional transit services identified in the Renewed Vision for Transit.
• Increase transit investment to electrify the city fleet and implement some of the high-priority programmatic items in the Renewed Vision for Transit.
• Preserve the existing EcoPass program.

STRATEGIC INVESTMENT PROGRAM

The Strategic investment program is the next set of investments critical to reaching the community’s transportation goals. Other emphasis areas are expanding regional and local transit service and supporting electrification of transit and other vehicles to reach GHG reduction goals.

The Strategic program would require a significant increase in funding at full implementation, although only a portion would be from local sources. In addition to the items in the Current Funding program, the Strategic investment program would:

• Fund the essential transportation services identified through the Needs Assessment of $22.5 million in annual costs.
• Provide funding for the remaining Pedestrian Improvement Areas to improve the walking experience to daily destinations.
• Replace the EcoPass program with a fare-free zone covering Boulder residents and employees.
• More than double the investment in capital projects.
• Add additional local transit service on corridors per the updated Renewed Vision for Transit.
• Support BRT transit service expansion on the high-priority arterial BRT corridors of SH 119 and SH 7.
• Offer first and last mile enhancements including mobility hubs.
• Increase operations and maintenance funding proportional to the construction of new projects.
• Provide real-time roadway system, transit, and ride share information and services.
• Continue to increase maintenance and operations funding to a full life-cycle replacement level for all facilities.
• Complete the modal enhancement investments in all the multimodal corridors, including all roadway improvements. Maintain city funding for high-frequency local transit service to reflect expected cost increases.
• Complete the Renewed Vision for Transit providing additional services including transit enhancements and BRT routes in Boulder.
• Complete the mobility hubs and transit center improvements from the Renewed Vision for Transit.
2019 TMP OBJECTIVES

The TMP includes measurable goals and objectives that are tracked every two years and shared with the community in the Transportation Report on Progress as well as 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.

The 2019 TMP has updated objectives reflecting the 2030 target year established by the State of Colorado and the city’s Climate Commitment goals. Objectives have also been expanded to more fully measure the concept of putting people first in a transportation system that provides safe and comfortable opportunities for people traveling by all modes.

01. VMT
By creating high-quality travel choices, reduce vehicle miles of travel (VMT) in the Boulder Valley by 2030:
- Overall: by 20 percent
- Daily resident VMT: 7.5 miles per capita
- Non-resident one-way commute VMT: 11.4 miles per capita

MEASURES
- Total VMT
- Daily resident VMT
- Average one-way commute distance for non-residents

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.

MEASURES
- Resident mode share
- Non-resident mode share

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

MEASURES
- Number of million metric tons of GHG produced
- Number (or share of) of electric vehicles in city, transit and private fleets

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

MEASURES
- Number of serious injury and fatal crashes
- Additional measures in Safe Streets Report

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

MEASURES
- City financial contributions to VIA mobility
- Number of residents eligible for Neighborhood EcoPass
- Percent of population with access to:
  - Comfortable walkways & bikeways
  - Local and regional transit
- Percent of students walking, biking and taking transit to school

06. TRANSPORTATION OPTIONS
Increase transportation options commensurate with the rate of employee growth.

MEASURES
- Percentage change in:
  - Total Employees
  - Transit Service Hours
  - Bike System Miles

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

MEASURES
- Person travel time and throughput on arterials (autos and transit)
- LOS/intersection delay

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

MEASURES
- Percent of residents living in a walkable neighborhood
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BOULDER'S CALL TO ACTION

Achieving the very ambitious mode shift, VMT and GHG reduction targets in the TMP will be challenging and requires a major shift from business as usual. Best practices and empirical experience across the country and world show that parking reform, curb management and the reallocation of public right-of-way are needed to support and accelerate mode shift to more sustainable travel choices. This will reduce GHG emissions and other transportation related air pollution.

Boulder has excellent examples of the power of shared, unbundled, managed and paid parking as the foundation of a comprehensive access management program in the Downtown and Boulder Junction areas. Curb management and dynamic pricing provide safe and predictable access to a limited resource increasingly in demand by new services. Our experience with US 36 confirms that making regional transit travel time competitive with driving and reliable will greatly increase ridership.

While these changes may be difficult to implement, they offer a host of co-benefits to the community and individuals. Increased walking and biking have significant health benefits and can be established as habits in children—with life-long benefits. Reducing the full scope of vehicle emissions will reduce air pollution, increasing the health and comfort of everyone.

Creating more diverse, mixed use neighborhoods allow more trips to be short and attractive for walking or biking for people of all ages and abilities. Increased walking and biking builds community and supports local businesses. As households need to spend a smaller amount of their budget on transportation costs, they can direct these savings into other areas such as housing and local businesses. And as the major public space connecting the community, streets can increasingly be used for a balance of travel, placemaking, and community amenities. Boulder has a long history of intentionally planning for change and creatively approaching its challenges. The existential threat of climate crisis requires that we redouble our efforts to reduce GHG emissions by implementing this TMP.

The TMP includes action items for each Initiative. The Action Plan appendix contains the detailed recommended action items, along with the stakeholders and partnerships needed to move these forward. In the Action Plan, actions are identified for implementation as ongoing, and in the near-term (2019-2024) and long-term (2025-2030) of the plan timeframe. As this is a comprehensive list and exceeds existing resources available to the city and partner agencies, each action item is also classified by TMP Investment Program.

Achieving a safe and sustainable transportation system requires the efforts of partner agencies and community members. Given the large negative consequences of increased vehicle traffic and climate crisis, everyone has a role in reaching our community goals.