



2025

CITY OF

BOULDER

Transportation Report on Progress

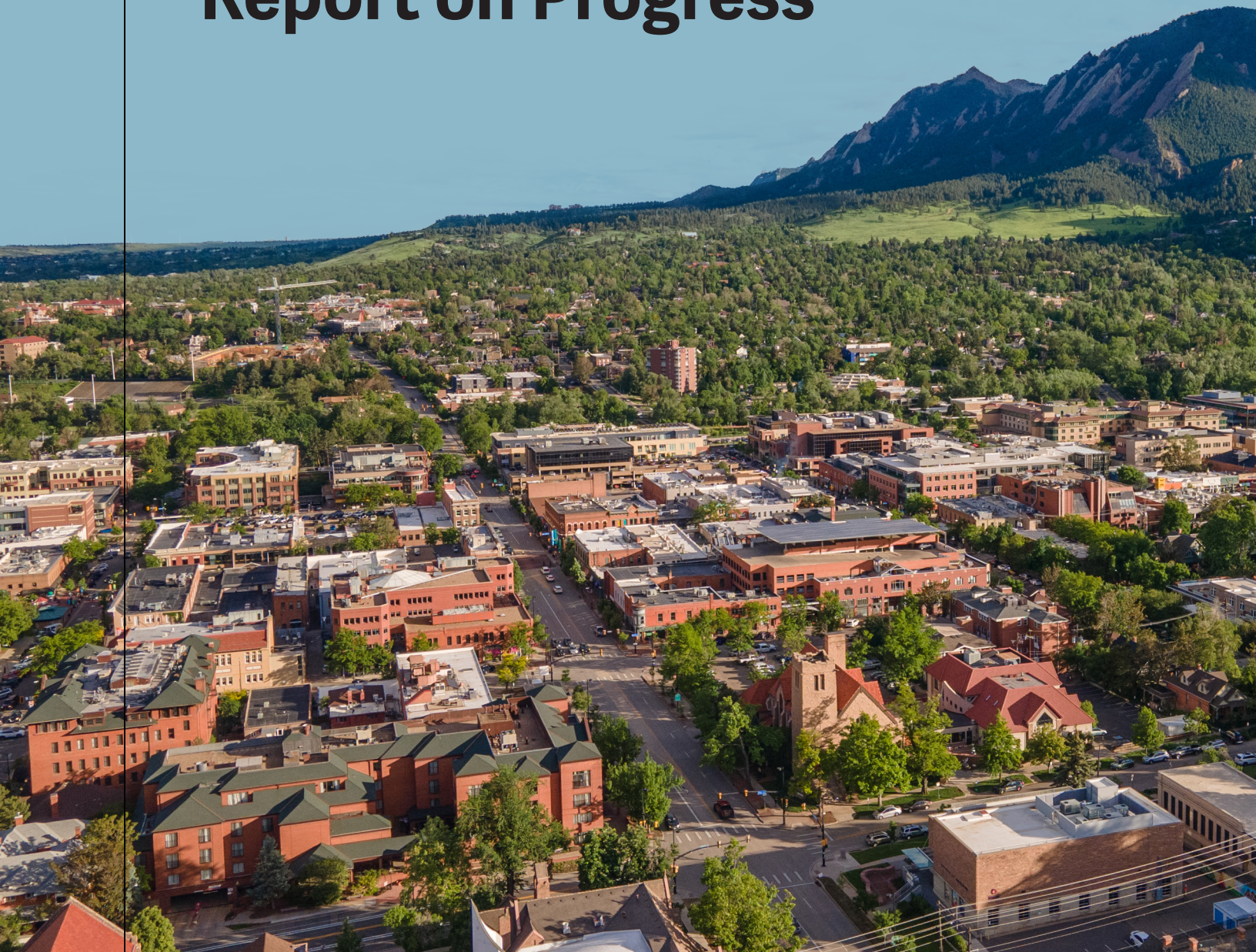


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Introduction

Boulder's Transportation and Mobility Department is dedicated to building a people-first transportation system where everyone of all mobility levels can get where they need to go safely and efficiently.

The city strives to create a transportation system that is safe, sustainable and reduces negative impacts on Boulder's natural environment, whether that's through electrifying our local bus fleet, supporting walkable neighborhoods or building multimodal infrastructure that makes it easy and convenient to choose non-vehicular modes of travel.

This Transportation Report on Progress highlights opportunities and challenges that staff have approached in recent years. The report recognizes the department's commitment to maintaining a resilient transportation system and providing essential transportation services while also implementing innovative projects and programs. Key to reporting the department's progress is sharing information on measurable objectives identified in the 2019 Transportation Master Plan (TMP) and how the city is trending on each of them.



Transportation Master Plan (TMP) Framework

The city regularly updates the Transportation Master Plan (TMP), which is the Boulder community's transportation blueprint. The TMP outlines our transportation vision, goals, and objectives and defines our policies, programs, core services and investment priorities. A critical element to the successful implementation of the TMP is to track and report on our progress. The city produces the Transportation Report on Progress to formally document this assessment. The 2025 report focuses on the challenges we face and progress we have made since the 2020 Transportation Report on Progress.

In the future, the city's Transportation and Mobility department will be developing a Strategic Plan in lieu of updating the previous TMP. Moving forward, all city departments will initiate departmental strategic plans in alignment with the city's Sustainability, Equity, and Resilience (SER) Framework and Citywide Strategic Plan.

Boulder continues to be a national leader in the field of transportation. While we have numerous travel options in and around our community, we can do more to enhance our multimodal transportation system for all users. The progress showcased in this report is the culmination

of the work of five transportation divisions: Operations, Maintenance, Airport, Capital Projects and Planning.

Since 2020, the city's approach to achieving the TMP's goals has evolved based on updated best practices and findings from other adopted plans such as Boulder's 2023-2027 Vision Zero Action Plan. The Core Arterial Network (CAN), a connected system of protected bike lanes, intersection enhancements, pedestrian facilities and transit facility upgrades, has emerged as a more comprehensive approach to achieving the TMP's goals while also reducing the potential for severe crashes.

This report shares the progress that has been made toward our TMP goals with the Boulder community. We evaluate the progress of these goals with eight measurable objectives. Tracking metrics such as vehicles miles traveled, single occupancy vehicles and access to active travel modes allows the city to more fully support a people-first transportation system. See the [Measurable Objectives: 2025 Snapshot](#) for more details.

Boulder's transportation vision is to create a safe, accessible and sustainable multimodal transportation system connecting people with each other and where they want to go.



Relationship to Other Adopted Plans

The TMP impacts and is connected to multiple other related plans in the region.

Boulder Valley Comprehensive Plan

The Boulder Valley Comprehensive Plan (BVCP), most recently updated in 2020, outlines the community's desires for future development and preservation of the Boulder Valley. This plan includes a transportation section and aligns its policy recommendations with the goals and key areas of the TMP. Land use and transportation are integrally connected as high-density, mixed-use developments are key to driving multimodal transportation investments. The city is currently updating the BVCP, and an updated plan will be published in 2026.

Climate Action Plan

The Climate Action Plan (CAP), updated in 2021, is a response to the climate emergency that the City of Boulder declared in July 2019. The CAP identifies climate targets for the city to achieve and reduce emissions, build climate resilience and eventually become a carbon-positive city by 2040. The transportation sector, constituting 35% of Boulder's emissions, plays a significant role in achieving the CAP's targets. The outcomes and recommendations from the TMP, particularly in its expansion and enhancement of alternative and active modes of transportation, are aligned with the CAP. As a 2024-2025 council priority, the city is currently updating its existing climate action plan. The update will focus on collaboration with partners, center equity and build resilience.

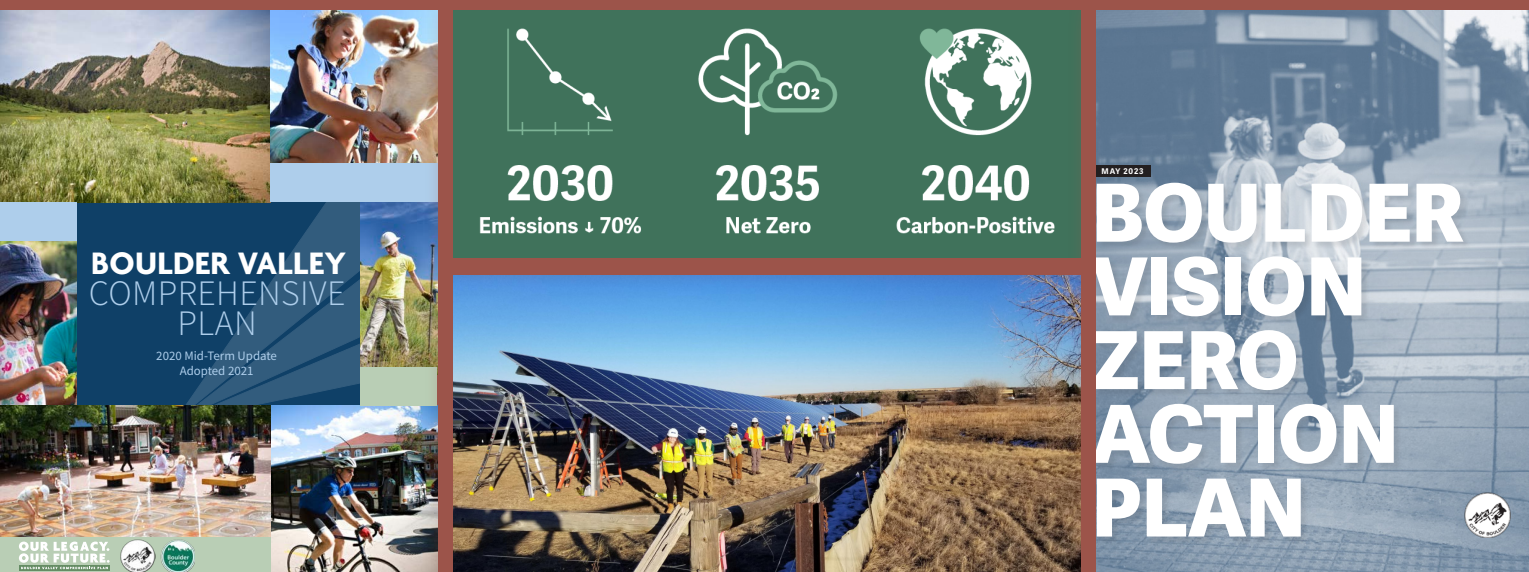
Vision Zero Action Plan (VZAP)

The City of Boulder's 2023 Vision Zero Action Plan (VZAP) identifies and prioritizes actions to improve traffic safety over five years (2023-2027). The primary goal of Vision Zero is to eliminate all severe crashes that result in a serious injury or fatality. The VZAP reflects the priorities identified in the TMP and directs resources to areas with high existing or potential future crashes.

SUBSEQUENT SECTIONS OF THIS REPORT INCLUDE:



- A summary of the department's essential services, with a focus on the maintenance of transportation facilities and key construction projects.
- A snapshot of the measurable objectives to assess progress toward targets.
- Updates on the various goals, objectives, initiatives, and action items, including highlights of recent projects.



Funding

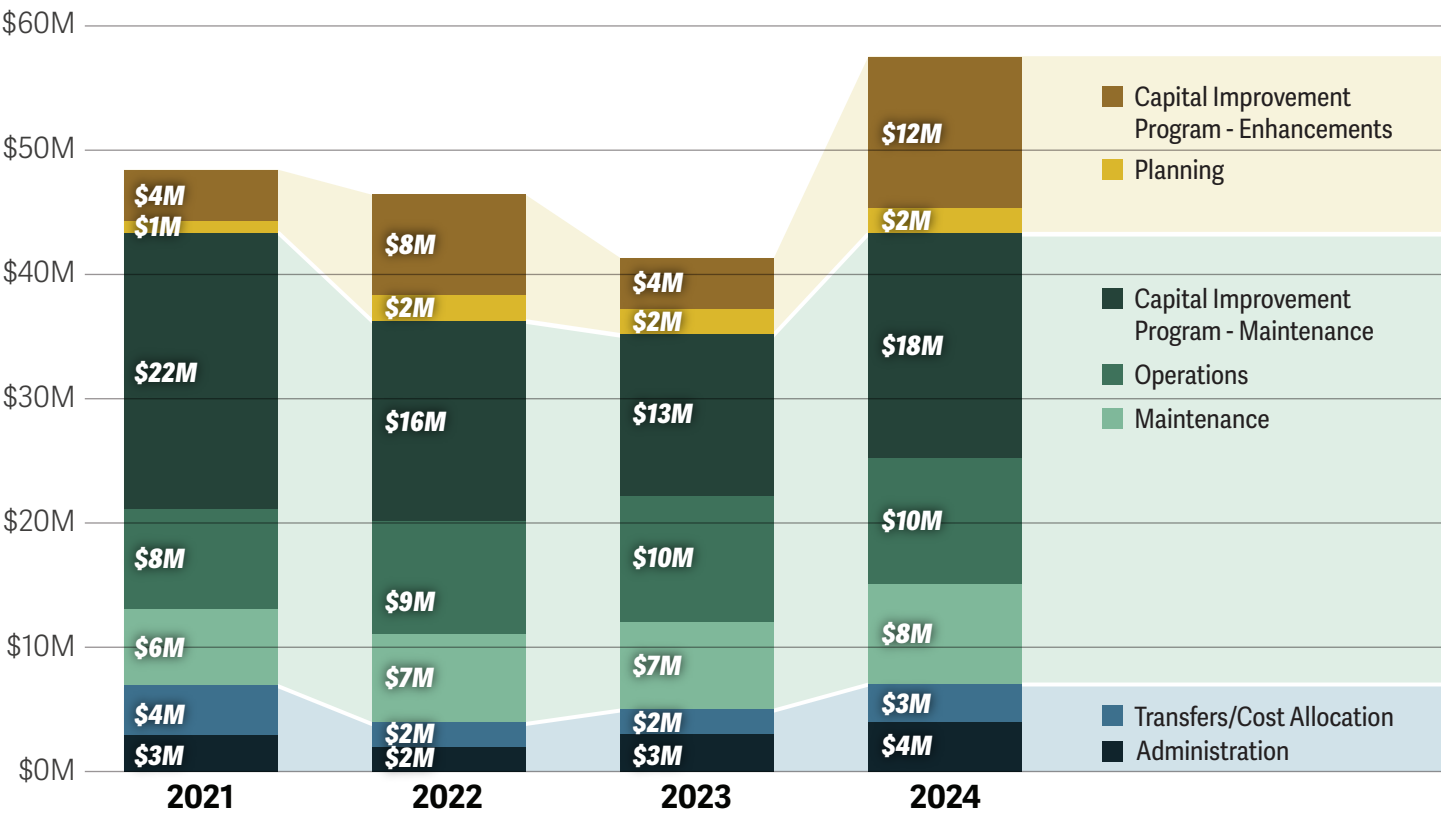
In 1967, Boulder voters passed a measure that would dedicate a 0.50 cent sales tax for transportation. Decades later, in 2014, the dedicated sales tax increased to 0.75 cents. Today, the city primarily relies on this dedicated 0.75 cent sales tax for its annual funding.

Other funding sources include state and federal highway tax revenues, grants and local fees. Dependence on sales tax makes the city vulnerable to economic downshifts that reduce revenue while costs continue to rise with inflation. As early as 2006, city sponsored commissions identified the need to diversify funding sources to limit the impact of economic downturns.

The city could spend every dollar just to operate and maintain its transportation infrastructure, however, maintenance is often deferred to pay for planning and capital enhancements. On average, about 80% of the transportation budget is spent to maintain, operate and construct capital projects for the transportation system and the remaining 20% is spent on planning and implementing capital enhancements. To properly maintain, operate, and enhance the transportation system, staff anticipates substantial additional funding will be needed.

Transportation & Mobility Spending

Beginning in 2009, the city began to evaluate potential funding mechanisms to provide additional revenue for the Transportation and Mobility Department. The mechanism which was identified as the most viable and had the highest level of consensus from a community working group was a transportation maintenance fee that could be paid by residential and commercial property owners to fund transportation maintenance. Staff recommend that the fee revenue be used to cover the cost, whole or in part, of specific maintenance activities, thus freeing up dedicated sales tax revenue for transportation enhancements as originally intended. In 2025, staff will conduct a fee study that will establish a rational connection between who pays, how much they pay and how the revenue is allocated.





COVID and Impacts

Beginning in early 2020, the COVID-19 pandemic impacted almost all aspects of public life, including transportation and mobility. As we highlight accomplishments and challenges in this report, it's important to acknowledge the travel trends that emerged as a result of the pandemic.

This includes reduced transit service and ridership, a reduction in transportation funding, a reduction in vehicle miles traveled due to an increase in working from home and a decrease in total crashes and severe crashes

compared to previous years. As we have emerged from the pandemic, there are many opportunities that have arisen from these trends, including creative ways to reallocate resources to support city goals.

Essential Services

Maintenance

The Transportation and Mobility [maintenance division](#) provides essential community services for city-owned assets within rights of way. These assets include bridges, roadways, sidewalks, multi-use paths, separated bike lanes, roadways and their medians. Associated maintenance and repair programs to address defects and improvements of these assets include pothole repair, pavement management, overlay and resurfacing, capital projects, vegetation maintenance, snow and ice response and street sweeping.

Several maintenance programs have implemented scheduled, periodic maintenance routines including alley maintenance, residential street sweeping and median vegetation maintenance. Scheduled maintenance increases efficiency within the department and provides asset tracking to determine if there is a need for additional resources within these maintenance areas.



Bus Stop Maintenance

There are over 1,300 stops within the Boulder city limits. Of these stops, some are maintained by the Regional Transportation District (RTD) (73 stops) or CU Boulder (17 stops), but the majority are maintained by the city. City maintained stops receive routine trash pickup, bus shelter repairs and cleaning and snow clearing.



Snow and Ice Response

Beginning in 2025, the city took on a new approach to how it prioritizes snow response based on a review of this program in 2023-2024. The new storm-size response framework clearly defines which areas of the on- and off-street transportation network are addressed and the level of service the community can expect based on how much it snows. The framework divides snow and ice response into small (less than three inches), medium (three to eight inches) and large (more than eight inches) storm classifications. Boulder typically receives 25 to 45 snowfalls annually, with the majority of these bringing less than three inches of accumulation. When snowfall exceeds the forecast, we strive to meet the higher level of service. This approach allows the city, together with its

partners, to respond to snow and ice with the flexibility to scale the program up or down based on available staff, funding and changing infrastructure. Additionally, focusing on the amount of snowfall, or storm-size, helps clarify the level of response to expect based on the weather forecast. This new approach also helps the city focus on priorities we heard from the community during the Snow and Ice Response Review, such as clearing major streets, key pedestrian crossings, multi-use paths and critical bike routes.

Transit Services

HOP Service and Paratransit

Since 1994, the HOP bus has connected key destinations in Boulder—from CU Boulder to University Hill to downtown to 29th Street Mall to Boulder Junction. This high frequency route is a joint partnership with RTD and CU Boulder and currently runs 365 days a year with 12-minute frequencies when CU is in session. The HOP has a fleet of 16 buses, three of which are electric. A city goal for the HOP is to have a fully electrified fleet by 2030. Currently, the city is in the process of ordering eight electric buses with an anticipated delivery of fall 2025.

The City of Boulder supplements RTD's paratransit program by partnering with Via Mobility Services to provide an additional 14,000 trips (in 2024) for older adults and people with disabilities. The service provides demand responsive, driver assisted, door-to-door service in a wheelchair-accessible vehicle.

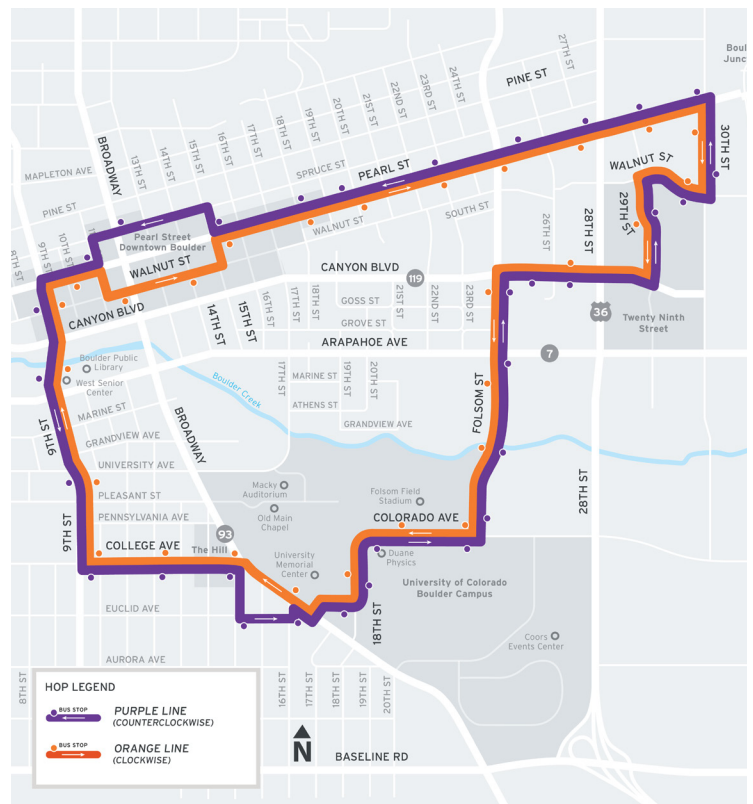
Emergency Operations and Disaster Response Services

The Transportation Planning team assists with disaster response when there are transit needs, such as mass evacuation. The HOP fleet of 16 buses is used to provide transportation during these times of emergency. City staff coordinate with Via Mobility Services and the Office of Disaster Management to ensure that those without access to a vehicle can safely evacuate and/or get to a shelter.

Airport Services

Owned by the City of Boulder, [Boulder Municipal Airport](#) (BDU) is a general aviation airport, providing business, private, recreational and emergency aviation services to Boulder and surrounding communities. Boulder Municipal Airport does not offer commercial airline service. Founded in 1928, it is Colorado's oldest operating public airport.

In recent years, airport staff have completed essential projects such as asphalt repairs on the aircraft parking ramp and commercial hangar door repairs as well as implementing programs for collecting and reporting data on noise compliant and non-compliant flights. Airport staff work to strengthen the relationship between airport tenants and the broader community.



Project Highlights

In the past few years, the Transportation and Mobility Department has designed, sought funding for and constructed innovative transportation projects that will have a positive impact on the community today and for years to come. Many of these projects were identified in the TMP as priority projects, while other efforts are new based on emerging needs after 2019.

Core Arterial Network

While arterials make up only 17% of streets within the city, findings from the [Vision Zero Boulder: Safe Streets Report \(SSR\)](#) show that citywide 67% of total crashes resulting in severe injury or fatality occur on arterials.

Based on this disproportionately high crash rate, Boulder City Council, in partnership with the Transportation Advisory Board (TAB), elevated work on the “Core Arterial Network” (CAN) as one of its top priorities in 2022, and reaffirmed this commitment in 2024.

The CAN is the connected system of protected bicycle lanes, intersection enhancements, pedestrian facilities and transit facility upgrades that will help reduce the potential for severe crashes and make it more comfortable and convenient for people to get where they need to go along Boulder’s main corridors.

The CAN is a subset of the city’s arterials that makes up 7% of the city’s roadways but account for nearly half of all fatal and serious injury crashes in the city. 63% of Boulder residents live within 1/2 mile, or walking distance, of a CAN Work Plan corridor. 89% of Boulder residents living in group settings (student dorms, assisted living facilities or group homes) live within 1/2 mile of a CAN Work Plan corridor. Those who live along CAN corridors will have safer transportation options as a result of this work.

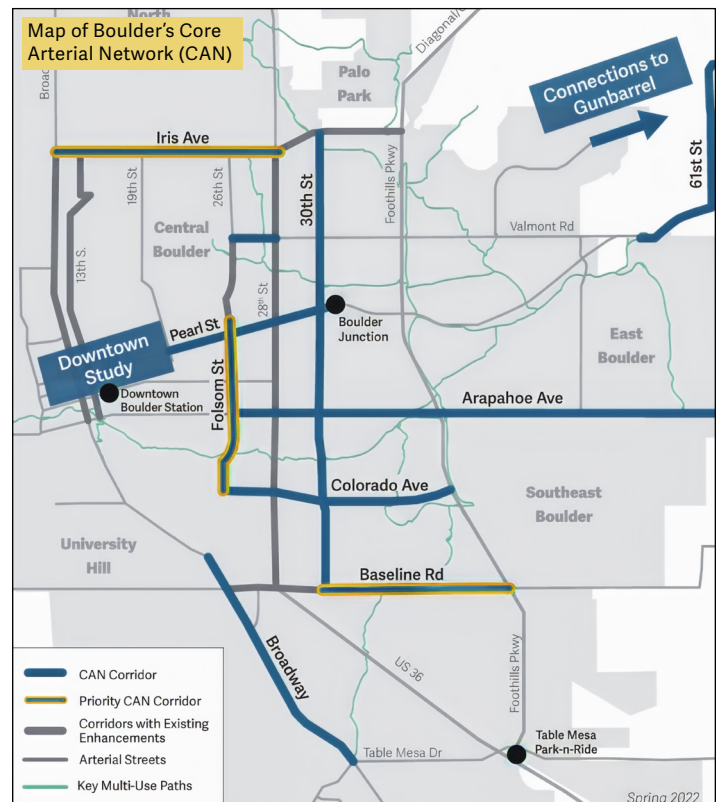
18 projects on nine of the 13 CAN corridors have been completed, have funding or are active in planning, design and/or construction. Shown below are highlights of these projects.

Baseline Road Transportation Safety Project, Phase 2: 30th Street to Foothills Parkway

Visit the project website:

bouldercolorado.gov/baseline-project

- Repaved and installed an interim protected intersection, and protected bike lanes. Completed in October 2023.



- The city received \$3.2 million in federal TIP grant funding for permanent bicycle, pedestrian and transit improvements.
- Final design began in 2024 and will be complete in mid-2025. Construction will follow later in 2025.



Iris Avenue Transportation Improvements Project



Iris Avenue Transportation Improvements Project

Visit the project website:

bouldercolorado.gov/projects/iris-avenue-transportation-improvements-project

- The project began in 2023 with data collection and community engagement.
- Conceptual design was completed in September 2024.
- The City Council approved design reconfigures vehicle lanes to moderate vehicle speeds, reduces the number of conflicts for turning vehicles and provides space for protected intersection elements and a two-way protected bike lane on the north side of the street.
- Final design began in January 2025, and will take about 18 months to complete. Construction will begin as funding is available.

Folsom Street Safety Improvements Project: Pine Street to Colorado Avenue

Visit the project website:

bouldercolorado.gov/projects/folsom-street-safety-improvements-project

- Data analysis began in October 2024 and community engagement began in December 2024.
- The conceptual design options will be evaluated using a Community Environmental Assessment Process (CEAP) to ensure consistency with the community's long-term vision in the Boulder Valley Comprehensive Plan.



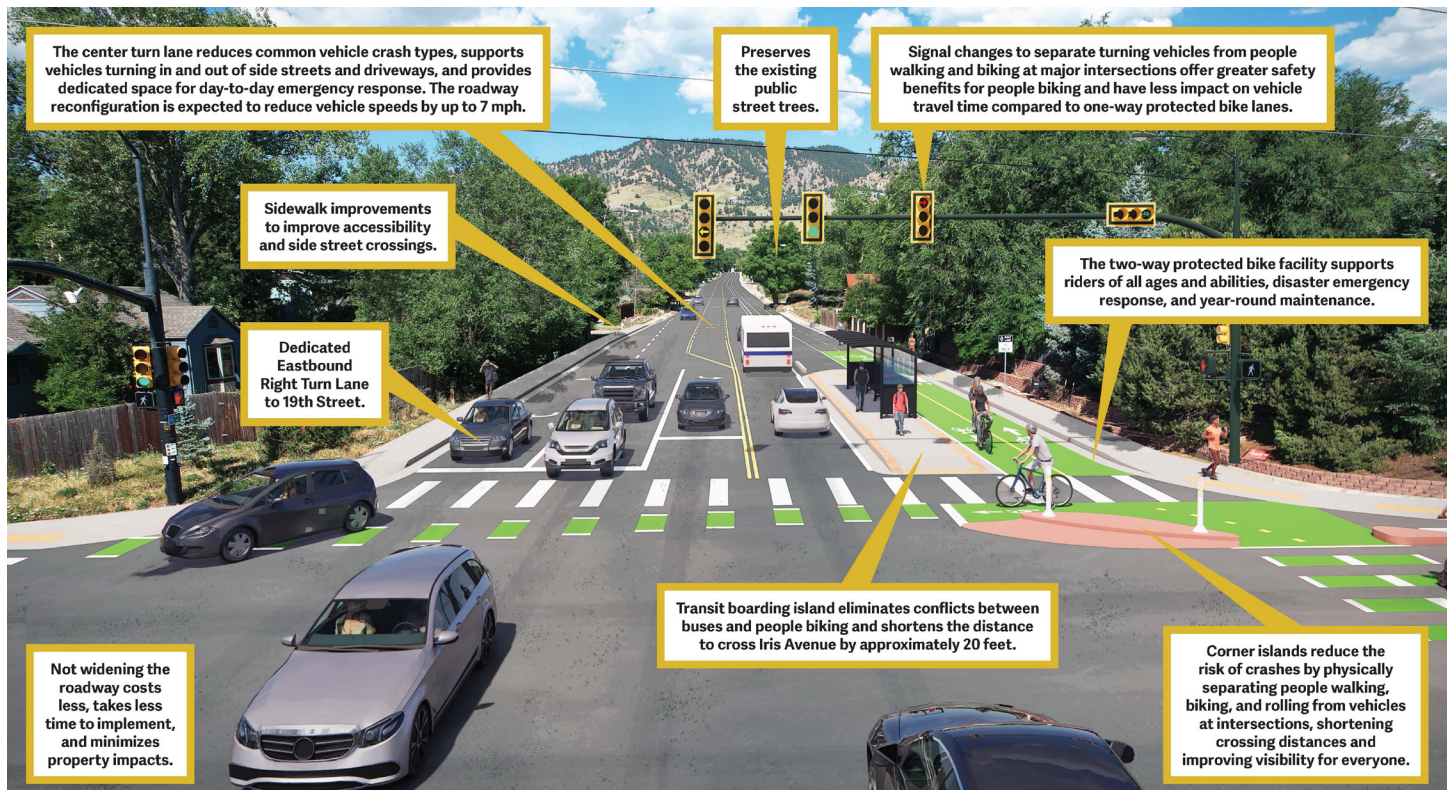
Folsom Street Safety Improvements Project

- The CEAP will result in a staff recommended alternative that will be shared with and reviewed by the Transportation Advisory Board and City Council in mid-2025.
- If approved and as funding becomes available, the city will move to final design and implementation.

CAN Corridors: Updates for 2025

PROJECT	STATUS
28th Street and Colorado Avenue Protected Intersection Improvements Project	Complete
28th Street Improvements Project	Construction Pearl to Iris Avenue
30th Street Corridor Multimodal Improvements Project	Construction Arapahoe Avenue to Colorado Avenue
30th Street Multimodal Improvements Project	Final Design Colorado Avenue to Aurora Avenue
North 30th Street Preliminary Design Project	Community Engagement and Final Conceptual Design Diagonal Highway to Arapahoe Avenue
Broadway Transit Improvements Project	Final Design and Implementation Regent Drive to Table Mesa Drive
East Arapahoe Multi-Use Path and Transit Stops Project	Construction of Multi-use Path 38th/Marine Street to Cherryvale Road
East Arapahoe Final Design Segment A	Final Design 28th Street to Foothills Parkway
Gunbarrel Connections	Construction of New Off-Street Multi-Use Path Valmont Multi-Use Path, South Boulder Creek Multi-Use Path to 61st Street

Alternative B Conceptual Rendering, Iris Avenue and 19th Street Looking West. Vertical separation material for the protected bike lanes and raised transit boarding island details to be determined in next phase of design based on detailed floodplain analysis.



Vision Zero

Boulder first adopted Vision Zero in 2014, aiming to eliminate fatal and serious injury crashes by 2030 and reduce minor injury or property damage only crashes. The most recent [Vision Zero Action Plan](#) was completed in 2023, which took a data-driven, community-based approach to identifying implementation strategies, projects and opportunities for federal, state, regional and local funding.

The city has been at the forefront of innovation in traffic safety by making investments including: implementing safety improvements to the on and off-street transportation networks, employing automated enforcement tools, lowering the default speed limit on local, residential streets to 20 mph and systematically implementing state-of-the-art signal phasing practices.



The Vision Zero Action Plan includes four categories of actions to achieve Vision Zero:



1. Implement and improve engineering solutions.
2. Pair engineering solutions with education and enforcement.
3. Improve the city's internal Vision Zero practices by ensuring a Vision Zero champion is represented on all capital projects.
4. Maintain and update crash data dashboards.

As a result of the Vision Zero Action Plan, the following were accomplished:

1. Secured an unprecedented grant award of over \$23 million from the federal Safe Streets and Roads for All to support implementing the city's Vision Zero Action Plan by improving intersections, crosswalks, and bus and bike lanes using a safe system approach and targeting four of the seven most common crash types on the city's High-Risk Network and addressing safety on the city's Core Arterial Network.
2. Updated the Pedestrian Crossing Treatment Installation Guidelines. This document supports safe and accessible travel connections for our community by improving the consistency of new crosswalks citywide.
3. Implemented various no-right-turn-on-red restrictions, leading pedestrian intervals and left turn phasing changes.
4. Continued to work on identifying high speed corridors to expand automated enforcement on arterials/collectors.

Made changes at 49 intersections to add:



Leading Pedestrian Intervals



Protected Left-Turns



Red Light Cameras

and other signing/markings to improve safety.

Advanced Vision Zero improvements like bike lane and/or green pavement marking enhancements with the pavement management mobility enhancements program, including on:

- Table Mesa Drive
- Lehigh Street
- Pine Street
- Folsom Street
- 17th Street

Pavement Management Program and Mobility Enhancements

The Pavement Management Program (PMP) inspects and rates all 300 miles of the city's streets on a three-year interval to understand existing conditions and guide when and where to repair the pavement. The program is funded by sales tax revenue. Pavement management typically begins with curb and gutter repair work and curb access ramp upgrades to be compliant with the Americans with Disabilities Act (ADA).

The Mobility Enhancements Initiative is also part of the Pavement Management Program. This initiative takes advantage of cost-saving opportunities by incorporating bicycle, pedestrian and transit facility improvements into annual pavement resurfacing work to help make our streets safer.





Micromobility

Our [Transportation Master Plan](#) sets out a roadmap for a future transportation network that is shared and electric to meet our transportation and [climate goals](#). Micromobility can help us get there. It refers to ways of getting around on smaller-scale modes—like scooters, skateboards and bicycles. Shared services and connected technology provide more travel choices to more people. They help reduce single-occupant car trips by filling gaps in our transportation network, such as the distance between bus stops and homes, offices and schools.

In 2021, the city formalized a [shared micromobility program](#) that currently includes docked shared e-bikes and dockless shared e-scooters.

In 2024 alone, Boulder residents:

**Took 770,000 Trips
on E-Bikes**



300
Shared E-Bikes
Citywide

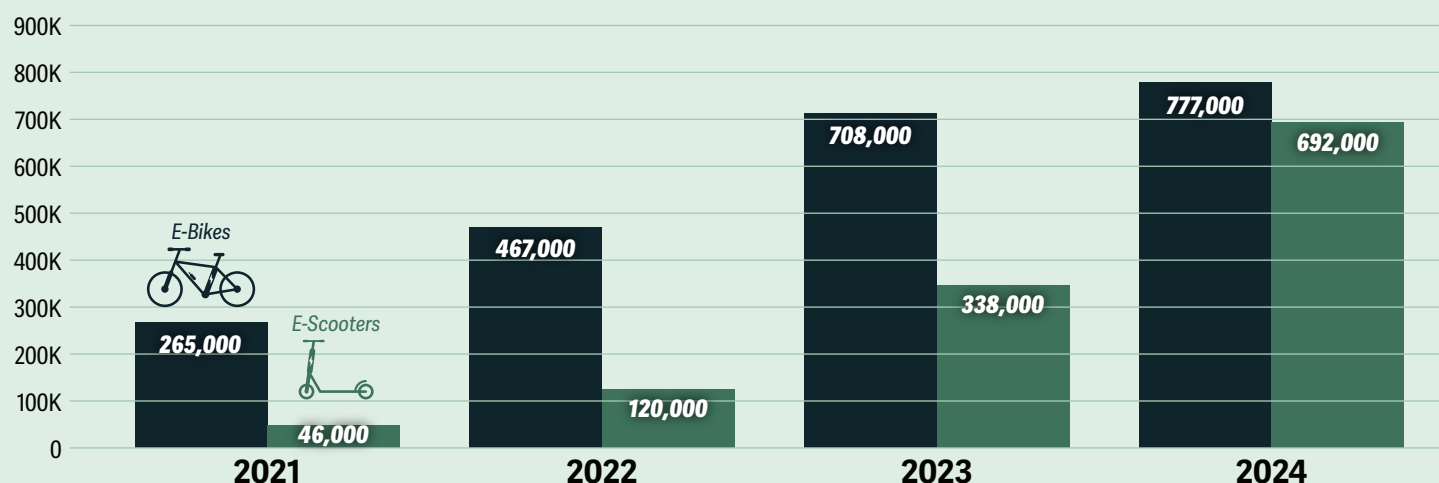
**Took 692,000 Trips
on E-Scooters**



900
Shared E-Scooters
Citywide

National studies (National Association of City Transportation Officials (NACTO) Shared Micromobility Initiative and the North American Bikeshare and Scootershare Association (NABSA) Shared Micromobility State of the Industry Report) have shown that approximately 40% of shared micromobility trips replace vehicle trips. Given that information, it can be inferred that shared e-bike trips in 2024 removed approximately 310,000 vehicle trips from Boulder streets and that shared e-scooter trips in 2024 have removed approximately 276,000 vehicle trips.









Boulder Shared E-Bike and E-Scooter Trips (2021-2024)



Measurable Objectives

The TMP includes eight measurable goals and objectives that are tracked and shared with the community. These metrics help the city and the Boulder community gauge progress and adjust resources as needed.

The target goal for most outcomes is 2030, though there are some exceptions as noted. The 2025 snapshot identifies when the tracking began for each objective, where the objective currently is and what the 2030 target is. Each objective is described on this page along with its methodology. Data for the measurable objectives comes from a range of recent years due to the timing of periodic data collection efforts and employee and resident travel surveys. The measurable objectives data was evaluated by subject matter experts and classified in four categories, as noted in the snapshot: met or on track to meet target, stable but not on track to meet target, trending in the wrong direction or new and updated measure for which there is not enough data to assess a historical trend.

			
<p>OBJECTIVE 1: VMT</p> <p><i>Reduce vehicle miles traveled (VMT) by creating high quality travel choices for residents, employees, and visitors.</i></p> <p>Historically, VMT was measured using regional travel demand models. However, in recent years, the city has deployed a more sophisticated methodology that includes regional trips to/from Boulder and trips within Boulder.</p>	<p>OBJECTIVE 2: MODE SHARE</p> <p><i>Reduce single occupancy vehicle (SOV) mode share and increase walking, biking and transit trips for resident and non-resident work trips.</i></p> <p>This information is gathered from the Boulder Resident Travel Diary and the Boulder Valley Employee Survey.</p>	<p>OBJECTIVE 3: CLIMATE</p> <p><i>Reduce transportation sector greenhouse gas (GHG) emissions by encouraging active modes and incentivizing electric vehicle adoption both community-wide and at the municipal level.</i></p> <p>GHG emissions are tracked annually in the 2023 Boulder Community-Wide Greenhouse Gas Emissions Summary Report.</p>	<p>OBJECTIVE 4: SAFETY</p> <p><i>Eliminate fatal and serious injury crashes and continuously improve safety for all modes of travel.</i></p> <p>Information on fatal and serious injury crashes as well as actions toward Vision Zero can be found in the 2022 Safe Streets Report.</p>
			
<p>OBJECTIVE 5: MULTIMODAL ACCESS</p> <p><i>Increase access for all community members to comfortable walkways and bikeways and transit service.</i></p> <p>Since first identifying this objective in the 2019 TMP, the city has updated to a more sophisticated methodology that accounts for density of residential units. As such, a new baseline has been established, and a historical trend is not available.</p>	<p>OBJECTIVE 6: TRANSPORTATION OPTIONS</p> <p><i>Increase transit service hours and bike system miles commensurate with employment growth.</i></p> <p>Information on transit service hours is provided for RTD services and HOP service. Information on bike system miles is provided by the city.</p>	<p>OBJECTIVE 7: TRAVEL TIME</p> <p><i>Maintain base year vehicle travel times on core arterials.</i></p> <p>Historically, travel time was measured by driving the corridors. However, in recent years, the city has employed a more sophisticated methodology that uses aggregated cell phone and connected vehicle data.</p>	<p>OBJECTIVE 8: WALKABLE NEIGHBORHOODS</p> <p><i>Increase the percent of the population who lives in 15-minute walkable neighborhoods.</i></p> <p>Since first identifying this objective in the 2019 TMP, the city has updated to a more sophisticated methodology that accounts for density of residential units. As such, a new baseline has been established, and a historical trend is not available.</p>

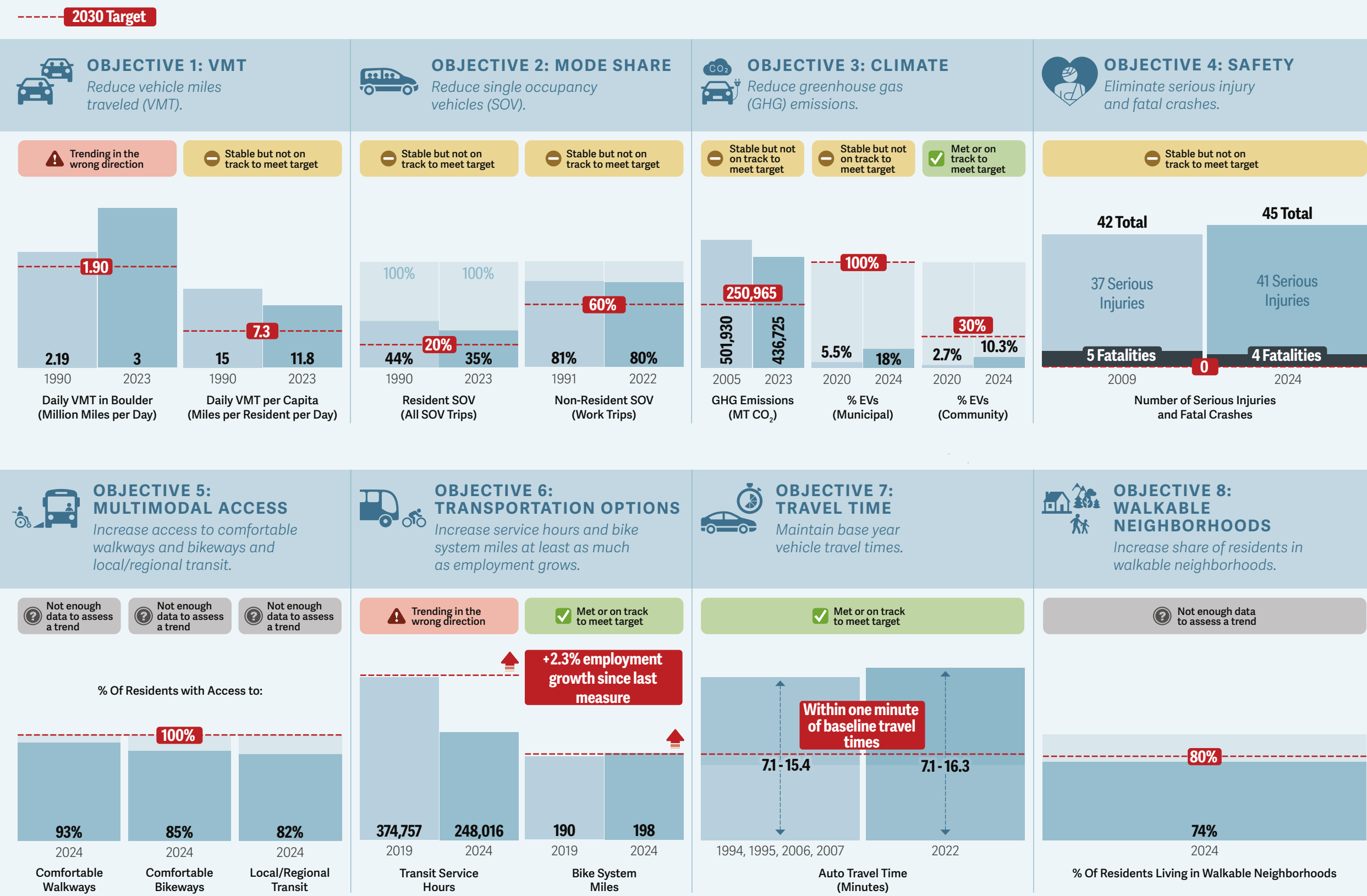
Measurable Objectives: 2025 Snapshot

Report Card

- Met or on track to meet target
- Stable but not on track to meet target
- Trending in the wrong direction
- New or updated measure for which there is not enough data to assess a trend

OBJECTIVE	STATUS
1 – VMT	
Daily VMT in Boulder	<div><div></div><div></div><div></div><div></div></div>
Daily VMT per Capita	<div><div></div><div></div><div></div><div></div></div>
2 – Mode Share	
Resident SOV Mode Share	<div><div></div><div></div><div></div><div></div></div>
Non-Resident SOV Mode Share	<div><div></div><div></div><div></div><div></div></div>
3 – Climate	
GHG Emissions	<div><div></div><div></div><div></div><div></div></div>
% EVs (Municipal)	<div><div></div><div></div><div></div><div></div></div>
% EVs (Community)	<div><div></div><div></div><div></div><div></div></div>
4 – Safety	<div><div></div><div></div><div></div><div></div></div>
5 – Multimodal Access	
Access to Walkways	<div><div></div><div></div><div></div><div></div></div>
Access to Bikeways	<div><div></div><div></div><div></div><div></div></div>
Access to Transit	<div><div></div><div></div><div></div><div></div></div>
6 – Transportation Options	
Transit Service Hours	<div><div></div><div></div><div></div><div></div></div>
Bike System Miles	<div><div></div><div></div><div></div><div></div></div>
7 – Auto Travel Time	<div><div></div><div></div><div></div><div></div></div>
8 – Walkable Neighborhoods	<div><div></div><div></div><div></div><div></div></div>

Objectives that are “stable but not on track to meet target” or “trending in the wrong direction” may require a change in approach or additional funding to support their success.



OBJECTIVE 3: CLIMATE

Reduce greenhouse gas (GHG) emissions.

Stable but not on track to meet target

Stable but not on track to meet target

Met or on track to meet target

250,965

501,930

436,725

GHG Emissions (MT CO₂)

100%

5.5%

18%

% EVs (Municipal)

30%

2.7%

10.3%

% EVs (Community)

OBJECTIVE 4: SAFETY

Eliminate serious injury and fatal crashes.

Stable but not on track to meet target

42 Total

37 Serious Injuries

5 Fatalities

2009

45 Total

41 Serious Injuries

4 Fatalities

2024

Number of Serious Injuries and Fatal Crashes

OBJECTIVE 5: MULTIMODAL ACCESS

Increase access to comfortable walkways and bikeways and local/regional transit.

Not enough data to assess a trend

Not enough data to assess a trend

Not enough data to assess a trend

100%

93%

85%

2024

82%

2024

Comfortable Walkways

85%

2024

Comfortable Bikeways

82%

2024

Local/Regional Transit

OBJECTIVE 6: TRANSPORTATION OPTIONS

Increase service hours and bike system miles at least as much as employment grows.

Trending in the wrong direction

Met or on track to meet target

+2.3% employment growth since last measure

374,757

248,016

2019

190

198

2024

Transit Service Hours

190

2024

Bike System Miles

OBJECTIVE 7: TRAVEL TIME

Maintain base year vehicle travel times.

Met or on track to meet target

Within one minute of baseline travel times

71 - 15.4

71 - 16.3

1994, 1995, 2006, 2007

2022

Auto Travel Time (Minutes)

OBJECTIVE 8: WALKABLE NEIGHBORHOODS

Increase share of residents in walkable neighborhoods.

Not enough data to assess a trend

80%

74%

2024

% Of Residents Living in Walkable Neighborhoods



What's Next

While the city has made great strides on many of the objectives, some of the biggest challenges to meeting our goals include a variety of internal and external factors.

These include limited funding for both ongoing maintenance and system enhancements, staff recruitment and retention, housing costs, reliance on coordination with external partners, RTD's continued efforts to restore transit service reduced during the COVID-19 pandemic and challenges in striving to meet the region's short-term and long-term transit and housing needs. That said, the city rises above its peer cities nationally in terms of mode share, maintaining VMT and providing transportation options to residents and employees.

Moving forward, the Transportation and Mobility department will develop a strategic plan in alignment with the city's Sustainability, Equity, and Resilience Framework and Citywide Strategic Plan. This framework guides budgeting and planning processes by providing consistent goals necessary to achieve Boulder's vision of a great community and the actions required to achieve them. This upcoming strategic plan will also align with the most recent Boulder Valley Comprehensive Plan Update.