

Project Sponsor: City of Boulder

Project Title: Baseline Enhanced Transit Stops & Protected Bike Lanes (30th Street – Foothills Parkway)

Project Phases: Design/Environmental/Construction

Background/ Project Justification:

Baseline is a principal east-west arterial that connects Boulder to other communities in the sub-region, such as Louisville, Lafayette and Erie and becomes CO-7 at the intersection with SH-287. Further, it provides regional multimodal connections consisting of bike and transit choices between South/Central Boulder and the CU-Williams Village area to other areas in Boulder and communities to the east. Currently, there are some features along the corridor with bike lanes of various types and conditions along the corridor. Additionally, Baseline Road provides transit service to Boulder and the surrounding region via RTD Route 225 which connects to Lafayette and the Lafayette Park and Ride.

Project Description:

Multimodal enhancements to the Baseline Road corridor will include:

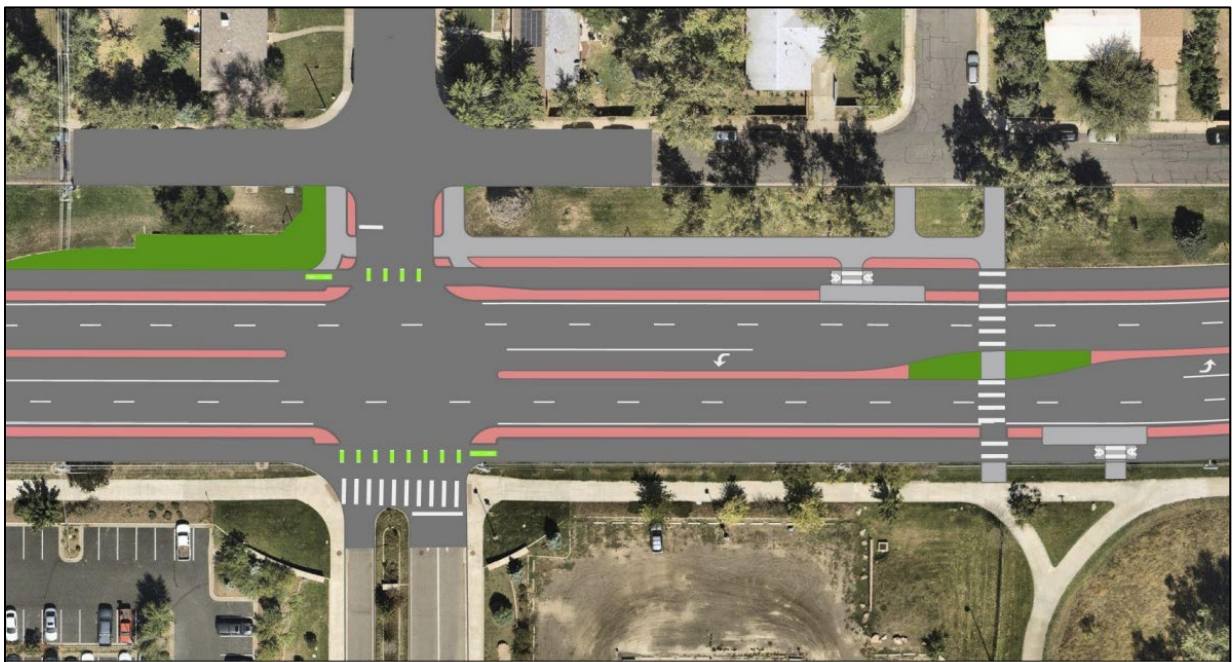
- Raised concrete median curb separators for a protected bike lane. Baseline has 12' lanes that could be reduced to create more space for both a raised protected median and an existing 5' wide bike lane. Repurposing the space within the existing street cross section will provide sufficient space for a protected bike lane facility.
- Floating bus stops. Implementing floating bus stops would eliminate the need for bus operators to slow down for people bicycling near at bus stops and eliminate the need for operators to merge back with traffic. It would also ensure people bicycling could travel without being obstructed by a bus stopping in the bike lane.
- Bus stop consolidation. This stretch of Baseline is 0.8 miles in length and has approximately 7 eastbound stops and 5 westbound stops. By consolidating the stops into 3-4 locations in each direction, the stop spacing could provide improved service, provide some operational savings, and reduce the number of bus stops that need to be maintained.
- Protected bicycle intersection treatments at key intersections such as at Mohawk Drive.
- Pedestrian safety improvements at key locations and intersections. The 30th Street in intersection is consistently one of the locations with the highest number of pedestrian vehicle collisions.

Funding Breakdown in \$1,000s (by program year)¹				
	FY 2023	FY 2024	FY 2025	Total
DRCOG Requested Funds	\$600,000	\$0	\$2,600,000	\$3,200,000
CDOT or RTD Supplied Funds²	\$	\$	\$	\$
Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)	\$200,000	\$0	\$600,000	\$800,000
Total Funding	\$800,000	\$0	\$3,200,000	\$4,000,000

Project Location/ Map:



Visuals/ Images:



Example of narrowed vehicle lanes, protected bike lanes, floating bus stops, and improved pedestrian crossing near Baseline and 35th.