Project Sponsor: City of Boulder

Project Title: Folsom St Multimodal Improvements Design (Pine St - Colorado Ave)

Project Phases: Design

STBG or AQ/MM: AQ/MM

Background/ Project Justification:

The Folsom St Multimodal Improvements Design (Pine St - Colorado Ave) project is being advanced to provide enhanced multimodal north-south connectivity within the City of Boulder for local and subregional travel. With a concentration of travel from the sub-region and surrounding counties entering the city on connecting east-west corridors with planned MVRTP major projects (CO119/Iris Ave and CO7/Arapahoe Ave), these low-stress first-and-last mile connections will contribute to local, subregional, and regional Vision Zero and mode shift goals.

Folsom St, from Pine St to Colorado Ave, is an important linkage to economic, education, and job centers such as Pearl Street and the downtown district, retail districts on Folsom, 28th, and 29th streets, the University of Colorado – Boulder main campus, Whittier Elementary School, and the University Hill commercial district and neighborhood. The project also has high potential to address racial inequity: almost 28,000 people live along the corridor, many of which are vulnerable or historically underserved: 23% are individuals of color, 5% are 65 years old or older, 3% live with a disability; 40% are in low-income households and 15% are in households with no access to a motor vehicle. The corridor provides important access to opportunity and short trip opportunities by providing walkable, bikeable, and transit supportive connections.

The current mode share reflects the DRCOG Active Transportation Corridor designation and the potential for greater non-single occupancy vehicle use if safer connections were implemented: on an average day though 17,450 vehicles are driven through the project area, an additional 4,000 pedestrians, 1,600 bicyclists, and 1,125 transit users also travel this one-mile project area, despite the corridor offering little physical protection and few amenities for the most vulnerable road users. Between 2015 and 2019, the project area had 404 crashes, 15 of which were severe and one a fatality. These crashes earned part of the corridor a DRCOG High Injury Network designation (Pine St to Canyon Blvd), prioritization for improvements in the city's Low Stress Walk and Bike Network Plan (2019), and inclusion in the city's Core Arterial Network, which seeks to build safer, more comfortable, and convenient transportation choices and first-and-last-mile connections on the busiest and most destination rich corridors within the city, where the majority of severe injury crashes occur.

The project will complete preliminary design and associated community engagement for Folsom St (Pine to Colorado). To advance city and regional goals for Vision Zero, preliminary design will include Vision Zero proven crash countermeasures such as protected bicycle lanes, intersection enhancements, pedestrian facilities, and transit facility upgrades. Designs will link to previously implemented countermeasures along this key north-south corridor: protected bicycle lanes from Valmont Rd to Pine St and planned improvements on Colorado Ave between Folsom St and Regent Dr.

Project Description:

The Folsom St Multimodal Improvements Design (Pine St - Colorado Ave) project is being advanced to provide enhanced, continuous multimodal north-south connectivity within the City of Boulder for local and sub-regional travelers by extending completed and planned enhancements and protection for bicyclists, pedestrians, and transit users.

The project will design important first-and-last mile connections to the corridor's many jobs by building upon the corridor's local and regional transit connections. The corridor hosts 26,125 jobs in urban, economic, and job centers including the University of Colorado – Boulder (CU) main and east campuses, Naropa University, retail on Folsom St, 28th St and 29th St, and the downtown business district and Pearl Street Mall. Folsom St is served by high quality transit through HOP north-south service on Folsom St and east-west service on Pearl St, and JUMP east-west service on Arapahoe Ave. The HOP is a critical local all-day circulator service providing from 12- to 20-minute headways throughout the week. The JUMP provides local and regional service with 15- to 30-minute headways throughout the week. These routes provide transit to an average 1,125 riders each day on Folsom St, and an additional 52 and 126 riders making east-west connections on Pearl St and Arapahoe Ave within the project area. These transit services provide connectivity to key destinations in Boulder and provide important service within the Boulder County sub-region, including connections to Lafayette and Erie.

Folsom St between Pine St and Colorado Ave provides key links to the city's extensive network of pedestrian and bicycle multimodal infrastructure through on street and off-street facilities, including the Goose Creek Multi-Use path to the north of the project area and the Boulder Creek Multi-Use Path in the southern section of the project area. As a result, 4,000 people walk and 1,600 people bike through on an average day.

Despite the important transit and multimodal connections Folsom St provides, it is part of the city's Core Arterial Network (CAN). The CAN utilizes a Vision Zero approach to improving high-traffic arterial streets where many first-and-last mile connections are made, and where the majority of severe crashes in the city occur.

Historically, some travelers have been more vulnerable to severe crashes than others. The project has high potential to address these inequities: the corridor houses 27,788 residents, 40% of whom are low income and 23% of which are individuals of color, and 10,333 households, 59% of which are housing cost burdened and 15% of which do not have access to a motor vehicle.

The Folsom St Multimodal Improvements Design (Pine St - Colorado Ave) project will design for safer and more comfortable first-and-last mile connectivity and make it easier to choose non-vehicular forms of travel, thus reducing the potential for severe injury crashes and greenhouse gas emissions, and furthers local, subregional, and regional mode shift goals.

The project also has the potential to fill gaps in connectivity within the city's network by linking to recent and future improvements: recently completed (2021) protected bike lanes (Folsom St, Valmont Ave to Pine St) and future planned improvements (West Colorado Ave Multimodal Improvements (Regent Dr – Folsom St) - submitted through a separate call four TIP application).

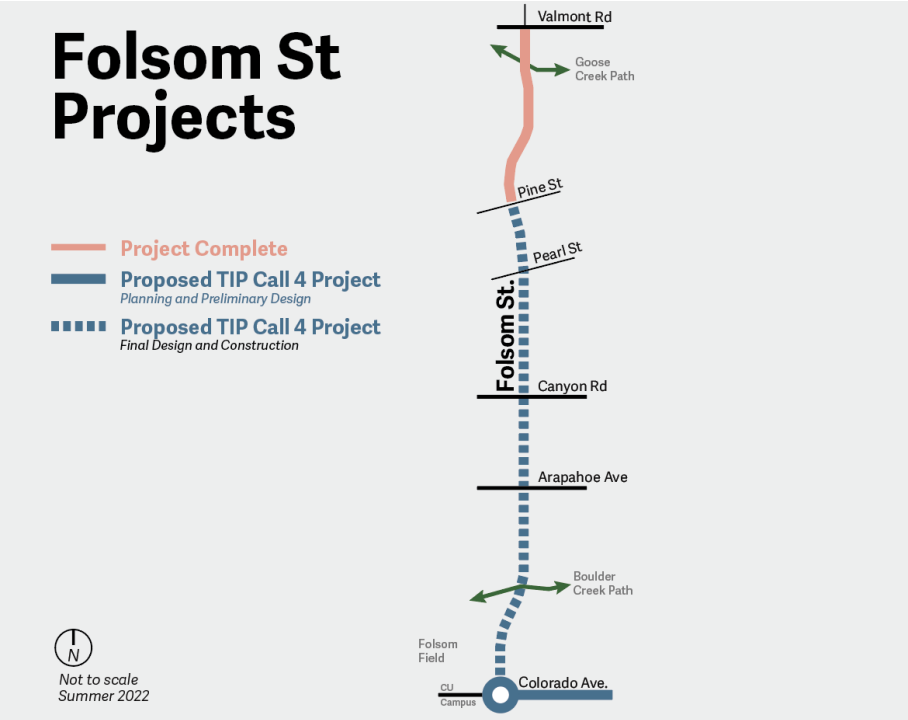
Funding this project now will advance designs to improve and complete important multimodal connectivity and complete improvements to an entire north-south CAN corridor. As a result, this project will be part of transforming the city's higher traffic volume streets to a connected system of protected bicycle lanes, intersection enhancements, pedestrian facilities, and transit facility upgrades, and help reduce the potential for severe crashes to occur and make it more comfortable and convenient for people to get where they need to go along Boulder's main corridors.

Funding Breakdown in $1,000s (by program year)[1]

	FY 2025	FY 2026	FY 2027	Total
DRCOG Requested Funds	$1,200	$	$0	**$1,200**

CDOT or RTD Supplied Funds[2]	$	$	$	**$**
Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)	$300	$	$0	**$300**
Total Funding	$1,500	$	$0	**$1,500**

Project Location/ Map:



Visuals/ Images: