

**Project Sponsor:** City of Boulder

**Project Title:** 30th Street Multimodal Improvements (Baseline Rd - Colorado Ave)

**Project Phases:** Construction

**STBG or AQ/MM:** AQ/MM

**Background/ Project Justification:**

The 30th Street Multimodal Improvements (Baseline Rd - Colorado Ave) project will radically transform a Critical Corridor into a safer complete street by building the southern end of what will be almost three miles of protected bicycle lanes, improved and accessible pedestrian facilities, and transit priority along a primary north-south travel corridor that connects local and regional trips to vibrant urban centers and higher education campuses, significant retail, and local, university, and sub-regional transit service. The project area has had minimal investment leaving the 18% of daily travelers who walk, roll, bike, or ride transit using facilities that are substandard, not accessible, and offer little physical protection. Between 2015 and 2019, there were 287 crashes in the half-mile project area with five resulting in serious injury or death, earning the project a Critical Corridor designation by DRCOG and a high priority for improvements by City of Boulder City Council. This project will ensure safer transportation choices and first-and-last mile connections span the entirety of 30<sup>th</sup> St and connect to current and planned improvements on important east-west travel, transit, and MVRTP major project corridors: CO119/Iris Ave and CO7/Arapahoe Ave, as well as Baseline Rd. This is important to the subregion because a concentration of travel from the northern and eastern parts of the sub-region and surrounding counties enter the city on these east-west corridors and connect to final destinations via critical north-south corridors like 30<sup>th</sup> St. Additionally, the project provides high potential to address racial inequity to the 25% of corridor residents that are individuals of color, the 29% of corridor households that are low income, and the 49% of corridor households that are housing cost burdened by providing safer non-single occupancy vehicle transportation choices.

**Project Description:**

Thirtieth street provides important north-south connectivity and important first-and-last mile connections for those living, working, and traveling to or within the City of Boulder. This corridor is also important for its many connections to significant east-west sub-regional travel corridors: CO119/Iris Ave, Valmont Rd, CO7/Arapahoe Av, and Baseline Rd. However, it is a DRCOG Critical Corridor and City of Boulder City Council high priority for safety improvements because of the number of crashes (287), and specifically severe injury crashes (5), that occurred along the corridor between 2015 and 2019.

If advanced now, the 30th Street Multimodal Improvements (Baseline Rd - Colorado Ave) project will fill an important multimodal gap by connecting the 30th St and Colorado Ave underpass and protected intersection, to be completed in 2023, to multimodal improvements on 30th St between Colorado Ave and CO-7/Arapahoe Ave, to be completed in 2024. The project would also connect to planned protected intersection elements at 30th St. and CO-7/Arapahoe intersection (which is a separate Call four TIP application) and preliminary design work for 30th St from CO7/Arapahoe Ave to CO119/Iris Ave that will begin in 2023.

When complete, these projects will provide a complete north-south corridor of almost three miles of Vision Zero proven crash countermeasures, including protected bicycle lanes, improved and accessible pedestrian facilities, protected intersection elements, and transit priority.

The project will also provide seamless connectivity to planned or near term multimodal improvements on significant east-west sub-regional travel corridors: Baseline Rd from 30th St to Foothills Pkwy, to be completed between 2023 and 2025; Arapahoe Ave through implementation of the East Arapahoe Ave (CO7) Transportation Plan, in partnership with CDOT, Boulder County, and the City and County of Broomfield; and Colorado Ave through recently completed and future planned improvements (a separate call four TIP application).

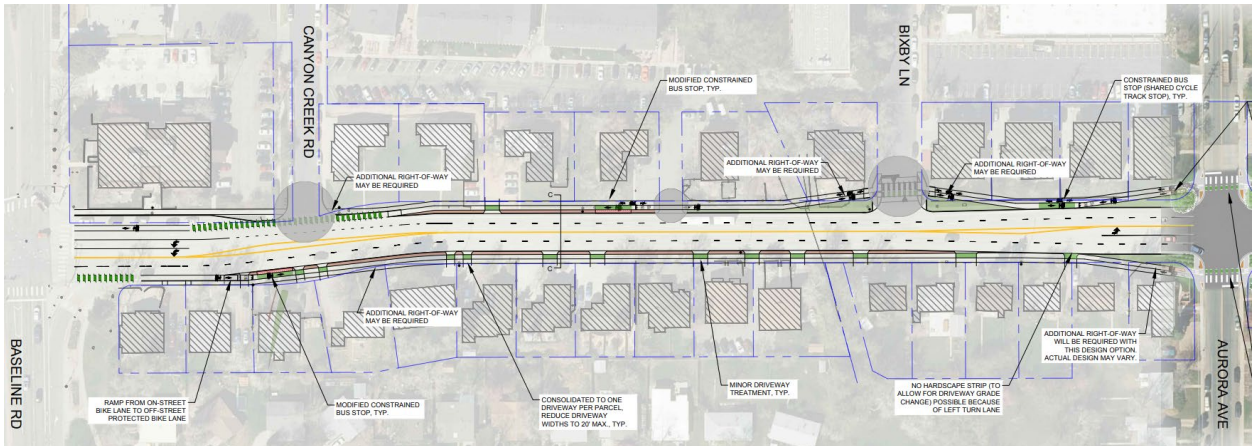
These important first-and-last mile connections will provide safer transportation choices and first-and-last mile connections for the thousands of people that walk (3,000), bike (700), and use public local and sub-regional (700) and university transit, and over 24,500 vehicle drivers that move through this stretch of 30th St on an average day, supporting local and regional Vision Zero and mode shift goals.

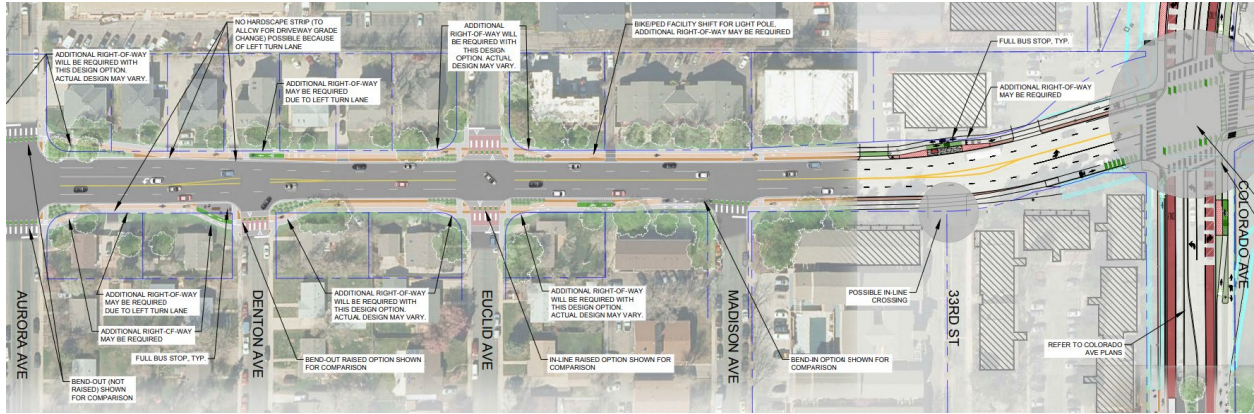
<b>Funding Breakdown in \$1,000s (by program year)<sup>1</sup></b>				
	<b>FY 2025</b>	<b>FY 2026</b>	<b>FY 2027</b>	<b>Total</b>
<b>DRCOG Requested Funds</b>	\$1,460	\$	\$4,380	<b>\$5,840</b>
<b>CDOT or RTD Supplied Funds<sup>2</sup></b>	\$	\$	\$	<b>\$</b>
<b>Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)</b>	\$365	\$	\$1,095	<b>\$1,460</b>
<b>Total Funding</b>	<b>\$1,825</b>	<b>\$</b>	<b>\$5,475</b>	<b>\$7,300</b>

**Project Location/ Map:**



**Visuals/ Images:**





**30th Recommended Option (Baseline to Colorado)**  
**4 general purpose lanes, raised protected bike lanes, and sidewalks**

