

Project Sponsor: City of Boulder

Project Title: West Colorado Avenue Multimodal Improvements (Regent Drive – Folsom Street)

Project Phases: Design/Right-of-Way/Construction

Background/ Project Justification:

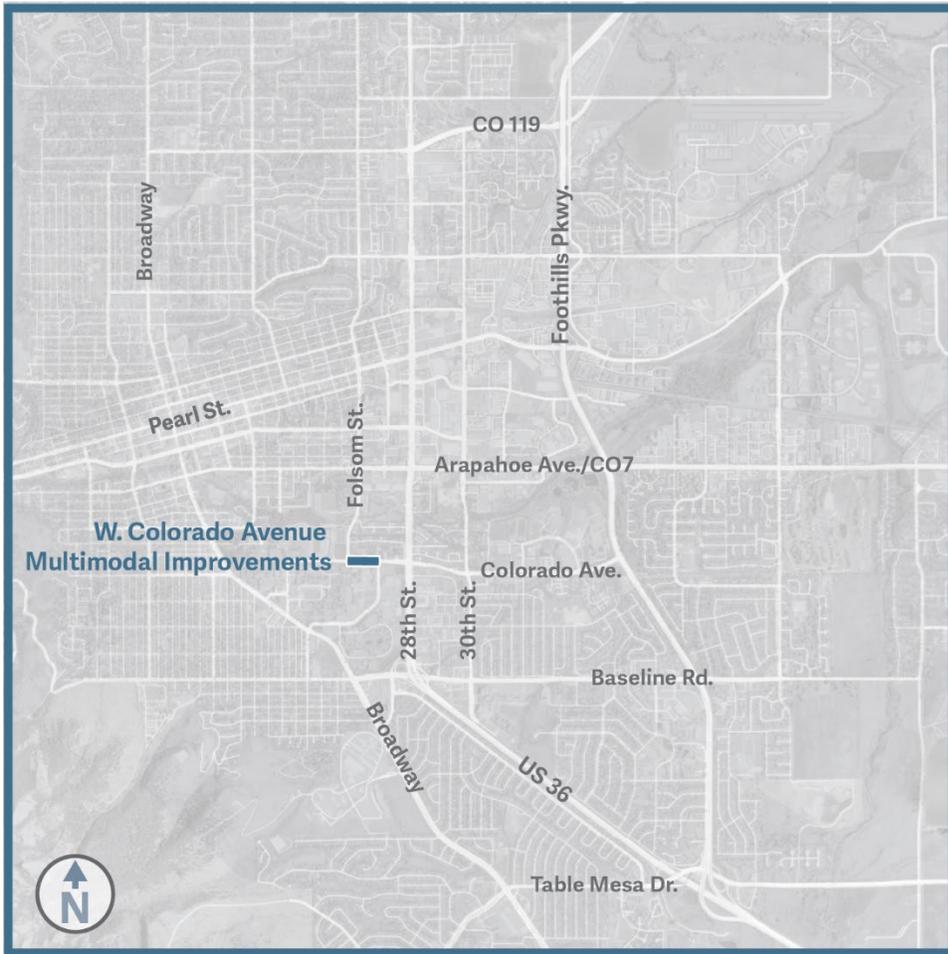
The West Colorado Multimodal Improvements project is a key active transportation link for more than 70,000 plus students, faculty and staff of the University of Colorado and the City of Boulder. Colorado Avenue moves several thousand students and community members each day between the CU-East and Main campus as well as residential and commercial land-use centers around the city. In fulfillment of City climate action goals, the city endeavors to make transportation choices between the two CU campuses along Colorado Avenue safe, reliable, and effective. To that end, the City currently has projects underway at 28th St/Colorado intersection and 30th St/Colorado intersection and to build protected bike facilities and dedicated transit lanes. The West Colorado Avenue project will complete the west segment of the corridor to connect with improvements at 28th/Colorado currently in design.

Project Description:

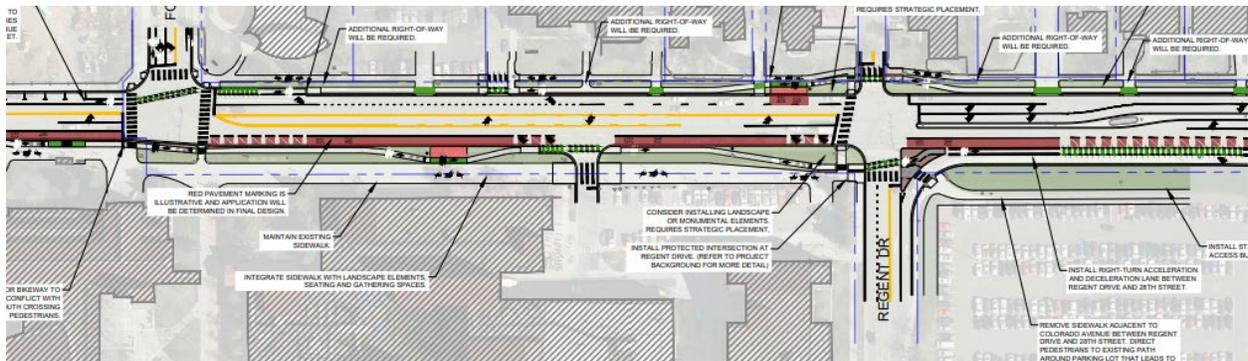
The West Colorado Avenue project will build out the multimodal complete street cross section of Colorado Avenue corridor study, continuing the work that is currently underway at 28th/Colorado and 30th/ Colorado to provide a uniform travel experience to the intersection with Folsom. The 30th and Colorado Avenue Underpass/Intersection project to the east is under construction and about 50% complete. When completed it will provide an underpass under 30th and Colorado to separate pedestrians and bicyclists from vehicles above. Additionally, the intersection will be rebuilt as a "protected intersection" separating bicyclists from vehicles, pedestrians and transit stops. The 28th/Colorado Avenue project also to the east will design protected bike lane intersection enhancements, pedestrian facility improvements and provide for a dedicated transit lane in each direction along Colorado Avenue. Without these TIP grant funds the multi-modal Colorado Avenue corridor to connect the CU Main and East campuses will leave an incomplete segment of safe travel choices. The project will also construct a super transit stop adjacent to CU and consolidate three transit stops along the south side of Colorado into a single enhanced stop with improved amenities similar to BRT stops along the Flatiron Flyer route. It will also improve safety for cyclists and pedestrians traveling between the University of Colorado Boulder’s main and east campuses and north along Folsom will connect to protected intersection improvements at Regent Dr. that were installed through a Highway Safety Improvement Program funded project in 2020-21.

| Funding Breakdown in \$1,000s (by program year)¹ | | | | |
|--|------------------|----------------|--------------------|--------------------|
| | FY 2025 | FY 2026 | FY 2027 | Total |
| DRCOG Requested Funds | \$480,000 | \$ | \$1,920,000 | \$2,400,000 |
| CDOT or RTD Supplied Funds² | \$ | \$ | \$ | \$ |
| Local Funds (Funding from sources other than DRCOG, CDOT, or RTD) | \$150,000 | \$ | \$450,000 | \$600,000 |
| Total Funding | \$630,000 | \$ | \$2,370,000 | \$3,000,000 |

Project Location/ Map:



Visuals/ Images:



Project Sponsor: City of Boulder

Project Title: 30th Street Preliminary Design (CO7/Arapahoe - CO119)

Project Phases: Design

Background/ Project Justification:

30th Street is a primary north-south travel corridor in the City of Boulder providing connections and access to Boulder Junction at Depot Square RTD bus station, University of Colorado, and the central business district including Google and the 29th Street Retail District. Importantly, the project’s 2.5-mile stretch of 30th Street will connect two of the region’s highest priority BRT corridors – CO 119 BRT with service to Longmont and CO 7 BRT with service to I-25.

The arterial is lined with multi-family housing, including income-restricted housing, senior housing, student housing, and CU family housing. It is also lined with thousands of jobs, a considerable share of the city's retail, including several grocers. This 2.5-mile stretch of roadway has the opportunity to be a continuous walkable, bikeable corridor rich with destinations, and access to local and regional transit. It is also an essential corridor for active transportation and will extend the 30th Street protected bicycle facilities to be constructed south of CO7/Arapahoe in 2023. The corridor has an average ADT greater than 20,000 with the north segment being located on DRCOG’s High Injury Network and the south segment identified by DRCOG as Critical Corridor.

Project Description:

This project proposes to conduct preliminary and final design for protected bicycle facilities and transit stop improvements. The project will develop and evaluate conceptual transportation design options to improve multimodal (pedestrian, bicycle, transit and vehicle) travel along 30th Street and will include preliminary engineering and cost estimates for transportation improvements. The preliminary engineering plans will provide facilities for users of all ages and abilities, help meet the city’s Vision Zero goal of eliminating fatal and serious injury collisions, and improve travel conditions for transit users, pedestrians and bicyclists by addressing travel comfort and security.

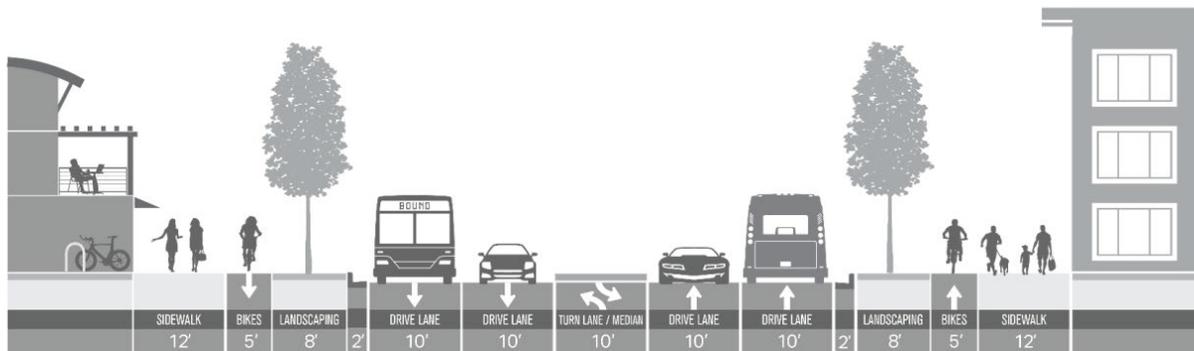
This project helps to meet both subregional and regional travel needs by providing improved transit, bicycling, and walking facilities for residents, non-residents and visitors accessing local and regional destinations such as the University of Colorado and dense employment areas within the Boulder Junction area. This project is consistent with the Metro Vision Regional Transportation Plan, TIP focus areas and NAMS by providing walking and bicycling facilities design for all ages and abilities to upcoming BRT service corridors and enhanced transit stops.

| Funding Breakdown in \$1,000s (by program year)¹ | | | | |
|--|------------------|------------------|----------------|--------------------|
| | FY 2023 | FY 2024 | FY 2025 | Total |
| DRCOG Requested Funds | \$200,000 | \$600,000 | \$ | \$800,000 |
| CDOT or RTD Supplied Funds² | \$ | \$ | \$ | \$ |
| Local Funds (Funding from sources other than DRCOG, CDOT, or RTD) | \$40,000 | \$160,000 | \$ | \$200,000 |
| Total Funding | \$240,000 | \$760,000 | \$ | \$1,000,000 |

Project Location/ Map:



Visuals/ Images:



Example cross-section for North 30th Street Corridor Study

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.

Project Sponsor: City of Boulder

Project Title: CO93/Broadway & Table Mesa and CO93/Broadway & Regent Transit Priority Intersections

Project Phases: Design/Environmental/Construction

Background/ Project Justification:

The CO93/Broadway corridor is a key regional transit corridor, carrying the last four miles of the FasTracks-funded Flatiron Flyer route between US 36/Table Mesa and downtown Boulder Station, as well as numerous other regional and local transit routes, including the DASH service between Boulder, Louisville and Lafayette. Pre-pandemic, northbound CO93/Broadway carried 37 buses per hour in the a.m. peak. However, this corridor also experiences significant traffic congestion in the peak periods, impacting transit travel times and reliability. For example, in the southbound direction, scheduled transit travel times on the corridor increase from 11 minutes off-peak to 19 minutes during peak periods, and on-time performance falls from 85% to 70% in the p.m. peak.

Identified in the 2014 Northwest Area Mobility Study (NAMS), the primary purpose of the US36/28th Street and CO93/Broadway Transit Priority Intersection project is to improve travel time and reliability for RTD's Flatiron Flyer BRT service, along with other regional transit routes, future arterial BRT service, and local transit. Improvements will benefit mobility, air quality, transit travel speeds and reliability, and safety at key intersections benefiting numerous regional BRT corridors.

Project Description:

The project includes design and construction of (1) intersection improvements to provide transit priority at CO93/Broadway & Table Mesa and CO93/Broadway & Regent intersections; and (2) an analysis of CO93/Broadway general purpose lane conversions to Business Access Transit lanes between Table Mesa Drive and 18th Street, with lane restriping and signage as feasible.

| Funding Breakdown in \$1,000s (by program year)¹ | | | | |
|--|--------------------|----------------|--------------------|--------------------|
| | FY 2023 | FY 2024 | FY 2025 | Total |
| DRCOG Requested Funds | \$ | \$ | \$2,640,000 | \$2,640,000 |
| CDOT or RTD Supplied Funds² | \$1,500,000 | \$ | \$ | \$1,500,000 |
| Local Funds (Funding from sources other than DRCOG, CDOT, or RTD) | \$ | \$ | \$660,000 | \$660,000 |
| Total Funding | \$1,500,000 | \$ | \$3,960,000 | \$4,800,000 |

Project Location/ Map:



Visuals/ Images:



Project Sponsor: City of Boulder

Project Title: CO7/Arapahoe Ave & 30th Street Multimodal Intersection

Project Phases: Construction

Background/ Project Justification:

Improvements to the CO7/Arapahoe and 30th Street intersection are a high priority for the City of Boulder. The 2022 Safe Streets Boulder Report identified it as one of the top ten crash locations in the city, with high bicycle and pedestrian crash frequency and high approach turn crash frequency. It is also a high volume transfer point for transit passengers connecting between the high-frequency north-south BOUND route on 30th Street and the high-frequency east-west JUMP route on CO7/Arapahoe, which provides transit access to east Boulder County communities. In the future, this will be an even more important regional transit connection as CO119 BRT (between Boulder and Longmont) and CO7 BRT (between Boulder and I-25) come into service. This project will also extend work currently underway to construct protected bike lanes along 30th Street south of the intersection, creating a continuous walkable, bikeable corridor with access to local and regional transit. Enhancements will minimize conflict points for people using all modes, support the city’s Vision Zero goal of eliminating serious injuries and fatalities resulting from traffic collisions, and provide safe and convenient access to local and regional transit.

Project Description:

This project proposes to construct raised protected bicycle lanes and wider sidewalks along 30th Street and a protected intersection, where the pedestrian, bicycle and vehicle facilities have designated and separate spaces from each other. Intersection improvements will also be designed to accommodate the future conversion of outside general purpose lanes to Business Access Transit lanes with the implementation of CO7 BRT.

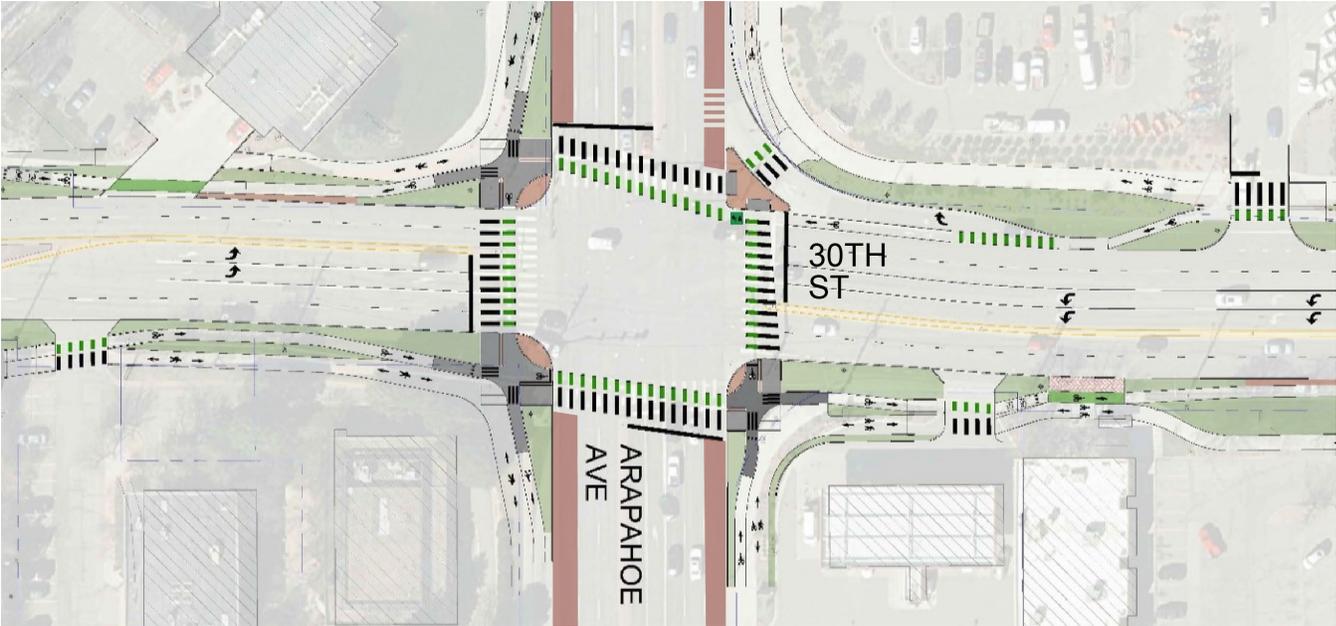
This project helps to meet both subregional and regional travel needs by providing improved transit, bicycling, and walking facilities for residents, non-residents and visitors accessing local and regional destinations such as the University of Colorado and dense employment areas within the Boulder Junction area. This project also helps to support future plans for BRT service along CO119/Diagonal Highway and CO7/Arapahoe Avenue.

| Funding Breakdown in \$1,000s (by program year)¹ | | | | |
|--|--------------------|--------------------|----------------|--------------------|
| | FY 2025 | FY 2026 | FY 2027 | Total |
| DRCOG Requested Funds | \$800,000 | \$3,400,000 | \$0 | \$4,200,000 |
| CDOT or RTD Supplied Funds² | \$ | \$ | \$ | \$ |
| Local Funds (Funding from sources other than DRCOG, CDOT, or RTD) | \$200,000 | \$600,000 | \$0 | \$800,000 |
| Total Funding | \$1,000,000 | \$4,000,000 | \$0 | \$5,000,000 |

Project Location/ Map:



Visuals/ Images:



Project Sponsor: City of Boulder

Project Title: CO7/Arapahoe Ave Bridge Replacement over Boulder Creek

Project Phases: Design/Environmental/Construction

Background/ Project Justification:

CO7/East Arapahoe is one of Boulder’s busiest travel corridors, connecting Boulder to I-25/Brighton and connecting the 40,000 employees who work in the corridor to destinations throughout the city. Recognizing the need to provide better travel options for commuters and for the greater number of people who will be working and living in the corridor over the coming years, the City has adopted the East Arapahoe Transportation Plan (EATP). The EATP sets out a long-range vision, with safety, access, and mobility improvements that can be phased incrementally and in coordination with the CO7 Coalition communities to create a regional multimodal corridor with high-quality/high-frequency bus rapid transit (BRT), a regional bikeway, pedestrian improvements and first and final mile supportive infrastructure.

The westbound CO7 bridge over Boulder Creek is structurally deficient and has exceeded its lifespan, posing an increasing safety hazard to all roadway users in the case of a failure; and both bridges lack adequate pedestrian and bicycle facilities to ensure safe and comfortable mobility for all users. The project will replace the two structures with a single bridge structure, implement safety improvements for all users and enhance multimodal connections to Boulder Creek and the major institutions located within a quarter-mile of the project, including the regional Boulder Community Health Center and the CU-East Campus. An important aspect of this project is that CDOT has committed to fully fund the north deck replacement, which will allow the City of Boulder to leverage TIP dollars even further to build the single structure to meet the vision of the East Arapahoe Transportation Plan.

Project Description:

The project will reconstruct the CO7/Arapahoe Avenue bridge over Boulder Creek, replacing two existing twin bridges. The existing westbound bridge (CDOT Structure No. D-15-AQ) was constructed in 1938 and is a FASTER eligible bridge with a sufficiency rating of 51.90. The eastbound bridge was constructed in 1966. The new bridge will be designed to safely carry the 28,000 vehicles that cross it today and provide pedestrian and bicycle facilities along both sides of the bridge and connections to the Boulder Creek multiuse path. It will also accommodate the future conversion of outside general purpose lanes to Business Access Transit lanes with the implementation of CO7 BRT. The new bridge will be designed and constructed to meet AASHTO and ADA design guidelines and to be consistent with the City of Boulder’s East Arapahoe Transportation Plan, enhancing access and connections to the well-used Boulder Creek multiuse path and on-street pedestrian, bicycle and transit connections.

| Funding Breakdown in \$1,000s (by program year)¹ | | | | |
|--|----------------|----------------|----------------|--------------------|
| | FY 2025 | FY 2026 | FY 2027 | Total |
| DRCOG Requested Funds | \$560,000 | \$560,000 | \$4,480,000 | \$5,600,000 |
| CDOT or RTD Supplied Funds² | \$ | \$ | \$ | \$ |
| Local Funds (Funding from sources other than DRCOG, CDOT, or RTD) | \$175,000 | \$175,000 | \$1,050,000 | \$1,400,000 |
| Total Funding | \$735,000 | \$735,000 | \$5,530,000 | \$7,000,000 |

Project Sponsor: City of Boulder

Project Title: US36/28th Street West Side Multi-Use Path (Four Mile Canyon Creek Bridge - Violet)

Project Phases: Design/Environmental/Construction

Background/ Project Justification:

US36/28th Street is a state highway and a northern and southern gateway to Boulder for employees, visitors, students, and residents. Planning for this corridor beginning in the early 2000's, with a complete street design that incorporates a separated multi-use path for safe and comfortable pedestrian and bicycle travel from the south end of the city to the north end. This project will complete the final northern segment of the US36/28th street multi-use path as part of this corridor-wide improvement effort and will support access to safe, comfortable and connected active transportation facilities.

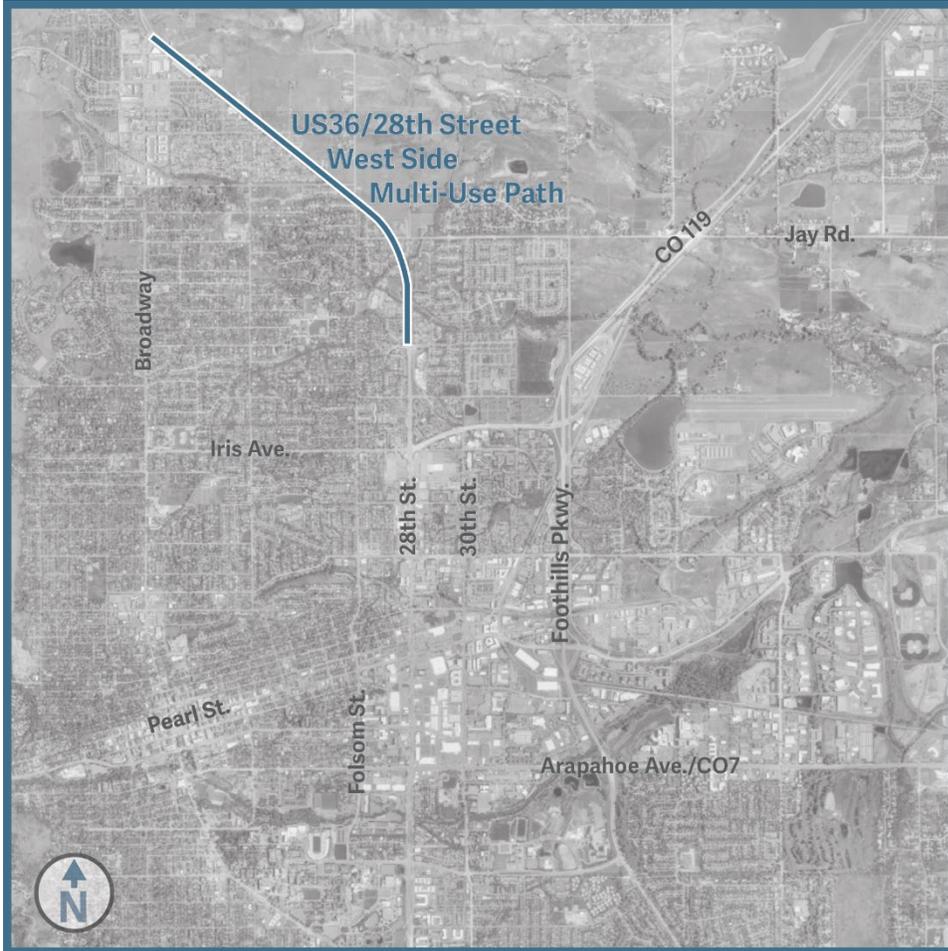
US36/28th Street is identified by DRCOG as both a corridor on the DRCOG High Injury Network and an Active Transportation Corridor. This segment of US36/28th Street has experienced an inordinately high number of fatal and serious injury crashes involving bicyclists and pedestrians, with 2 fatalities and 17 serious injuries between 2015 and 2019. The proposed project will provide a safe and separated facility for pedestrians and bicyclists and complete a major missing link and connection for local and regional travel. It will also provide direct access to a number of local and regional routes, such as the Flatiron Flyer between Boulder and Denver and the BOLT (future CO119 BRT) between Boulder and Longmont. During recent local planning efforts to maximize the benefits of regional transit improvements, the community identified their interest and need to have a continuous pedestrian and bicycle facility and improved connectivity from North Boulder to CO119 BRT, the Flatiron Flyer, and Boulder Junction.

Project Description:

The project will construct a 10-foot wide, bi-directional, concrete multi-use path for bicyclists and pedestrians on the west side of US36 from Fourmile Canyon Creek Bridge to Violet Avenue. It will include the installation of storm sewer system improvements, signage and wayfinding, and at least 20 bicycle parking spaces. Higher density residential and employment growth is expected to continue in this area of North Boulder for several more years; however, there are no continuous sidewalks or off-street bicycle facilities on either side of US36/28th Street between Fourmile Canyon Creek and Violet. Extending the multi-use path from Fourmile Creek bridge north will provide direct connections to a number of employment centers, as well residential neighborhoods, schools, parks and recreational sites.

| Funding Breakdown in \$1,000s (by program year)¹ | | | | |
|--|----------------|----------------|----------------|--------------------|
| | FY 2023 | FY 2024 | FY 2025 | Total |
| DRCOG Requested Funds | \$1,360,000 | \$0 | \$5,440,000 | \$6,800,000 |
| CDOT or RTD Supplied Funds² | \$ | \$ | \$ | \$ |
| Local Funds (Funding from sources other than DRCOG, CDOT, or RTD) | \$425,000 | \$ | \$1,275,000 | \$1,700,000 |
| Total Funding | \$1,785,000 | \$ | \$6,715,000 | \$8,500,000 |

Project Location/ Map:



Visuals/ Images:

