

Project Sponsor: Boulder County

Project Title: Countywide Strategic Transit Plan

Project Phases: Study

STBG or AQ/MM: STBG

Background/ Project Justification:

The 2020 Boulder County Transportation Master Plan (TMP) set the vision for an improved countywide multimodal transportation network, but specific modal plans are needed to provide detailed guidance on implementation, prioritization, and costs. The last transit modal plan for Boulder County- the Boulder and Broomfield Transit Enhancement Plan- was completed in 2006, and most projects identified in this plan have been implemented. Since then, the transit landscape in Boulder County has changed. The Northwest Area Mobility Study (NAMS) was adopted in 2014 and established a countywide network of Bus Rapid Transit Routes. Numerous local jurisdictions including Boulder County have updated their transportation master plans or equivalents, and the county has adopted its first Mobility and Access for All Ages and Abilities Plan (2022). CDOT adopted a Statewide Transit Plan in 2020, and a statewide 10 year pipeline of projects (updated 2022). There is new statewide money for transit fleet electrification. RTD adopted a System Optimization Plan in 2022, which will guide RTD's service development through 2027, and will be updating fare structure and pass programs in early 2023. With the potential on-going extension of the Countywide Transportation Sales Tax passed by the voters in November 2022 and the County's receipt of \$34M in FTA ARPA funding, a new transit plan is needed to guide our county-wide transit investments in concert with other local, regional and statewide transit plans, over the next decade plus.

Project Description:

The Countywide Strategic Transit Plan will guide how Boulder County spends countywide transit funding, including which projects and programs are implemented, when and how.

The plan will focus on three core sections: values, strategies, and implementation:

- Values: What do we want transit to achieve in Boulder County
 - Transit investments can strive to maximize ridership or productivity, they can focus on geographic coverage, and they can focus on supporting equity populations. Often, it is impossible to do all with the same dollar. This component of the plan will be a community-based values guidance on what goals we want our transit dollars to achieve.
- Strategies: How to achieve our goals
 - An inventory of transit services, projects and programs from existing conditions and plans
 - Potential delivery mechanisms and required partnerships (operation of service, pass programs, service buy-ups, capital infrastructure, etc.)
- Implementation: Where and when we can put our investments into action
 - Cost estimate for all strategies
 - Implementation schedule and financial plan

Funding Breakdown (in \$1,000s) (by program year)					
	FY 2024*	FY 2025*	FY 2026	FY 2027	Total
DRCOG Requested Funds ²	\$800	\$	\$	\$	\$ 800
CDOT or RTD Supplied Funds ³	\$ 0	\$	\$	\$	\$ 0
Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)	\$200	\$	\$	\$	\$ 200
Total Funding	\$ 1000	\$ 0	\$ 0	\$ 0	\$ 1000

**Note: If submitting in the AQ/MM Track, there is no FY 24 funding and very little FY 25 funding; almost all the funding is limited to FY 26 and FY 27*

Project Location/ Map:

Geographic extents of Boulder County, and connections to adjoining jurisdictions

Visuals/ Images:



Project Sponsor: Boulder County

Project Title: Vision Zero Safe Routes to Schools Action Plan

Project Phases: Study

STBG or AQ/MM: Either

Background/ Project Justification:

Boulder County’s Transportation Master Plan, Mobility and Access for All Ages and Abilities Coordinated Plan (MAAAA) and draft Vision Zero Plan all identify the need for more youth-focused transportation planning. Youth ages 18 and under are currently the largest demographic age group in Boulder County (19.4% of total population, 27.1% of households), yet very few youth-specific comprehensive transportation planning efforts have been undertaken in Boulder County to-date. As a result, when requests to fund youth transportation projects go out to the many overlapping jurisdictions involved- multiple cities and towns, county, and two school districts- these requests are often out of sync with existing Capital Improvement Programs (CIPs) or budgets and are difficult to fund. This project will address this ongoing challenge by developing a shared inter-agency action plan for youth transportation across the Boulder County region, encompassing both local school districts.

Project Description:

Both Phase 1-2 will be led by consultants, who will be hired collaboratively among jurisdictional partners after funding is secured. The project will include public input.

Phase 1: Develop a regional inter-agency Vision Zero Safe Routes to School 5 Year Action Plan with corresponding data management system (\$300K)

1. Determine Vision Zero and Safe Routes goals for those under age 18 in Boulder County
2. Determine Existing Conditions – tie to each public school using a defined buffer
3. Develop Strategies/Emphasis Areas of common safety improvement strategies
4. Develop a School Prioritization Matrix - a prioritized list of schools based on the mutually agreed upon safety, equity, health-based weighted criteria and more.

Phase 2: Complete School Transportation Safety Plans at ~5 of the highest need schools (\$100K)

1. Develop a standardized data collection, assessment, and reporting tool to complete School Transportation Safety Plans, centering Vision Zero’s Prevention Strategies and Safe Routes to School’s 6 E’s: Equity, Engagement, Education, Encouragement, Engineering, and Evaluation.
2. Using the Action Plan as a road map of where to start and what partners need to be involved, complete School Transportation Safety Plans for ~5 of the highest prioritized schools identified in Phase 1. Plans will identify specific infrastructure &/or non-infrastructure projects & programs to improve safety and support all school transportation options, especially active ones.
3. Partners will then be able to proactively (vs reactively) collaborate on next steps to plan for and fund safety improvement projects and programs at prioritized school-based locations.

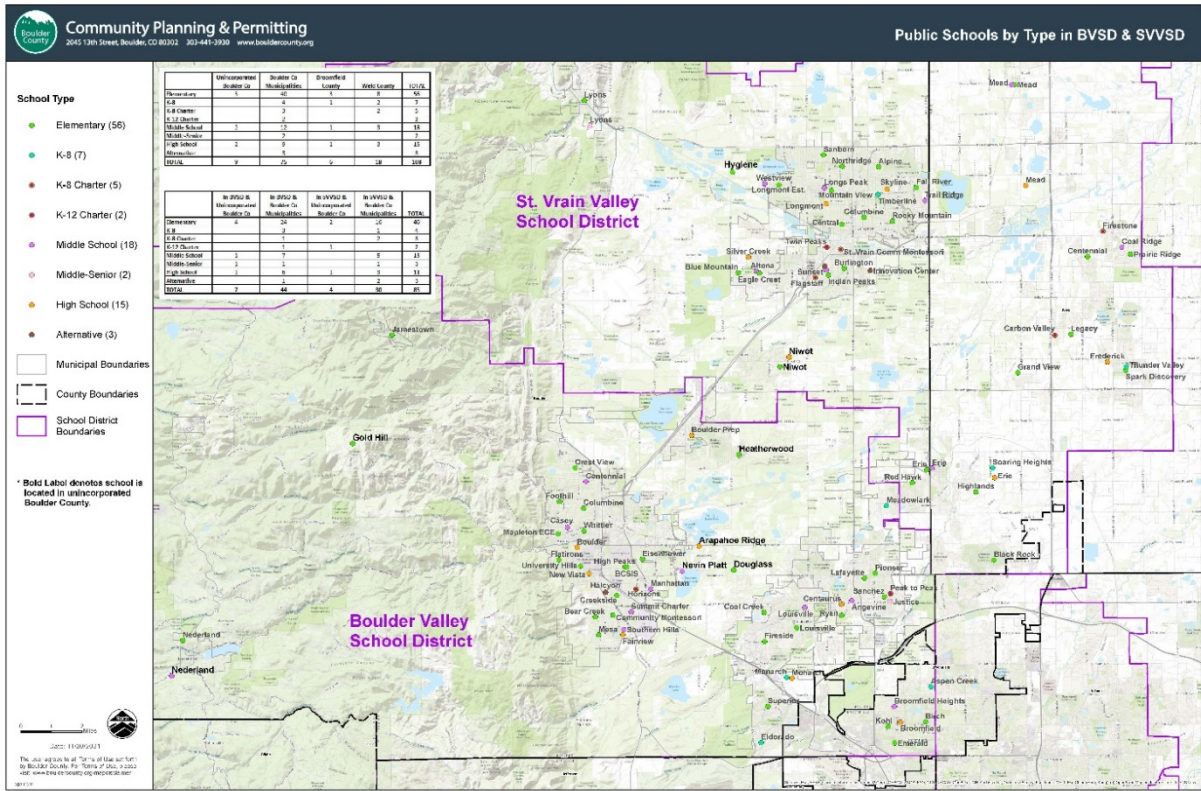
YEAR	DESCRIPTION OF COLLABORATION	COSTS
1-2	Phase 1: Develop a 5 Year Vision Zero SRTS Action Plan & Data Management System	\$300K
2-3	Phase 2: Develop Tool and Complete School Transportation Safety Plans at ~5 of the highest prioritized schools (Phase 2 costs are scalable, as needed)	\$100K
	TOTAL	\$400K

Funding Breakdown (in \$1,000s) (by program year)					
	FY 2024*	FY 2025*	FY 2026	FY 2027	Total
DRCOG Requested Funds²	\$0	\$115	\$120	\$120	\$355
CDOT or RTD Supplied Funds³	\$0	\$0	\$0	\$0	\$0
Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)	\$45	\$0	\$0	\$0	\$45
Total Funding	\$45	\$115	\$120	\$120	\$400

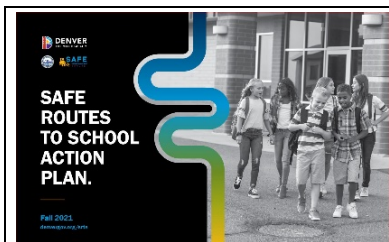
*Boulder County is proposing to commit \$25K towards the \$45K (10%) match needed. Will seek project partner commitments to complete the remaining match (\$20K), in addition to data sharing, data collection, if needed, and time commitments to collaboratively hire consultants and collaboratively build the new systems and tools. The result should meet the needs of all regional partners, guide and organize future collaborative projects, and ensure consistent data collection across the Boulder County region.

Project Location/ Map: All K-12 Public & Charter Schools (~84) operated by BVSD and SVVSD including schools in both unincorporated Boulder County and those within incorporated areas. If we were to include the schools which cross into Weld and Broomfield Counties, it's an additional 24 schools.

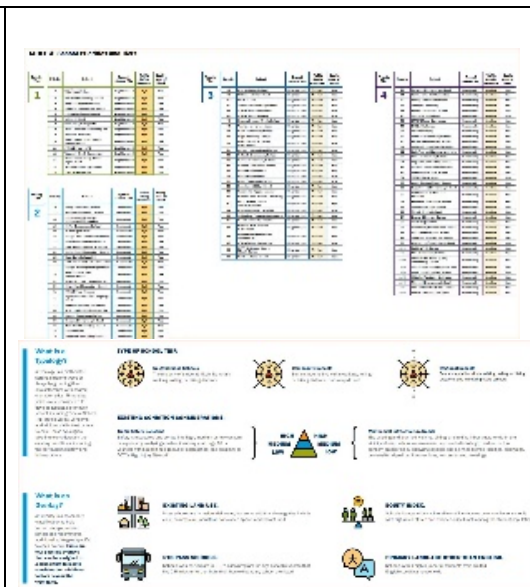
The shared data in the maps below would be combined with other municipality's map data, including high injury network crash data, health and other equity data, history of prior programs and projects, and more, will be compiled and weighted by collaborative decision to determine the ranking criteria to produce a prioritized rank order of school to receive school transportation safety plan assessments.



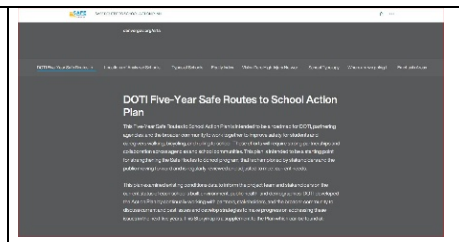
Visuals/ Images: The images linked below are from the Safe Routes to Schools Action Plan that lives within the Denver Department of Transportation & Infrastructure’s (DOTI) Vision Zero Program and from Boulder County’s Youth Transportation Program and Vision Zero Crash Analysis.



[DOTI’s Safe Routes to Schools Action Plan](#)

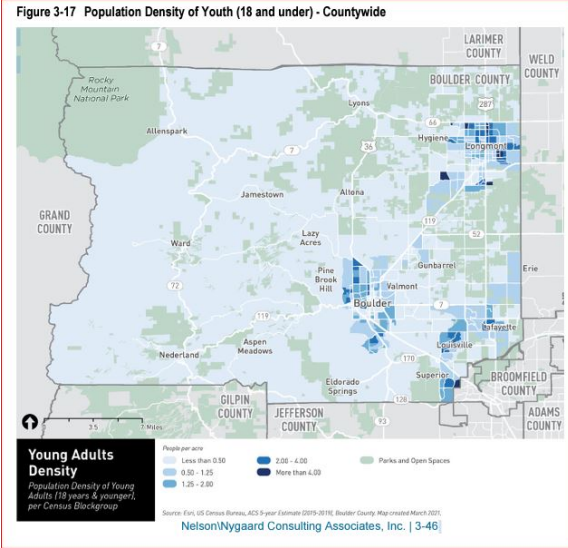


[DOTI’s Safe Routes to School Prioritization Matrix + Methodology](#)



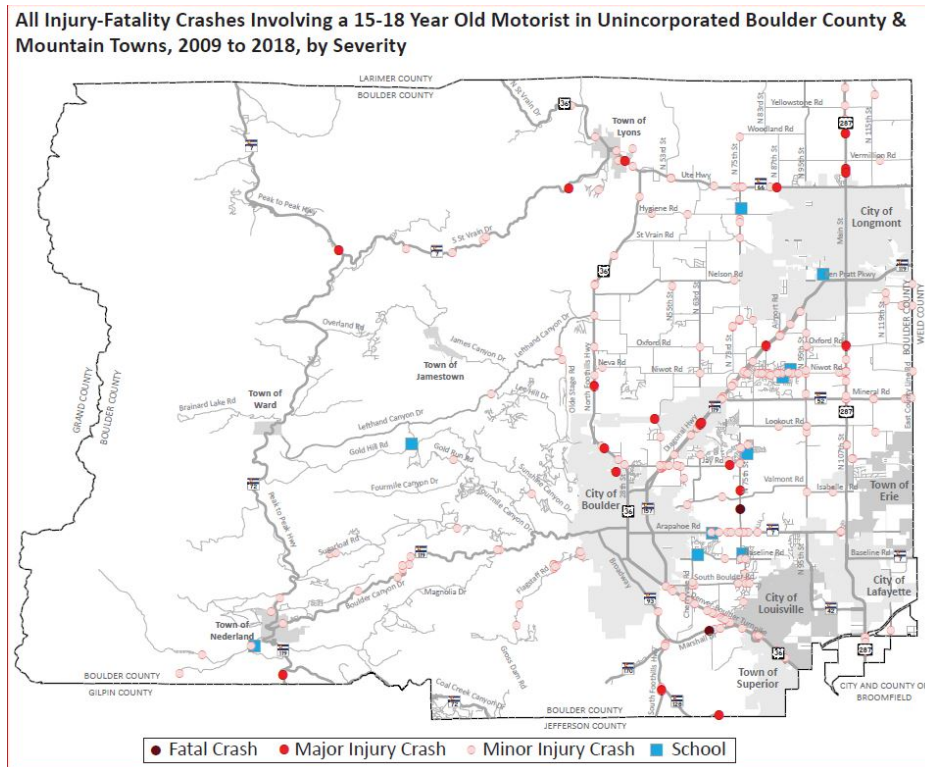
[DOTI’s Safe Routes to Schools Action Plan’s Story Map](#)

Figure 3-17 Population Density of Youth (18 and under) - Countywide



Boulder County Population Density of Youth (18 and under) found on page 64 (or Figure 3-17 on 3-44) of [Boulder County's Mobility and Access for All Ages and Abilities Plan](#)

All Injury-Fatality Crashes Involving a 15-18 Year Old Motorist in Unincorporated Boulder County & Mountain Towns, 2009 to 2018, by Severity



Project Sponsor: Boulder County

Project Title: South Boulder Rd Bus Rapid Transit Feasibility & Multimodal Corridor Study

Project Phases: Study

STBG or AQ/MM: AQ/ MM

Background/ Project Justification:

In 2014, RTD adopted the Northwest Area Mobility Study (NAMS), which envisioned a network of bus rapid transit corridors serving the northwest Denver metro region. Eight years later, all of these NAMS corridors in Boulder County are in progress, except one: South Boulder Rd. South Boulder Rd is a critical link in Boulder County, connecting key destinations including downtown Boulder, CU-Boulder, US 36 & Table Mesa Station, downtown Louisville, and the Lafayette Park-n-Ride/ downtown Lafayette. In 2019, the existing DASH route carried more riders than the JUMP (CO 7) or the BOLT+J (CO 119), both of whose corridors are significantly further along in planning for major transit and multimodal improvements.

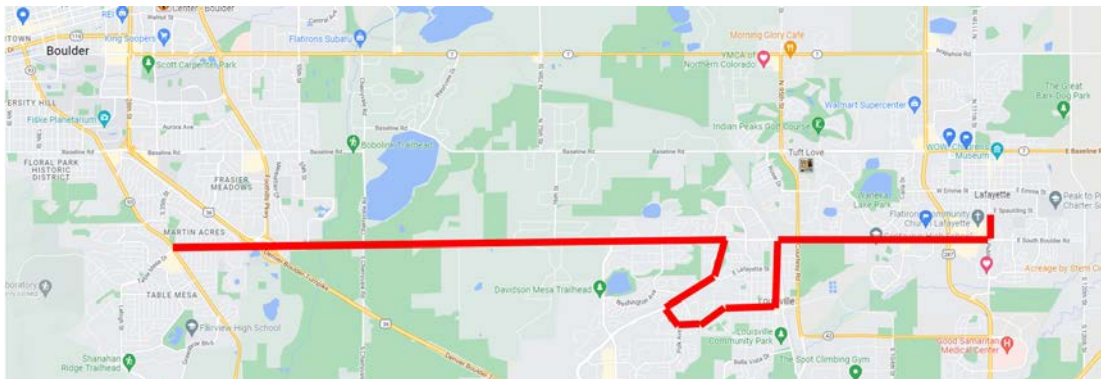
Project Description:

The project is a study to determine the feasibility of and options for implementing Bus Rapid Transit service on the South Boulder Rd corridor between Downtown Boulder Station (DBS) and the Lafayette Park-n-Ride. This study would evaluate options including alignments, service planning, capital improvements and costs, building on the work completed as part of the NAMS Study and local transportation plans. The study would also evaluate related bicycle, pedestrian, operational and safety improvements along the corridor, with a deliverable of establishing a shared vision for future capital improvements and transit service on this corridor. This study will also take into account other recent or planned work along the corridor, including transit improvements at DBS and along Broadway, crossing improvements on South Boulder Rd in Louisville, and improvements at the Lafayette Park-n-Ride.

Funding Breakdown (in \$1,000s) (by program year)					
	FY 2024*	FY 2025*	FY 2026	FY 2027	Total
DRCOG Requested Funds ²	\$	\$	\$480	\$	\$ 480
CDOT or RTD Supplied Funds ³	\$	\$	\$	\$	\$ 0
Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)	\$	\$	\$120	\$	\$ 120
Total Funding	\$ 0	\$ 0	\$600	\$ 0	\$ 600

**Note: If submitting in the AQ/MM Track, there is no FY 24 funding and very little FY 25 funding; almost all the funding is limited to FY 26 and FY 27*

Project Location/ Map:



Project Sponsor: Boulder County

Project Title: Low Stress Cycling Facilities Study Connecting Boulder, Lafayette, and Louisville

Project Phases: Feasibility Study

STBG or AQ/MM: STBG

Background/ Project Justification:

The 7.5 mile Baseline-South Boulder Road corridor is the primary bicycling connection between Boulder, Louisville, and Lafayette. However, this connection has no safe, direct, comfortable, and appealing bicycle facility for all types of cyclists from the fearless to the interested but concerned riders. To improve safety and encourage the use of active modes, the Boulder County Transportation Master Plan (TMP) identified this corridor for expansion and enhancement of existing facilities and the addition of new facilities.

The west terminus of the project would connect to the City of Boulder's existing low stress routes and to the planned low stress routes identified in city of Lafayette's [Multimodal Transportation Plan](#). This project could close the low stress cycling gap between the communities and would create a low stress bike connection between City of Boulder, Louisville and Lafayette for commuters, general bike transportation and recreation.

There is a great need and demand for an east/west low stress bike route. [The County TMP survey results](#) showed a high demand for lower stress bike facilities. The Boulder County Crash Analysis Report shows bike crashes in the study corridor. Bike traffic volume counts show the corridor is already used by cyclists. This project would allow for the confident and interested but concerned cyclist to connect the communities via bicycle.

Project Description:

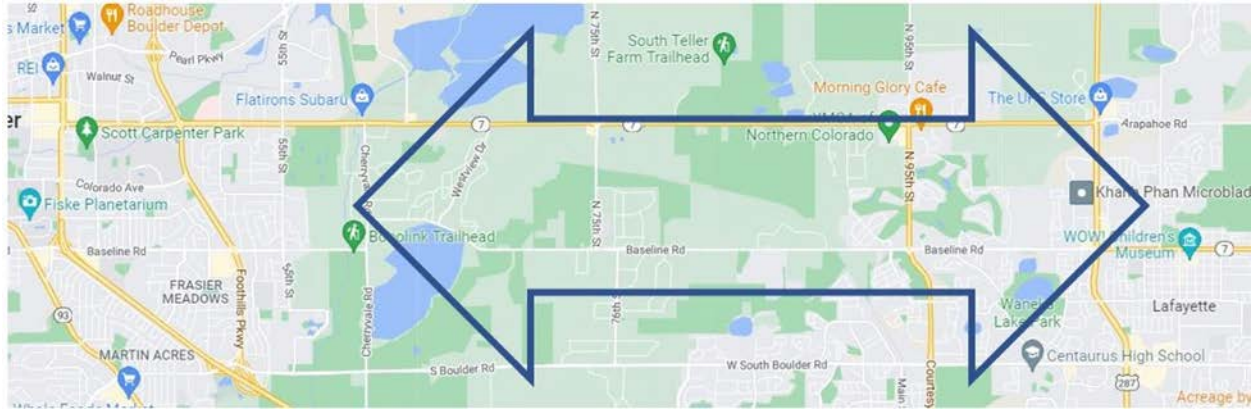
The project is a feasibility study to identify and evaluate alternative alignments for a lower stress bike route connection between the City of Boulder and the cities of Lafayette and Louisville. The anticipated project outcome is the identification of a preferred bikeway alignment that would consist of a combination of separated bikeways where possible and protected bike lanes/bikeable shoulders. The County will partner with Boulder, Louisville, and Lafayette on the study.

The study extents would be approximately from Cherryvale/Baseline intersection to the western boundaries of the cities of Lafayette and Louisville.

Funding Breakdown (in \$1,000s) (by program year)					
	FY 2024*	FY 2025*	FY 2026	FY 2027	Total
DRCOG Requested Funds ²	\$	\$300	\$	\$	\$ 300
CDOT or RTD Supplied Funds ³	\$	\$	\$	\$	\$ 0
Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)	\$	\$60	\$	\$	\$ 60
Total Funding	\$ 0	\$ 360	\$ 0	\$ 0	\$ 360

**Note: If submitting in the AQ/MM Track, there is no FY 24 funding and very little FY 25 funding; almost all the funding is limited to FY 26 and FY 27*

Project Location/ Map:



Project Sponsor: Boulder County

Project Title: Longmont to Boulder (LoBo) Trail–Jay Road Connection

Project Phases: Construction

STBG or AQ/MM: STBG

Background/ Project Justification: The LoBo Trail, was determined a “first priority” project in 2003 as part of the Boulder County Regional Trails Program prioritization process, and the county has been leading the effort to complete segments of the trail ever since. The existing segments of the LoBo are used for both commuting and recreation. Not only is the LoBo Trail–Jay Rd Connection one of the final missing links in this key regional trail, but this segment would also provide Gunbarrel residents a safe off-street connection to the City of Boulder, via the Cottonwood Trail.

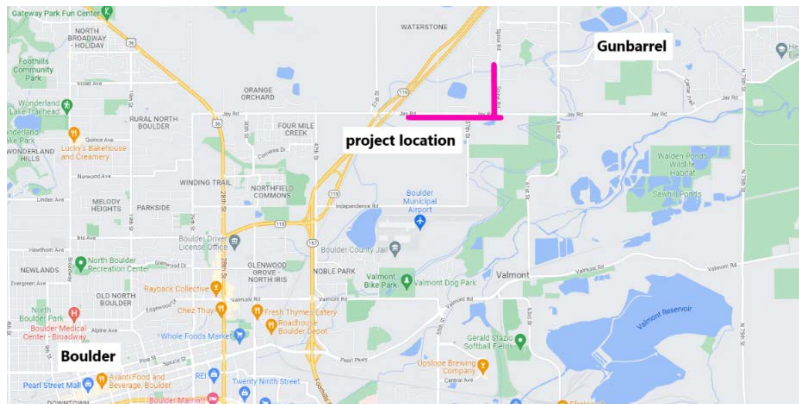
Project Description: The LoBo Trail-Jay Rd Connection project will begin at the terminus of the Cottonwood Trail (approx. 750ft east of CO 119) and will continue along the south side of Jay Rd, then turn north and continue along the west side of Spine Rd to connect to the existing terminus of the LoBo Trail (approx. 200ft south of N Orchard Creek Circle). Project details include:

- .95 miles of 8-10 ft wide concrete multi-use path
- .25 miles of 8 ft wide crusher fines trail (this part of the alignment will be located on City of Boulder Open Space and Mountain Parks lands, and therefore must be crusher fines surface)
- ADA improvements to 5-6 transit stops along Jay and Spine
- Pedestrian/bicycle safety and accessibility improvements to the intersection of Jay and Spine

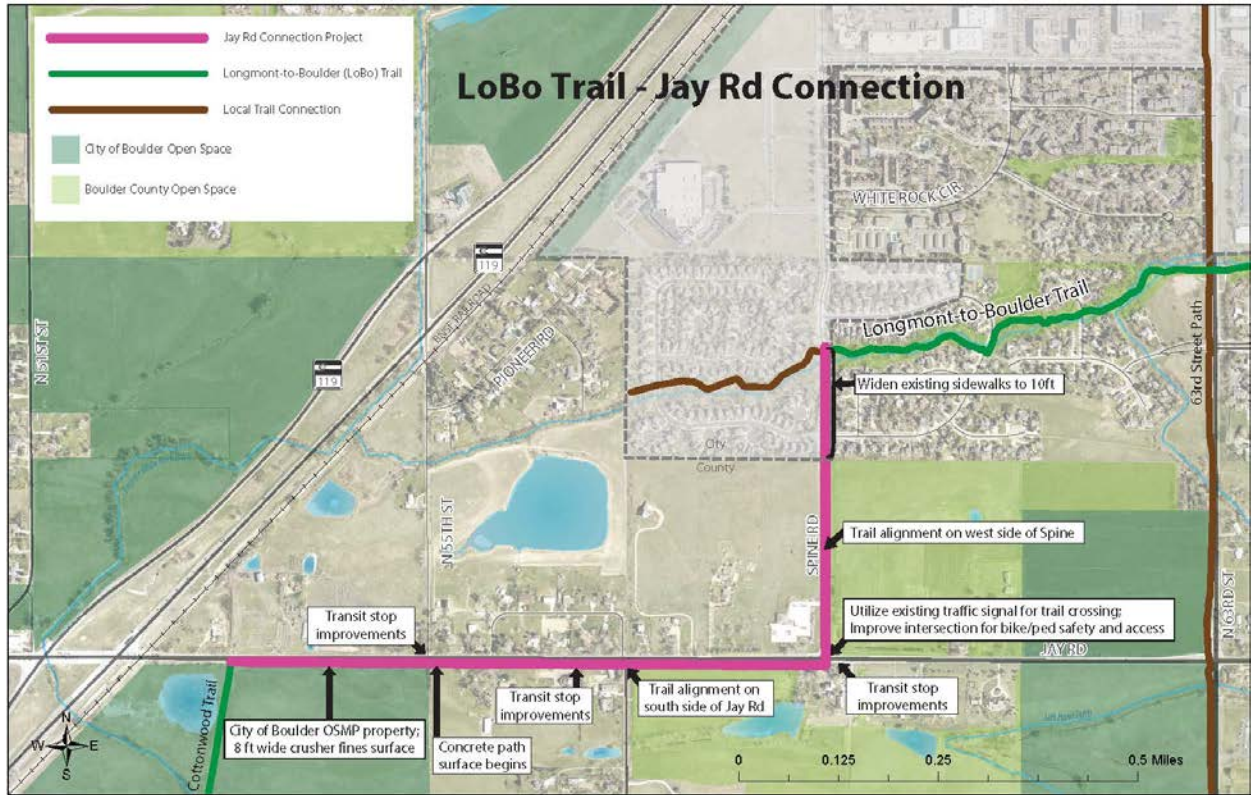
Funding Breakdown (in \$1,000s) (by program year)					
	FY 2024*	FY 2025*	FY 2026	FY 2027	Total
DRCOG Requested Funds ²	\$1,920	\$	\$	\$	\$ 1,920
CDOT or RTD Supplied Funds ³	\$	\$	\$	\$	\$ 0
Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)	\$480	\$	\$	\$	\$ 480
Total Funding	\$ 2,400	\$ 0	\$ 0	\$ 0	\$ 2,400

**Note: If submitting in the AQ/MM Track, there is no FY 24 funding and very little FY 25 funding; almost all the funding is limited to FY 26 and FY 27*

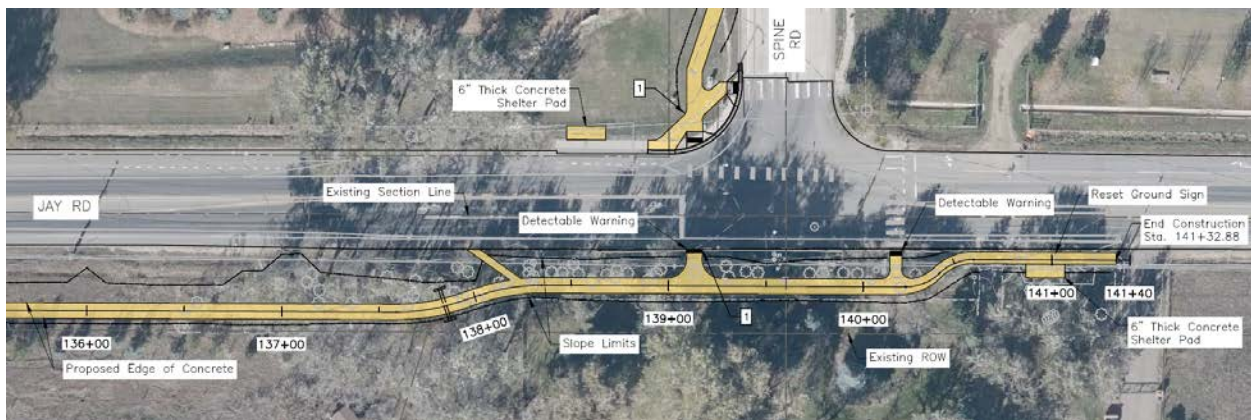
Project Location/ Map:



Visuals/ Images:



General project concept map



Snapshot of 30% design plans

Project Sponsor: Boulder County

Project Title: Isabelle Road Shoulders

Project Phases: Design and construction

STBG or AQ/MM: STBG

Background/ Project Justification:

Isabelle Road is the final unimproved segment on the Valmont / Isabelle corridor between Erie and Boulder. Isabelle Road connects Erie to Valmont Road (which already has five- foot shoulders) and then to several multiuse paths in the City of Boulder. This connection is an important for bike commuting and recreational riding.

Beginning in 2004 with the realignment of Valmont Road between 55th street and 61st street the County incrementally improved the Valmont/Isabelle corridor as funding allowed. In 2021, the shoulder on both sides of the intersection with US 287 was widened and a two- foot striped buffer was added.

The addition of the shoulders would bring the road up to the County Multimodal Standards.

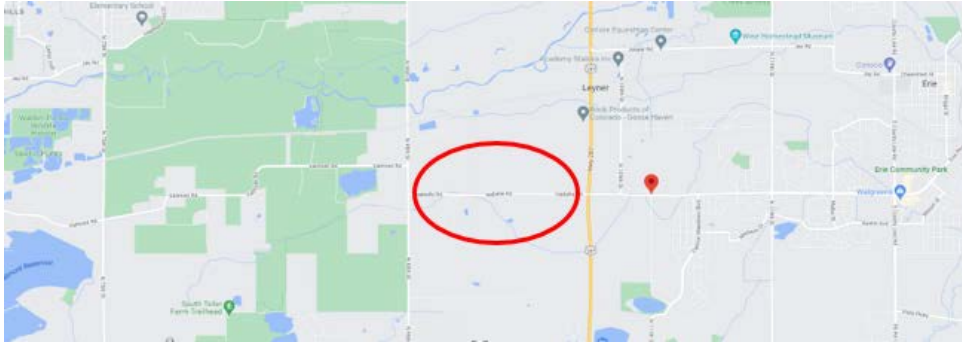
Project Description:

The project would include design and construction and obtaining Right-of-Way to add five-foot shoulders on Isabelle Road between 95th and the improved shoulders that extend approximately 120 feet west of the US 287 intersection.

Funding Breakdown (in \$1,000s) (by program year)					
	FY 2024*	FY 2025*	FY 2026	FY 2027	Total
DRCOG Requested Funds ²	\$	\$	\$300	\$3,000	\$3,300
CDOT or RTD Supplied Funds ³	\$	\$	\$	\$	\$ 0
Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)	\$	\$	\$60	\$600	\$660
Total Funding	\$ 0		\$ 360	\$ 3,600	\$ 3,960

**Note: If submitting in the AQ/MM Track, there is no FY 24 funding and very little FY 25 funding; almost all the funding is limited to FY 26 and FY 27*

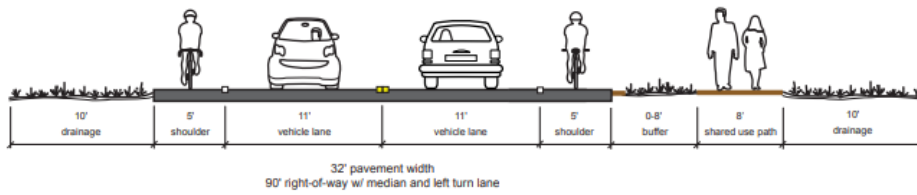
Project Location/ Map:



Visuals/ Images:

Boulder County Multimodal Transportation Standards

2 - Minor Arterial





Project Sponsor: Boulder County

Project Title: CO 93 Separated Bikeway Feasibility Study

Project Phases: Feasibility Study

STBG or AQ/MM: STBG

Background/ Project Justification:

CO 93 is the only direct bicycling connection between Boulder and Jefferson Counties, however, the road is a high speed, high volume road and a very high stress bicycle route where only most fearless cyclist will ride.

This same road corridor is a critical section for the Colorado Front Range Trail (CFRT). The gap section in Boulder County directly adjacent to Jefferson County along CO 93 has been listed as a [High Priority Section by Colorado Parks and Wildlife](#). The goal of the CFRT is to create a multimodal 876-mile-long trail along the Front Range of Colorado. Ultimately connecting Wyoming to New Mexico, this trail was initiated in 2003 by Colorado Parks and Wildlife with the support of communities, stakeholders, and Colorado citizens. Named one of the most critical trail projects in 2016, the CFRT will help to fulfill the Colorado the Beautiful Initiative where every Coloradan will live within 10 minutes of a trail, park, or green space within a generation. Currently, over 270 miles of the CFRT have been completed in Colorado.

CO 93 is rated as a [CDOT bike high demand corridor](#). This project would be the first and very critical step in creating a low stress separated bikeway that would connect directly to an existing low stress bike network that runs the length of the City of Boulder and to the Jefferson County section that is [currently being examined in a feasibility study](#).

The [Boulder County Transportation Master Plan](#) (TMP) recommended a separated hard surface bikeway in this location.

Project Description:

The project is a feasibility study to identify and evaluate alternative alignments for a low stress separated hard surface bikeway on the approximately 2.7 miles of the Boulder County section of CO 93. The study extents would be CO 93 at Marshall Road in Boulder County to the Jefferson County line along CO 93.

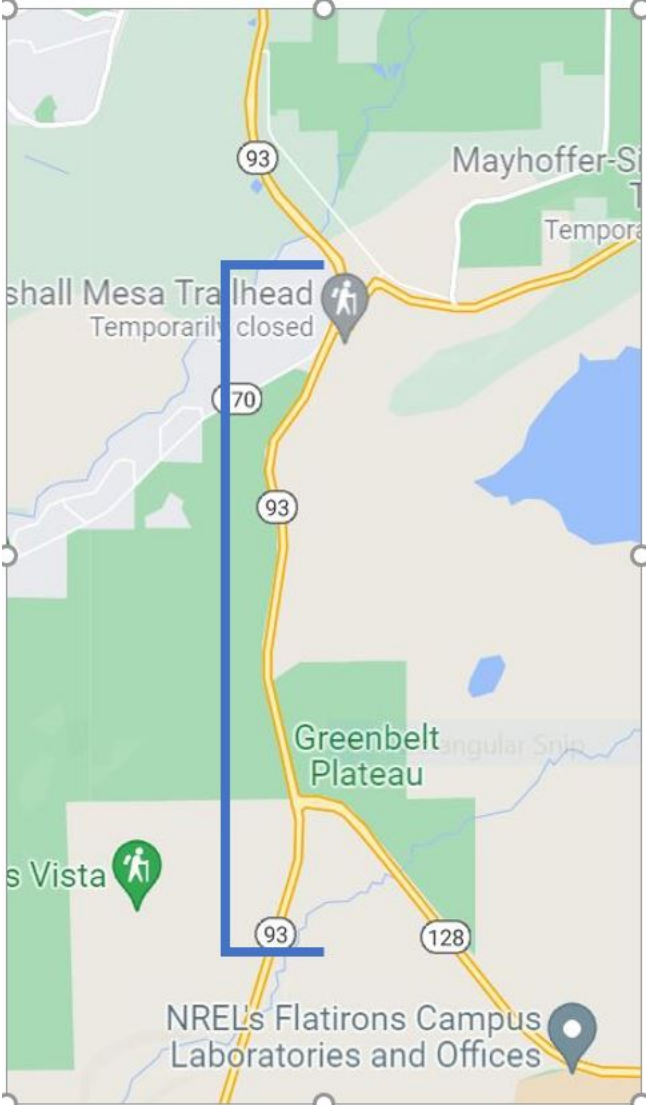
Project Description:

The project is a feasibility study to identify and evaluate alternative alignments for a low stress separated hard surface bikeway on the approximately 2.7 miles of the Boulder County section of CO 93. The study extents would be CO 93 at Marshall Road in Boulder County to the Jefferson County line along CO 93.

Funding Breakdown (in \$1,000s) (by program year)					
	FY 2024*	FY 2025*	FY 2026	FY 2027	Total
DRCOG Requested Funds ²	\$	\$300	\$	\$	\$ 300
CDOT or RTD Supplied Funds ³	\$	\$	\$	\$	\$ 0
Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)	\$	\$60	\$	\$	\$ 60
Total Funding	\$ 0	\$ 360	\$ 0	\$ 0	\$ 360

*Note: If submitting in the AQ/MM Track, there is no FY 24 funding and very little FY 25 funding; almost all the funding is limited to FY 26 and FY 27

Project Location/ Map:



Project Sponsor: Boulder County

Project Title: Boulder to Erie Regional Trail (BERT)

Project Phases: Design

STBG or AQ/MM: AQ/MM

Background/ Project Justification: Boulder County, in partnership with the City of Boulder and Town of Erie, is in the master planning process for a soft-surface regional trail connection linking Boulder and Erie. The BERT (formerly known as the RTD Rail Trail and UP Rail Trail) was identified in the county’s regional trails prioritization process in 2003. The Boulder Valley Comprehensive Plan and Boulder County Transportation Master Plan identify this trail connection as an important link in the Boulder Valley and regional trails system. Currently there is great need for a low-stress east-west route for cyclists in eastern Boulder County. The BERT would offer that connection and be used for both transportation and recreation. The master planning process is anticipated to be completed in 2024 and engineering design would follow.

Project Description: As part of the BERT master planning process, preferred conceptual alignments will be determined. The original intention was for the entire alignment to be within the RTD rail corridor. However, in certain sections, alternative alignments are now being explored. The project will begin at the RTD rail corridor at 61st St near Valmont Rd and ultimately connect into Erie’s existing trail system near the RTD rail corridor. The BERT would be a 10 ft wide crusher fines multi-use trail, approximately 8.5 miles in length. It would connect to multiple existing trails, including Boulder Creek Trail, Sawhill/Walden Ponds Trails, White Rock/Teller Farms Trails, and Erie Loop Trail. The rail line is no longer in use but is technically not abandoned, therefore this is a rails-with-trails project instead of a rails-to-trails project.

Funding Breakdown (in \$1,000s) (by program year)					
	FY 2024*	FY 2025*	FY 2026	FY 2027	Total
DRCOG Requested Funds ²	\$	\$	\$1,200	\$1,200	\$ 2,400
CDOT or RTD Supplied Funds ³	\$	\$	\$	\$	\$ 0
Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)	\$	\$	\$300	\$300	\$ 600
Total Funding	\$ 0	\$ 0	\$ 1,500	\$ 1,500	\$ 3,000

**Note: If submitting in the AQ/MM Track, there is no FY 24 funding and very little FY 25 funding; almost all the funding is limited to FY 26 and FY 27*

Project Location/ Map:



BERT connection corridor

Visuals/ Images:



A view of the mountains from the rail corridor/anticipated BERT trail alignment

Project Sponsor: Boulder County

Project Title: Southeast Boulder County Flex Ride Service

Project Phases: Bus Service

STBG or AQ/MM: AQ/MM

Background/ Project Justification: This project proposal is for the operating costs to add a 5th vehicle to Southeast Boulder County on-demand services. Boulder County partners with the City of Lafayette to offer the highly successful Ride Free Lafayette (RFL) on-demand transit service, which is currently funded using DRCOG Human Services Transportation Set Aside funds. Ridership has consistently grown and is now the 4th highest performing service when compared with all RTD’s 23 FlexRide services district-wide. RTD operates two RTD Flex Ride on-demand transit services in Southeast Boulder County – Louisville and Superior.

Immediately following the Marshall Fire, RTD and Boulder County created a unified East Boulder County on demand service area by combining RFL (2 cutaway buses) and the two RTD Flex Ride services (2 cutaway buses) to allow Superior and Louisville residents who were displaced by the Marshall Fire and living or working in different areas to better access the Disaster Assistance Center in Lafayette. This brief pilot demonstrated the need for cross-jurisdictional transportation in Southeast Boulder County and revealed the limitations of the Pantonium software used by RFL, which was unable to decline rides or limit the time between individual passenger trip requests. These two software limitations will need to be addressed to create a successful cross-jurisdictional service with RTD FlexRide.

This project aligns with the goals and strategies of the [Boulder County Transportation Master Plan](#) and [Mobility and Access for All Ages and Abilities Plan](#).

Project Description: Boulder County would like to build upon the success of RFL and add a 3rd vehicle to the demand-response service that will be able to cross municipal boundaries and purchase the TransDemand software used by RTD FlexRide to improve mobility for Southeast Boulder County residents. We will coordinate this service and our TIP application with the Town of Erie, as they are also applying to the Southwest Weld County Subregional Call #4 for funding an additional vehicle. Our funding assumption is that the service will cost \$120/service hour in the first year. Hours of operation: Monday – Sunday and Holidays, 7:00 a.m. to 8:00 p.m. (5,110 service hours/year). For this project we are proposing the following costs with the assumption that operating costs have a 4% annual increase:

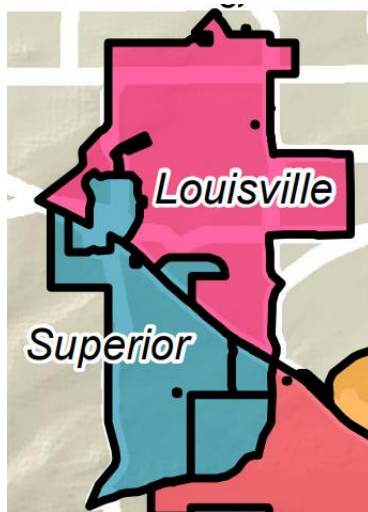
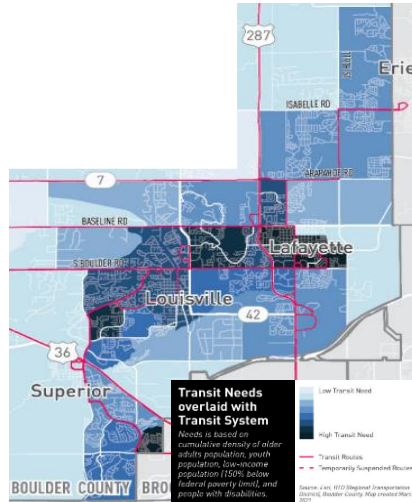
- FY 2025
 - Capital Project - Software: \$100,000
 - Operating: \$613,200
- FY 2026
 - Operating: \$637,728
- FY 2027
 - Operating: \$663,237

We are seeking feedback on how to improve the project proposal to be most competitive for the Subregional Call #4 funding.

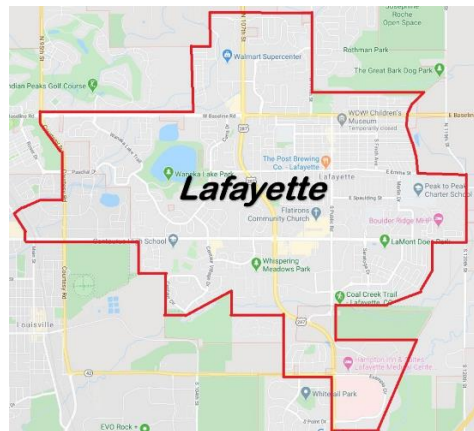
Funding Breakdown (in \$1,000s) (by program year)					
	FY 2024*	FY 2025*	FY 2026	FY 2027	Total
DRCOG Requested Funds ²	\$ 0	\$641	\$573	\$596	\$ 1,810
CDOT or RTD Supplied Funds ³	\$ 0	\$0	\$0	\$0	
Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)	\$ 0	\$72	\$64	\$67	\$ 204
Total Funding	\$ 0	\$713	\$638	\$663	\$ 2,014

Project Location/ Map:

Below is an East Boulder County Transit Needs Index from the 2021 Mobility and Access for All Ages and Abilities Plan, which was created to highlight the Census Block Groups with the highest proportions of these population groups (relative density).



RTD FlexRide Service Areas in East Boulder County



Ride Free Lafayette Service Area

Visuals/ Images:



RTD Louisville FlexRide



Ride Free Lafayette

Project Sponsor: Boulder County

Project Title: CO 119 Commuter Bikeway Segments

Project Phases: Construction

STBG or AQ/MM: STBG

Background/ Project Justification:

CO 119 is the primary connection between Boulder and Longmont, which together make up about 2/3 of the total population of Boulder County. However, this connection has no safe, direct, comfortable and appealing bicycle facility, and has the second highest number of bicycle and pedestrian crashes in unincorporated Boulder County. To improve safety and encourage the use of active modes, the Boulder County Transportation Master Plan identified a separated Commuter Bikeway for this corridor. This facility, which will connect to CO 119 BRT stations, was re-affirmed in CDOT, RTD, City of Boulder, City of Longmont and Boulder County's shared vision for this corridor.

Project Description:

The entire 9-mile bikeway will be a 12 ft wide hard surface facility that will be maintained and plowed for year-round use. We are seeking feedback on which segment(s) of the Bikeway would be most competitive for Subregional funding in Call #4. We have identified the following currently unfunded high priority segments for a potential Call #4 TIP application (note, some segments could be broken into sub-segments):

CO 119 Bikeway Segment	Estimated Cost
Segment 1 - Foothills to South of Jay Road	\$7.5 M
Segment 2- Jay Road Underpass	\$4.6 M
Segment 9- North of Niwot to South of Airport	\$3.8 M
Segment 11- North of Airport to South of Hover	\$9.0 M

The budget below is a \$7 million placeholder budget and will be adjusted based on actual segment(s).

Funding Breakdown (in \$1,000s) (by program year)					
	FY 2024*	FY 2025*	FY 2026	FY 2027	Total
DRCOG Requested Funds ²	\$	\$	\$5,600	\$	\$ 5,600
CDOT or RTD Supplied Funds ³	\$	\$	1000	\$	\$ 1000
Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)	\$	\$	400	\$	\$ 400
Total Funding	\$ 0	\$ 0	\$ 7,000	\$ 0	\$ 7,000

**Note: If submitting in the AQ/MM Track, there is no FY 24 funding and very little FY 25 funding; almost all the funding is limited to FY 26 and FY 27*

Project Location/ Map:



D:\c:\path... \Application\Map\CO 119_Coordinate_Bikeway_Gant.aprx

Visuals/ Images:

See [Concept Design Validation](#)

Currently, cyclists on CO 119 use the shoulder along the highway, where vehicles are traveling at 55 miles per hour or more (see red arrow in left photo below indicating the current shoulder). The CO 119 Bikeway would provide a facility that is physically separated from the vehicle traffic.



Project Sponsor: Boulder County

Project Title: CO 119 First and Final Mile Improvements at CO 52

Project Phases: Design and Construction

STBG or AQ/MM: STBG

Background/ Project Justification:

The [CO 119 First and Final Mile study](#) identified improvements that are needed along the CO 119 corridor to connect people to the BRT stations and Commuter Bikeway. For example, at CO 119 and CO 52, there are several large adjacent employment centers, including IBM and the Boulder Tech Center (BTC), but there is little to no infrastructure that would allow people to actually walk or bike the last .5 miles from the BRT station or Bikeway to their office. The Boulder Tech Center includes multiple manufacturing businesses with front-line workers who can't do their jobs remotely. In order to ensure the effectiveness of the BRT service and provide equitable access to employment centers at CO 52, a connection from CO 119 to the Boulder Tech Center is critical.

Project Description:

This project would include design and construction of a multi-use path along CO 52 from CO 119 to 71st St., through the CDOT right-of-way on the conservation easement north of CO 52 to the Boulder Tech Center.

Funding Breakdown (in \$1,000s) (by program year)					
	FY 2024*	FY 2025*	FY 2026	FY 2027	Total
DRCOG Requested Funds ²	\$	\$	\$480	\$	\$ 480
CDOT or RTD Supplied Funds ³	\$	\$	\$60	\$	\$ 60
Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)	\$	\$	\$60	\$	\$ 60
Total Funding	\$ 0	\$ 0	\$ 600	\$ 0	\$ 600

**Note: If submitting in the AQ/MM Track, there is no FY 24 funding and very little FY 25 funding; almost all the funding is limited to FY 26 and FY 27*

Project Location/ Map:



Visuals/ Images:



Project Sponsor: Boulder County

Project Title: US 287 Bikeway Feasibility Study

Project Phases: Study/ Bus Service

STBG or AQ/MM: AQ/MM

Background/ Project Justification: Members of the public have said, in a variety of settings, they do not feel safe riding a bicycle along US 287. There are no nearby parallel routes to use. The high speeds of traffic and lack of separation cause both a real and perceived safety concern, having a recorded BLS (Bicycle Level of Stress) of three to four along the highway with shoulders of 3-4 feet, see Figure 2.

The sentiment of the community is captured in Boulder County’s Transportation Master Plan with a future bikeway connection between Lafayette and Longmont. During the recent US 287 Bus Rapid Transit feasibility study, the community again shared that having a safe place for people to ride bikes along the US 287 corridor is a top priority for bicycle trips as well as to connect with local and regional transit routes. In addition, US 287 is part of the regional “NAMS network” (Northwest Area Mobility Study) where we have been working with multi-agency partnerships to create multimodal corridors that include places for people to comfortably ride bicycles.

The proposed US 287 Bikeway Feasibility Study will take an important step forward to create the safe, direct and comfortable traveling experience for bicyclists of all ages and riding abilities along the US 287 corridor, and will respect and integrate with the local bikeway plans within each of the communities along the US287 corridor.

Project Description:

The US-287 Bikeway Feasibility Study would examine opportunities for creating a comfortable north-south bicycling connection within Boulder County. This project would look at the existing conditions and develop alternatives for creating a comfortable bikeway that works for all members of the public, including families and people going to or from work and accessing transit.

The bikeway feasibility planning process will consider a range of route alignments and include on-street and off-street options, and connections to the broader transportation system – such as trail connections and transit stations. It will also examine intersections and roadway crossings, incorporating information from the county’s US 287 corridor safety study (2022-23).

The US 287 bikeway feasibility study will develop cost estimates for the preferred alignment(s), and examine implementation strategies, including potential phasing and funding opportunities.

Funding Breakdown (in \$1,000s) (by program year)					
	FY 2024*	FY 2025*	FY 2026	FY 2027	Total
DRCOG Requested Funds²	\$	\$	\$	\$400	\$ 400
CDOT or RTD Supplied Funds³	\$	\$	\$	\$	\$ 0
Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)	\$	\$	\$	\$100	\$ 100
Total Funding	\$	\$	\$ 0	\$ 500	\$ 500

Project Location/ Map:

Figure 2. Green box showing Bicycle Level of Stress from Boulder County Transportation Master Plan

FIGURE S1-9: MAP OF BLTS

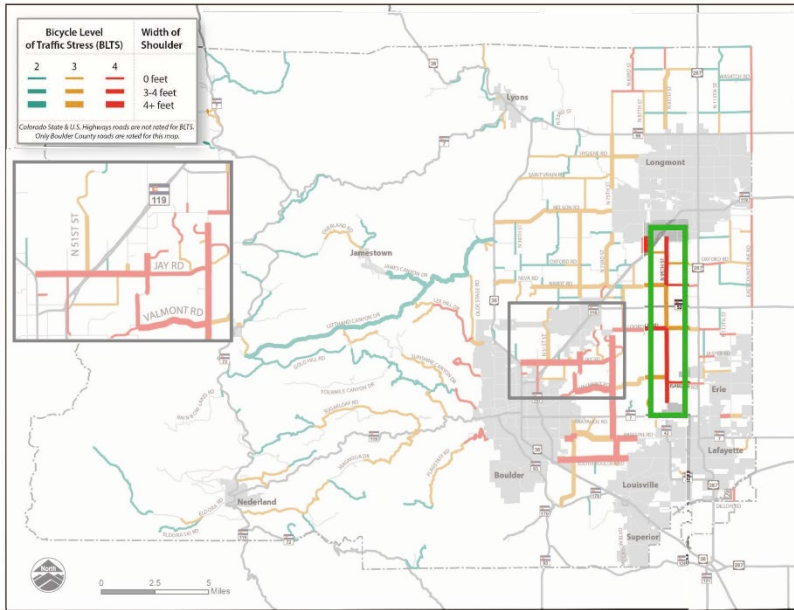


Figure 3. Red box showing county plan for a future multiuse path/bikeway along the US 287 corridor

FIGURE S1-11: ROADWAY VISION – MULTIUSE PATHS AND BIKEABLE SHOULDERS

