

**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.

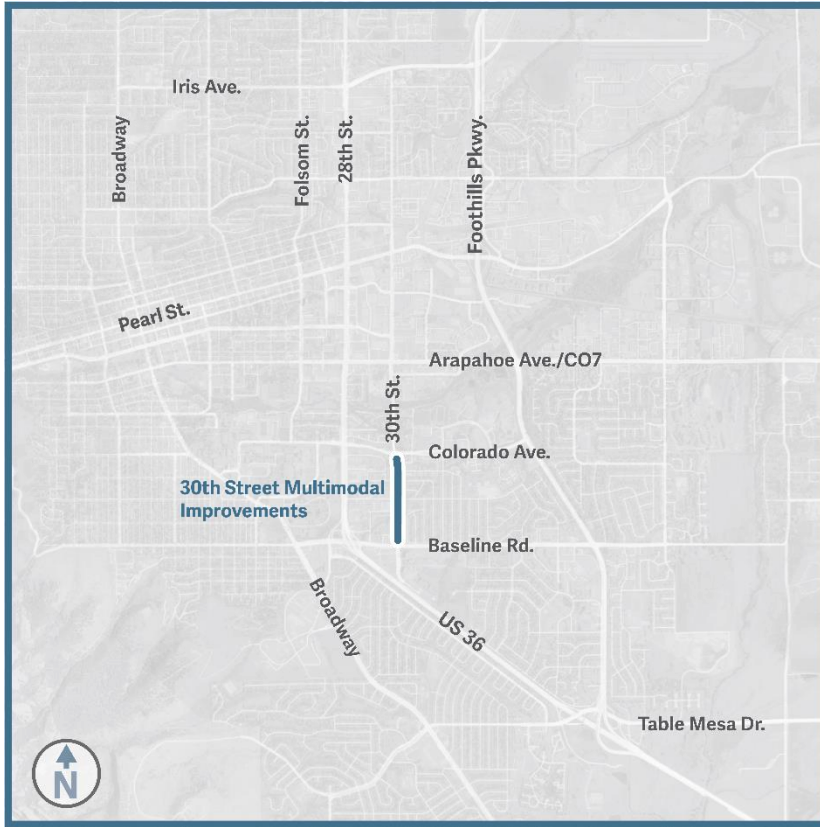
When complete, these projects will provide a complete north-south corridor of almost three miles of Vision Zero proven crash countermeasures, including protected bicycle lanes, improved and accessible pedestrian facilities, protected intersection elements, and transit priority.

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).

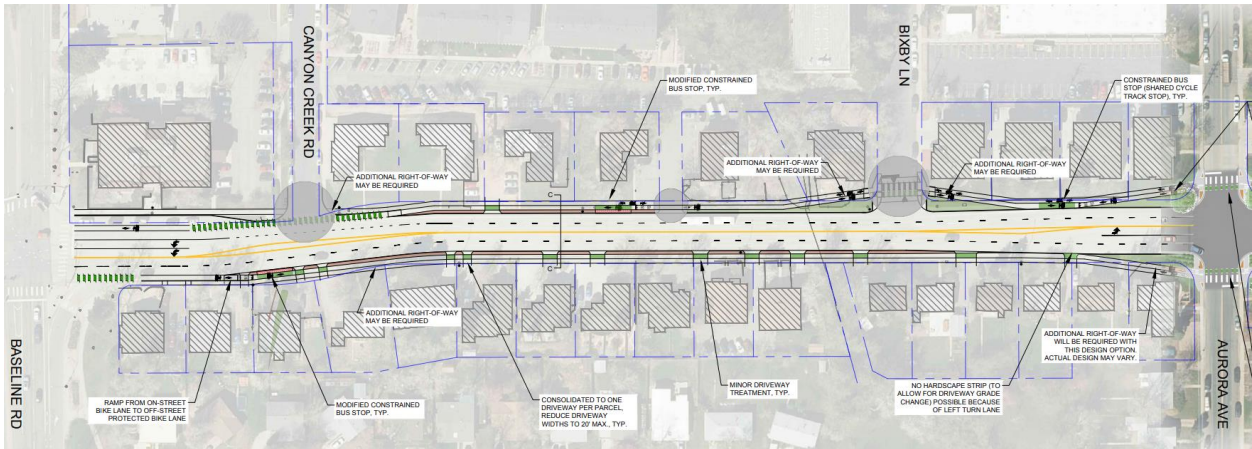
These important first-and-last mile connections will provide safer transportation choices and first-and-last mile connections for the thousands of people that walk (3,000), bike (700), and use public local and sub-regional (700) and university transit, and over 24,500 vehicle drivers that move through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

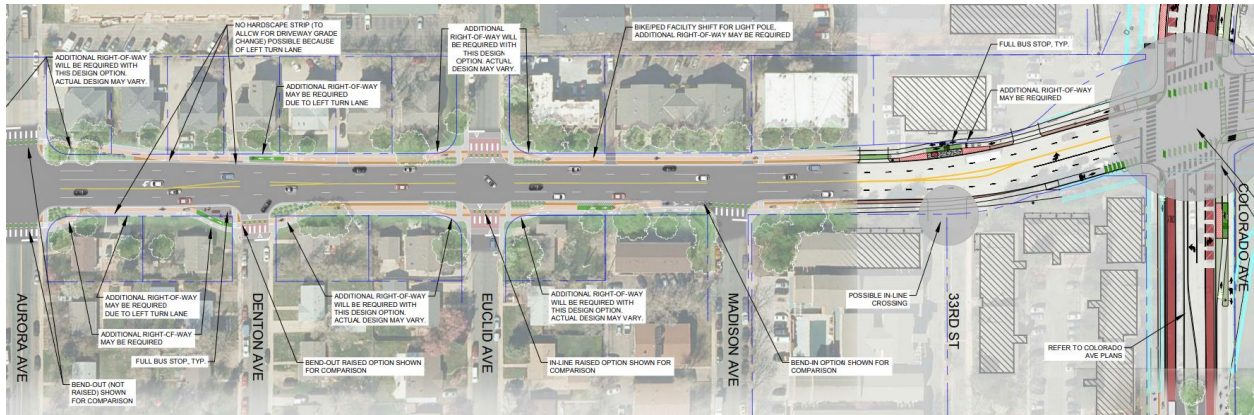
<b>Funding Breakdown in \$1,000s (by program year)<sup>1</sup></b>				
	<b>FY 2025</b>	<b>FY 2026</b>	<b>FY 2027</b>	<b>Total</b>
<b>DRCOG Requested Funds</b>	\$1,100	\$	\$3,300	<b>\$4,400</b>
<b>CDOT or RTD Supplied Funds<sup>2</sup></b>	\$	\$	\$	<b>\$</b>
<b>Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)</b>	\$275	\$	\$825	<b>\$1,100</b>
<b>Total Funding</b>	<b>\$1,375</b>	<b>\$</b>	<b>\$4,125</b>	<b>\$5,500</b>

**Project Location/ Map:**

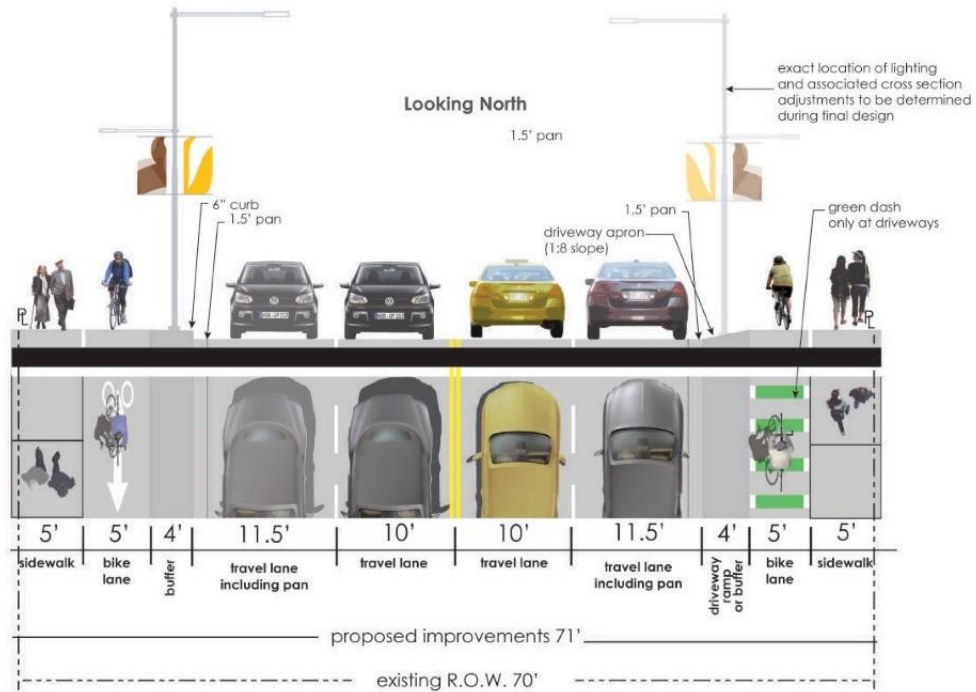


**Visuals/ Images:**





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



**Project Sponsor:** City of Boulder

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

**Project Phases:** Construction

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

**Background/ Project Justification:**

The CO7/Arapahoe Ave & 30th St Multimodal Intersection project is a high priority for the City of Boulder because this intersection is on one of the city’s busiest regional travel corridors and serves as an important connection to employment and retail centers – but is also a top ten crash location in the city. Almost 60,000 vehicles, including local, subregional, regional, and university transit vehicles; 1,614 pedestrians, 760 bicyclists, and over 300 transit riders pass through the intersection on an average day. 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. Many call the area home: 12,660 residents live in 6,414 households, around one-third of which are individuals of color or low-income households and 60% of households are housing cost burdened. Even more are employed in the corridor: there are 18,545 people working at the many employers, such as the University of Colorado-Boulder East Campus, and urban, and retail centers, such as the 28<sup>th</sup> St/30<sup>th</sup> St commercial centers. However, the project area is a DRCOG Critical Corridor with 1,010 crashes between 2015 and 2019, sixteen were severe, and two resulted in death. To address this, the project will add protected intersection elements and connect to raised protected bicycle lanes and wider sidewalks along 30th Street.

**Project Description:**

The CO7/Arapahoe Ave & 30th St Multimodal Intersection project will add protected intersection elements and connect to raised protected bicycle lanes and wider sidewalks along 30th Street to reduce the potential for crashes at this high crash intersection and along this Critical Corridor. Intersection improvements will be designed to accommodate the future conversion of outside general-purpose lanes to Business Access Transit lanes with the implementation of CO7 BRT and follow the recommended intersection design determined through the preliminary design process from the East Arapahoe (CO7) Transportation Plan (2018). This project also helps to support future plans for BRT service along CO119/Diagonal Highway and CO7/Arapahoe Avenue. The work will be completed in coordination with the Colorado Department of Transportation (CDOT) planned resurfacing of this corridor, which is scheduled to occur in 2024-2025.

When constructed, the project will extend work currently underway to design and build protected bicycle lanes along 30<sup>th</sup> St south of the intersection (30th St Corridor Multimodal Improvements Project), to TIP Call 2 funded preliminary design work being undertaken from CO7/Arapahoe Ave to CO119/Iris Ave (30th St Corridor Multimodal Improvements Project) to create a continuous walkable, bikeable corridor with access to local and regional transit.

Enhancements will minimize conflict points for people using all modes in an area with high potential to address racial inequity, support local and regional Vision Zero goals of eliminating serious injuries and fatalities resulting from traffic collisions, and provide safe and convenient first-and-last mile access to local and regional transit.

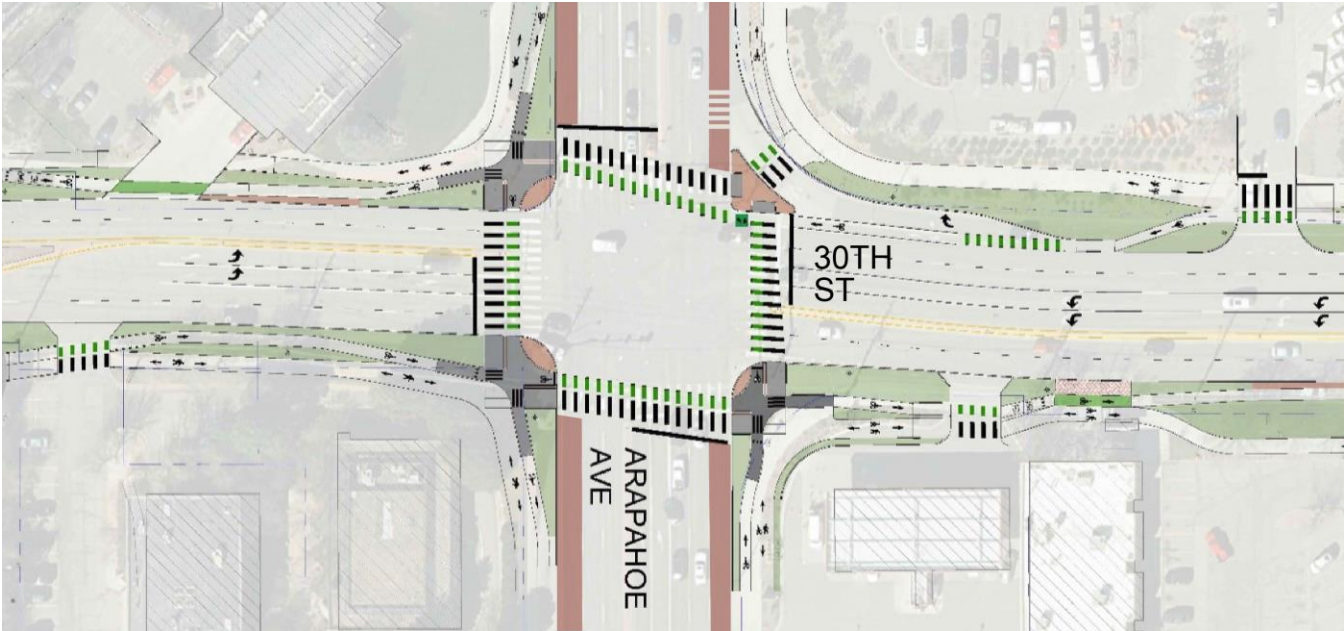
<b>Funding Breakdown in \$1,000s (by program year)<sup>1</sup></b>
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	FY 2025	FY 2026	FY 2027	Total
<b>DRCOG Requested Funds</b>	\$570		\$1,710	<b>\$2,280</b>
<b>CDOT or RTD Supplied Funds<sup>2</sup></b>	\$	\$	\$	<b>\$</b>
<b>Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)</b>	\$142.5		\$427.5	<b>\$570</b>
<b>Total Funding</b>	\$712.5		\$2,137.5	<b>\$2,850</b>

**Project Location/ Map:**



**Visuals/ Images:**



**Project Sponsor:** City of Boulder

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

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

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

**Background/ Project Justification:**

The West Colorado Multimodal Improvements project is a key active transportation link for those traveling in the City of Boulder. Colorado Avenue moves several thousand students, community members, and regional employees each day through connections to education and employment centers, such as the CU-East and Main campuses with more than 70,000 students, faculty and staff, and commercial land-uses along Folsom, 28<sup>th</sup>, and 30<sup>th</sup> streets. In fulfillment to city, subregional, and regional goals for Vision Zero, active transportation, and climate, the city endeavors to build safer, more comfortable, and convenient transportation choices and first-and-last-mile connections. To that end, the city currently has projects underway at 28th St/Colorado intersection and 30th St/Colorado intersection to build protected bike facilities and dedicated transit lanes. The West Colorado Avenue project, combined with these intersection projects and other recently completed work, will complete the west segment of the 30th and Colorado Corridors Study and provide almost a mile of connected and protected bicycle lanes, intersection enhancements, and dedicated transit lane and associated facility upgrades.

**Project Description:**

The West Colorado Avenue project will build out the multimodal complete street cross section for the west segment of Colorado Avenue developed through the 30<sup>th</sup> and Colorado Corridors Study. This section of Colorado Avenue is part of the city's Core Arterial Network, which focuses improvements on the city's busiest roads to reduce the potential for severe crashes and make it more comfortable and convenient for people to get where they need to go in the city. With a concentration of travel from the sub-region and surrounding counties ending in the city, these low-stress first-and-last mile connections will contribute to local, subregional, and regional Vision Zero and mode shift goals.

The West Colorado Avenue project, combined with the work that is currently underway at 28<sup>th</sup>/Colorado and 30<sup>th</sup>/ Colorado intersections, will construct Vision Zero proven crash countermeasures, such as hardened separation for pedestrians and bicyclists from vehicles, intersection enhancements at Folsom Street, pedestrian facility improvements, and transit priority in each direction along Colorado Avenue through implementation of dedicated transit lanes, consolidation of transit stops to improve transit reliability, installation of transit amenities to increase rider comfort and convenience, and construction of a super transit stop adjacent to CU to accommodate the high number of transit users in this corridor.

As a result, the project will provide safer and more comfortable transportation options and first-and-last mile connections for the 4,000 pedestrians, 1,750 bicyclists, and 684 public transit riders that travel this corridor on an average day and reduce conflict and the potential for crashes with the more than 22,000 vehicles that travel the corridor. Further, the project's complete street corridor would support the sub-region's strong first-and-last mile active transportation mode share (15% versus 8% for the entire region) as population grows, per projections 30% by 2040.

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, comfortable travel choices and create a barrier to traveler's choosing active transportation modes. Funding the West Colorado Avenue project will also advance the connectivity of this vital east-west corridor to other important north-south corridors in the



city's broader transportation system such as Folsom Street, the recently completed protected intersection improvements at Regent Dr., and the following efforts on 30<sup>th</sup> Street:

- The 30<sup>th</sup> Street Corridor Multimodal Improvements Project will extend the safer, separated pedestrian and bicycle facilities and improved transit stops being introduced at the 30<sup>th</sup> and Colorado Ave Underpass and 30<sup>th</sup> and Colorado Ave Intersection projects north to CO7/Arapahoe Ave. Design work is underway with implementation scheduled to be completed in 2024.
- The 30<sup>th</sup> St Preliminary Design (CO7/Arapahoe Ave to CO119/Iris Ave) project was recently awarded TIP funds through the second call. This project will design a complete street corridor that will extend north the safer, separated pedestrian and bicycle facilities and improved transit begun at the 30<sup>th</sup> St and Colorado Ave intersection and continued through the above 30<sup>th</sup> St Multimodal Improvements Project. Once implemented, these projects will extend the safer, more comfortable, and convenient transportation choices implemented along 30<sup>th</sup> St north on Colorado Ave for a total of two miles.

<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>	\$720	\$	\$2,160	<b>\$2,880</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>	\$180	\$	\$540	<b>\$600</b>
<b>Total Funding</b>	<b>\$900</b>	<b>\$</b>	<b>\$2,700</b>	<b>\$3,600</b>

**Project Location/ Map:**



Visuals/ Images:



**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, 28<sup>th</sup>, and 29<sup>th</sup> 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, 28<sup>th</sup> 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.

<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>	\$1,200	\$	\$0	<b>\$1,200</b>

<b>CDOT or RTD Supplied Funds<sup>2</sup></b>	\$	\$	\$	\$
<b>Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)</b>	\$300	\$	\$0	<b>\$300</b>
<b>Total Funding</b>	\$1,500	\$	\$0	<b>\$1,500</b>

**Project Location/ Map:**

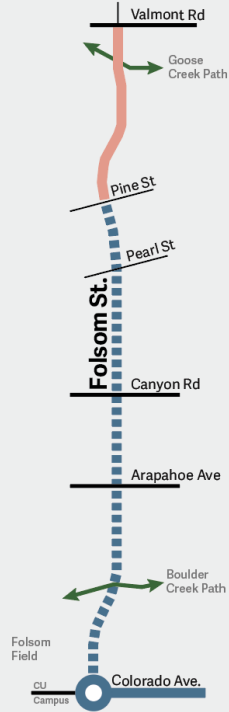


# Folsom St Projects

-  **Project Complete**
-  **Proposed TIP Call 4 Project**  
*Planning and Preliminary Design*
-  **Proposed TIP Call 4 Project**  
*Final Design and Construction*



Not to scale  
Summer 2022



Visuals/ Images: