



# DRCOG FY2022-2025 TIP – Boulder County Subregion

## Subregional Share Air Quality/Multimodal (AQ/MM)

### Application Programming Federal Fiscal Years 2023-2025

## YOU APPLICATION OVERVIEW

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**What:** The Subregional Share Call for Projects for the FY2022-2025 TIP, programming fiscal years 2023-2025

**Funding Available:** \$161,292,000 overall. Target of \$16,000,000 for Boulder County (estimated as of the open date)

**Application:** Air Quality & Multimodal (AQ/MM) eligible projects only

**Major Project Eligibility Exceptions:** Roadway capacity, roadway reconstruction, bridge, interchange projects

**Call Opens:** May 2, 2022

**Call Closes:** June 24, 2022, 3 pm

**Application Submittals:** submit the items below online through the submittal link on the [TIP Data Hub](#)

1. REQUIRED: a **single PDF document** containing the below. Please **DO NOT** attach additional cover pages, embed graphics in the application, or otherwise change the format of the application form.
  - a. this application
  - b. one location map/graphic
  - c. cost estimate (your own or the CDOT [cost estimate form](#))
  - d. CDOT/RTD concurrence response (if applicable)
  - e. any required documentation based on the application text (i.e., FHWA emissions calculators)
  - f. project support letters and/or [Request for Peer Agency Support](#)
2. OPTIONAL: Submit **one additional** PDF document containing any supplemental materials, if applicable
3. REQUIRED: Submit a zipped GIS shapefile of your project. Requests for assistance with creating a shapefile should be submitted to [tipapplications@drcog.org](mailto:tipapplications@drcog.org) no later than June 3, 2022

### **Other Notable items:**

- **TIP Trainings:** To be eligible to submit an application, at least one person from your agency must have attended one of the two mandatory TIP training workshops ([February 10](#) and [February 16, 2022](#))
- **CDOT/RTD Concurrence:** If required, [CDOT and/or RTD concurrence](#) must be provided with the application submittal. The CDOT/RTD concurrence request is due to CDOT/RTD no later than May 13, 2022, with CDOT/RTD providing a response no later than June 10, 2022. Submit requests to the following: CDOT Region 1 – JoAnn Mattson, [joann.mattson@state.co.us](mailto:joann.mattson@state.co.us); CDOT Region 4 – Josie Hadley, [josie.hadley@state.co.us](mailto:josie.hadley@state.co.us); RTD – Chris Quinn, [chris.quinn@rtd-denver.com](mailto:chris.quinn@rtd-denver.com)
- **If a submitted application in Call #1 was not funded,** and you wish to resubmit the same application for this call, please contact DRCOG at [tipapplications@drcog.org](mailto:tipapplications@drcog.org). In these cases, we can unlock the application, change the title, and save the applicant work in the resubmittal process.
- **Application Data:** To assist sponsors in filling out the application, DRCOG has developed a TIP Data Tool to streamline quantitative analyses requested in the application. A link to the TIP Data Tool and instructions on how to use it are available on the [TIP Data Hub](#). Additionally, sponsors may download datasets to run their own analyses from this same site. Requests for additional data or calculations from DRCOG staff should be submitted to [tipapplications@drcog.org](mailto:tipapplications@drcog.org) no later than June 3, 2022
- **Project Affirmation:** The application must be affirmed by either the applicant's City or County Manager, Chief Elected Official (Mayor or County Commission Chair) for local governments, or agency director or equivalent for other applicants
- **TIP Policy:** Further details on project eligibility, evaluation criteria, and the selection process are defined in the [Policies for TIP Program Development](#) document (a [quick-guide](#) is also available for reference)
- **Evaluation Process:** DRCOG staff will review submittals for eligibility and post to the DRCOG website (June 27-July 1). Applications and scoring sheets will then be provided to the individual subregional forums no later than July 1. The forums will then review, score, discuss, and rank the applications and provide a recommended funding list within the funding available by August 5. The forums' recommendations will then be forwarded to the DRCOG committee process for incorporation into the adopted TIP
- If you have any questions or need assistance, reach out to us at [tipapplications@drcog.org](mailto:tipapplications@drcog.org)

# APPLICATION FORMAT

The AQ/MM Subregional Share application contains two parts: *project information* and *evaluation questions*.

## Project Information

Applicants enter **foundational** information for the *project/program/study* (hereafter referred to as *project*), including a problem statement, project description, and concurrence documentation from CDOT and/or RTD, if applicable. This section is not scored.

## Evaluation Questions

This part includes four sections (A-D) for the **applicant to provide qualitative and quantitative responses** to use for scoring projects. The checkboxes and data entry fields should guide the applicant’s responses. They are not directly scored but provide context as reviewers consider the full response to each question. Applicants may access the TIP Data Tool and additional data resources which applicants may find useful [here](#).

**Scoring Methodology:** Each section will be scored on a scale of 0 to 5, relative to other applications received. All questions will be factored into the final score, with any questions left blank receiving 0 points. The four sections are weighted and scored as follows:

**Section A. Subregional Impact of Proposed Projects ..... 25%**

Projects will be evaluated on the degree to which they address a significant regional or subregional problem or benefit people throughout the subregion. Relevant quantitative data should be included within narrative responses.

5	The project benefits will <b>substantially</b> address a <b>major</b> regional or subregional problem and benefit people and businesses in multiple subregions.
4	The project benefits will <b>significantly</b> address a <b>major</b> subregional problem primarily benefiting people and businesses in one subregion.
3	The project benefits will either <b>moderately</b> address a <b>major</b> subregional problem or <b>significantly</b> address a <b>moderate</b> -level subregional problem.
2	The project benefits will <b>moderately</b> address a <b>moderate</b> -level subregional problem.
1	The project benefits will address a <b>minor</b> subregional problem.
0	The project does not address a subregional problem.

**Section B. Metro Vision Regional Transportation Plan Priorities ..... 60%**

The TIP’s investments should implement the 2050 Metro Vision Regional Transportation Plan (2050 MVRTP) regional project and program investment priorities, which contribute to addressing the Board-adopted Metro Vision objectives and the federal performance-based planning framework required by the Federal Highway Administration and Federal Transit Administration as outlined in current federal transportation legislation and regulations. Therefore, projects will be evaluated on the degree to which they address the six priorities identified in the 2050 MVRTP: safety, active transportation, air quality, multimodal mobility, freight, and regional transit. It is anticipated that projects may not be able to address all six priorities, but it’s in the applicant’s interest to address as many priority areas as possible. Relevant quantitative data is required to be included within narrative responses. The table below demonstrates how each priority area will be scored.

5	The project provides demonstrable <b>substantial</b> benefits in the 2050 MVRTP priority area and is determined to be in the <b>top fifth</b> of applications based on the magnitude of benefits in that priority area.
4	The project provides demonstrable <b>significant</b> benefits in the 2050 MVRTP priority area.
3	The project provides demonstrable <b>moderate</b> benefits in the 2050 MVRTP priority area and is determined to be in the <b>middle fifth</b> of applications based on the magnitude of benefits in that priority area.
2	The project provides demonstrable <b>modest</b> benefits in the 2050 MVRTP priority area.
1	The project provides demonstrable <b>slight</b> benefits in the 2050 MVRTP priority area and is determined to be in the <b>bottom fifth</b> of applications based on the magnitude of benefits in that priority area.
0	The project does not provide demonstrable benefits in the 2050 MVRTP priority area.

**Section C. Project Leveraging (“overmatch”) .....5%**  
 Scores are assigned based on the percent of other funding sources (non-Subregional Share funds).

Score	% non-Subregional Share funds
5	60% and above
4	50-59.9%
3	40-49.9%
2	20-39.9%
1	10.1-19.9%
0	10%

**Section D. Project Readiness .....10%**

Be sure to answer ALL questions. While “Yes” answers will generally reflect greater readiness, opportunities are given to provide additional details to assist reviewers in fully evaluating the readiness of your project.

5	<b>Substantial</b> readiness is demonstrated and all known obstacles that are likely to result in project delays have been mitigated.
4	<b>Significant</b> readiness is demonstrated and several known obstacles that are likely to result in project delays have been mitigated.
3	<b>Moderate</b> readiness is demonstrated and some known obstacles that are likely to result in project delays have been mitigated.
2	<b>Slight</b> readiness is demonstrated and some known obstacles that are likely to result in project delays have been mitigated.
1	<b>Few</b> mitigation or readiness activities have been demonstrated.
0	<b>No</b> mitigation or readiness activities have been demonstrated.

## Project Information

1. Project Title		<b>30th Street Preliminary Design (CO7/Arapahoe to CO119)</b>	
2. Project Location <i>Provide a map, as appropriate (see Page 1)</i>		Start point: <b>30th Street &amp; CO119/Iris Ave</b> End point: <b>30th Street &amp; CO7/Arapahoe Ave</b> OR Geographic Area: <b></b>	
3. Project Sponsor <i>(entity that will be financially responsible for the project)</i>		<b>City of Boulder</b>	
4. Project Contact Person:			
Name	<b>Gerrit Slatter</b>	Title	<b>Principal Engineer – Transportation Capital Projects</b>
Phone	<b>(303) 441-1978</b>	Email	<b>slatterg@BoulderColorado.gov</b>
5. Required CDOT and/or RTD Concurrence: Does this project touch CDOT Right-of-Way, involve a CDOT roadway, access RTD property, or request RTD involvement to operate service?			<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <i>If yes, provide applicable concurrence documentation</i>
<input type="checkbox"/> <a href="#">DRCOG 2050 Metro Vision Regional Transportation Plan (2050 MVRTP)</a> Provide MVRTP staging period, if applicable capital project: <b>N/A</b>			
6. What planning document(s) identifies this project?  <i>Provide link to document(s) and referenced page number if possible, or provide documentation in the supplement</i>	<input checked="" type="checkbox"/> Local/Regional plan:	Planning Document Title: (1) City of Boulder Transportation Master Plan: <a href="https://bouldercolorado.gov/projects/transportation-master-plan">https://bouldercolorado.gov/projects/transportation-master-plan</a> (2) City of Boulder Low Stress Walk and Bike Network Plan: <a href="https://bouldercolorado.gov/projects/low-stress-walk-and-bike-network-plan">https://bouldercolorado.gov/projects/low-stress-walk-and-bike-network-plan</a> (3) City of Boulder Vision Zero Safe Streets Report: <a href="https://bouldercolorado.gov/media/1057/download?inline">https://bouldercolorado.gov/media/1057/download?inline</a> Adopting agency (local agency Council, CDOT, RTD, etc.): <b>Boulder City Council</b> Provide date of adoption by council/board/commission, if applicable: <b>(1) 2019, (2) 2019, (3) 2022</b>	
	Please describe public review/engagement to date:	<b>The City of Boulder conducted a Call for Feedback on Spring 2022 TIP Applications, including a project website, questionnaire, staff office hours, and Transportation Advisory Board and City Council public hearings</b>	
	Other pertinent details:	<b>N/A</b>	
	7. Identify the project's <b>key phases and the anticipated schedule of phase milestones.</b> (phases and dates should correspond with the Funding Breakdown table below)		

Phases to be included:	Major phase milestones:	Anticipated completion date (based on 9/21/2022 DRCOG approval date): (MM/YYYY)
<u>FOR ALL PHASES</u>	Intergovernmental Agreement (IGA) executed (with CDOT/RTD; assumed process is 4-9 months)	
<input checked="" type="checkbox"/> Design	Design contract Notice to Proceed (NTP) issued (if using a consultant):	03/2023
	Design scoping meeting held with CDOT (if no consultant):	04/2023
<input type="checkbox"/> Environmental	Environmental contract Notice to Proceed (NTP) issued (if using a consultant):	
	Environmental scoping meeting held with CDOT (if no consultant):	
<input type="checkbox"/> Right-of-Way	Initial set of ROW plans submitted to CDOT:	
	ROW acquisition completed: Estimated number of parcels to acquire:	
<input type="checkbox"/> Construction	FIR (Field Inspection Review):	
	FOR (Final Office Review):	
	Required clearances:	
	Project publicly advertised:	
<input type="checkbox"/> Study	Kick-off meeting held after consultant NTP (or internal if no consultant):	
<input type="checkbox"/> Bus Service	Service begins:	
<input type="checkbox"/> Equipment Purchase (Procurement)	RFP/RFQ/RFB (bids) issued:	
<input type="checkbox"/> Other:	First invoice submitted to CDOT/RTD:	

**8. Problem Statement:** What specific subregional problem/issue will the transportation project address?

The 30th Street Corridor 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 and the surrounding transit-oriented development community, the University of Colorado East Campus, and the 29th Street Retail District (See Attachment A, Figure 1: 30th Street Community Assets Map). 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 and a considerable share of the city's retail, including several grocers. While it is a main transportation corridor in Boulder for local and regional travel trips, as shown in Attachment A, Figure 2: Existing Conditions Photos, 30th Street lacks the complete street infrastructure that provides safe, convenient and comfortable travel for those walking, biking or taking transit.

30th Street is designated as both a high priority bicycle route and a high frequency transit service route by the City of Boulder's Transportation Master Plan and a designated Active Transportation Corridor in DRCOG's Regional Active Transportation Plan, but was designed primarily for vehicular mobility. The 30th Street corridor is an autocentric roadway that has seen only minimal investment in multimodal infrastructure: sidewalks and multiuse paths that are substandard in width for much of the corridor extent, narrow on-street bike lanes, signalized crossings that offer little protection for vulnerable users, long stretches of the corridor that have no crossings at all, and transit stops that offer little or no amenities such as seating or shelters. Given these conditions, many residents living along the corridor, as well as patrons and employees of local businesses, feel compelled to drive. This project will develop a complete street design for enhanced pedestrian, bicycle and transit infrastructure. The project aims to provide safe, convenient and comfortable mobility options for all, thereby lessening reliance on single-occupant vehicle travel and orienting the corridor towards pedestrians, cyclists and transit users.

The following problem statements illustrate the issues this complete street design project will address:

- Mixing high volumes of vehicular, bike, pedestrian and transit travel without adequate protection for all users: This .5-mile segment of 30th Street has an ADT of 20,000 vehicles and 1,109 daily bus boardings. Bike and pedestrian counts during the am, noon and pm travel periods showed 1,700 walk and bike trips in the project area on an average day. The high volume of people traveling in vehicles, on bicycles and by transit on a roadway that was designed primarily for vehicular travel has created a condition where there are conflicts between all modes, travel delay for buses, a high level of stress for bicyclists and pedestrians, and severe safety issues (described in more detail below).
- Severity of crashes and high crash rates: The 30th Street Corridor is located on the DRCOG High Injury Network (north of Valmont Road) and is designated as a DRCOG Critical Corridor (south of Valmont Road). Between 2015 and 2019, it has seen a high bicycle and pedestrian crash frequency, with the 30<sup>th</sup> Street and CO7/Arapahoe Avenue intersection identified as one of the top 10 crash locations in the City of Boulder Safe Streets Boulder Report.

The project is intended to address these problems by creating a complete street design for a continuous walkable, bikeable corridor - rich with destinations and access to local and regional transit. Recommended designs could include raised protected bicycle lanes, wider sidewalks, protected intersections, and enhanced crossings, where the pedestrian, bicycle and vehicle facilities have designated and separate spaces from each other. Design of this complete street corridor will further the DRCOG vision to increase safety, provide more ways to travel by car, bus, bicycle, other mobility devices and foot, and expand travel options for vulnerable and underserved transportation users. The new facilities will provide increased safety and travel comfort which appeals to users of a wider range of ages and abilities. The intention of the design will be to create a complete street that eliminates fatal and serious injury crashes to implement local and regional Vision Zero goals. Importantly, these improvements will support safe and comfortable access to transit on the corridor, as well as reliable transit travel times along 30th Street.

Provision of these expanded options and safety improvements are also intended to lead to shifts from single occupant vehicle (SOV) travel which helps to support the Metro Vision 2040 target of having 35% of commuters use a travel mode other than a single-occupant vehicle to get to work, and Boulder TMP objectives of reduced SOV travel and associated vehicle miles traveled (VMT) and GhG emissions, and specifically a reduction in daily resident and non-resident VMT.

**9. Identify the project’s key elements.** A single project may have multiple project elements.

**Roadway**

Operational Improvements

**Grade Separation**

- Roadway
- Railway
- Bicycle
- Pedestrian

**Regional Transit<sup>1</sup>**

- Rapid Transit Capacity (2050 MVRTP)
- Mobility Hub(s)
- Transit Planning Corridors
- Transit Facilities/Service (Expansion/New)

**Safety Improvements**

**Active Transportation Improvements**

- Bicycle Facility
- Pedestrian Facility

**Air Quality Improvements**

**Improvements Impacting Freight**

**Multimodal Mobility** (i.e., accommodating a broad range of users)

Complete Streets Improvements

**Study**

**Other**, briefly describe:

<sup>1</sup>For any project with transit elements, the sponsor must coordinate with RTD to ensure RTD agrees to the scope and cost. Be sure to include RTD’s concurrence in your application submittal.

**10. Define the scope and specific elements of the project (including any elements checked in #9 above).**

***DO NOT** include scope elements that will not be part of the DRCOG funded project or your IGA scope of work (i.e., adjacent locally funded improvements or the project merits and benefits). Please keep the response to this question tailored to details of the scope only and no more than five sentences.*

This project proposes to study and then conduct a complete street 15%-level preliminary design on the study outcomes to include design elements such as protected bicycle facilities, enhanced pedestrian and transit stop infrastructure, and vehicle, bicycle, pedestrian interaction safety improvements at key intersections and crossings. The project will develop and evaluate conceptual transportation design options to improve multimodal travel (including pedestrian, bicycle, transit, and vehicle interaction with active modes) and will include preliminary engineering and cost estimates for transportation improvements along 30th Street. The project will include collaborative community engagement to partner with the public in each aspect of the process, including the development of alternatives and identification of a preferred solution. The community engagement process will employ multiple methods for outreach, education, communication and participation to achieve successful outcomes, with particular attention to connections with residents from underrepresented communities.

**11.** What is the current status of the proposed scope as defined in Question 10 above? *Note that overall project readiness is addressed in more detail in Section D below.*

Conceptual design of the southern segment of the 30<sup>th</sup> Street Corridor between Walnut Street and CO7/Arapahoe Avenue has been completed. This design project will update these conceptual plans at the south end of the corridor (as needed), and bring both this segment and the remainder of the 30<sup>th</sup> Street Corridor to a 15% level of preliminary engineering. See Attachment A, Figure 3: 30th Street Concept Plans.

**12.** Would a smaller DRCOG-allocation than requested be acceptable, while maintaining the original intent of the project?

Yes  No

*If yes, smaller meaningful limits, size, service level, phases, or scopes, along with the cost, **MUST** be defined.*

Smaller DRCOG funding request: The City of Boulder would consider accepting a smaller funding amount. The lowest amount that would be accepted would be \$500,000.

Outline the differences between the scope outlined above and the reduced scope: The City would either explore additional opportunities to fund the full scope of the study or explore reducing the scope of the study so that less effort is put forward on some segments of the corridor.

**Project Financial Information and Funding Request**

**(All funding amounts in \$1,000s)**

**Total amount of Subregional Share Funding Request (in \$1,000's)**  
*(No less than \$100,000 and not to exceed 90% of the total project cost)*

**\$800**

**80.00%**  
of total project cost

Check box if requesting only state MMOF funds (requires minimum 50% local funds)<sup>1</sup>

**Match Funds (in \$1,000's)**

List each funding source and contribution amount.

**Contribution Amount**

**% Contribution to Overall Project Total**

City of Boulder

\$200

20%

\$

0%

\$

0%

\$

0%

\$

0%

\$

0%

**Total Match**

*(private, local, state, another subregion, or federal)*

**\$200**

**20.00%**

**Project Total**

**\$1,000**

**Notes:**

- Per CDOT action, the following jurisdictions are only required to provide 25% match on the MMOF funds: Englewood, Jamestown, and Wheat Ridge. The following jurisdictions are not required to provide a match on the MMOF funds: Federal Heights, Lakeside, Larkspur, Sheridan, and Ward. All sponsors will still be required to have 20% match on any added federal funds.

**Funding Breakdown (in \$1,000s) (by program year)<sup>1</sup>** (Total funding should match the Project Total from above)

	FY 2023	FY 2024	FY 2025	Total
<b>DRCOG Requested Funds</b>	\$200,000	\$600,000	\$	\$800,000
<b>CDOT or RTD Supplied Funds<sup>2</sup></b>	\$	\$	\$	\$0
<b>Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)</b>	\$40,000	\$160,000	\$	\$200,000
<b>Total Funding</b>	\$240,000	\$760,000	\$0	\$1,000,000
<b>Phase to be Initiated</b>	Design	Design	Choose an item	
<b>Notes:</b>	<ol style="list-style-type: none"> <li>1. Fiscal years are October 1 through September 30 (e.g., FY 2023 is October 1, 2022 through September 30, 2023). The proposed funding plan is not guaranteed if the project is selected for funding. While DRCOG will do everything it can to accommodate the applicants' request, final funding will be assigned at DRCOG's discretion within fiscal constraint. Funding amounts must be provided in year of expenditure dollars using a recommended 3% inflation factor.</li> <li>2. Only enter funding in this line if CDOT and/or RTD specifically give permission via concurrence letters or other written source.</li> </ol>			
<b>Affirmation:</b>	By checking this box, the applicant's Chief Elected Official (Mayor or County Commission Chair/City or County Manager/Agency Director) has certified it allows this application to be submitted for potential DRCOG-allocated funding and will follow all local, DRCOG, state, and federal policies and regulations if funding is awarded. <input checked="" type="checkbox"/>			

## Evaluation Questions

### A. Subregional Impact of Proposed Project

WEIGHT

**25%**

Provide **qualitative and quantitative** responses to the following questions on the regional impact of the proposed project. Be sure to provide all required information for each question. Quantitative data from DRCOG is available [here](#).

1. Why is this project subregionally important? Relevant quantitative data in your response is required.

The 30th Street Corridor is a key north-south corridor in the City of Boulder with important regional employment centers such as the Boulder Junction mixed-use transit oriented development community, which at buildout, will have between 2,900 and 4,300 new jobs and 1.8 million square feet of planned retail and commercial space, the University of Colorado East Campus, and the 29th Street Retail District.

According to 2015-19 American Community Survey data, the population and employment within 1/2 mile of this project location totals over 66,000 (29,676 residents and 37,301 jobs), with approximately 29,000 vehicles traveling along this section of 30th Street each day. Cell phone and navigation data (StreetLight) shows visitors and non-resident workers driving in the corridor have trip lengths of 12 miles, on an average morning peak weekday, distances that demonstrate the subregional and regional importance of the project area.

The 30th Street Corridor also provides access to the Boulder Junction at Depot Square transit station, a regional transit hub served by Flatiron Flyer BRT, Denver International Airport/Boulder, and FLEX Fort Collins/Boulder regional bus services (note that the RTD System Optimization Plan calls for service restoration at Boulder Junction in the coming years). Boulder Junction at Depot Square is also the future home of the Northwest Rail commuter rail station.

This project supports improved bicycling and pedestrian facilities designed for a wider range of ages and abilities and addresses safety issues for all travel modes at one of the city's highest crash locations. These improvements support safer and more comfortable travel for pedestrians and bicyclists accessing regional and local transit services, as well as planned future BRT services. These multiple benefits within an area of several regional employers benefits the Boulder County subregion by supporting safer travel for employees, residents, and students in the area.

2. How will the proposed project address the specific transportation problem described in the **Problem Statement** (as submitted in Project Information, #8)? Relevant quantitative data in your response is required.

The project is intended to address issues of safety, comfort, and travel reliability for all users by creating a complete street design for a continuous walkable, bikeable corridor - rich with destinations and access to local and regional transit. Recommended designs could include raised protected bicycle lanes, wider sidewalks, protected intersections, and enhanced crossings, where the pedestrian, bicycle and vehicle facilities have designated and separate spaces from each other. The project design will ensure the following: (1) as per the DRCOG Regional Complete Street Toolkit, modal priority for people walking, rolling, biking and using transit (2) the reduction of conflicts between all modes and users, with adequate space and safe, comfortable separation between all users, and (3) enhancements to the public space to contribute to the character and vitality of the area.

With the provision of this project's facilities, several Metro Vision priority outcomes are met, including safety improvements; the provision of more ways to travel by car, bus, bicycle, other mobility devices and foot; and expanded travel options for vulnerable and underserved transportation users. The new facilities will provide increased safety and travel comfort which appeals to users of a wider range of ages and abilities. The intention of the design will be to create a complete street that eliminates fatal and serious injury crashes which implements

local and regional Vision Zero goals. Importantly, these improvements will support safe and comfortable access to transit on the corridor, as well as reliable transit travel times along 30th Street. Providing an expanded array of safe, convenient and affordable travel options will serve an important need for low income households within the corridor, representing 26% of all households within 1/2-mile of the 30th Street project area, as well as the 4,000 retail workers in the 29th Street Retail District.

Provision of these expanded options and safety improvements are also intended to lead to shifts from single occupant vehicle (SOV) travel, which helps achieve the Metro Vision 2040 target of having 35% of commuters use a travel mode other than a single-occupant vehicle to get to work, and achieves Boulder's Transportation Master Plan (TMP) objectives of reduced SOV travel and associated vehicle miles traveled (VMT) and GHG emissions, and specifically a reduction in daily resident and non-resident VMT. Further, the project is intended to design a complete street that eliminates fatal and serious injury crashes to implement local and regional Vision Zero goals. Importantly, these improvements will support safe and comfortable access to transit on the corridor, as well as reliable transit travel times along 30th Street.

The 15% preliminary engineering plans will be guided by DRCOG's Complete Street Toolkit, the Urban Street Design Guide from the National Association of City Transportation Officials (NACTO), American Association for State and Highway Transportation officials (AASHTO) Bike Design Guide and other industry organizations that are shown to provide increased safety and travel comfort that also appeal to users of a wider range of ages and abilities, including youth, seniors and people with disabilities.

3. Does the proposed project benefit multiple municipalities and/or subregions? If yes, which ones and how? Also describe any funding partnerships (*other subregions, regional agencies, municipalities, private, etc.*) established in association with this project.

Yes, while the physical improvements are in the City of Boulder, the project benefits residents, employees, and students accessing the regional roadway network, local and regional transit services and commuter bike networks connecting this area to other communities within Boulder County and beyond. Safer and improved facilities will benefit many of the almost 60,000-plus non-resident employees working in Boulder who will access regional employment centers in the city, several of which are along the 30<sup>th</sup> Street Corridor, such as Google, the University of Colorado East Campus, Amgen, and the 29<sup>th</sup> Street Retail Center.

Importantly, 30th Street connects to Boulder Junction at Depot Square with the RTD Flatiron Flyer and Airport regional bus services. The project benefits residents and employees accessing the local and regional transit services with safer and improved facilities for users of a wider range of ages and abilities during their first and final mile accessing transit.

4. Describe how the project will improve access and mobility for each of the applicable disproportionately impacted and environmental justice population groups identified in the table below. This data is available in the TIP Data Tool.

*Completing the below table and referencing relevant quantitative data in your response is required.*

	DI and EJ Population Groups	Number within ½ mile	% of Total	Regional %
Use 2015-2019 American Community Survey Data  (In the TIP Data Tool, use a 0.5 mile buffer)	a. Total population	29,676	-	-
	b. Total households	14,695	-	-
	c. Individuals of color	7,463	25%	33%
	d. Low-Income households	3,835	26%	9%
	e. Individuals with limited English proficiency	422	1%	3%
	f. Adults age 65 and over	2,561	9%	13%
	g. Children age 5-17	1,774	6%	16%
	h. Individuals with a disability	1,122	4%	9%
	i. Households without a motor vehicle	1,939	13%	5%

j.	Households that are housing cost-burdened	6,737	46%	32%
For Lines c. – i. use definitions in the <a href="#">DRCOG Title VI Implementation Plan</a> . For Line j., as defined in C.R.S. 24-38.5-302(3)(b)(I): “cost-burdened’ means a household that spends more than thirty percent of its income on housing.”				

Describe how this project will improve access and mobility for each of the applicable groups, *including the required quantitative analysis*: 30th Street is envisioned to be a complete street corridor that supports safe and comfortable travel for people walking, rolling, bicycling, taking transit, transporting freight, and using motor vehicles. Within 1/2 mile of the project area, there are approximately 6,700 households that are cost-burdened (46%), 3,800 low-income households (26%) and 1,900 household without access to a motor vehicle (13%), people who studies demonstrate have greater need for affordable, reliable, and safe transportation options, and that are represented in far greater proportions in the project area than the region as a whole. Further, there are approximately 7,400 persons of color (25%), 1,700 children (6%), and 2,500 older adults over 65 (9%) living within and within 1/2 mile of the project area, people likely at a disadvantage in accessing reliable and affordable transportation options to connect to daily needs, such as housing, grocery stores, education, and employment. Developing a design that advances the corridor toward construction of these future improvements will benefit all populations, particularly those that depend on affordable active transportation modes and reliable and convenient transit, connecting users to the over 37,000 jobs on the corridor today and 57,000 jobs by 2050.

5. How will this project move the region toward achieving the shared [regional transportation outcomes](#) established in [Metro Vision](#)?
- Improve the diversity and livability of communities. This project is located entirely within the DRCOG designated 28<sup>th</sup>/30<sup>th</sup> Street (BVRC) Urban Center, an area the city envisions as supported by multimodal corridors of local livability and regional accessibility for those living and working in the area. For the 46% of households in the corridor that are cost-burdened, this project will ensure greater livability by unlocking convenient, reliable and affordable mode choices that do not exist today.
  - Contain urban development in locations designated for urban growth and services. This project is within the City of Boulder’s Area 1 Planning Area, as defined in the Boulder Valley Comprehensive Plan (BVCP), which fully supports growth and development where urban-level infrastructure already exists and/or there are plans in place for infrastructure and service expansion. This is particularly important as areas adjacent to the 30th Street Corridor, such as Boulder Junction and the Diagonal Plaza, continue to densify.
  - Increase housing and employment in urban centers. The 30<sup>th</sup> Street Corridor is within the DRCOG-designated 28th/30th Streets (BVRC) Urban Center, which is a higher density residential and employment area linking to regional transit service at Boulder Junction and connecting regional commuters to employment throughout the Urban Center.
  - Improve and expand the region’s multimodal transportation system, services, and connections. The 30th Street Corridor complete street design will provide clear and direct multimodal connections to existing and adjacent pedestrian, bicycle and transit stop facilities and services. The improved facilities will provide first and last mile connections to existing and anticipated regional transit services.
  - Operate, manage, and maintain a safe and reliable transportation system. This project will set the stage for important upgrades to existing infrastructure so that 30<sup>th</sup> Street can operate more reliably and safely for those traveling within and through the corridor, with operations and maintenance considerations and costs being key factors in the design.
  - Improve air quality and reduce greenhouse gas emissions. This project supports and encourages the shift towards active transportation and transit modes which reduces single occupant vehicle trips and supports a reduction in air pollutants and greenhouse gas (GHG) emissions.
  - Connect people to natural resource and recreational areas. The 30th Street Corridor complete street design will provide safe, comfortable connections to users of a wider range of ages and abilities to the Wonderland Creek and Goose Creek Greenways, which serve as both local and regional commuting and recreational facilities, and to Scott Carpenter Park and the Boulder Creek Greenway, just south of the project area.

- **Reduce the risk of hazards and their impact.** This project will be designed to mitigate the risk of natural hazards by improving quality and frequency of travel choices in the event of a disaster requiring evacuation. Additionally, the project will identify design concepts that reduce the hazards of walking and biking along the 30<sup>th</sup> Street corridor.
- **Increase access to amenities that support healthy, active choices.** The project will enhance existing pedestrian and bicycle facilities and connections, which should expand opportunities for walking and cycling to access daily needs and transportation facilities, as well expand access to trails and recreation opportunities.
- **Improve transportation connections to health care facilities and service providers.** The project will improve multimodal connections to the seven (7) health care facilities located within 1/2 mile of the corridor and provide direct access to the Brookdale assisted living facility located on the north end of the corridor. The corridor also provides important high-frequency transit and active mode connections to the Boulder Community Health regional hospital.
- **Diversify the region’s housing stock.** The complete street corridor design will benefit the existing and planned housing stock within the city and throughout the region, as residential zoning and planned land uses along the entirety of the 30th Street Corridor support medium and high density residential. Diverse housing options range from the Brookdale assisted living facility, to the Orchard Grove mobile home park, to a number of Boulder Housing Partners affordable housing developments, including the following: 30PRL Development with 120 permanently affordable apartment homes, Diagonal Court Section 8 Community, with 25 apartments and townhomes, and 3003 Valmont Road, a future 4.5-acre affordable housing site adjacent to the Orchard Grove Mobile Home Park.
- **Improve access to opportunity.** This project will provide a critical need for those seeking access to opportunities – that of greater mobility options for all ages, abilities and income levels. Providing a multimodal transportation network that is designed to appeal to residents, employees and visitors of a wider range of ages and abilities is anticipated to promote reliable transportation connections to local and regional transit service and key destinations, education opportunities, and employers along 30th Street such as the University of Colorado, 29th Street Retail Center and Google. This project will support first and last mile access to current transit services at Boulder Junction (US 36 Flatirons Flyer BRT service and the AB Airport bus) and anticipated CO119 and CO7 BRT services.
- **Improve the region’s competitive position.** Completing the multimodal system and connections to local and regional transit increases options for residents and employees to this employment center which includes regional employers such as the University of Colorado as well as other key businesses including Google and 29th Street Retail Center.

6. Describe how the project will improve access to and/or connectivity between DRCOG-defined urban centers, multimodal corridors, mixed-use areas, Transit Oriented Development (transit near high-density development), or locally defined priority growth areas. Items marked with an asterisk (\*) below are available in the TIP Data Tool.

- Is there a DRCOG designated urban center within ½ mile of the project limits?\*
- Yes  No If yes, please provide the name: **28<sup>th</sup>/30<sup>th</sup> Street (BVRC)**
- Does the project connect two or more urban centers?\*
- Yes  No If yes, please provide the names:
- Is there a transit stop or station within ½ mile of the project limits?\*
- Bus stop:  Yes  No If yes, how many? **96**
- Rail station:  Yes  No If yes, how many? **Note: 1 planned Northwest Rail commuter rail station at**

**Boulder Junction**

- Is the project in a locally-defined priority growth and development area?
- Yes  No
- If yes, provide a link to the relevant planning document: **Boulder Valley Comprehensive Plan: <https://bouldercolorado.gov/projects/boulder-valley-comprehensive-plan>**
- If yes, provide how the area is defined in the relevant planning document: **Project is located within the Boulder Valley Regional Center and Diagonal Plaza Neighborhood Center**
- Is the project in an area with zoning that supports compact, mixed-use development patterns and a variety of housing options?
- Yes  No If yes, please provide the zoning district designation(s): **Yes, the 30th Street Corridor is**

**bordered by several zoning designations that support a variety of housing options, including medium and high density residential zones (Residential Medium 1 and Residential High 4) and a Mobile Home Zone district. The corridor also includes a Mixed Use 4 zone intended for residential uses with neighborhood-serving retail and office uses. All the business zones in the corridor, including Business Community 1, Business Transitional 1, Business Regional 1, and Business Commercial, support complementary uses. The Business Main Street zone, in particular, calls for development to occur in a pedestrian-oriented pattern, with buildings built up to the street, retail uses on the first floor, and residential and office uses above the first floor.**

Provide households and employment data*	2020	2050
Households within ½ mile	14,695	17,615
Jobs within ½ mile	37,301	49,187
Household density (per acre) within ½ mile	4.64	5.82
Job density (per acre) within ½ mile	16.99	21.27

Describe how this project will improve access to and/or connectivity between the above identified areas, *including the required quantitative analysis:*

**This project will improve multimodal access for the approximately 14,700 households living within 1/2 mile of the improvements and people accessing 37,300 jobs in the same area, which is expected to grow to nearly 50,000 jobs by 2050 (an increase of 32%).**

7. Describe how this project will improve **access** and **connections** to key employment centers or regional destinations, including health services; commerce, educational, cultural, and recreational opportunities; or other important community resources. In your answer, define the key destination(s) and clearly explain how the project improves **access** and/or **connectivity**.

**The City of Boulder is a key employment center in the Denver Metro area, with 58,000 jobs filled by people living outside the city, and is home to both small and large employers. Cell phone and navigation data (StreetLight) find visitors and workers connect over 12 miles to the corridor's employers.**

**Specifically, the 30th Street Corridor complete street project will provide enhanced multimodal access to several key employment centers and destinations, as described here:**

- Located at the north end of the 30<sup>th</sup> Street Corridor, the Diagonal Plaza is a designated Neighborhood Center in the Boulder Valley Comprehensive Plan, and is an existing commercial center that has been designated for revitalization with a mix of uses. Redevelopment plans for part of the plaza have recently been approved, and more are expected in the coming years as this 60-year old commercial center is revitalized.
- Located in the central segment of the 30<sup>th</sup> Street Corridor, the Boulder Valley Regional Center (BVRC), commonly referred to as the 29th Street Retail District, is a mixed-use, high-intensity regional commercial center that includes a variety of housing types, retail and daily amenities, which exemplifies the definition of sustainable urban form.
- Also located in the central segment of the 30th Street Corridor is Boulder Junction, a 160-acre redevelopment area that is being transformed into a mixed-use, transit-oriented community with local and regional bus connections and public spaces that benefit the entire community. The RTD transit station, known as Boulder Junction at Depot Square Station, is a \$15 million+ investment by RTD and the City of Boulder. At full buildout, Boulder Junction will feature between 2,800 and 5,000 new residents living in a mix of rental and for-sale apartments and townhomes, including permanently affordable housing units, between 2,900 and 4,300 new jobs, and 1.8 million square feet of planned retail and commercial space. All of this will be within walking, rolling, and biking distance of urban amenities like dynamic public spaces, parks, pedestrian and bike paths, restaurants, groceries, and local and regional transit connections.
- This project will also complete multimodal connections to major destinations further south along the 30<sup>th</sup> Street Corridor. Enhanced pedestrian, bicycle and transit connections will tie into planned improvements south of Arapahoe Avenue, seamlessly connecting users to major destinations such as the University of Colorado East Campus, Scott Carpenter Park, and the Boulder Creek greenway.

## B. MVRTP Priorities

WEIGHT

60%

- **Qualitative and quantitative** responses are **REQUIRED** for the following items on how the proposed project contributes to the project and program investment priorities in the adopted 2050 Metro Vision Regional Transportation Plan. To be considered for full points, you must fully answer all parts of the question, including incorporating quantitative data into your answer. (see scoring section for details). Quantitative data from DRCOG is available [here](#).
- Checkboxes and data tables help to provide context and guide responses, but do not account for the full range of potential improvements and are not directly scored, but are required to be completed.
- Not all proposed projects will necessarily be able to answer all questions, however it is in the applicant's interest to address as many priority areas as possible.

### Multimodal Mobility

#### Provide improved travel options for all modes.

(drawn from [2050 MVRTP priorities](#); [federal travel time reliability, infrastructure condition, & transit asset management performance measures](#); & [Metro Vision objective 4](#))

Examples of Project Elements: combinations of improvements that support options for a broad range of users, such as complete streets improvements, or a bicycle/pedestrian access to transit, etc.

How does this project help increase mobility choices for people, goods, and/or services? Note that any roadway operational improvements must be on the DRCOG [Regional Roadway System](#) and/or [Regional Managed Lanes System](#).

- What modes will project improvements directly address?  
 Walking  Bicycling  Transit  Roadway Operations  Other:
- List the elements of this project which will address the above modes (i.e., sidewalk, shared use path, bus stop improvements, signal interconnection, etc.): [The project will complete a study and produce 15% preliminary engineering plans based on study outcomes for a complete street corridor on 30th Street between CO7/Arapahoe Avenue and CO119/Iris Avenue that will include, at a minimum, raised, protected bicycle lanes; wider sidewalks; protected intersections; enhanced crossings; and improved transit facilities.](#)
- Will the completed project be a complete street as described in the [Regional Complete Streets Toolkit](#)? [This data is available in the TIP Data Tool.](#)  
 Yes  No If yes, describe how it implements the Toolkit's strategies in your response.
- Does this project improve travel time reliability?  
 Yes  No
- Does this project improve asset management of active transportation facilities and/or transit vehicle fleets?  
 Yes  No
- Does this project implement resilient infrastructure that helps the region mitigate natural and/or human-made hazards?  
 Yes  No

Describe how this project increases mobility choices for all users, *include quantitative information, including any items referenced above, in your response:*

[Today, much of the existing bicycle, pedestrian, and transit facilities in the 30th Street Corridor are substandard and do not provide a low traffic stress condition for people traveling by foot, bike, or bus. Therefore, people do not feel comfortable and often avoid traveling in this \(DRCOG\) High Injury Network \(north of Valmont\) and Critical Corridor \(south of Valmont Road\), despite its directness and access to many origins and destinations.](#)

[The project will complete a study and produce 15% preliminary engineering plans for a complete street corridor on 30th Street between CO7/Arapahoe Ave and CO119/Iris Ave that will include, at a minimum, raised, protected bicycle lanes; wider sidewalks; protected intersections; enhanced crossings; improved transit facilities; and address safety issues for all travel modes.](#)

[The resulting plans will ensure the estimated 1,200 average daily cyclists and 1,400 average daily pedestrians at project implementation will have designated separated spaces from one another to provide safer, more](#)

comfortable, and reliable multimodal travel within the 28th/30th Street Urban Center. These improvements are imperative to the City and the Region achieving their Vision Zero and mode shift goals by reducing conflicts between modes and improving a corridor dense with housing and destinations to more safely link current and future residents, students, and employees to important destinations with better multimodal and first-and-last-mile options. In practice, this means that a person living in a housing cost burdened household, which represent almost half (46%) of households in the project area, is more likely to access opportunity (through two educational campuses) or better health (through one of seven health care facilities or three multi-use paths or parks), and broader access to local, subregional, and regional opportunities (through local, subregional, and regional transit services) by foot, wheel, and/or transit.

Further, the project is located within Boulder Valley Comprehensive Plan Area 1 Planning Area, which supports further development and densification of the corridor and includes three areas with existing and planned densification: the 29th Street Retail District, Boulder Junction and the Diagonal Plaza. See Attachment A, Figure 4: Boulder Valley Comprehensive Plan City Structure for a map of these priority infill/redevelopment areas. By locating a project within this Area, more people will be better able to connect to the places they want to go. The preliminary plans will be informed by and expand on those from the 30th and Colorado Corridors Study (2019), which identified improvements on 30th Street from Baseline to Pearl Street, will follow the City's Design and Construction Standards (DCS), and use industry best practices, including DRCOG's Complete Streets Toolkit, the Urban Street Design Guide from the National Association of City Transportation Officials (NACTO), American Association of State and Highway Transportation Officials (AASHTO), and aligns with the city's Transportation Master Plan goals for providing safe, reliable and equitable transportation choices.

The plan designs will support people walking, rolling, bicycling, taking transit, transporting freight, and using motor vehicles to ensure all travelers are both safe and comfortable. As described in the DRCOG Complete Street Toolkit, and consistent with the City's Transportation Master Plan policies, the highest modal priority will be given to those walking and rolling, the most vulnerable users of the system.

## Air Quality

### Improve air quality and reduce greenhouse gas emissions.

(drawn from [2050 MVRTP priorities](#); [state greenhouse gas rulemaking](#); [federal congestion & emissions reduction performance measures](#); [Metro Vision objectives 2, 3, & 6a](#))

Examples of Project Elements: active transportation, transit, or TDM elements; vehicle operational improvements; electric vehicle supportive infrastructure; etc.

How does this project help reduce congestion and air pollutants, including but not limited to, carbon monoxide, ground-level ozone precursors, particulate matter, and greenhouse gas emissions?

- Does this project reduce congestion?  
 Yes  No
- Does this project reduce vehicle miles traveled (VMT)?  
 Yes  No
- Does this project reduce single-occupant vehicle (SOV) travel?  
 Yes  No

Emissions Reduced (kg/day)	CO	NOx	VOCs	PM 10
	9.28	0.87	0.76	0.06

Use the [FHWA CMAQ Calculators](#) or a similar reasonable methodology to determine emissions reduced. Base your calculations on the year of opening. Please attach a screenshot of your work (such as the FHWA calculator showing the inputs and outputs) as part of your submittal packet.

Note: if not using the FHWA Calculators, please note your methodology in your narrative below.

Describe how this project reduces air pollutants, *include quantitative information, including any items referenced above, in your response:*

When the complete street designs are implemented, an estimated reduction of an average of 850 daily passenger vehicle trips are expected due to these trips converting to walking, biking, and transit use. Each vehicle trip eliminated by switching to walking and/or bicycling reduces air pollutants, vehicle miles traveled, and greenhouse gases. Each single occupancy vehicle trip converted to a transit trip also reduces congestion and emissions associated with highly polluting idling. The emissions reduction data is calculated using the Boulder typical trip distance of 1.6 miles one way.

**Regional  
Transit**

**Expand and improve the region’s transit network.**

(drawn from [2050 MVRTP priorities](#), [Coordinated Transit Plan](#), [RTD’s Regional Bus Rapid Transit Feasibility Study](#))

Examples of Project Elements: transit lanes, station improvements, new/expanded service, etc.

Note: For any project with transit elements, the sponsor must coordinate with RTD to ensure RTD agrees to the scope and cost. Be sure to include RTD’s concurrence in your application submittal.

How does this project improve connections to or expand the region’s transit system, as outlined in the [2050 MVRTP](#)? Note that rapid transit improvements must be on the [Regional Rapid Transit System](#). Items marked with an asterisk (\*) below are available in the TIP Data Tool.

- Does this project implement a portion of the [regional bus rapid transit \(BRT\) network](#)?\*  
 Yes  No If yes, which specific corridor will this project focus on? [The project will plan for implementation of the CO119 BRT segment on 30<sup>th</sup> Street between Pearl Pkwy and Colorado Ave, and connection to the CO7 BRT at 30th Street and CO7/Arapahoe Ave.](#)
- Does this project involve a [regional transit planning corridor](#)?\*  
 Yes  No If yes, which specific corridor will this project focus on? [The project includes a portion of the CO119 regional transit planning corridor and will intersect with the Arapahoe/CO7 regional transit planning corridor.](#)
- Does this project implement a mobility hub as defined in the [2050 MVRTP](#)?  
 Yes  No
- Does this project improve connections between transit and other modes?  
 Yes  No If yes, please describe in your response.
- Is this project adding new or expanded transit service?  
 Yes  No If yes, who will operate the service?
- Does this project add and/or improve transit service to or within a DRCOG-defined urban center?\*  
 Yes  No If yes, provide the name of the urban center: [28<sup>th</sup>/30<sup>th</sup> Streets \(BVRC\) urban center](#)

Describe how this project improves connections to or expands the region’s transit system, *include quantitative information, including any items referenced above, in your response:*

The City of Boulder's vision for transit services focuses on developing and enhancing a complete transit system – a network of high-quality, frequent and convenient transit routes that connect local destinations and neighborhoods with regional destinations. As show in Attachment A, Figure 5: Boulder Renewed Vision for Transit, transit service along 30th Street provides an important link within this network.

This segment of 30th Street has a strong transit market. It features multiple regional transit services traveling through its major intersections. These services, combined with the RTD BOUND route, provide travelers with frequent, seven-day-a-week north/south service along 30th Street to connect North Boulder, Boulder Junction, the 29th Street Retail District, and the University of Colorado Boulder.

RTD local routes BOUND and #208 and the City of Boulder HOP route operate on all or portions of 30th Street in the project area. The RTD Flatiron Flyer 4 BRT, AB2 (Denver International Airport/Boulder Junction), and City of Fort Collins FLEX (Fort Collins/Loveland/Longmont/Boulder) regional services transverse 30th Street via Pearl Street to hub at the nearby Boulder Junction Transit Center. Connections to RTD regional routes BOLT-Boulder/Longmont occur at the segment's north end at 30th and CO119/Iris Ave and JUMP-Boulder/Erie/Lafayette via CO7/Arapahoe Ave at the segment's south end at 30th and CO7/Arapahoe Ave. Future CO119 BRT between Boulder and Longmont is planned to operate via 30th Street between Boulder Junction and University of Colorado Boulder, and future CO7 BRT between Boulder, Lafayette, Broomfield, and I-25 will intersect 30th Street at the 30th and CO7/Arapahoe Ave intersection.

This project will plan and design for transit improvements which, when implemented, will improve connections to and service reliability for local (e.g., Hop, Bound, 208) subregional (JUMP), and regional (Flatiron Flyer, FLEX) transit services within the 28th/30th Streets (BVRC) urban center.

Demographics analysis reveals that there are over 14,000 people residing and over 37,000 people working within 1/2-mile of BOUND bus stops and the project area. Approximately 26% of this ridership in the project area is low-income, 25% is minority (people of color), 53% work in essential jobs, and 9% use transit for work commutes.

In 2019, the BOUND route carried 404,747 total passengers and averaged 1,109 daily passengers, with the twelve (12) bus stops along the 1.6-mile 30th Street project corridor averaging 703 daily boardings and 733 daily alightings. The BOUND carried 36.37 passengers per revenue hour, ranking third in this productivity metric of the 20 RTD routes operated in Boulder in 2019. See Attachment A, Figure 6: 30th Street High Frequency Transit Map.

Importantly, the project will also 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 project intersects with the CO7/Arapahoe Ave transit planning corridor and includes a portion of the CO119 BRT along 30th Street between Pearl Pkwy and Colorado Ave.

The project's proposed bicycle and pedestrian facilities will further improve connections between these modes and the improved transit facilities.

**Safety** **Increase the safety for all users of the transportation system.**  
 (drawn from [2050 MVRTP priorities](#), [Taking Action on Regional Vision Zero](#), [CDOT Strategic Transportation Safety Plan](#), & [federal safety performance measures](#))  
 Examples of Project Elements: bike/pedestrian crossing improvements, vehicle crash countermeasures, traffic calming, etc.

How does this project implement safety improvements (roadway, active transportation facility, etc.), particularly improvements in line with the recommendations in [Taking Action on Regional Vision Zero](#)? Note that any improvements on roadways must be on the DRCOG [Regional Roadway System](#). Items marked with an asterisk (\*) below are available in the TIP Data Tool.

- Does this project address a location on the [DRCOG High-Injury Network or Critical Corridors](#) or corridors defined in a local Vision Zero or equivalent safety plan?\*  
 Yes  No
- Does this project implement a safety countermeasure listed in the [countermeasure glossary](#)?  
 Yes  No

Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians* <i>(using the 2015-2019 period – in the TIP Data Tool, use a 0.02 mile buffer of your project)</i> <small>NOTE: if constructing a new facility, report crashes along closest existing alternative route</small>		Sponsor must use industry accepted crash reduction factors (CRF) or accident modification factor (AMF) practices (e.g., NCHRP Project 17-25, NCHRP Report 617, or DiExSys methodology).
Fatal crashes	2	
Serious Injury crashes	10	
Other Injury crashes	133	
Property Damage Only crashes	352	
Estimated reduction in crashes <u>applicable to the project scope</u> <i>(per the five-year period used above)</i>		Provide the methodology below:
Fatal crashes reduced	0.00	MEDIAN TREATMENT FOR PED/BIKE SAFETY. CMF ID 9120
Serious Injury crashes reduced	2.00	
Other Injury crashes reduced	22.00	
Property Damage Only crashes reduced	58.00	

Describe how this project will improve safety, *include quantitative information, including any items referenced above, in your response:*

The City of Boulder’s 2022 Vision Zero Boulder Safe Streets Report shows that 67% of traffic crashes resulting in severe injury or fatality occur on arterial streets, including 30th Street and the project area. Additionally, DRCOG identifies 30th St. from Valmont Rd north to CO119/Iris Ave as a High Injury Network and as a Critical Corridor from Valmont Rd south to Arapahoe Ave.

Between 2015 and 2019, two fatal crashes and ten (10) serious injury crashes occurred on 30th St between CO119/Iris Ave and CO7/Arapahoe Ave, and the 30th St and CO7/Arapahoe Ave intersection ranked in the top 10 crash locations in the city due to high levels of crashes involving pedestrians and/or cyclists, including approach turn crashes. See Attachment A, Figure 7: 30th Street Crashes Map.

Planning for people who walk or bicycle benefits all users of the transportation system, especially those with the greatest risk of suffering an injury or fatality when involved in a crash. The project area includes many vulnerable residents with greater propensity for walking, rolling, cycling, and using transit: 26% of households are low-income, 9% of residents are aged 65 and over, 6% of residents are aged between 5 and 17 years old, 4% are residents living with a disability, 13% of households don’t have access to a motor vehicle, and 46% of households are housing cost burdened.

Boulder’s Vision Zero and DRCOG’s Taking Action on Regional Vision Zero recognize that certain safety elements are proven to reduce severe injury or fatal crashes. Safety countermeasure elements typically constructed in similar projects that will be considered as part of the project study include bulbouts, co-located bus stops and pedestrian crossings, countdown pedestrian signal heads, dual curb ramps, far-side bus stops, high-visibility crosswalks, lighting, narrowed travel lanes, pavement markings, pedestrian refuge medians, protected/separated

bikeways, rectangular rapid flashing beacons, shortened crossing distance, sidewalks, signal coordination, traffic calming, and traffic signal bike detection.

Using the crash modification factor for median treatment for bike and pedestrian safety (CMF 9120), the estimated crash reduction for the separated bike lanes, alone, finds that this project will result in 20% reduction in serious injury crashes, a 17% reduction in other injury crashes, and a 16% reduction in property damage only crashes in the project area. Though the CMF clearinghouse does not have a crash modification factor for all types of the project's proposed improvements, it is anticipated that far more crashes than the calculated values shown in this section above will be realized.

Various journal and research articles support this assumption:

- 96 percent of people using separated bike lanes believe they increased safety on the street. Monsere, C., et al., 2014 - Lessons from the Green Lanes (National Institute for Transportation and Communities)
- 80 percent of people who live near a separated bike lane project believe it increased safety on the street. Monsere, C., et al., 2014 - Lessons from the Green Lanes (National Institute for Transportation and Communities)
- Ninety percent of users say they feel safer bicycling on Pennsylvania Ave because of the new separated lanes. District Department of Transportation, 2012 - District Department of Transportation Bicycle Facility Evaluation
- New York City's separated bike lane on 9th Avenue led to a 56 percent reduction in injuries to all street users, including a 57 percent reduction in injuries to people on bikes and a 29 percent reduction in injuries to people walking, as well as an 84 percent reduction in sidewalk riding. NYC DOT, 2012 - Measuring the Street
- Streets with separated bike lanes saw 90 percent fewer injuries per mile than those with no bike infrastructure. Teschke, K., et al., 2012 - Route Infrastructure and the Risk of Injuries to Bicyclists: A Case-Crossover Study

## Freight

### Maintain efficient movement of goods within and beyond the region.

(drawn from [2050 MVRTP priorities](#); [Regional Multimodal Freight Plan](#); [Colorado Freight Plan](#), [federal freight reliability performance measure](#); [Metro Vision objective 14](#))

Examples of Project Elements: roadway operational improvements, etc.

How does this project improve the efficient movement of goods, specifically improvements identified in the [Regional Multimodal Freight Plan](#)? Note that any improvements on roadways must be on the DRCOG [Regional Roadway System](#). Items marked with an asterisk (\*) below are available in the TIP Data Tool.

- Is this project located in or impact access to a [Freight Focus Area](#)?\*  
 Yes  No If yes, please provide the name: [Northwest Metro](#)
- Is the project located on the [Tier 1 or Tier 2 Regional Highway Freight Vision Network](#)?\*  
 Yes  No
- If this project is located in a [Freight Focus Area](#) does it address the relevant Needs and Issues identified in the Plan (see text located within each Focus Area)?  
 Yes  No If yes, please describe in your response.
- Check any items from the [Inventory of Current Needs](#) which this project will address:  
 Truck Crash Location  Rail Crossing Safety ([eligible locations](#))  
 Truck Delay  Truck Reliability  
Please provide the location(s) being addressed:
- Does this project include any innovative or non-traditional freight supportive elements (i.e., curb management strategies, cargo bike supportive infrastructure, etc.)?  
 Yes  No If yes, please describe in your response.

Describe how this project will improve the movement of goods, *include quantitative information, including any items referenced above, in your response:*

The 30<sup>th</sup> Street corridor serves 1,500 freight vehicles traveling an average of 17 miles on an average day, with some traveling further: 33% have an average trip length of over 20 miles and 21% travel over 30 miles.

The project will address three needs and issues of these freight vehicles identified for the Northwest Metro Freight Focus Area: 1) safety of local truck movements and residential delivery demand, 2) multimodal and nonmotorized traveler safety; and 3) growing consumer base and land use changes.

When implemented, the study's plans for a complete street corridor on 30th Street between CO7/Arapahoe Ave and CO119/Iris Ave will address all three needs and issues through providing raised, protected bicycle lanes (supportive of cargo bikes); wider sidewalks; protected intersections; enhanced crossings; and improved transit facilities in the 28th/30th Street Urban Center, an area designated for additional land use changes and densification (Boulder Valley Comprehensive Plan Area 1 Planning Area).

Research completed by Wesley Marshall and Norman Garrick find that implementing facilities to increase the safety of people who bicycle and walk also improves safety for drivers (Evidence on Why Bicycle-Friendly Cities Are Safer for All Road Users, Environmental Practice 13, no. 1, 2011, p. 16–27).

In so doing, the project design, when implemented, will also improve the safety of local truck movements and residential delivery.

<b>Active Transportation</b>	<b>Expand and enhance active transportation travel options.</b> <small>(drawn from <a href="#">2050 MVRTP priorities</a>; <a href="#">Denver Regional Active Transportation Plan</a>; &amp; <a href="#">Metro Vision objectives 10 &amp; 13</a>)  Examples of Project Elements: shared use paths, sidewalks, regional trails, grade separations, etc.</small>
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How does this project help expand the active transportation network, close gaps, improve comfort, and/or improve connections to key destinations, particularly improvements in line with the recommendations in the [Denver Regional Active Transportation Plan](#)? Items marked with an asterisk (\*) below are available in the TIP Data Tool.

- Does this project close a gap or extend a facility on a [Regional Active Transportation Corridor](#) or locally-defined priority corridor?\*  
 Yes  No
- Does this project improve pedestrian accessibility and connectivity in a [pedestrian focus area](#)?\*  
 Yes  No
- Does this project improve active transportation choices in a [short trip opportunity zone](#)?\*  
 Yes  No
- Does this project include a high-comfort bikeway (like a sidepath, shared-use path, separated bike lane, bicycle boulevard)?  
 Yes  No If yes, please describe in your response.

**Bicycle Use**

*NOTE: if constructing a new facility, report bike usage along closest existing alternative route*

1. Current Average Single Weekday Bicyclists:		800
Bicycle Use Calculations	<b>Year of Opening</b>	<b>2050 Weekday Estimate</b>
2. Enter estimated additional average weekday one-way bicycle trips on the facility after project is completed.	1,200	1,400
3. Enter number of the bicycle trips (in #2 above) that will be diverting from a different bicycling route. <i>(Example: {#2 X 50%} or other percent, if justified on line 10 below)</i>	600	700
4. = Initial number of new bicycle trips from project (#2 – #3)	600	700
1. Enter number of the new trips produced (from #4 above) that are replacing a trip made by another non-SOV mode (bus, carpool, vanpool, bike, etc.). <i>(Example: {#4 X 30%} or other percent, if justified on line 10 below)</i>	180.00	210.00
5. = Number of SOV trips reduced per day (#4 - #5)	420.00	490.00
6. Enter the value of <b>{#6 x 2 miles}</b> . (= the VMT reduced per day) <i>(Values other than 2 miles must be justified by sponsor on line 10 below)</i>	840.00	980.00
7. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	798.00	931.00
8. If values would be distinctly greater for weekends, describe the magnitude of difference:  n/a		
9. If different values other than the suggested are used, please explain here:  n/a		

**Pedestrian Use**

*NOTE: if constructing a new facility, report pedestrian usage along closest existing alternative route*

2. Current Average Single Weekday Pedestrians (including users of non-pedaled devices such as scooters and wheelchairs):		900
Pedestrian Use Calculations	<b>Year of Opening</b>	<b>2050 Weekday Estimate</b>
3. Enter estimated additional average weekday pedestrian one-way trips on the facility after project is completed	1,400	1,600
4. Enter number of the new pedestrian trips (in #2 above) that will be diverting from a different walking route <i>(Example: {#2 X 50%} or other percent, if justified on line 10 below)</i>	700	800
5. = Number of new trips from project (#2 – #3)	700	800
6. Enter number of the new trips produced (from #4 above) that are replacing a trip made by another non-SOV mode (bus, carpool, vanpool, bike, etc.). <i>(Example: {#4 X 30%} or other percent, if justified on line 10 below)</i>	210.00	240.00
7. = Number of SOV trips reduced per day (#4 - #5)	490.00	560.00

8. Enter the value of {#6 x .4 miles}. (= the VMT reduced per day) (Values other than .4 miles must be justified by sponsor on line 10 below)	200.00	225.00
9. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	190.00	213.75
10. If values would be distinctly greater for weekends, describe the magnitude of difference:  n/a		
11. If different values other than the suggested are used, please explain here:  n/a		

Describe how this project will expand the active transportation network, close gaps, improve comfort, and/or improve connections to key destinations, *include quantitative information, including any items referenced above, in your response:*

All of 30th Street, between CO119/Iris Ave and CO7/Arapahoe Ave, is within an existing or planned DRCOG Regional Active Transportation Corridor, a Short-Trip Opportunity Zone, and a Pedestrian Focus Area. Additionally, the City of Boulder identified the project area as a high priority bicycle route and has elevated the project area as an important corridor in the city’s bicycle and pedestrian transportation networks through its 2019 Transportation Master Plan and 2019 Low-Stress Walk and Bike Network Plan because the corridor connects to educational campuses, health care facilities, neighborhood and regional serving retail, large employers, bike paths, community parks, and local, subregional, and regional transit services.

Complete street design elements could include raised, protected bicycle lanes; wider sidewalks; protected intersections; enhanced crossings; and improved transit facilities, with pedestrian, bicycle, and transit facilities being designated as separated spaces from one another for increased comfort and safety.

When implemented, these improvements will shift the average trip in Boulder, which is only 1.6 miles one-way, to more active modes. Estimates find the average number of single weekday bicyclists will increase from 800 to 1,200, a 50% increase. The average number of single weekday pedestrians (including non-pedaled devices such as scooters and wheelchairs) is expected to increase by 55%, from 900 to 1,400.

These increases are possible because the project is located in a corridor currently dense with multi-family housing, rich with destinations, and ample in access to local and regional transit, and is anticipated to experience increased development and densification (e.g., Boulder Junction, the Diagonal Plaza): between 2020 and 2050, the number of households within the project area is projected to increase by 20%, and the number of jobs by 32%, resulting in household density of 5.82 per acre and 21.27 jobs per acre.

As a result, the project will advance the Metro Vision 2040 goal for 35% of commuters to use a non-SOV mode to work, and will support the 2019 DRCOG Active Transportation Plan objectives for increasing bicycling and pedestrian activity; expanding and connecting comfortable transportation facilities for people who bike and people who walk; improving bicycle and pedestrian access to and from transit; and improving and expanding equitable access to active transportation corridors.

<b>C. Project Leveraging</b>	<b>WEIGHT</b>	<b>5%</b>
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<p>What percent of outside funding sources (non-Subregional Share funding) does this project have? <i>(number will automatically calculate based on values entered in the Funding Request table)</i></p>	<b>20.00%</b>	<table style="width: 100%; border-collapse: collapse;"> <tr><td>60%+ outside funding sources .....</td><td style="text-align: right;">5 pts</td></tr> <tr><td>50-59.9% .....</td><td style="text-align: right;">4 pts</td></tr> <tr><td>40-49.9% .....</td><td style="text-align: right;">3 pts</td></tr> <tr><td>20-39.9% .....</td><td style="text-align: right;">2 pts</td></tr> <tr><td>10.1-19.9% .....</td><td style="text-align: right;">1 pt</td></tr> <tr><td>10%.....</td><td style="text-align: right;">0 pts</td></tr> </table>	60%+ outside funding sources .....	5 pts	50-59.9% .....	4 pts	40-49.9% .....	3 pts	20-39.9% .....	2 pts	10.1-19.9% .....	1 pt	10%.....	0 pts
60%+ outside funding sources .....	5 pts													
50-59.9% .....	4 pts													
40-49.9% .....	3 pts													
20-39.9% .....	2 pts													
10.1-19.9% .....	1 pt													
10%.....	0 pts													

<b>D. Project Readiness</b>	<b>WEIGHT</b>	<b>10%</b>
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*Provide responses to the following items to demonstrate the readiness of the project. DRCOG is prioritizing those projects that have a higher likelihood to move forward in a timely manner and are less likely to experience a delay.*

**Section 1. Avoiding Pitfalls and Roadblocks**

- a. Has a licensed engineer (CDOT, consultant, local agency, etc.) reviewed the impact the proposed project will have on utilities, railroads, ROW, historic and environmental resources, etc. and have those impacts and pitfalls been mitigated as much as possible to date before this submittal?  
 Yes  No  N/A (for projects which do not require engineering services)
- If yes, please type in the engineer’s name below which certifies their review and that impacts have been evaluated and mitigated as much as possible before your application is submitted:  
**Gerrit Slatter**
- Please describe the status to date on each, including 1) anticipated/known pitfalls/roadblocks, and 2) mitigation activities taken to date:
- Utilities: **There are overhead powerlines that may need to be relocated**
  - Railroad: **There are no railroad crossings in the corridor**
  - Right-of-Way: **There will likely be a need for right-of-way/easement acquisition at various points along the corridor**
  - Environmental/Historic: **There should be limited impact and concern for environmental and historic issues**
  - Other:
- b. Is this application for a single project phase only (i.e., design, environmental, ROW acquisition, construction only, study, bus service, equipment purchase, etc.)?  
 Yes  No
- If yes, are the other prerequisite phases complete?  Yes  No  N/A
- If this project is for construction, please note the NEPA status: **Not Started**
- c. Has all required ROW been identified?  Yes  No  N/A  
 Has all required ROW already been acquired and cleared by CDOT?  Yes  No  N/A
- d. Based on the current status provided in Project Information, question 11, do you foresee being able to execute your IGA by October 1 of your first year of funding (or if requesting first year funding, beginning discussions on your IGA as soon as possible), so you can begin your project on time?  
 Yes  No
- Does your agency have the appropriate staff available to work on this project?  Yes  No
- If yes, are they knowledgeable with the federal-aid process?  Yes  No

e. Have other stakeholders in your project been identified and involved in project development?

Yes  No  N/A

If yes, who are the stakeholders? [CDOT, RTD and the City of Boulder Transportation Advisory Board and City Council](#)

Please provide any additional details on any of the items in Section 1, if applicable.

## Section 2. Local Match

a. Is all the local match identified in your application currently available, and if a partnering agency is also committing match, do you have a commitment letter?

Yes  No

Please describe:

[All local match will be provided by the City of Boulder Transportation Fund and will be available starting in 2023](#)

b. Is all funding for this project currently identified in the sponsor agency's Capital Improvement Program (CIP)?

Yes  No

Please describe:

[There is sufficient capacity in the current City of Boulder TIP local match line item to meet local match requirements](#)

## Section 3. Public Support

a. Has the proposed project previously been through a public review process (public comment period, public hearing, etc.)?

Yes  No

b. Has the public had access to translated project materials in relevant languages for the local community?

Yes  No

Please describe:

[Several outreach efforts were implemented to notify adjacent property owners and the community about the TIP submittal process for this project. There is a project webpage that includes information about the project. A mailing was sent to property owners, residents, and businesses adjacent to the project and other interested stakeholders in the community notifying them of the upcoming TIP grant application process. Community members were invited to review a project factsheet and informational video, provide online feedback, and schedule virtual office hours with staff. This information was also included in a city press release and social media postings by the city and Transportation Advisory Board members. Seventeen people provided feedback.](#)

[The Transportation Advisory Board \(TAB\) considered items related to this TIP application submittal at its December 13, 2021, February 14, 2022, March 14, 2022, and April 11, 2022 meetings. A public hearing was held at the May 9 Transportation Advisory Board meeting and a May 17th City Council public hearing was also held.](#)

[While the TIP project selection outreach process did not include translated project materials, the proposed project will provide the public access to translated project materials as per the city's newly released Language Access Plan.](#)

[For the southern segment of the project on 30th Street between Pearl Parkway and CO/7 Arapahoe Ave, the 30th and Colorado Corridor Study community engagement process informed preliminary concept designs \(to be updated as part of this project\). See Attachment A, Figure 8: 30th Street Character Study for an illustration of community input.](#)

c. Have any adjacent property owners to the proposed project been contacted and provided with the initial project concept?

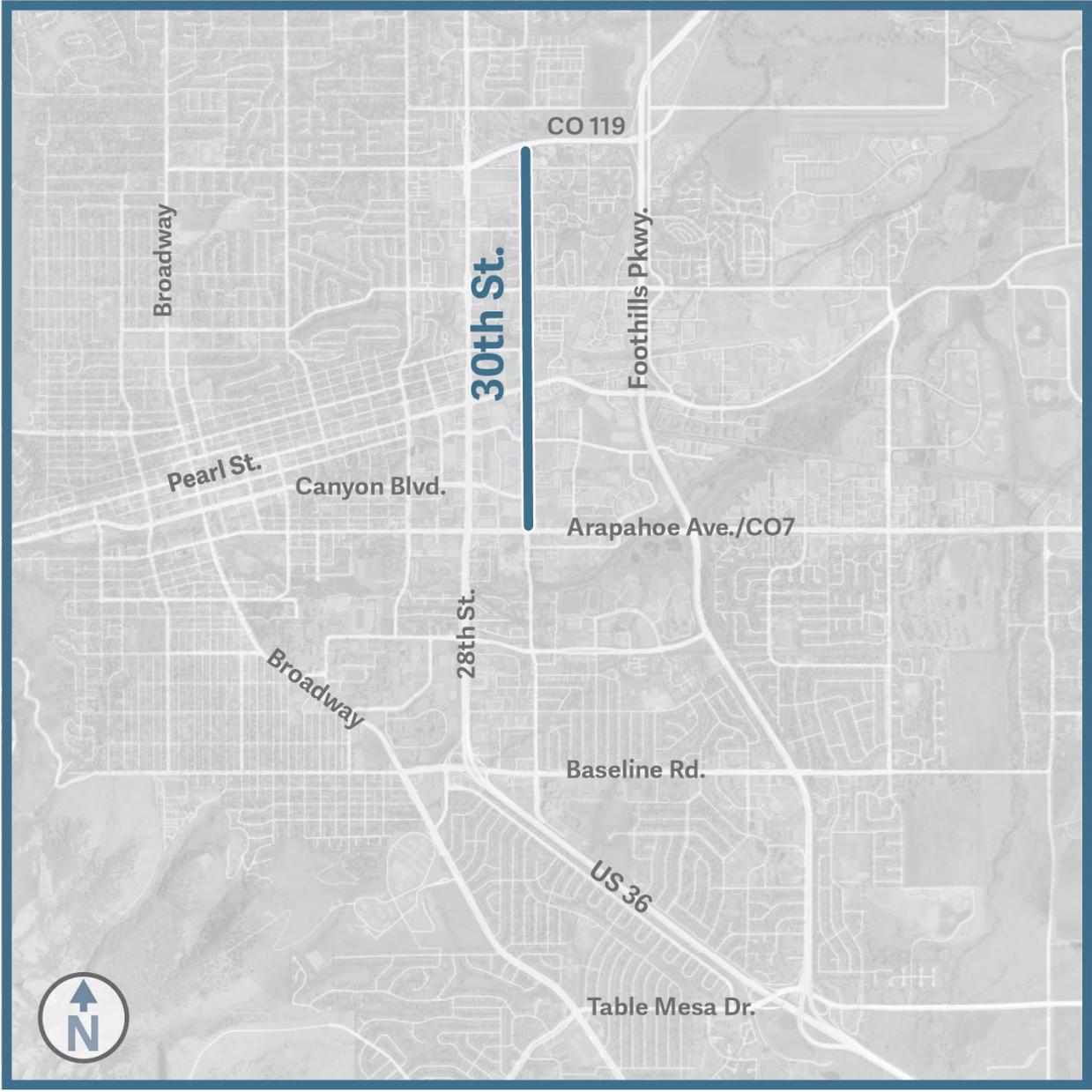
Yes  No  N/A

Please provide any additional details on the items in Section 3, if applicable.

The project will include a robust community engagement process.

**Submit completed applications through the [TIP Data Hub](#) no later than 3pm on June 24, 2022.**

# Project Location



## City of Boulder Planning & Engineering Design Estimate

### Project Cost Estimate

Completed by: GS  
 Project No: N/A  
 Date of Estimate: 6/19/2022

<b>Design</b>			
<b>Personnel Classification</b>	<b>Est. Hours</b>	<b>Wage</b>	<b>Total</b>
Prin/Non-President	180	\$61.10	\$10,998
Project Manager	1280	\$46.37	\$59,354
Senior Engineer/Plabber	1980	\$45.98	\$91,040
Project Engineer/Planner	1830	\$36.64	\$67,051
Staff Eng/Planner	1600	\$44.87	71792
	<u>6870</u>		<u>\$300,235</u>
Inflation 2022		5.00%	\$15,012
Inflation 2023		5.00%	\$15,762
		<b>SUBTOTAL</b>	<u>\$331,009</u>
Multiplier (including Fixed Fee)		2.85	\$943,377
Other Direct Costs (0.5 - 1.5%)		1.00%	\$9,434
City Staff Costs		12.00%	<u>\$113,205</u>
		<b>SUBTOTAL</b>	<u>\$952,810</u>
ROR (5-10%)		5.00%	\$47,641
		<b>SUBTOTAL (DESIGN)</b>	<b>\$1,000,451</b>



# COLORADO

## Department of Transportation

Region 4  
Regional Director's Office  
10601 10<sup>th</sup> Street  
Greeley, CO 80634-9000

May 20, 2022

Jean Sanson  
Boulder County  
PO Box 471  
Boulder, CO 80306

Dear Ms. Sanson,

This letter is to inform you that the Colorado Department of Transportation (CDOT) concurs with the City of Boulder's DRCOG FY22-25 Subregional Call applications for the following projects:

- **30<sup>th</sup> Street Preliminary Design (CO 7/Arapahoe - CO 119 /Iris) Project**
- **CO 93/Broadway & Table Mesa and CO 93/Broadway & Regent Transit Priority Intersections:** CDOT Region 4 supports the City of Boulder's funding request of **\$1,500,000** with 10-Year Plan funds.
- **Baseline Enhanced Transit Stops and Protected Bike Lanes (30<sup>th</sup> Street - Foothills Parkway)**
- **US 36/28<sup>th</sup> Street West Side Multi-Use Path (Four Mile Canyon Creek Bridge - Jay Road)**

Additionally, CDOT Region 4 supports your funding request (highlighted above) with the US 36/28<sup>th</sup> Street and CO 93/Broadway Intersection Improvements funds identified in the 10-Year Plan. It is important to note that CDOT is currently working through a 10-Year Plan update and is allocating funding to projects for FY23-26. For funds identified in FY23-26, funds are expected to be approved by the Colorado Transportation Commission in August 2022 (date is subject-to-change) and this funding commitment is contingent upon that formal approval.

If this project is awarded funding, the City of Boulder will need to reaffirm CDOT's concurrence at that time and amend the current Intergovernmental Agreement in place for this project. This concurrence is conditionally granted based on the scope of work as described. CDOT does, however, retain final decision-making authority for all improvements and changes within CDOT's right-of-way. As the project progresses, the City of Boulder will need to work closely with CDOT Regional staff to ensure continued concurrence.

This project must comply with all CDOT requirements, including those associated with clearance for right-of-way, utilities, railroad and environmental. All costs associated with clearances, including right-of-way acquisition, utilities relocation and environmental mitigation measures, such as wetland creation, must be included in the project costs. CDOT staff will assist you in determining which clearances are required for your project. The CDOT Local Agency Manual includes project requirements to assist with contracting, design and construction, which can be accessed at: <https://www.codot.gov/business/localagency/manual>.



If you have any questions regarding this concurrence, please contact Josie Hadley at <mailto:josie.hadley@state.co.us>.

Sincerely,

Heather Paddock, P.E.  
CDOT Region 4 Transportation Director

Cc: Josie Hadley, CDOT Region 4 Planning & Local Agency Environmental Manager  
Bryce Reeves, CDOT Region 4 Local Agency Resident Engineer



**From:** [Christopher Quinn](#)  
**To:** [Sanson, Jean](#); [Josie Langhorst - CDOT](#)  
**Cc:** [Slatter, Gerrit](#); [Todd Cottrell](#)  
**Subject:** RE: City of Boulder Subregional TIP Concurrence Forms  
**Date:** Thursday, May 26, 2022 4:12:36 PM

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## External Sender

Hi Jean,

This email is to provide RTD's concurrence with the City of Boulder's TIP applications for:

- CO 93/Broadway & Table Mesa and CO 93 Broadway & Regent Transit Priority Intersections
- 30<sup>th</sup> Street Preliminary Design
- Baseline Enhanced Transit Stops & Protected Bike Lanes

Please continue to coordinate with RTD on any of these projects that may have any impact to an existing RTD facility.

Thanks and let me know if I can provide any additional information.

Chris

### **Chris Quinn**

Project Manager

Planning

he | him | his

o. 303.299.2439

[chris.quinn@rtd-denver.com](mailto:chris.quinn@rtd-denver.com)

[rtd-denver.com](http://rtd-denver.com)



Regional Transportation District  
1660 Blake Street, BLK-21  
Denver, CO 80202

***We make lives better through connections.***

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# Bicycle and Pedestrian Improvements

This calculator will estimate the reduction in emissions resulting from improvements to bicycle and pedestrian infrastructure and associated mode shift from passenger vehicles to bicycling or walking, including but not limited to sidewalks, dedicated bicycle infrastructure, improved wayfinding, mid-block crossing installations, bike share systems, and bike parking improvements.

## Navigator

### Bicycle and Pedestrian Improvements

## INPUT

(1) What is your project evaluation year?

(2) Estimate the shift in daily motorized passenger vehicle trips to non-motorized travel due to the bicycle and pedestrian project.

Daily Passenger Vehicle Trips		
Before	After	Change
29000	28150	850

(3a) Select the data type used for entering the typical one-way trip distance of passenger vehicles below:

Trip Distance Source

(3b) If you selected "Average" above, enter the typical one-way trip distance. If you selected "Distribution" above, enter the typical distribution of one-way trip distances.

Typical Trip Distance (miles one way)	Distribution of Trip Distances (daily fraction per mileage bin)					Sum
	$x < 1$	$1 \leq x < 2$	$2 \leq x < 3$	$3 \leq x < 4$	$4 \leq x \leq 5$	
1.6						

## OUTPUT

### EMISSION REDUCTIONS

Pollutant	Total
Carbon Monoxide (CO)	9.281
Particulate Matter <2.5 $\mu\text{m}$ (PM <sub>2.5</sub> )	0.021
Particulate Matter <10 $\mu\text{m}$ (PM <sub>10</sub> )	0.059
Nitrogen Oxide (NO <sub>x</sub> )	0.866
Volatile Organic Compounds (VOC)	0.761
Carbon Dioxide Equivalent (CO <sub>2</sub> e)	569.445
Total Energy Consumption (MMBTU/day)	7.342

\*Units in kg/day unless otherwise noted



2601 SPRUCE ST, UNIT B  
BOULDER, CO 80302

COMMUNITYCYCLES.ORG

Gerrit Slatter

Community Cycles is writing to share this letter of support for the City of Boulder's applications to the Fiscal Year 2024 – 2027 TIP grant opportunity through the Boulder County Subregional Forum.

Community Cycles is made up of people who ride bicycles, love bicycles, and support bicycle-based transportation. We seek to create safe, equitable access to bicycles for everyone in our community.

### **30th Street Preliminary Design (CO7/Arapahoe - CO119)**

30th street is a main transportation corridor in Boulder for local and regional travel trips. 30th Street lacks the complete street infrastructure to provide safe, convenient and comfortable travel for those biking, walking, or taking transit.

The City of Boulder's Safe Streets Report (2019) identified 30<sup>th</sup> Street as one of the top 10 crash locations in the city and DRCOG identifies the project area as a High Injury Network and Critical Corridor.

Thousands of people live, work, and attend university within the project area, many of whom rely on biking and walking to reach their destinations: 26% of households are low-income, 46% households are housing cost burdened, 6% are children, and another 9% are over the age of 65.

Providing complete street connections to the many residences, destinations, and bus services along the corridor and at Boulder Junction at Depot Square, with RTD Flatiron Flyer and Airport regional bus services, the project will provide safer and improved biking, walking, and transit facilities for a wider range of ages and abilities.

Community Cycles supports the project because the improvements identified through the planning and design, such as protected bicycle lanes, protected intersections, enhanced crossings, and wider sidewalks, will address the safety needs of the corridor and lead to more people cycling safely and comfortably when implemented.

### **CO93/Broadway & Table Mesa and CO93/Broadway & Regent Transit Priority Intersections (Broadway 18th Street to Table Mesa)**

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.

The corridor is also a significant multimodal corridor, with 2,400 people walking and 900 people biking on an average day, that connects and provides key first and last mile connections to the University Hill and Downtown Boulder Urban Centers, and to several other urban centers throughout the Northwest region.

Today, regional travel on the roadways connecting Boulder to neighboring communities is still highly dependent on single-occupant vehicles, with approximately 46,000 non-resident employees, or 80% of commuters, driving alone to work.

If this continues and travel demand grows as expected, the city and entire region will pay tremendous social, environmental, and economic costs associated with increased congestion and GHG emissions.

Community Cycles supports the city's commitment to making more efficient use of limited road capacity and regional transportation networks by providing convenient, affordable and reliable travel choices, with transit being the cornerstone of this strategy.

This project implements that commitment by providing exclusive movements for buses at the two project intersections and analyzing the conversion of general-purpose lanes to Business Access Transit lanes between Table Mesa Dr and 18<sup>th</sup> St, with lane restriping and signage as feasible.

These improvements will improve transit travel time and reliability while improving safety for cyclists and pedestrians through the intersections, by upgrading curb ramps (Regent Dr), improving pedestrian visibility (Regent Dr), and importantly, not widening crossing distances.

Community Cycles supports the project because these improvements will address the needs of this important multimodal corridor and key intersections which will lead to more people cycling safely and comfortably.

#### **Baseline Road Enhanced Transit Stops & Separated Bike Lanes (30th Street – Foothills Parkway).**

Baseline Road is identified in DRCOG's Regional High Injury Network and is a Critical Corridor. According to the 2022 City of Boulder Safe Streets Report, the intersections of Baseline Road and Mohawk Drive and Baseline Road and 30th Street continue to be in the top-ten crash locations for the most vulnerable road users: pedestrians and cyclists. Bicycle facilities are currently unprotected and inconsistently designed along the corridor. Walkability along the corridor is poor and crossing opportunities are unsafe and spaced far apart. Transit facilities do not adequately support transit service and travel time reliability.

Within the project area 23% of residents are individuals of color who are more likely to walk or wheel to meet their transportation needs than non-minority individuals; 20% of households are low-income, 10% are adults 65 years of age or older, 6% are children aged 5 –17, and 2% are individuals with a disability – all people data demonstrate are less likely to drive and are, thus, more reliant on non motorized travel. With over 20,000 people driving, 340 biking, and 150 people walking through the project area on an average day this project is needed.

Community Cycles supports this project because it will design and build solutions to these safety and connectivity issues, such as separated bicycle facilities, changes to travel lane dimensions and intersections, pedestrian crossings, and improved transit facilities, and increase the number of people walking, biking, and riding transit.