

Supplemental Materials for the Lafayette- Louisville- Boulder Protected Bikeway Feasibility Study

Figure 1 Boulder County Transportation Master Plan survey results

BICYCLING PRIORITIES

Respondents were asked to select their top three priorities for improving bicycling in Boulder County. Over half of respondents selected adding bikeable shoulders or increasing the number of separated facilities as one of their top three priorities. The next top priority is improving intersection safety and improving maintenance. Increasing the number of soft-surface trails ranked a close fifth. Full details can be seen in **Figure 17**.

POPULATION GROUPS

PEOPLE WITH DISABILITIES

Respondents with disabilities indicated add bikeable shoulders, increase separated facilities, improve maintenance, and improve intersection safety as top priorities. Lowest priorities include: expand bike share, improve bike parking, and improve bicycle/transit connections.

OLDER ADULTS

Older adult respondents indicated the same top priorities as people with disabilities (add bikeable shoulders, increase separated facilities, improve maintenance, and improve intersection safety). Lowest priorities were also the same (expand bike share, improve bike parking, and improve bicycle/transit connections).

HISPANIC OR LATINO ETHNICITY

Hispanic or Latino respondents identified add bikeable shoulders, improve intersection safety, and increase separated facilities as their top priorities. Lowest priorities are similar to people with disabilities and older adults: promote e-bikes, expand bike share, and improve bike parking.

PEOPLE WITH LOW INCOMES

Respondents with low incomes indicated the same top priorities as people with disabilities and older adults (add bikeable shoulders, increase separated facilities, and improve intersection safety). Lowest priorities include: improve bicycle/transit connections, expand bike share, and improve bike parking.

CONNECTION TO BOULDER COUNTY

The biggest differences arise in the respondents based on whether they only work in Boulder County or if they live and work in Boulder County. Respondents who only work in Boulder County did select add bikeable shoulders and increase separated facilities as the top two priorities, but a lower percentage of respondents have indicated this than other population groups (and thus a higher percentage of respondents indicated that they have no opinion). Full details can be seen in **Figure 18**.

Figure 2 Boulder County TMP survey results showing the strong support for seperated bikeways in many key deographic groups

FIGURE 17: BICYCLING PRIORITIES BY POPULATION GROUP

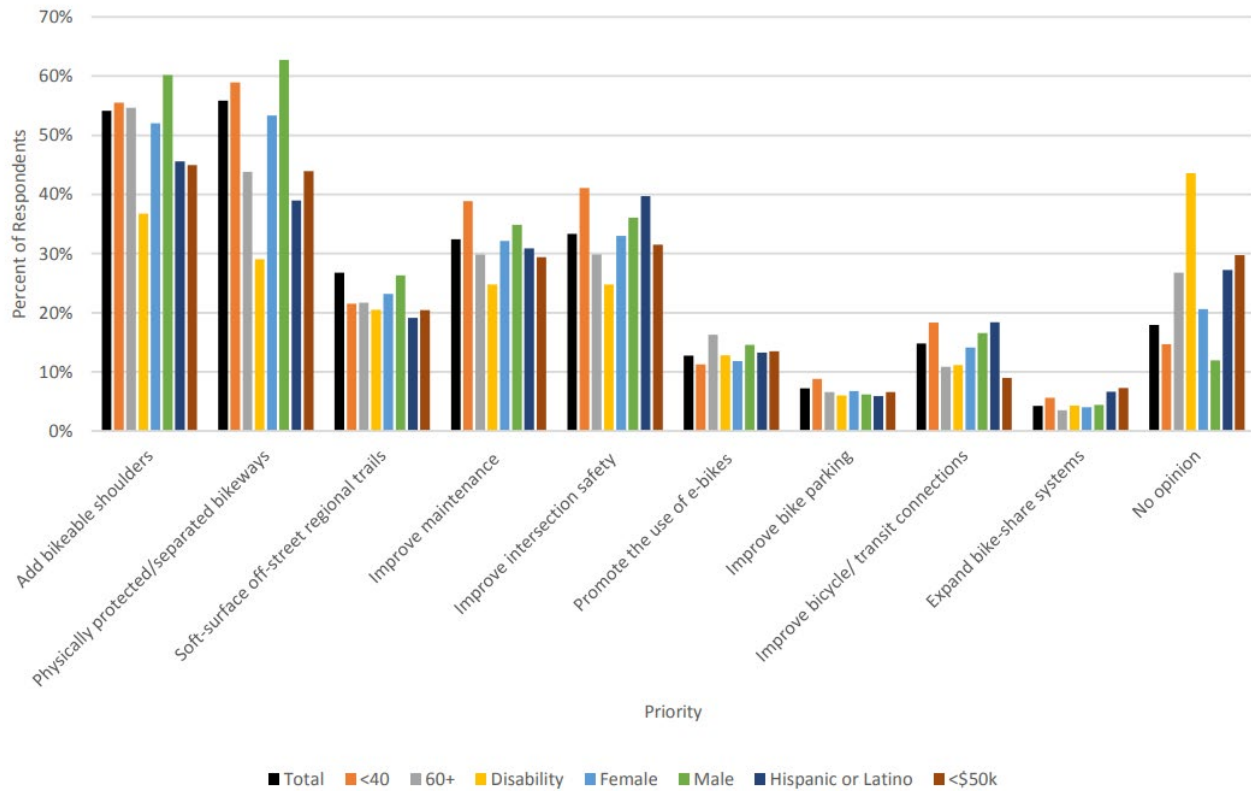


Figure 3 Arapahoe Road, one of the three main roads in the study area is designated as a CDOT High Demand Bike Corridor

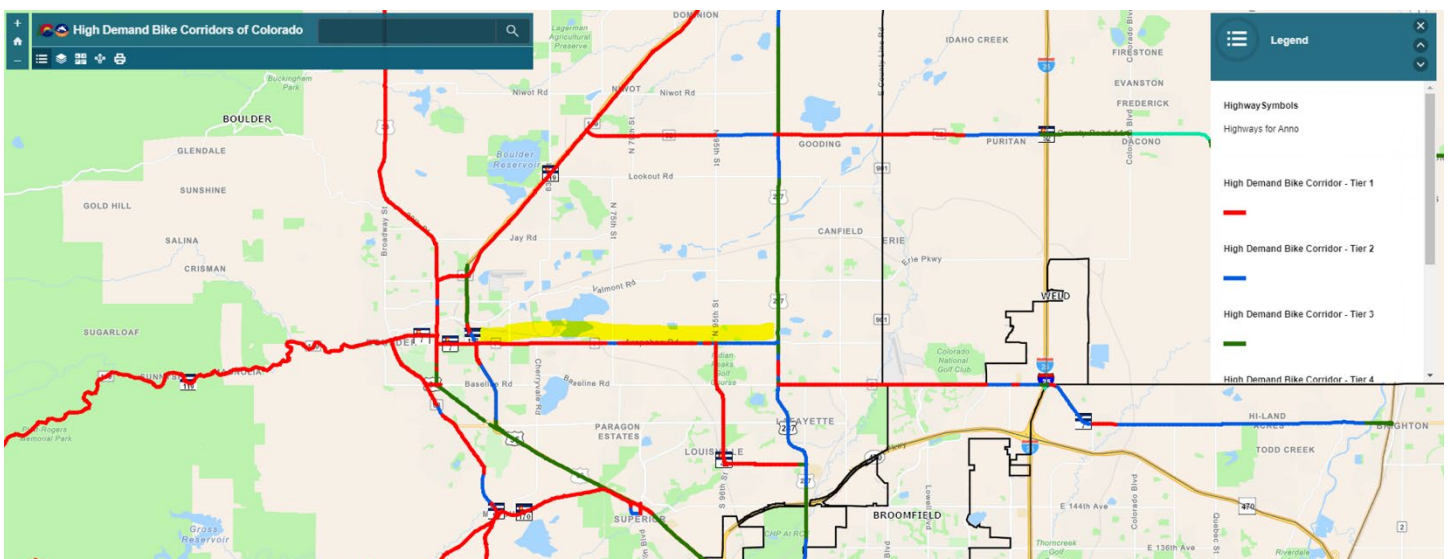
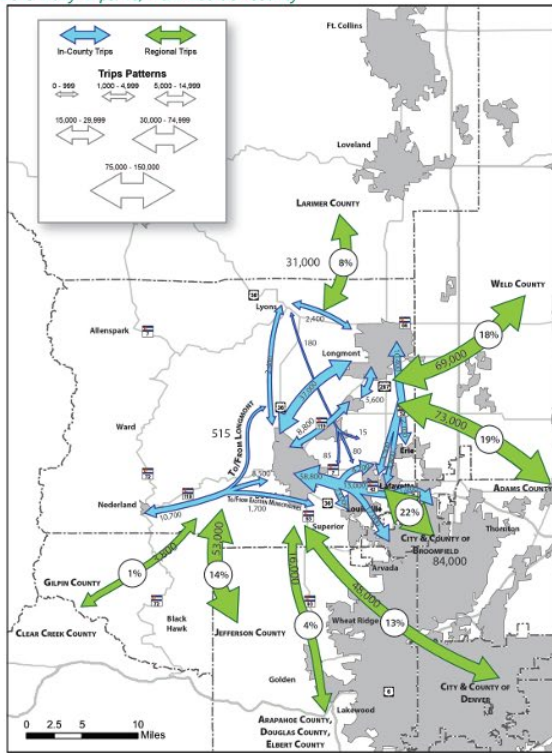


Figure 4 showing projected 2040 daily trips

2015 Daily Trips: To/From Boulder County



2040 Daily Trips: To/From Boulder County

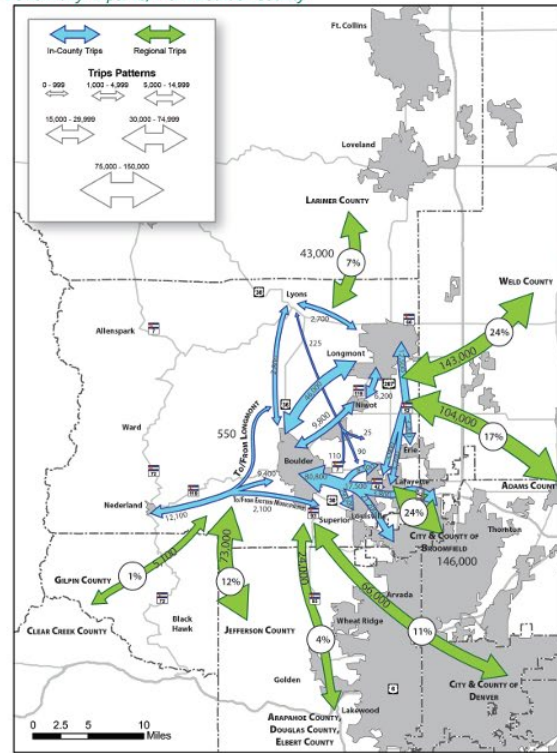


Figure 5: South Boulder Road, Baseline Road, and Colorado Highway 7 (CO 7) contribute 25% of the daily traffic volume entering the City of Boulder on a daily basis

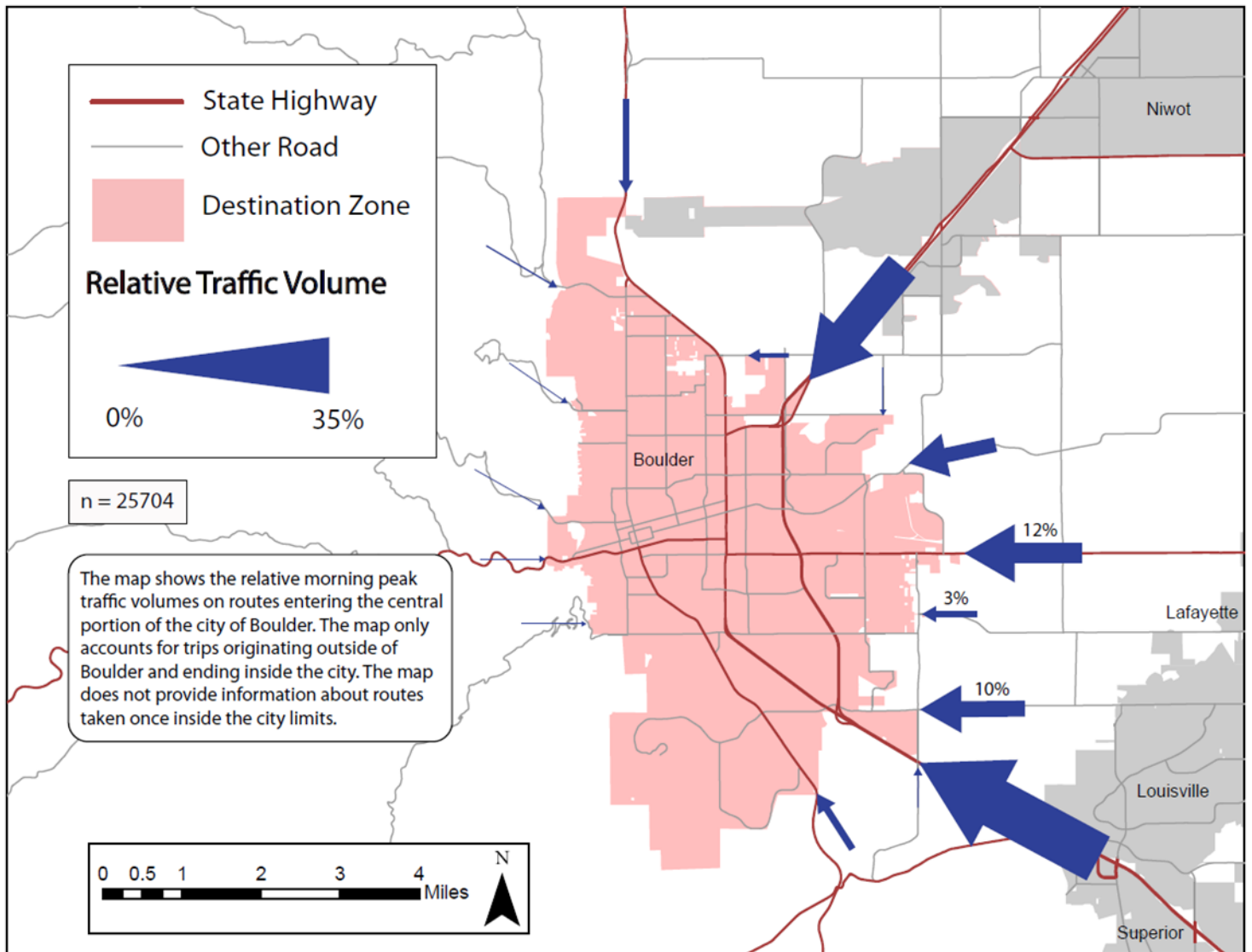


Figure 6: Graphic from DRCOG's Active Transportation Plan showing comfortable level by bicycle facility type

Adrcog Denver Regional Council of Governments

Figure 11. Denver region residents who said they would feel comfortable by bicycle facility type.



Source: National Research Center. Survey of Residents about Active Transportation: Report of Results. 2018;
Image credit: Watkins et al. NCHRP 08-102: Bicyclist Facility Preferences and Effects on Increasing Bicycle Trips (Research in progress).