AGENDA TITLE: Public Hearing and Staff briefing on the proposed Year 2020-2023 Transportation Improvement Program (TIP) sub-regional submittal process -- Part 2 of 3

PRESENTERS:
Kathleen Bracke, Co-Director of Public Works for Transportation
Bill Cowern, Co-Director of Public Works for Transportation
Gerrit Slatter, Principal Transportation Projects Engineer
Noreen Walsh, Senior Transportation Planner

EXECUTIVE SUMMARY:
This item provides the Transportation Advisory Board (TAB) with a set of project ideas for potential submittal to the Denver Regional Council of Governments (DRCOG) for the 2020-2023 Transportation Improvements Program (TIP) Boulder County sub-regional project selection process. Staff is following the process used by the TAB in preparing the last several TIP submittals and outlined in the December 10, 2018 TAB memo. At the January 14 TAB meeting, the Board is being asked to consider this list of potential submittals for consistency with policy direction of the Transportation Master Plan, funding priority projects for the city within our budget capacity and maximizing the leveraged funding through the TIP process.

Prior to the TAB meeting, the city will host a public open house in the lobby of the Municipal Building from 5:00 – 6:30 p.m. TAB members are encouraged to attend the open house and the TAB meeting is also scheduled as a public hearing to provide community members with the opportunity to share comments with the board. Due to this public open house, the TAB meeting will begin at 6:30 p.m.

Based on the input received from the community and TAB in January, staff will review and revise the project list and return to TAB in February to seek a formal recommendation from the board to share with City Council at their February 19, 2019 meeting. Based on council direction, staff will submit the final set of project applications to Boulder County and DRCOG on February 27, 2019.

BACKGROUND:
DRCOG 2020-2023 TIP development process
The TIP is essentially the capital improvements program that implements the Metro Vision Regional Transportation Plan (MV RTP), the fiscally constrained, long-range transportation plan for the Denver metropolitan region. The TIP is prepared every four years by the DRCOG in cooperation with the Colorado Department of Transportation (CDOT) and the Regional Transportation District (RTD). The City of Boulder representatives on the DRCOG board are Council members Aaron Brockett (primary) and Sam Weaver (alternate).

This TIP cycle has a new regional and sub-regional model for the project selection process. All projects submitted in the region are being evaluated and ranked by criteria contained in the Policy on Transportation Improvement Program Preparation, which was adopted on July 18, 2018.

- The call for the regional project selection process took place this past Fall 2018 and a draft list of projects has been developed which includes funding for implementation of the SH119 BRT improvements in Boulder along SH119 and US 36/28th Street, at the intersection of SH119 and SH52 and in Longmont; as well as funding for the East Arapahoe/SH7 pre-construction corridor design from Boulder to Brighton.
The set of projects presented in this memorandum are in preparation for the Boulder County sub-regional project process, which issued its call for projects January 2, 2019 with applications due February 27, 2019. A subset of the submitted projects will be funded in the adopted TIP through a competitive process, with the likelihood of a project being funded depending on its score relative to the established criteria and on the available funds. The minimum 20% local match for all TIP Transportation funded projects for the City of Boulder would come from project partners and funds already contained in the Transportation Division’s budget. As the process continues staff will be finalizing cost estimates and this detail will be shared at the February 11, 2019 TAB meeting.

Relationship between the TIP submittal and the City of Boulder Capital Improvements Program and Transportation Master Plan

The Capital Improvements Program (CIP) for the Transportation Division includes projects and programs to implement the vision and goals of Boulder’s Transportation Master Plan (TMP). One of the items that is programmed for the annual CIP and subsequent five years is “TIP Local Match/TMP Implementation”. The intention for this allocation is to leverage opportunities with this upcoming TIP process (as noted in the Transportation Budget Guiding Principles listed below) and to implement a subset of near-term projects identified during the current TMP Update process which is anticipated to conclude in the Summer of 2019. Once the outcome of this 2020-2023 TIP project selection process is known, the specific projects that are awarded funds will be incorporated into the 2021 CIP and resources will be allocated accordingly.

The Transportation Budget Guiding Principles are listed again as a reminder:

The Transportation Budget Guiding Principles – Credible, Clear and Consistent

- As top priority, maintain and operate the existing, valuable multi-modal system, including investments in safety
- As additions are made to the system, address ongoing operation and maintenance needs
- Continue to advance innovations in the design, construction, operation and maintenance of the system
- Strategically enhance the Complete Street network, prioritizing projects that have maximum impact improving safety, mobility and efficiency
- Advance corridor studies integrating the city’s Sustainability Framework and Resiliency
- Leverage external funds extending the ability of local dollars to implement city goals
- Continuously strive for efficiency and effectiveness in how work is accomplished
- Assure budget decisions are sustainable over time
- Keep in mind the goal of identifying long-term, sustainable funding that is tied to vehicle use

City of Boulder sub-regional project ideas

The projects shown on the map in Attachment A are the project ideas that have been suggested. Project information sheets providing background and scope is included in Attachment B. The TAB established process of selecting TIP submittals is based on establishing a policy-level emphasis, then evaluating potential projects from a technical basis on how they are likely to score and finally from a strategic perspective of what is likely to get funded by DRCOG. Using this process, the city has been successful in receiving TIP funding. Other considerations for this TIP process include the following:

- The competition for the Boulder County sub-regional TIP funds is likely to highly competitive given the general financial picture of the state and local governments and the limited funds available ($15.3 million) and interest shown by the sub-regional communities with this new project selection process. The City of Boulder historically been competitive and successful in receiving grants although the total amounts have varied over time.
  - As a means of comparison, the City of Boulder received grants in the 2016-2021 TIP that totaled nearly $16 million with $45 million available.
  - In the proposed CIP, $6.0 million is programmed annually for years 2020 through 2023 for TIP match/TMP implementation.
- Street/corridor projects along state highways must include concurrence from the Colorado
Department of Transportation.

- The Transit service projects which include new or expanded service have special requirements including concurrence from RTD and a commitment of additional funding of two years beyond the initial three years of federal funding. If selected for submittal, the city and project partners for the HOP transit service project will need to identify sources of funds to cover the two years beyond the three-year TIP funding.

Community Feedback

As part of the process to seek community and stakeholder input, the city is reaching out to project partners, state and regional transportation agencies and the community for feedback on preferences and concerns related to the potential TIP project submittal. A mailing was sent to adjacent property owners, residents and businesses to the candidate projects notifying them of the potential grant submittal and inviting them to give feedback online or at the January 14, 2019 open house. Input from the community and project stakeholders will be used to refine the recommended list to TAB and council in February.

BOARD ACTION REQUESTED:

At the January TAB meeting, the board is asked to review and comment on the suggested list of projects for additional development and preliminary scoring. A final set of these projects will be presented to the TAB in February for the TAB’s recommendation to City Council and likely submission for the sub-regional project selection process.

Additional information about the TIP and potential projects is available on this transportation webpage.

ATTACHMENTS

Attachment A - Map of Potential Project Locations for the 2020-2023 TIP Submittal
Attachment B - Information Sheets for potential City of Boulder projects for 2020-2023 TIP Submittal
Interim Downtown Boulder Station Improvements
The project will add 5 additional bus gates on 14th St between Canyon Blvd and Arapahoe Ave, provide curb space for shared mobility services such as Uber and Lyft and enhance the "K" and "L" bus stops on Canton Blvd. Street signs, kiosks, landscaping, and other urban street amenities will be incorporated.
Cost Estimate: $925K

HOP Transit Service Extension
This project would segment the existing HOP loop into 3 high frequency routes that connect Flatiron Business Park, Boulder Junction, Downtown, and the University.
Funding: $2.4M

Arapahoe Ave Improvements
This project will complete missing links in the multi-use path system (solid lines) and will provide enhancements to nine transit stops along Arapahoe Ave. The project will also replace the bridge on Arapahoe Ave (dashed circle) that spans over Boulder Creek which will also provide improvements to the underpass below.
Cost Estimate: $2-8M depending on the final elements submitted with application

Broadway/Kittredge Underpass
This project will redesign and construct improvements on the east and west sides of the underpass to improve visibility and fix sightline issues.
Cost Estimate: $3M

30th St Improvements (Arapahoe Avenue/SH7 - Boulder Creek)
This project will construct a protected intersection on the south side of 30th St and Arapahoe Ave (dashed semi-circle) and raised protected bike lanes and sidewalks on either side of 30th St from Arapahoe Ave to Boulder Creek (solid lines)
Cost Estimate: $4M

Table Mesa Park-n-Ride Access
This project will construct a 10-foot wide multi-use path along the south side of Table Mesa Drive (shown as a solid line) and provide mobility hub features. This project also includes bicycle and pedestrian underpass of Table Mesa Dr at Thunderbird Dr (dashed circle).
Cost Estimate: $5-11M (depending on the final elements submitted with the application)
30th Street (SH7/Arapahoe Ave-Boulder Creek) Corridor Improvements

Local Agency Sponsor: City of Boulder
Local Agency Direct Beneficiaries: City of Boulder, University of Colorado, Colorado Department of Transportation
Type of Project: Multimodal, Safety
Total Budget: $4.3 Million

Background

30th Street is a primary north-south travel corridor in the City of Boulder providing connections and access to Boulder Junction at Depot Square RTD bus station, University of Colorado, and the central business district including Google and the 29th Street Retail District. In addition to the Flatirons Flyer bus rapid transit (BRT) line that serves Boulder Junction, the SH119 BRT Study is making plans to run some of the BRT service along 30th Street. The SH119 BRT Study is a next step effort related to advancing the 2013 Northwest Area Mobility Study (NAMS) recommendations.

In addition to over 22,000 vehicles traveling on this section of 30th Street from Arapahoe to Boulder Creek there are 444 daily boardings at the 30th/Arapahoe bus stops. Bike and pedestrian counts during the am, noon and pm travel periods showed 360 users on 30th Street, north of Boulder Creek and over 500 users at the intersection of 30th Street and Arapahoe Avenue.

The intersection of 30th Street and Arapahoe Avenue was one of the top 10 collision locations in the city as revealed in the results of the City of Boulder’s Safe Street Boulder Report (SSBR). Both the SSBR and 30th/Colorado Corridors Study have highlighted the need for safety and travel improvements for pedestrians and bicyclists for the intersection of 30th Street and SH7/Arapahoe Avenue as well as recommended street design. These work products were identified in the City’s Transportation Master Plan (TMP) and Vision Zero program.

Description

This project proposes to build the elements for a protection intersection on the south side of the 30th Street and Arapahoe Avenue intersection and construct raised protected bicycle lanes and sidewalks on the west and east sides of 30th Street from SH7/Arapahoe Avenue to Boulder Creek Greenway. These design elements are part of the recommended corridor design from the recently complete 30th Street Corridor Study and East Arapahoe Transportation Plan to reduce collisions at the 30th and Arapahoe intersection and provide facilities for users of all ages and abilities. which also meetings the city’s Vision Zero program goals of eliminate fatal and serious injury collisions, reducing other collision types for people using all travel modes and improving the travel conditions for pedestrians and bicyclists by addressing travel comfort and security.

This project helps to meet both subregional and regional travel needs by providing improved walking and bicycling facilities for residents, non-residents and visitors accessing local and regional facilities including the Boulder Creek Greenway path, University of Colorado, SH7/Arapahoe Avenue and Boulder Junction at Depot Square Station. This project helps to support future plans for BRT service along 30th Street and SH7/Arapahoe Avenue.

This project is consistent with the Metro Vision Regional Transportation Plan, TIP focus areas and NAMs by providing walking and bicycling facilities design for all ages and abilities to upcoming BRT service corridors and enhanced transit stops.
Focus Areas

The project’s **key elements:**

- [ ] Rapid Transit Capacity (2040 FCRTP)
- [X] Transit Other: Stops
- [X] Bicycle Facility
- [X] Pedestrian Facility
- [X] Safety Improvements
- [ ] Roadway Capacity or Managed Lanes (2040 FCRTP)
- [ ] Roadway Operational

Grade Separation

- [ ] Roadway
- [ ] Railway
- [ ] Bicycle
- [ ] Pedestrian
- [ ] Roadway Pavement Reconstruction/Rehab
- [ ] Bridge Replace/Reconstruct/Rehab
- [ ] Study
- [ ] Design
- [ ] Transportation Technology Components
- [ ] Other:

Supplemental Sub-regional Focus Areas

Small Communities: No
Regional Connections: Yes
Multimodal: Yes
Safety: High
Technology: No

Budget

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Local Match

The local match will come from the City of Boulder and possibly other partners along the corridor such as the University of Colorado.
Broadway at Table Mesa Drive Bicycle/Pedestrian Underpass Access

Improvements

Local Agency Sponsor: City of Boulder
Local Agency Direct Beneficiaries: City of Boulder, RTD, CDOT
Type of Project: Multimodal
Total Budget: $7.4 million

Background

Broadway (State Highway 93) is a major north-south, multi-modal, major arterial roadway in the City of Boulder. Table Mesa Drive and Broadway/SH 93 are identified as community corridors in the DRCOG Regional Bikeway System. Table Mesa Drive is a 4 lane roadway with 2 westbound lanes and 2 eastbound lanes with an eastbound double left-turn lane at the intersection of Broadway/SH 93 and Table Mesa Drive. On the south side of Table Mesa Drive, west of Broadway, is a major retail and commercial center in Boulder and a major transit stop for the SKIP, 204, and 206 services and the south Table Mesa neighborhood. On the north side of Table Mesa Drive is a residential neighborhood including parks, churches, library, and child care centers and preschools and another major transit stop for the SKIP, DASH, and Regional routes including the Flatiron Flyer, GS and AB.

This project will provide a safer bicycle pedestrian crossing for several travel movements including Table Mesa Drive facilities. The underpass facility will be at least 14 feet wide and provide for bidirectional travel and connect several similar facility types including sidewalks to sidewalks and Bear Creek Greenway multi-use path with the Broadway multi-use path. On-street bike lanes are present on Table Mesa east of Broadway, and a bike contraflow lane exists west of Broadway. The Broadway multi-use path is a heavily traveled key multi-use path in the City’s transportation network, and currently crosses Table Mesa Drive at grade. The project will improve travel efficiency and connections for bicyclists, pedestrian and transit riders on either side of Table Mesa Drive just west of Broadway and connect the two sections of Table Mesa neighborhoods on either side of Table Mesa Drive. This project is included in the City of Boulder Transportation Master Plan. Three design options were evaluated and shown in this Concept level plan set. The actual design option and project configuration to be constructed will be the result of the city’s public involvement process and design analysis.

Description

The proposed project, which is identified in the City of Boulder Transportation Master Plan, will construct a grade separated crossing of Table Mesa Drive which will be at least 14 feet in width and for bidirectional travel, connections to the Table Mesa Shopping Center, Bear Canyon Creek, Broadway multi-use path and transit stops, sidewalks and bicycle lanes on Table Mesa Drive. This project would provide signage and wayfinding noting destinations and distances, 20 bicycle parking spaces and ADA/AASHTO compliant lighting in the underpass.
Focus Areas

The project’s key elements:

- □ Rapid Transit Capacity (2040 FCRTP)
- □ Transit Other: Stops
- □ Bicycle Facility
- □ Pedestrian Facility
- □ Rapid Transit Capacity (2040 FCRTP)
- □ Roadway Operational

Sub Regional Focus Areas
Small Communities: No
Regional Connections: Yes
Multimodal: Yes
Safety: High
Technology: No

Grade Separation
- □ Roadway
- □ Railway
- □ Bicycle
- □ Pedestrian
- □ Roadway Pavement Reconstruction/Rehab
- □ Bridge Replace/Reconstruct/Rehab
- □ Study
- □ Design
- □ Transportation Technology Components
- □ Other:

Budget

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Local Match
The local match will come from the City of Boulder transportation fund.
Broadway/SH93 and Kittredge Bicycle and Pedestrian Underpass Improvements Project

Local Agency Sponsor: City of Boulder
Local Agency Direct Beneficiaries: City of Boulder, University of Colorado
Type of Project: Multimodal
Total Budget: $3.5 Million

Background
There is currently a grade separated crossing of Broadway/SH93 for bicyclists and pedestrians traveling north-south along the Broadway bicycle corridor which is identified on both the Denver Regional Bicycle map as well as the City of Boulder Transportation Master Plan. The underpass is adjacent to the University of Colorado Law School and dormitories on the east side and New Vista High School and Boulder Valley School District athletic fields on the west side. There are approximately 2000 daily bicyclists and pedestrians using this crossing. The crossing does not have adequate and safe sight distance and visibility at either the east or west side approaches and the width is also inadequate. These conditions lead to collisions and near-misses each day.

With the commencement of the Flatirons Flyer regional transit service, the nearby Broadway/Regent bus stop has increased in usage with users accessing this stop by foot or on bike, often using this underpass to access the transit stops. This adds to the both the need to upgrade this crossing and improve the sightlines and reduce the conflict points on the east and west approaches.

Description
This project will design and construct improvements on the west and east sides of the underpass to improve visibility and sightline for users.

This project helps to meet both subregional and regional travel needs by improving pedestrian and bicycle access to the Flatiron Flyer that runs along Broadway as well as connections to the CU Campus.

This project is consistent with the Metro Vision Regional Transportation Plan, TIP focus areas and NAM.
Focus Areas

The project’s **key elements:**

- Rapid Transit Capacity (2040 FCRTP)
- Transit Other:
  - Bicycle Facility
  - Pedestrian Facility
- Safety Improvements
- Roadway Capacity or Managed Lanes (2040 FCRTP)
- Roadway Operational

Grade Separation
- Roadway
- Railway
- Bicycle
- Pedestrian
- Roadway Pavement Reconstruction/Rehab
- Bridge Replace/Reconstruct/Rehab
- Study
- Design
- Transportation Technology Components
- Other:

Supplemental Sub-regional Focus Areas
Small Communities: No
Regional Connections: Yes
Multimodal: Yes
Safety: High
Technology: No

Budget

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**Local Match**
The local match will come from the City of Boulder and possibly other partners along the corridor.
### SH 7/EAST ARAPAHOE BRIDGE REPLACEMENT

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#### Background

SH 7/East Arapahoe is one of Boulder’s busiest travel corridors, connecting Boulder to I-25/Brighton and connecting the 40,000 employees who work in the corridor to destinations throughout the city. Recognizing the need to provide better travel options for commuters and for the greater number of people who will be working and living in the corridor over the coming years, the City has adopted the East Arapahoe Transportation Plan (EATP). The EATP sets out a long-range vision, with safety, access, and mobility improvements that can be phased incrementally and in coordination with the SH 7 Coalition communities to create a regional multimodal corridor with high-quality/high-frequency bus rapid transit (BRT), a regional bikeway, pedestrian improvements and first and final mile supportive infrastructure. SH 7 is also identified as a planned transit corridor in the 2040 Metro Vision Regional Transportation Plan.

This project would advance the EATP near term action items to enhance safety, access and multimodal connections within the SH7/East Arapahoe corridor.

#### Description

The project would reconstruct the SH 7/Arapahoe Avenue bridge over Boulder Creek, replacing two existing twin bridges, both of which lack adequate pedestrian facilities and one of which CDOT has classified as structurally deficient. The existing westbound bridge (CDOT Structure No. D-15-AQ) was constructed in 1938 and is a FASTER eligible bridge with a sufficiency rating of 51.90. The eastbound bridge was constructed in 1966.

The new bridge will be designed to safely carry the 28,000 vehicles that cross it today and provide pedestrian and bicycle facilities along both sides of the bridge and connections to the Boulder Creek multiuse path. The new bridge would be designed and constructed to meet AASHTO and ADA design guidelines and to be consistent with the City of Boulder’s East Arapahoe Transportation Plan, enhancing access and connections to the well-used Boulder Creek multiuse path and on-street pedestrian, bicycle and transit connections.
Focus Areas

The project’s key elements:

- □ Rapid Transit Capacity (2040 FCRTP)
- □ Transit Other:
  - ✗ Bicycle Facility
  - ✗ Pedestrian Facility
- □ Safety Improvements
- □ Roadway Capacity or Managed Lanes (2040 FCRTP)
- □ Roadway Operational

Grade Separation

- □ Roadway
- □ Railway
- ✗ Bicycle
- ✗ Pedestrian
- □ Roadway Pavement Reconstruction/Rehab
- ✗ Bridge Replace/Reconstruct/Rehab
- □ Study
- □ Design
- □ Transportation Technology Components
- □ Other:

Supplemental Sub-regional Focus Areas

Small Communities: No
Regional Connections: Yes
Multimodal: Yes
Safety: High
Technology: No

Budget

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Local Match

The local match will come from the City of Boulder.
Background
SH 7/East Arapahoe Avenue is one of Boulder’s busiest travel corridors, connecting Boulder to I-25/Brighton and connecting the 40,000 employees who work in the corridor to destinations throughout the city. Recognizing the need to provide better travel options for commuters and for the greater number of people who will be working and living in the corridor over the coming years, the City has adopted the East Arapahoe Transportation Plan (EATP). The EATP sets out a long-range vision, with safety, access, and mobility improvements that can be phased incrementally and in coordination with the SH 7 Coalition communities to create a regional multimodal corridor with high-quality/high-frequency bus rapid transit (BRT), a regional bikeway, pedestrian improvements and first and final mile supportive infrastructure.

This project would advance the near term action items of the EATP to enhance multimodal safety, access and connectivity by completing gaps in the pedestrian network, creating off-street pedestrian and bicycle connections to transit stops and providing a safe and comfortable environment for waiting transit passengers.

Description
The project would fill in the missing links in the multiuse path system along Arapahoe Avenue between Marine Street and Cherryvale Road and would enhance nine transit stops within this corridor extent. The lack of any type of pedestrian facility makes it difficult for pedestrians, cyclists and transit users to access residences, business and transit and reduces safety and mobility. These enhancements will address existing deficiencies, such as missing segments of multiuse path on either side of SH 7/Arapahoe Avenue, upgrading narrow sidewalks to wider multiuse paths, and transit stops that lack infrastructure, such as cement pads, trash receptacles and shelters.

Focus Areas
The project’s key elements:

- Rapid Transit Capacity (2040 FCRTP)
- Transit Other: Stops
- Bicycle Facility
- Pedestrian Facility
- Safety Improvements
- Roadway Capacity or Managed Lanes (2040 FCRTP)
- Roadway Operational
Supplemental Sub-regional Focus Areas
Small Communities: No
Regional Connections: Yes
Multimodal: Yes
Safety: High
Technology: No

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Local Match
The local match will come from the City of Boulder.
DOWNTOWN BOULDER STATION AND SH119/CANYON TRANSIT IMPROVEMENTS

Local Agency Sponsor: City of Boulder
Local Agency Direct Beneficiaries: City of Boulder, RTD, Boulder County, CDOT
Type of Project: Capital
Total Budget: $925,000

Background
The City of Boulder completed a Corridor Plan in 2017 to identify ways to improve travel for all modes along and across Canyon Blvd/SH119 from 9th – 17th streets. The city’s Transportation Master Plan (TMP) identified this section of Canyon Blvd for a corridor redesign to better address the current and future travel needs due to the area’s changing land-uses, including a redesigned Civic Area Park, the increasing needs of the adjacent RTD Downtown Boulder Transit Station and mixed-use redevelopment occurring along Canyon Boulevard.

As part of the Canyon Blvd Corridor Plan, a feasibility study was completed to understand current and future transit needs of the existing Downtown Boulder Station located at 14th and Walnut. Current usage of the station has outgrown its size and capacity. The Downtown Station serves nearly the same total number of bus routes as Denver Union Station, yet it occupies less than one-eighth of the space and has half the gate capacity. The existing station serves over 1,200 daily bus trips and over 3,300 passenger boardings, and the majority of daily bus trips and passenger demand is for regional routes.

The capacity needs are continuing to grow as the Flatiron Flyer and FLEX regional transit services increase, and the anticipated SH119 and SH7 Bus Rapid Transit services begin. The existing station design at DBS will not be able to accommodate SH119 BRT and other Northwest Area Mobility Study (NAMS) corridors without increasing capacity in the near term. To achieve Boulder’s Transportation and Sustainability goals, Boulder’s Renewed Vision for Transit plan calls for a 100% increase in peak capacity demand to accommodate local and regional travel on public transit.

Project Description
The Downtown Boulder Station Study identified improvements to address the station’s current capacity and transit operations needs in the near term. This would result in redesigning 14th Street between Canyon and Arapahoe to provide five additional bus gates that would accommodate existing and future transit services stopping and laying over at the Downtown Boulder Station. The project would also include assignment of curb space for shared mobility services such as LYFT, UBER, and microtransit providers.

This project would include constructing on-street bus stop and layover space, wider sidewalks, information kiosk, signage, wayfinding, urban design and landscaping treatments on 14th Street from Canyon Boulevard to Arapahoe Avenue. This project would also enhance two existing gates on Canyon, Gates K and L, that are located on the north and south side of Canyon at 14th and 16th respectively. Enhancements would include shelters, benches, and ADA access improvements.
The project’s **key elements:**

- ☒ Rapid Transit Capacity (2040 FCRTP)
- ☐ Transit Other:
  - ☐ Bicycle Facility
  - ☒ Pedestrian Facility
- ☐ Safety Improvements
- ☐ Roadway Capacity or Managed Lanes (2040 FCRTP)
- ☐ Roadway Operational

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<td></td>
<td>☐ Transportation Technology Components</td>
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**SubRegional Focus Areas**

Small Communities: No  
Regional Connections: Yes  
Multimodal: Yes  
Safety: High, improves passenger safety with increase in bus capacity, lighting, and access pedestrian improvements  
Technology: Yes, accommodates new shared mobility services

**Budget**

The total proposed project cost in FY21 with construction cost escalation of 3% is $925,000.

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<tr>
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**Local Match**

The City of Boulder is committed to provide a local match of 60% in the amount of $555,000. And is requesting Subregional TIP funds in the amount of $370,000.
Table Mesa park-n-Ride Bicycle/Pedestrian Underpass Access

Improvements

Local Agency Sponsor: City of Boulder
Local Agency Direct Beneficiaries: City of Boulder, CDOT, RTD
Type of Project: Multimodal
Total Budget: $7.2 million

Background

The RTD Table Mesa park-n-Ride is a major hub and station for local and regional travel. It is located on the southern end of Boulder, connected to US 36, SH 157/Foothills Parkway and South Boulder Road. Table Mesa Drive and Foothills Parkway are community bikeway corridors and US 36 is a Regional bikeway corridor in the DRCOG MVRTP. The Table Mesa Park-n-Ride is one of the busiest locations in the RTD system accommodating over 375 bus arrivals per day and 824 parking spaces. The station currently serves two local and six regional transit routes. More than 1,500 passengers board and alight buses at this location every day. The FasTracks Bus Rapid Transit (BRT) is projected to nearly double the amount of boardings at this location over the next 20 years with no increase in the amount of available Park-n-Ride spaces.

Many of the transit users access the RTD Table Mesa station by bicycling or walking and the desire to access the Park-n-Ride by those modes or through TNCs and electric vehicles is increasing. Improved access, particularly for the multi-family residential areas to the north of the station has become more important as the Flatirons Flyer BRT service has been implemented. This proposed underpass project will help to provide better access to the pedestrian bridge over US 36 which changed the bus drop off and pick up points at the Table Mesa park-n-Ride and the US 36 bikeway. Supporting infrastructure that a mobility hub provides has also become more important as travel needs has continued to evolve in the region.

Description

The proposed project, which is identified in the City of Boulder Transportation Master Plan, will construct a grade separated bicycle/pedestrian crossing of Table Mesa Drive; connections to existing bicycle and pedestrian facilities on Table Mesa Dr, Apache Rd and Thunderbird Drive and a mobility hub features and facilities. The facility will be at least 10 feet wide and provide for bi-directional travel. The improvements will assure attractive and safe access for transit passengers and area bicyclists and pedestrians needing to cross Table Mesa Drive. The project will improve bus operations and efficiencies while maintaining acceptable and safe traffic flow in the grade separated crossing. The underpass will assure attractive and safe access for transit passengers and area bicyclists and pedestrians needing to cross Table Mesa Drive.

This project helps to meet both subregional and regional travel needs by providing a safer crossing and access to and from the regional park-n-Ride facility which is stop for the AB airport and the Flatirons Flyer services.

This project is consistent with the Metro Vision Regional Transportation Plan, TIP focus areas and NAMs.
Focus Areas

The project’s key elements:

- □ Rapid Transit Capacity (2040 FCRTP)
- □ Transit Other:
- ☒ Bicycle Facility
- ☒ Pedestrian Facility
- ☒ Safety Improvements
- □ Roadway Capacity or Managed Lanes (2040 FCRTP)
- □ Roadway Operational

Grade Separation

- □ Roadway
- □ Railway
- ☒ Bicycle
- ☒ Pedestrian
- □ Roadway Pavement Reconstruction/Rehab
- □ Bridge Replace/Reconstruct/Rehab
- □ Study
- □ Design
- □ Transportation Technology Components
- □ Other:

Supplemental Sub-regional Focus Areas

Small Communities: No
Regional Connections: Yes
Multimodal: Yes
Safety: High
Technology: No

Budget

<table>
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<tr>
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Local Match

The local match will come from the City of Boulder transportation fund and XX.
Table Mesa park-n-Ride Multi-Use Path Access Improvements

Local Agency Sponsor: City of Boulder
Local Agency Direct Beneficiaries: City of Boulder, RTD
Type of Project: Multimodal
Total Budget: $3.8 Million

Background
The RTD Table Mesa park-n-Ride is a major hub and station for local and regional travel. It is located on the southern end of Boulder, connected to US 36, SH 157/Foothills Pkwy and South Boulder Road. Table Mesa Drive and Foothills Parkway are community bikeway corridors and US 36 is a Regional bikeway corridor in the DRCOG MVRTP. The Table Mesa Park-n-Ride is one of the busiest locations in the RTD system accommodating over 375 bus arrivals per day and 824 parking spaces. The station currently serves two local and six regional transit routes. More than 1,500 passengers board and alight buses at this location every day. The FasTracks Bus Rapid Transit (BRT) is projected to nearly double the amount of boardings at this location over the next 20 years with no increase in the amount of available Park-n-Ride spaces.

Many transit users access the RTD Table Mesa station by bicycling or walking along Table Mesa Drive, or desire to access the Park-n-Ride by those modes. Improved access, particularly for residents of all ages and abilities west and north of the facility has become more important as the Flatirons Flyer BRT service has been implemented. The multi-use path will help to provide better access for people walking and bicycle of all ages and abilities to connect to the regional US36 Bikeway and Table Mesa Drive. Supporting infrastructure that a mobility hub provides has also become more important as travel needs has continued to evolve in the region.

Description
The proposed project, which is identified in the City of Boulder Transportation Master Plan, will construct a multi-use path along the south side of Table Mesa Drive from the on-ramp to US 36 east to the Table Mesa park-n-Ride; and mobility hub features. The facility will be at least 10 feet wide and provide for bi-directional travel. The improvements will assure attractive and comfortable access for transit passengers and area bicyclists and pedestrians of all ages and abilities needing to travel on Table Mesa Drive and provide a better connection between the regional US36 Bikeway and the RTD Table Mesa park-n-Ride regional transit facility.

This project is consistent with the Metro Vision Regional Transportation Plan, TIP focus areas and NAMs.
Focus Areas

The project’s **key elements**:

- [ ] Rapid Transit Capacity (2040 FCRTP)
- [ ] Transit Other:
  - [x] Bicycle Facility
  - [x] Pedestrian Facility
  - [x] Safety Improvements
- [ ] Roadway Capacity or Managed Lanes (2040 FCRTP)
- [ ] Roadway Operational

Grade Separation

- [ ] Roadway
- [ ] Railway
- [ ] Bicycle
- [ ] Pedestrian
- [x] Roadway Pavement Reconstruction/Rehab
- [ ] Bridge Replace/Reconstruct/Rehab
- [ ] Study
- [ ] Design
- [ ] Transportation Technology Components
- [ ] Other:

Supplemental Sub-regional Focus Areas

Small Communities: No
Regional Connections: Yes
Multimodal: Yes
Safety: High
Technology: No

Budget

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**Local Match**

The local match will come from the City of Boulder transportation fund.
Boulder HOP Transit Service Expansion

Local Agency Sponsor: City of Boulder
Local Agency Direct Beneficiaries: City of Boulder
Type of Project: Operations
Total Budget: $2.4M

Background
The HOP is a local circulator route connecting four major activity centers in Boulder including downtown, CU, 29th St Retail District, and Boulder Junction. For the last 25 years, the HOP has been funded by a partnership between the City of Boulder, RTD, and CU. The city contracts with Via Mobility Services to operate the HOP. HOP service runs 7-days per week from 7 a.m. to 10 p.m. every 10 minutes on weekdays, and every 15 minutes on weekends.

In August 2018, the City of Boulder rebranded HOP service and worked with Via Mobility Services to provide schedule-based service that is more frequent and reliable for customers. Now, the City and Via are positioned to implement Boulder’s vision to expand the HOP service to serve north and east Boulder with local, high frequency connections to CU main campus, and Flatiron Business Park.

HOP ridership is stable, averaging approximately 3,000 riders per weekday, and weekend ridership is growing with the recent increase in weekend service. Total HOP annual ridership is approximately 750,000 boardings, which is greater than most local routes that RTD provides throughout the district.

In order to achieve Boulder’s Transportation Master Plan and Sustainability goals, the City of Boulder needs to take on a larger role in providing local transit service, and the HOP is an exemplary model. RTD funds are limited and constrained by competing priorities throughout the district, so additional funding is needed to expand this important local service.

The City and Via have acquired federal and state funding to purchase three electric vehicles, and Via is converting one diesel bus to electric. By mid-2020, 25% of the HOP fleet will be fully electric. The City is applying for additional federal and state funds to purchase two more electric vehicles, and if awarded the vehicles will be available in 2021.

Description
This project would segment the existing HOP loop, and expand HOP service to Flatiron Business Park on east Pearl. The expansion will provide high frequency local connections to regional travelers connecting to Downtown Boulder Station and Boulder Junction, providing important first and final mile connections. 4,400 more people and 5,800 more jobs would be within a ¼ mile of the expanded service.

Special Considerations for Boulder County Sub-Regional Forum:
Small Communities: No
Regional Connections: Yes
Multimodal: Yes
Safety: High; transit is the safest mode to travel (per passenger mile traveled)
Technology: Yes; the City is transitioning the HOP fleet to be 100% electric, and offers real-time vehicle location information for Google and other transit feed specifications.
Proposed HOP Routes Map

Schedules 7 a.m. – 10 p.m., seven-days-a-week.

- **HOP 1 Downtown-Pearl-Boulder Junction-Flatiron Business Park**
  - Daytime: Every 10/15 minutes • Evening: Every 15/30 minutes
- **HOP 2 CU-9th Street-Downtown Station**
  - Daytime: Every 30 minutes • Evening: Every 60 minutes
- **HOP 3 CU-29th St.-Boulder Junction**
  - Daytime: Every 15 minutes • Evening: Every 30 minutes
- **HOP 4 CU-Folsom-Pine (long term)**
  - Daytime: Every 15 minutes • Evening: Every 30 minutes

Proposed Service Budget

*Incremental HOP system build-out:*

- HOP Routes 1, 2, and 3; and 12 peak vehicles
- An additional **$800,000** per year

48,232 hours/year @ hourly rate of $85.00

Project Funding Request and Local Match

Currently, the City of Boulder, RTD, and CU share the cost of $3,300,000 for existing HOP service. This portion of the HOP service would continue to be paid by agency partners.

This project proposes to increase the total HOP budget by $800,000 per year for three years. The City of Boulder is requesting the incremental cost to expand HOP service for 3 years in the amount of $2,400,000. The City of Boulder would provide a match of $7,500,000.