

**CITY OF BOULDER
TRANSPORTATION ADVISORY BOARD
AGENDA ITEM**

MEETING DATE: August 11, 2014

AGENDA TITLE: Public hearing and consideration of a recommendation to City Council on the proposed project submittals for the Denver Regional Council of Government's 2016-2021 Transportation Improvements Program (Part 3 of 3)

PRESENTER/S:

Tracy Winfree, Director of Public Works for Transportation
Stephany Westhusin, Principal Transportation Projects Engineer
Michael J. Gardner-Sweeney, Planning and Operations Coordinator
Kathleen Bracke, GO Boulder Manager
Randall Rutsch, Senior Transportation Planner
Noreen Walsh, Senior Transportation Planner

EXECUTIVE SUMMARY:

The Transportation Improvements Program (TIP) process is the primary mechanism for local governments to receive federal transportation dollars. A new TIP is developed by the Denver Regional Council of Governments (DRCOG) every four years through a competitive submittal process. This memo provides an overview of the transportation projects that the city is considering as submittals for the 2016-2021 TIP. This agenda item is part three of a three-step process with TAB and seeks a recommendation from the board for a set of candidate projects for TIP submittals which will be due to DRCOG in mid to late September.

In preparation for the TIP submittal, city staff has developed a list of projects for consideration by the TAB. Each TIP cycle, DRCOG revises the criteria by which projects are scored. The final criteria were released in late July as part of the solicitation announcement. Staff will evaluate the criteria over the next several weeks and have more insight into how the projects will score and funding amounts by project category. A minimum of 20% local match for funding is also required. In this process, the city can submit up to 10 projects. Developing the final list of TIP projects is a balance between several factors: which projects will score the best to be competitive against other communities projects, which category they will compete in, how much money is available in each category, and which projects will best forward the goals of the community as laid out in the Transportation Master Plan.

To maximize the City's flexibility in packaging the most advantageous list of projects, **Table 1** presents 12 projects that staff supports for inclusion in the City's submittal to DRCOG for the 2016-2021 TIP. Staff proposes to submit the 10 projects which have the best chance of being selected for TIP funding. The other projects serve as "back-ups" in case one of the top ten projects becomes unfeasible due to issues from a design or cost perspective, due to changes in

the criteria or if a project doesn't score well enough to be competitive. There are three projects which were being considered for submittal but are not included in this list at this point and they are Arapahoe Avenue Reconstruction, US 36 Bikeway Underpass, and Skunk Creek Underpass at 30th Street. There are study efforts such as Envision East Arapahoe occurring that will clarify key components and priorities for these projects and they could be considered for future TIP submittals or other grant opportunities. Also, regarding the Arapahoe Avenue Reconstruction, the current pavement condition rating does not make that an eligible TIP project in the roadway reconstruction category. The city is also discussing potential transit projects with Boulder County and may be a supporting partner in any Boulder County proposals that also serve Boulder as well as possibly submit a project proposal for service in the City of Boulder.

COMMUNITY SUSTAINABILITY ASSESSMENTS AND IMPACTS:

- **Economic:** Federal transportation funding provides an ability to complete priority projects in the City of Boulder's Transportation Master Plan (TMP) or other Master Plans by leveraging city transportation dollars and funding from other partners with federal funding. These projects fulfill economic sustainability goals by maintaining or preserving the existing transportation infrastructure and/or increasing efficiency, access or connections for a number of travel modes in a location or along a corridor which benefits the local business with improved transportation for its goods, services, customers or employees. Some of the projects provide flood mitigation improvements which could benefit nearby commercial properties and businesses. As evidenced by the past federal stimulus efforts, construction of transportation infrastructure is considered a good mechanism for pumping funding into local economies through direct construction jobs, supporting positions and purchases of goods and services.
- **Environmental:** The projects will increase the functional efficiency, access or connections for multimodal travel and helps to provide travel options for residents, visitors and employees to utilize instead of the single occupant vehicle. This helps to fulfill the goals and objectives of the Transportation Master Plan and Climate Commitment of reduced single occupant vehicle travel and congestion mitigation, contributing to lower pollution and greenhouse gas emissions.
- **Social:** These projects help to continue or add to the city's transportation infrastructure and/or multimodal travel which can be accessed by community members, visitors and employees in their daily travel and lives. Some of the projects provide flood mitigation improvements which could benefit residential and businesses properties adjacent to the project. The proposed TIP projects are selected through a criteria process established by TAB that considers their policy, technical and strategic factors. This process produces priority projects that support the TMP and Complete Streets investment program to maximize the benefits of the upcoming regional rail and bus rapid transit improvements and strengthen partnerships with other agencies. The process to select the projects to submit for federal transportation funding is presented to the public to give feedback on preferences and priorities and when the projects are selected another public involvement process will be implemented to solicit feedback on project design.

OTHER IMPACTS:

- **Fiscal:** The TIP is a competitive process and it is difficult to predict how many of the projects submitted by the city might be funded. In the 2008-2013 TIP, only one of eight projects submitted by the City was funded and in the 2012-2017 TIP, seven of the eight projects submitted were funded. The minimum 20% local match for all projects in Table 1 would come from funds in the Transportation Division budget or from project partners, and would be up to approximately \$14,148,000 for these projects. Of that total local match, approximately \$2,760,000 or more could come from partners outside of Transportation, such as the City of

Boulder Utilities division or the University of Colorado. In past TIPs, additional points are awarded to proposed projects that provided additional funds beyond the minimum 20% local match and the draft 2016-2021 TIP criteria indicated that there may still be an opportunity for this type of additional points so the local match may be increased to compete better.

The result of receiving any TIP funding would be to leverage existing city dollars into projects that would not otherwise be built in the foreseeable future.

- Staff time: Staff time to develop the applications including preliminary plans and cost estimates is included in the annual work program budget. Staff time to implement these projects will be included in the project budget.

ANALYSIS:

The TIP is prepared every four years by DRCOG in cooperation with the Colorado Department of Transportation (CDOT) and the Regional Transportation District (RTD). The TIP identifies the projects that will receive federal funding for highway, transit, alternative transportation improvements and management actions expected to be completed by CDOT, RTD, local governments and other project sponsors. All projects receiving MAP-21 funds must be in the Regional Transportation Plan (RTP) and the TIP, and be consistent with the requirements of the Clean Air Act.

A local match of at least 20% of the project cost is required. Increasing the match amount towards priority city projects may increase their chance of receiving funding. Local match dollars for projects under consideration will be provided by a variety of sources, including the Transportation Fund, city funds from Greenways or Flood programs, or possibly by project partners such as the University of Colorado, CDOT and RTD.

In the previous process for the 2012-2017 TIP, the city was successful in securing funding for seven of the eight projects submitted. In the proposed City of Boulder Capital Improvements Program \$5.3 million is available annually for years 2015 through 2020 for TIP match/TMP implementation to provide the local match for the 2016-2021 TIP.

PUBLIC OUTREACH AND FEEDBACK:

Several outreach efforts were implemented to notify adjacent property owners and the community about the TIP submittal process and the projects being considered for the TIP. There is a project webpage that includes information about the TIP process, projects being considered for TIP submittal and opportunities for public input. A mailing was sent to over 1400 property owners adjacent to potential TIP projects inviting them to the May 28 public open-house meeting which presented the potential projects and information on the submittal process as well as information on the Transportation Master Plan update. At the May 28 open house meeting approximately 12 people provided verbal or written feedback. There was support for all of the proposed projects with particular interest in projects that provided transportation and flood mitigation benefits and bicycle and pedestrian facility improvements in general. A map depicting the locations and a description of the potential projects was also posted to the Inquire Boulder website. Approximately 18 people responded to the Inquire Boulder survey question and there was strong support for the Table Mesa Underpass at Bear Creek project and the Moorhead and Skunk Creek Underpass project and support for the other projects as well. Seven people provided individual comments and indicated preferences for new projects versus replacement or upgrade projects and projects that provide transportation and flood benefits and

projects in the Boulder Junction and 30th/and Colorado area. Community Cycles, a bicycling education and advocacy organization in Boulder, recently corresponded with staff, providing feedback on the project proposals and a priority of support for the various project ideas. See Attachment B to view the correspondence.

The Transportation Advisory Board considered items related to this TIP submittal at its May 12 and June 9, 2014 meetings. A public hearing was held at the June 9 meeting but no comments were submitted by the public on the projects being considered for TIP submittal. The TAB meetings are advertised in the Daily Camera newspaper and on the webpage.

STAFF RECOMMENDATION:

The projects supported by staff for submission for the 2016-2021 TIP are listed in **Table 1** of this memo. The 12 projects identified in **Table 1** are the most developed and are the projects that will be ready for submittal to DRCOG for the 2016-2021 TIP. More detailed project descriptions are provided in **Attachment A**. Staff believes that the projects suggested for submission meet the TAB’s guidelines for advancing the priorities of the Transportation Master Plan and in several cases accomplish other city goals such as flood mitigation benefits. Staff requests that the Board endorse submitting ten projects from this proposed set of projects to Council for TIP applications to DRCOG.

Several factors could influence a final staff recommendation to City Council, which is scheduled for September 2, 2014. The most significant of these is the final estimates for the funding available for this TIP cycle for each project category. In Phase 1 funding there is \$21 million for the Bicycle/Pedestrian project category, \$17.85 million for the Roadway Reconstruction category and \$7.14 million for the Transit Service category which are the categories that the City of Boulder is focusing their applications. In Phase 2 there is \$39 million available although the distribution by project category has not been finalized.

As most of our potential projects are in the bicycle/pedestrian category, these will compete against one another for the total funding available. Staff then suggests that the following factors be considered in selecting the final ten projects for submittal to DRCOG:

- Likely project score and ability to compete within a project category
- DRCOG set targets for funding by project category
- Available match amount from Transportation and from other sources
- Submit projects in more than one project category (i.e. Roadway Reconstruction)

BOARD ACTION REQUESTED:

The Board is asked to review the proposed projects and provide a recommendation to City Council on the strategy for selecting projects to submit and endorse submitting 10 projects from this proposed set of projects for the 2016-2021 TIP.

NEXT STEPS:

This item is scheduled for the September 2, 2014 City Council meeting for their consideration of a motion of approval of projects to submit for funding.

The remaining due dates for the TIP timeline is as follows:

July 28	DRCOG announces TIP project solicitation
Sept 2, 2014	City Council public hearing and approval of project list for submission
Sept 19	TIP project submittals due to DRCOG
Sept–Dec 2014	DRCOG project evaluation and primary/secondary project selection
January 2015	DRCOG release of draft TIP

February 2015
March 2015

DRCOG committee reviews and public hearing
DRCOG Board action on 2016 - 2021 TIP.

TABLE 1
City of Boulder
2016-2021 Transportation Improvement Program (TIP)
Project Recommendations

	Project Name	TIP Project Category	Total Project Funding	Funding Distribution
City of Boulder Submittals:				
1.	Table Mesa Bicycle/Pedestrian Underpass (at Table Mesa park-n-Ride)	Bike/Ped	\$4.8 million	Federal: \$3,840,000 Local Match: \$ 960,000
2.	Skunk Creek Bicycle/Pedestrian Underpass at Moorhead Avenue	Bike/Ped	\$3.3 million	Federal: \$2,640,000 Local Match: \$ 660,000 (Utilities Fund)
3.	Table Mesa at Bear Creek Bicycle and Pedestrian Underpass	Bike/Ped	\$5 million	Federal: \$4,000,000 Local Match: \$1,000,000 (Trans. Fund)
4.	28th Street/U.S. 36 Multi-use Path (Fourmile Canyon Creek to north of Yarmouth Avenue)	Bike/Ped	\$5.3 million	Federal: \$4,240,000 Local Match: \$1,060,000 (Trans. Fund)
5.	Fourmile Canyon Creek (19th – Violet Park) Bicycle and Pedestrian Facilities Project	Bike/Ped	\$6.6 million	Federal: \$5,280,000 Local Match: \$1,320,000 (Utilities Fund)
6.	Broadway (Violet Avenue to U.S. 36) Reconstruction Project	Roadway Reconstruction	\$9.31 million	Federal: \$7,448,000 Local Match: \$ 1,862,000 (Trans. Fund)
7.	Boulder Junction Access and Connections	Bike/Ped	\$13 million	Federal: \$10,400,000 Local Match: \$ 2,600,000 (Trans. Fund)
8.	Colorado Avenue (28th/US 36 to 35 St) Bicycle and Pedestrian Connectivity Project	Bike/Ped	\$7.8 million	Federal: \$ 6,240,000 Local Match: \$1,560,000 (Trans. Fund and possibly CU)
9.	Foothills Parkway/SH157 Bicycle/Pedestrian Underpass at Colorado Avenue Project	Bike/Ped	\$4.2 million	Federal: \$3,360,000 Local Match: \$ 840,000 (Trans. Fund)
10.	Foothills Parkway/SH157 Bicycle/Pedestrian Underpass at Sioux Drive Project	Bike/Ped	\$4.4 million	Federal: \$3,520,000 Local Match: \$ 880,000 (Trans. Fund)
11.	Broadway/SH93 Bicycle and Pedestrian Underpass (between Regent and Baseline) Replacement	Bike/Ped	\$5.73 million	Federal: \$4,584,000 Local Match: \$1,146,000 (Trans. Fund)
12.	Baseline Road (6th – 10th sts) Pedestrian Improvements to Chatauqua Park	Bike/Ped	\$1.3 million	Federal: \$1,040,000 Local Match: \$ 260,000 (Trans. Fund)

13.	Transit Service	Transit		Federal: Local Match: (Trans. Fund)
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Attachments

- A -** New Projects Proposed for Submission for the Supplemental 2012-2017 TIP, Detailed descriptions of individual program/project submittals
- B -** Correspondence from Community Cycles

Proposed Project for Submission for the 2016-2021 TIP

<p>Project Title: Table Mesa park-n-Ride Bicycle/Pedestrian Underpass</p>
<p>Location/Project Boundaries: Table Mesa Drive at the Table Mesa park-n-Ride</p>
<p>Description of Project Elements (What is involved with the project?) Construction of a bicycle/pedestrian underpass, connections to existing bicycle and pedestrian facilities on Table Mesa Drive, Apache Road and Thunderbird Drive and other mobility hub enhancements</p>
<p>Description of Existing Conditions and Transportation Benefits of Proposed Improvements: 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 eight regional transit routes. More than 1,000 passengers board buses at this location every day. The FasTracks Bus Rapid Transit (BRT) improvements are 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 these new transit users will be accessing the park-n-Ride by bicycle or by foot. Improved access, particularly from the multi-family residential areas to the north of the station, will only become more important as BRT improvements are implemented. Additionally this underpass 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 upcoming US 36 bikeway.</p> <p>The proposed project will construct a bicycle/pedestrian underpass under Table Mesa Drive connecting the southeast neighborhoods of Boulder and the RTD park-n-Ride facility on Table Mesa Drive. The improvements will:</p> <ul style="list-style-type: none"> • Assure attractive and safe access for transit passengers and area bicyclists and pedestrians needing to cross Table Mesa Drive. ▪ Improve bus operations and efficiencies while maintaining acceptable and safe traffic flow in the grade separated crossing
<p>Master Plan Goals met by this Proposed Project/:</p> <ul style="list-style-type: none"> • This project was identified as a Complete Streets investment program priority. • This project will support the Transportation Master Plan (TMP) goal of an integrated multimodal transportation system emphasizing the pedestrian as the primary mode of travel by increasing pedestrian and bicycle safety and access with a grade separated crossing of Table Mesa Drive. • The project improvements will support regional travel to/from local and regional transit services and the bicycle system.
<p>Cost Estimate \$4,800,000</p> <p>Funding Request: Federal: \$ 3,840,000 Local Match* (Minimum of 20% local match, can be cash or in-kind): \$ 960,000 Source of local match funds: (Including partners and their contributions) Trans. Fund</p>

Proposed Project for Submission for the 2016-2021 TIP

Project Title:	
Skunk Creek Bicycle/Pedestrian Underpass at Moorhead Avenue	
Location/Project Boundaries:	
Skunk Creek and Moorhead Avenue, east of 27 th Way	
Description of Project Elements (What is involved with the project?)	
This project would provide a grade separated crossing of Moorhead Avenue and provide flood mitigation channel work to Skunk Creek.	
Description of Existing Conditions and Transportation Benefits of Proposed Improvements:	
Currently users travel on Moorhead Avenue and cross on-street in this area. Skunk Creek along this section also has significant flood hazards. This project would provide a safer, grade separated crossing, greatly reduce flood hazards along the project reach, and complete a missing path link between Skunk Creek at 27 th Way and the multi-use path connection at Baseline Road.	
Master Plan Goals met by this Proposed Project:	
<ul style="list-style-type: none"> • A proposed underpass is shown in both the Greenways and Transportation Master Plans. • Flood improvements along Skunk Creek have been recommended in the City of Boulder Multi-Hazard Mitigation Plan (August 2008). • This would provide more direct and continuous east-west access in the Baseline Road/Skunk Creek/27th Way area and connection to the Basemar Shopping Center and Martin Acres neighborhood. 	
Cost Estimate:	\$3,300,000
Funding Request:	
Federal:	\$2,640,000
Local Match* (Minimum of 20% local match, can be cash or in-kind):	\$ 660,000
Source of local match funds: (Including partners and their contributions) City of Boulder Flood Utilities and Greenways Program CIP funds, Urban Drainage and Flood Control District CIP funds	

Proposed Project for Submission for the 2016-2021 TIP

<p>Project Title: Table Mesa at Bear Creek Bicycle and Pedestrian Underpass</p>
<p>Location/Project Boundaries: Table Mesa Drive, west of Broadway</p>
<p>Description of Project Elements (What is involved with the project?) This project will provide a grade separated crossing of Table Mesa Drive and connections to the Table Mesa Shopping Center, Bear Creek greenway and area transit stops, sidewalks and bicycle lanes.</p>
<p>Description of Existing Conditions and Transportation Benefits of Proposed Improvements: There are three existing on-street crossings that provide connections between the Table Mesa Shopping Center and the neighborhood north of Table Mesa Drive and west of Broadway. The crossings are at Broadway and Table Mesa Drive (full traffic signal), Harvard Drive and Table Mesa Drive (stop sign) and Stanford and Table Mesa Drive (pedestrian activated flashing beacon sign), with signage and markings on the roadway. The existing roadway is composed of 4 vehicle lanes; 2 in the westbound direction and 2 in the eastbound direction with a double left –turn lane at the intersection of Broadway and Table Mesa Drive. On the south side of this crossing is a major retail and commercial center in Boulder and a major transit stop and on the north side is a residential neighborhood including parks, churches, library, and child care centers and preschools. There is an existing bicycle climbing lane in the westbound direction of Table Mesa Drive west of Broadway. The proposed project will construct a grade separated crossing of Table Mesa Drive providing a safer bicycle pedestrian crossing and improved efficiency and connections for bicyclists, pedestrians and transit users on either side of Table Mesa Drive just west of Broadway.</p>
<p>Master Plan Goals met by this Proposed Project/:</p> <ul style="list-style-type: none"> • This project will support the Transportation Master Plan (TMP) goal of an integrated multimodal transportation system emphasizing the pedestrian as the primary mode of travel by increasing pedestrian and bicycle safety and access with a grade separated crossing of Table Mesa Drive. • Additionally, there are 100-year floodplain improvements as part of the Drainageway Master Plans that would result from one of the alternatives under consideration, where improved conveyance of Bear Canyon Creek under Table Mesa would result by the addition of a new ped/bike underpass.
<p>Cost Estimate <p style="text-align: center;">\$5,000,000</p> <p>Funding Request: Federal: \$4,000,000 Local Match* (Minimum of 20% local match, can be cash or in-kind): \$1,000,000 Source of local match funds: (Including partners and their contributions) Trans. Fund</p> </p>

Proposed Project for Submission for the 2016-2021 TIP

<p>Project Title: 28th Street/U.S. 36 Multi-use Path (Fourmile Canyon Creek to north of Yarmouth Avenue)</p>
<p>Location/Project Boundaries: West side of 28th Street/U.S. 36 from Iris Avenue to north of Yarmouth Avenue</p>
<p>Description of Project Elements (What is involved with the project?) Construction of a 10 foot wide multi-use path on the west side of US 36 from Fourmile Canyon Creek to north of Yarmouth Avenue.</p>
<p>Description of Existing Conditions and Transportation Benefits of Proposed Improvements: Currently, there is a predominantly residential population in the areas west of 28th Street. Residential and employment growth is expected to continue in this area of North Boulder for several more years; however, there are no continuous sidewalks or off-street bicycle facilities on either side of 28th Street/U.S. 36 from Fourmile Canyon Creek to north of Yarmouth Avenue.</p> <p>There is a separate project that will undergo construction in 2015 to construct a multi-use path on the west side of 28th Street/US 36 from Fourmile Canyon Creek south to Iris Avenue.</p> <p>During recent local planning efforts to maximize the benefits of the upcoming FasTracks regional transit improvements, the community identified their interest and need to have a continuous pedestrian/bicycle facility and improved connectivity from North Boulder to Boulder Junction. The proposed project would complete a major missing link and connection for local and regional travel.</p> <p>The proposed project would construct a 10 foot wide multi-use path along the west side of 28th Street/U.S. 36 from Fourmile Canyon Creek to just north of Yarmouth Avenue. The project will complete a major missing link in the bicycle and pedestrian system along this section of the 28th Street/U.S. 36 corridor and provide improved access to other facilities in the bicycle/pedestrian system as well as employment sites, residences, schools, parks and recreational sites.</p>
<p>Master Plan Goals met by this Proposed Project/:</p> <ul style="list-style-type: none"> • This project was identified as a Complete Streets investment program priority. • This project will support the Transportation Master Plan (TMP) goal of an integrated multimodal transportation system.
<p>Cost Estimate \$5,300,000</p> <p>Funding Request: Federal: \$4,240,000 Local Match* (Minimum of 20% local match, can be cash or in-kind): \$1,060,000 Source of local match funds: (Including partners and their contributions) Trans. fund</p>

Proposed Project for Submission for the 2016-2021 TIP

<p>Project Title: Fourmile Canyon Creek (19th-Violet Park) Bicycle and Pedestrian Facilities Project</p>
<p>Location/Project Boundaries: Fourmile Canyon Creek from 19th Street through Violet Park</p>
<p>Description of Project Elements (What is involved with the project?) This project includes a grade separated bicycle/pedestrian crossing at Upland and Violet avenues and flood mitigation channel work.</p>
<p>Description of Existing Conditions and Transportation Benefits of Proposed Improvements: Crestview Elementary School currently lacks a multi-use trail connection along Fourmile Canyon Creek. In addition, the school would be located on an island during major flood events without any safe vehicular access to the school. This project would provide a trail segment for many school children and other area bicyclists and pedestrians and provide flood mitigation improvements.</p>
<p>Master Plan Goals met by this Proposed Project:</p> <ul style="list-style-type: none"> • A proposed multi-use path connection is shown for this area in the Greenways Master Plan, Transportation Master Plan and the North Boulder Subcommunity Plan. • Flood improvements along Fourmile Canyon Creek have been recommended in the City of Boulder Multi-Hazard Mitigation Plan (August 2008) and the Fourmile Canyon Creek and Wonderland Creek Flood Mitigation Final Plan (2010).
<p>Cost Estimate \$6,600,000</p>
<p>Funding Request: Federal: \$5,280,000 Local Match* (Minimum of 20% local match, can be cash or in-kind): \$1,320,000 Source of local match funds: (Including partners and their contributions) City of Boulder Flood Utilities CIP funds, Urban Drainage and Flood Control District CIP funds</p>

Proposed Project for Submission for the 2016-2021 TIP

<p>Project Title: Broadway (Violet Ave to US 36) Reconstruction and Multimodal Improvements Project</p>
<p>Location/Project Boundaries: Broadway (Violet Avenue to US 36)</p>
<p>Description of Project Elements (What is involved with the project?) Reconstruction of the street, new curb & gutter and new bicycle, pedestrian and transit stop facilities and amenities for Broadway to US 36.</p>
<p>Description of Existing Conditions and Transportation Benefits of Proposed Improvements: This section of Broadway is in deteriorated condition and has high levels of bicycling, walking, vehicular and transit riding. There are three transit routes that operate on this roadway including the SKIP, Y and CLIMB services. This section of roadway is a gateway to north Boulder and the downtown and there has been a major redevelopment of the area with additional residential and commercial space and it's anticipated that there will be more redevelopment in the future. The Low Stress bicycling network evaluation has identified this area for bicycling and pedestrian improvements to accommodate a range of bicyclists and ability levels. The proposed improvements will reconstruct the deteriorated pavement condition of the roadway, provide underground utility upgrades and provide additional bicycle, pedestrian and transit improvements to address current and future travel needs. Connections to adjacent intersecting transportation facilities will be made.</p>
<p>Master Plan Goals met by this Proposed Project/:</p> <ul style="list-style-type: none"> • This project will support the Transportation Master Plan (TMP) goal of maintaining our transportation infrastructure in good condition and supporting all travel options with improvements to the multimodal facilities. The project improvements will support local and regional travel.
<p>Cost Estimate \$9,310,000</p> <p>Funding Request: Federal: \$7,448,000 Local Match* (Minimum of 20% local match, can be cash or in-kind): \$1,862,000 Source of local match funds: (Inc. partners and their contributions) Trans. Fund</p>

Proposed Project for Submission for the 2016-2021 TIP

<p>Project Title: Boulder Junction Access and Connections</p>
<p>Location/Project Boundaries: Project limits are 30th Street to BNSF Railroad and Goose Creek to Boulder Slough</p>
<p>Description of Project Elements (What is involved with the project?)</p> <p>Potential projects include: 1) Boulder Slough Multi-use Path from 30th to 3100 Pearl, 2) Boulder Slough Underpass at Pearl Pkwy, 3) Boulder Slough Underpass at BNSF RR and 4) Junction Place at Boulder Slough Underpass and Roadway Connection (Slough to 32nd/Prairie)</p> <p>Note: The package of improvements that will be included in the submittal will be refined during the application scoring to fit within the funding limits for the bicycle/pedestrian project category.</p>
<p>Description of Existing Conditions and Transportation Benefits of Proposed Improvements:</p> <p>The RTD bus facility and upcoming Boulder Junction development with apartments, hotel and public transportation facilities is set to open in 2015. There are several missing bicycle and pedestrian network improvements that need to be completed to improve connectivity and travel efficiency to and through the Boulder Junction area. A key aspect of the adopted Transit Village Area Plan (TVAP) Implementation Plan, is for the City to seek opportunities to supplement the Boulder Junction Fund, with opportunities to leverage local funds with federal Transportation grants. This current TIP process provides that opportunity, which only exists on a four-year cycle.</p>
<p>Master Plan Goals met by this Proposed Project/:</p> <ul style="list-style-type: none"> • This project was identified as a Complete Streets investment program priority. • These projects are a part of the TVAP Transportation Connections Plan, integrated into the TMP. • This project will support the Transportation Master Plan (TMP) and TVAP goals of an integrated multimodal transportation system emphasizing the pedestrian as the primary mode of travel by providing a pedestrian facility where one currently does not exist • The project improvements will support regional travel to/from local and regional transit services and the bicycle and pedestrian system. • Additionally, there are 100-year floodplain improvements as part of Drainageway Master Plans from the upsizing of the Boulder Slough drainageway crossing of the BNSF Railroad would result by the addition of a new bicycle/pedestrian underpass.
<p>Cost Estimate <div style="text-align: right; margin-right: 100px;">\$13,000,000</div> Funding Request: Federal: \$10,400,000 Local Match* (Minimum of 20% local match, can be cash or in-kind): \$2,600,000 Source of local match funds: (Including partners and their contributions) Trans. fund</p>

Proposed Project for Submission for the 2016-2021 TIP

<p>Project Title: Colorado Avenue (28th/US 36 to 35th Street) Bicycle and Pedestrian Connectivity Project</p>
<p>Location/Project Boundaries: Colorado Avenue (28th/US 36 to 35th Street)</p>
<p>Description of Project Elements (What is involved with the project?)</p> <p>This project would provide a grade-separated crossing of both Colorado Avenue and 30th Street, multi-use path connections and other facilities and amenities to fit and connect to current and future multi-modal transportation network.</p>
<p>Description of Existing Conditions and Transportation Benefits of Proposed Improvements:</p> <p>The University of Colorado’s development of their East Campus will significantly increase bicycle, pedestrian and transit travel between the main and east campuses. A key connection to best join the two campus areas is an underpass crossing Colorado Avenue and 30th Street and this would provide a safe crossing of this intersection.</p> <p>Additional bicycle, pedestrian and transit related improvements will be made with this project and the option selected will be determined through a parallel corridor planning study for 30th Street and Colorado Avenue.</p>
<p>Master Plan Goals met by this Proposed Project:</p> <ul style="list-style-type: none"> • These improvements are included in the Transportation Master Plan and East Campus Master Plan Transportation Connections.
<p>Cost Estimate \$7,800,000</p> <p>Funding Request: Federal: \$6,240,000 Local Match* (Minimum of 20% local match, can be cash or in-kind): \$1,560,000 Source of local match funds: (Including partners and their contributions) Trans. Fund; CU is a potential funding partner as well.</p>

Proposed Project for Submission for the 2016-2021 TIP

<p>Project Title: Foothills Parkway/SH 157 Bicycle/Pedestrian Underpass at Colorado Avenue Project</p>
<p>Location/Project Boundaries: Foothills Parkway/SH 157, north and south of Colorado Avenue.</p>
<p>Description of Project Elements (What is involved with the project?) This project would construct a bicycle/pedestrian underpass providing a grade separated crossing of Foothills Parkway/SH157 and would meet ADA design guidelines.</p>
<p>Description of Existing Conditions and Transportation Benefits of Proposed Improvements: There is an existing bicycle/pedestrian overpass bridge on Foothills Parkway/SH157 just south of Colorado Avenue that is in deteriorating condition, steep slope (8.33%) and does not meet other AASHTO bicycle design or ADA design guidelines. This crossing facility acts as a barrier, rather than a connection between East Boulder and Central Boulder and the parks, businesses, academic and residential areas on either side of Foothills Parkway. The city of Boulder and the University of Colorado-Boulder have been working together on the East Campus Master Plan Transportation Connections. The East campus will eventually have classroom space in this area in addition to the research and business park space so regular access and travel will continue to increase.</p> <p>This project would construct a grade separated crossing of Foothills Parkway/SH157, connections to the bicycle, pedestrian and transit facilities and provide wayfinding/signage features, bicycle parking and other multimodal amenities.</p>
<p>Master Plan Goals met by this Proposed Project/:</p> <ul style="list-style-type: none"> • This project is included in the City of Boulder Transportation Master Plan and CU East Campus Master Plan Transportation Connections. • The project will provide improved access for bicyclists and pedestrians and multimodal connectivity.
<p>Cost Estimate \$4,200,000</p> <p>Funding Request: Federal: \$3,360,000 Local Match* (Minimum of 20% local match, can be cash or in-kind): \$ 840,000 Source of local match funds: (Including partners and their contributions) Trans. fund</p>

Proposed Project for Submission for the 2016-2021 TIP

<p>Project Title: Foothills Parkway/SH157 Bicycle Pedestrian Underpass at Sioux Drive</p>
<p>Location/Project Boundaries: Foothills Parkway/SH157 north and south of Sioux Drive.</p>
<p>Description of Project Elements (What is involved with the project?) This project would construct a bicycle/pedestrian underpass providing a grade separated crossing of Foothills Parkway/SH157 and would meet ADA design guidelines.</p>
<p>Description of Existing Conditions and Transportation Benefits of Proposed Improvements: There is an existing bicycle/pedestrian overpass bridge that is in deteriorating condition, has a steep slope (15%) and does not meet other AASHTO bicycle design or ADA design guidelines. This underpass acts as a barrier, rather than a connection between the residential areas and the commercial area, and parks, schools and activity centers on either side of Foothills Parkway . This project would improve access for east-west travel for bicyclists and pedestrians and particularly elderly and school-age populations which live and attend schools in the area. This project would construct a grade separated crossing of Foothills Parkway/SH157, connections to the bicycle and pedestrian facilities and provide wayfinding/signage features, bicycle parking and other multimodal amenities.</p>
<p>Master Plan Goals met by this Proposed Project/:</p> <ul style="list-style-type: none"> • This project is included in the City of Boulder Transportation Master Plan. • The project will provide improved access for bicyclists and pedestrians and multimodal connectivity.
<p>Cost Estimate \$4,400,000</p> <p>Funding Request: Federal: \$3,520,000 Local Match* (Minimum of 20% local match, can be cash or in-kind): \$880,000 Source of local match funds: (Including partners and their contributions) Trans. fund</p>

Proposed Project for Submission for the 2016-2021 TIP

<p>Project Title: Broadway/SH93 Bicycle and Pedestrian Underpass (between Regent and Baseline) Replacement</p>
<p>Location/Project Boundaries: Broadway/SH93 (between Regent and Baseline)</p>
<p>Description of Project Elements (What is involved with the project?) This project would construct a grade separated bicycle/pedestrian underpass crossing of Broadway between Baseline Road and Regent Drive replacing the existing adjacent underpass.</p>
<p>Description of Existing Conditions and Transportation Benefits of Proposed Improvements: The existing underpass has a narrow width and the entrance points on the west and east sides have inadequate sightlines and visibility for the various users of the underpass and the Broadway multi-use paths. The Broadway multi-use path is a major bicycling and walking facility in the city. This underpass also has a high level of activity due to the adjacent University of Colorado dormitories and other residential areas of the city and nearby commercial center.</p> <p>Due to the current facility design and high activity levels, there are many potential and actual accidents.</p> <p>This project would improve sightlines and reduce conflict points at turning locations and underpass entrances. The project will have a wider facility than the existing underpass which will allow bicyclists a safer passing of pedestrians while in the crossing.</p>
<p>Master Plan Goals met by this Proposed Project:</p> <ul style="list-style-type: none"> ♦ This project has been identified in the Transportation Master Plan.
<p>Cost Estimate \$5,730,000</p> <p>Funding Request: Federal: \$4,584,000 Local Match* (Minimum of 20% local match, can be cash or in-kind): \$1,146,000 (20%) Source of local match funds: (Including partners and their contributions): City of Boulder Transportation Fund</p>

Proposed Project for Submission for the 2016-2021 TIP

Project Title:
Baseline Road (6th – 10th streets) Pedestrian Improvements to Chautauqua Park
Location/Project Boundaries:

 Baseline Road between 8th and 10th Streets (south side, only)

Description of Existing Conditions and Transportation Benefits of Proposed Improvements:

The 40-acre Colorado Chautauqua National Historic Landmark (designated in 2006), commonly referred to as Chautauqua Park, is owned by the City of Boulder. Since 1901, the nonprofit Colorado Chautauqua Association has leased and managed approximately 26 acres that contains 105 historic buildings. Once a summer-only destination, Chautauqua is now busy year-round with a park and playground (City of Boulder Parks and Recreation Department jurisdiction), a year-round neighborhood of full-time residents, and year-round lodging with year-round programming, group meetings, private events and a restaurant all operated by or through the Colorado Chautauqua Association. Chautauqua is a major tourist destination and is the only National Historic Landmark in Boulder/Denver. In addition, it adjoins one of the most popular local and regional trailheads and open space areas (jurisdiction of the City of Boulder's Open Space and Mountain Parks Department), with a trailhead and small parking lot located within the historic district.

As parking is very limited within the historic district, visitors to Chautauqua for recreation, events and open space usage must park on adjacent streets, particularly on Baseline Road fronting the park. The south side of Baseline has no sidewalk, forcing pedestrians traveling along Baseline to and from parked cars to walk in the street. Pedestrian access into the park is limited due to existing berm and landscaping. The proposed improvements along Baseline would include sidewalks, necessary retaining walls, cleaning out landscaping to open historical view corridors, creating a new entry at Grant Street, and constructing pedestrian crossing improvements at Grant Street and Lincoln Place.

Master Plan Goals met by this Proposed Project:

- ♦ This project will increase pedestrian safety by providing sidewalks and improved crossings in a highly used area.
- ♦ This project will support the Transportation Master Plan (TMP) goal of an integrated multimodal transportation system.

Cost Estimate
\$1,300,000
Funding Request:

Federal: \$1,040,000

Local Match* (Minimum of 20% local match, can be cash or in-kind): \$ 260,000 [20%]

Source of local match funds Trans. Fund -

Proposed Project for Submission for the 2016-2021 TIP

<p>Project Title: Transit Service</p>
<p>Location/Project Boundaries:</p>
<p>Description of Existing Conditions and Transportation Benefits of Proposed Improvements: The City of Boulder is currently completing a Transportation Master Plan Update which identifies a Renewed Vision for Transit.</p>
<p>Master Plan Goals met by this Proposed Project:</p> <ul style="list-style-type: none"> ♦ This project will support the Transportation Master Plan (TMP) goal of an integrated multimodal transportation system.
<p>Cost Estimate \$</p> <p>Funding Request: Federal: \$ Local Match* (Minimum of 20% local match, can be cash or in-kind): \$ [20%] Source of local match funds Trans. Fund</p>

From: Sue Prant [<mailto:sue@communitycycles.org>]

Sent: Tuesday, July 29, 2014 8:02 PM

To: Rutsch, Randall; Bracke, Kathleen; Westhusin, Stephany; Sweeney, Michael; Winfree, Tracy

Subject: Community Cycles Comments on Proposed TIP Projects

Community Cycles is a non-profit organization whose mission is to educate and advocate for the safe use of bicycles as an affordable, viable and sustainable means of transportation and personal enjoyment within our community. Community Cycle's Advocacy Committee is composed of professional staff and volunteers experienced in bicycle planning and design. We survey our 1000+ members to guide our advocacy efforts, and we focus on policies and infrastructure that will increase bicycling rates within Boulder and the region. The CCAC has reviewed the various projects currently under consideration for TIP fund allocation. While the projects are difficult to compare directly, we attempted to prioritize them based on a balance of factors, including costs (to the best of our information), urgency/timeliness, whether the project addressed an unmet need (rather than improvements to reasonably functioning infrastructure), and the expected benefit to broad numbers of cyclists and pedestrians, particularly less skilled or less confident riders. Nearly all of the projects had merit, though we favor transportation planning that facilitates biking near high-speed, high-volume roads (such as the US 36 underpass or treatments along Broadway and 28th Street) or provides infrastructure to areas currently underserved by Boulder's bike network (for instance, neighborhoods in North Boulder). This is admittedly an imperfect science, but some of our reasoning is reflected in the attached spreadsheet.

On balance, we would rate the Boulder Slough Multi-Use Path and the Bear Creek underpass at Table Mesa the two highest priority projects. Integrating the Boulder Slough path with new and planned development in the area ensures that cycling and walking will continue to be significant modes of transit here, connecting current and future users to the existing MUP network and to shopping, businesses, and homes without encouraging excessive auto traffic. The Bear Creek/Table Mesa underpass would accomplish much the same thing for residents and visitors who are currently not well connected to the Table Mesa shopping center, encouraging less confident riders to utilize this vital bike corridor.

Next, at roughly equal priority we would rank the proposed Fourmile Creek path work, the Skunk Creek/Moorhead underpass, the Multi-Use Path on the northern portion of 28th Street, and (somewhat less urgently) replacing the Foothills Parkway overpasses with underpasses. The proposed Boulder Slough underpasses below the railroad line, Pearl, and Junction Place are also important, but of lower urgency, so we would rank them in a group of third-level priority. Also in this third level group we would include the Chautauqua sidewalk improvements, the Table Mesa Park-N-Ride underpass, the proposed underpass of US-36, and improvements to the underpass at Broadway and Regent/Baseline.

Finally, in light of current efforts to initiate broader scale redesigns of East Arapahoe and 30th Street, we would rank the proposed underpasses of 30th Street and the potential improvements on Arapahoe between 55th and Cherryvale as the lowest priority, to allow such redesign efforts to focus more broadly on the needs of cyclists and pedestrians. We do not have sufficient information to evaluate proposed reconstruction of North Broadway, but we do note that this quickly growing area of Boulder deserves better infrastructure for pedestrians and cyclists if we are to achieve our goals to increase cycling and walking mode share citywide.

We appreciate the opportunity to comment on these proposals and remain committed to a partnership that strives to make Boulder a better place for the people who work, live, and play here.

Thank you for your time, consideration and hard work.
The Community Cycles Advocacy Committee

Sue Prant
Acting Executive Director
Community Cycles

Attachment B: Community Cycles Correspondence