

6. Transportationⁱ

Proposed new section title: Accessible and Connected Community

Note: This chapter will be further refined to include the city and county plan visions and to be organizing in a more logical sequence – starting with the vision and travel modes and ending with relevant metrics. Also please note that a further round of editing will occur to improve organization, reduce verbosity and redundancies, and renumber policies as necessary.

The Boulder Valley Comprehensive Plan and the county and city’s Transportation Master Plans reflect the fundamental premise that the transportation system be developed and managed in service of land use, social, economic and environmental goals. The vision is to create and maintain a safe and efficient transportation system that meets the sustainability goals of the community and the Boulder Valley to accommodate increased person trips by providing travel choices and reducing the share of single occupant auto trips.

A mature community like Boulder has little opportunity or ability to add road capacity, as widening streets and building new roads would have significant negative environmental, community character and financial impacts. Consequently, the strategies of the city’s Transportation Master Plan (TMP) center on maintaining a safe and efficient system as noted above.

The policies in this section generally reflect the Focus Areas of the city’s TMP and the adopted Boulder County Transportation Master Plan including:

- Complete Transportation System
- Regional Travel
- Funding and Investments
- Land Use and Transportation Integration and Sustainability Initiatives
- Other Transportation Policies

Complete Transportation System

6.01 All-Mode Transportation System and Complete Streets

The Boulder Valley will be served by an integrated all-mode transportation system developed cooperatively by the city and county. The city’s transportation system will be based on complete streets including completed networks for each mode, making safe and convenient connections between modes, providing seamless connections between the city and county systems, and promoting access and placemaking for the adjacent land uses and activities. Improvements to urban travel corridors will recognize pedestrian travel as the primary mode and preserve or improve the safety and efficiency of all modes. For rural parts of the Boulder Valley, the transportation system is focused on sustainable mobility through development of a multimodal system, creating the complete trip and investing in key transportation corridors.

6.02 Reduction of Single Occupancy Auto Tripsⁱⁱ

The city and county will support and promote the greater use of alternatives to single occupancy automobile travel. It is the city's specific objective to reduce vehicle miles of travel (VMT) 20 percent from 1994 levels through the year 2035 within the Boulder Valley to achieve transportation and greenhouse gas reduction goals. These efforts will require inclusion of other communities and entities (especially origin communities such as Longmont, Lafayette, Louisville, and Erie) in developing and implementing integrated travel demand management (TDM) programs, new mobility services and improved local and regional transit service. Within the city, new developments will be required to include travel demand management to reduce the vehicle miles traveled and single occupant vehicle trips produced by the development.

6.03 Congestion

The city will strive to limit the extent and duration of congestion, defined as Level of Service (LOS) F, to 20 percent of the roadway system within the Boulder Valley while providing for increased mobility for people using all modes of travel.ⁱⁱⁱ

New Policy: Renewed Vision for Transit^{iv}

Transit investments and improvements will occur in an integrated manner in the areas of service, capital, policies, programs and implementation. These will expand the Community Transit Network (CTN) and improve regional transit service and connections outside the city such as bus rapid transit (BRT) along state highways and regional bus services.

Modified Policies 6.05& 6.06 from below: Accessibility and Mobility for All^v

The city and county will develop a complete all-mode transportation system accommodating all users, including people with mobility impairments, youth, older adults and low-income persons. This will include increased support for mobility services for older adults and people with disabilities, reflecting the expected increases in these populations. Efforts should focus on giving people options to live well without a car and may include prioritizing affordable public transportation and transit passes as well as new technologies and mobility services.

New Policy: Integrated TDM Programs

The city and county will cooperate in developing comprehensive TDM programs for residents and employees. These include incentives such as developing a universal community transit pass program; promoting shared use mobility, ridesharing, bikesharing, carsharing, vanpools and teleworking; and supporting programs for walking and biking such as secured long term bike parking. Strategies such as shared, unbundled, paid and managed parking (i.e., SUMP principles) can reflect the real cost of Single Occupancy Vehicle (SOV) travel. The city will require TDM plans for new larger, residential and commercial developments.^{vi}

New Policy: Safety^{vii}

Safety for people of all ages using any mode within the transportation system (i.e., walking, bicycling, riding) is a fundamental goal. The city's policy "Toward Vision Zero" is aimed at reducing serious injury and fatal collisions involving people using all modes of travel, focusing on crash trends and mitigation strategies identified in the Safe Streets Boulder Report and on-going local, regional, and state-wide safety assessments.^{viii}

Regional Travel

6.04 Regional Travel Coordination

City transportation and land use decisions have regional transportation impacts. The city and county will work to develop regional consensus for multimodal improvements to regional corridors. This can be achieved by working with the Colorado Department of Transportation, the Regional Transportation District (RTD) and other providers to develop high quality, high frequency regional transportation options, including improvements identified in the Northwest Mobility Study (NAMS), FasTracks arterial bus rapid transit (BRT) service and commuter bikeways between the communities, with first and final mile connections to local systems and longer-term rail planning.

New Policy: Regional Transit Facilities^{ix}

The city will develop and enhance the regional transit anchors that serve the primary attractors of Downtown Boulder, the University of Colorado and Boulder Valley Regional Center, including at Boulder Junction. Developing Mobility Hubs and first and last mile connections to these facilities are a priority to support employees commuting into and throughout Boulder.

Funding and Investment

6.07 Investment Priorities

To protect previous investments and ensure efficient use of existing travel corridors, the city and county will prioritize investment for safety and maintenance improvements for all modes of the existing systems. Second priority is given to capacity additions for the non-automotive modes and efficiency improvements for existing road facilities that increase person carrying capacity without adding general purpose lanes. Any additional road capacity will be managed and priced to provide reliable and rapid travel times for transit, high occupancy vehicle lanes and other car sharing options.^x

(Note: 6.08 has been moved to below.)

Integration of Land Use and Transportation and with Sustainability Initiatives

New Policy: Access Management and Parking^{xi}

Vehicular and bicycle parking will be considered a component of a total access system of all modes of transportation - bicycle, pedestrian, transit and vehicular - and will be consistent with the desire to reduce single occupant vehicle travel, balance the use of public spaces, consider the needs of residential and commercial areas, and address neighborhood parking impacts.^{xii} Parking demand will be accommodated in the most efficient way possible with the minimal necessary number of new spaces. The city will promote parking reductions through a variety of tools including parking maximums, shared parking, unbundled parking, parking districts and transportation demand management programs. Parking districts will be expanded and managed based on SUMP principles (shared, unbundled, managed and paid) to support the city's transportation and GhG reduction goals, as well as broader sustainability goals including economic vitality and neighborhood livability.

Moved from 6.08 Above: Transportation Impact

Transportation or traffic impacts from a proposed development that cause unacceptable community or environmental impacts or unacceptable reduction in a multimodal level of service or parking impacts to surrounding areas will be mitigated.^{xiii} All development will be designed and built to be multimodal, pedestrian-oriented and include TDM strategies to reduce the vehicle miles traveled generated by the development. New development will provide continuous pedestrian, bike and transit systems through the development and connect these systems to those surrounding the development. The city and county will provide tools and resources to help businesses manage employee access and mobility and support public-private partnerships, such as transportation management organizations, to facilitate these efforts.

New Policy: Concurrent Land Use and Transportation Planning

Overall citywide transportation and land use planning should be coordinated. Future major changes to the land use map and policies of this plan and the Transportation Master Plan should be, to the extent practicable, be coordinated, modeled and evaluated concurrently.^{xiv}

6.09 Integrated Planning for Multimodal Centers

Land use in and surrounding the three intermodal regional centers (i.e., Downtown Boulder, the University of Colorado and the Boulder Valley Regional Center including Boulder Junction), will support their function as anchors to regional transit connections and Mobility Hubs for connecting pedestrian, bicycle and local transit to regional services.

Separate New Policy: Integrated Planning for Corridors

The land along multimodal corridors will be designated as multimodal transportation zones where transit service is provided on that corridor. In and along these multimodal transportation zones, the city will plan for a highly connected and continuous transportation system for all modes, emphasis on high quality pedestrian experience and urban design, identify locations for mixed use and higher density development integrated with transportation functions through appropriate design, and develop parking maximums and encourage parking reductions. The city will complete missing links in the transportation grid through the use of area transportation plans and at the time of parcel redevelopment.

(Note: The Built Environment chapter will more clearly define land use for different types of centers and corridors and where intensity is most appropriate or not^{xv}.)

6.11 Transportation Facilities in Neighborhoods

The city will strive to protect and improve the quality of life within city neighborhoods while developing a balanced transportation system. Improving access and safety within neighborhoods by controlling vehicle speeds or providing multi-modal connections will be given priority over vehicle mobility. The city and county will design and construct new transportation facilities to minimize noise levels to the extent practical. Neighborhood needs and goals will be balanced against the community necessity or benefit of a transportation improvement. Additionally, neighborhood parking permit (NPP) programs will seek to balance access and parking demands of neighborhoods and adjacent traffic generators.^{xvi}

New or Modified Policy: Transportation Infrastructure to Support Walkable 15-Minute Neighborhoods^{xvii}

The city will prioritize improvements to transportation facilities to create a variety of neighborhood supporting activities and supportive infrastructure within approximately a one-

quarter mile radius where residents and employees can fulfill more of their daily needs through safe, healthy and convenient walking and biking.

(Note: The Built Environment chapter includes policies related to neighborhood centers, mix of land uses and amenities such as parks and schools, and area planning within neighborhoods to support complete neighborhoods to serve neighborhood needs. The scenarios will also address this topic.)^{xviii}

6.12 Neighborhood Streets Connectivity

Neighborhood streets and alleys are part of the public realm and will be planned as a well-connected and fine grained pattern to facilitate public access, promote safe and convenient travel for all, disperse and distribute vehicle traffic, and maintain character and community cohesion. In historic districts, alleys are particularly important for maintaining character and providing travel routes for pedestrians and bicycles.^{xix}

New Policy: Mobility Hubs^{xx}

As guided by the Transportation Master Plan, the city will establish Mobility Hubs that provide seamless integration between transit and pedestrian and bicycle facilities, car/ridesharing, and context-appropriate parking supply for people of all physical abilities. Mobility Hubs will emphasize excellent pedestrian infrastructure within a quarter- to half-mile walkshed and connections to the bicycle network as well as high quality urban design of structures and public spaces.^{xxi}

Other Transportation Policies

6.13 Improving Air Quality and Reducing Greenhouse Gas Emissions

Both the city and county are committed to reductions in greenhouse gas emissions with the city committing to an 80 percent reduction from 2005 levels by 2050. The city and county will design the transportation system to minimize air pollution and reduce GhG emissions by promoting the use of non-automotive low emission transportation modes, reducing auto traffic and encouraging the use of fuel efficient and clean-fueled vehicles that demonstrate air pollution reductions, and maintaining acceptable traffic flow.

6.14 Municipal Airport

Boulder Municipal Airport is a general aviation airport that has been in existence since 1928. The airport will continue at the appropriate scale to ensure it meets the needs of the community by providing a safe environment for aviation business and business-related travel; scientific and research flights; recreation and tourism; flight training and vocational education; aerial fire-fighting; emergency medical flights; as well as flood and other disaster-related support for the city and county. The city will seek to mitigate noise, safety and other impacts of airport operation while assuring that new development in proximity will be compatible with existing and planned use of the airport.^{xxii}

Potential New Transportation Resilience Policies

The HR&A Resilience report suggests the following:

New Policy: Infrastructure Investments

The city will support infrastructure investments that provide multiple benefits, such as greenways, which both serve as a public amenity and mitigate risk. (*The county's climate change preparedness section might also be useful here.*)

New Policy: Emergency Response Access

The city and county will assess and develop solutions with stakeholders to coordinate transportation policies, infrastructure planning, and response plans in the event of a disruption.

Graphics and Maps to Add to This Chapter

- Add new Renewed Vision for Transit
- Transportation GHG reduction graph – 40% of reduction needed in the Clean Energy and Innovations area
- Images of Mobility Hubs
- Photos of people walking, bicycling, and transit
- Photos of recently completed capital construction projects (e.g. Boulder Junction and Broadway Euclid)
- Call out the metrics from the TMP including LOS, VMT, GHG goals, etc.

ENDNOTES

ⁱThe changes to this chapter reflect work since the 2010 plan including:

- Boulder County Transportation Master Plan (2012) and Multimodal Transportation Standards (2013)
- City Transportation Master Plan (2014) which included county and other partner input;
- City draft Climate Commitment strategy (2015);
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- HR&A's Recommendations for Resilience Integration (2016)

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^{vi} Revised language reflects input from Transportation Advisory Board.

^{vii} From TMP and some new language to reflect Planning Board input.

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^{xiv} Planning Board suggestion to reflect on overall citywide coordination of TMP and BVCP before getting to more specific language about multimodal centers and corridors.

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Also, the parking language is a new suggestion from Planning Board.

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^{xviii} TAB suggested some language about bicycling parking, and Planning Board suggested a refinement and additions to other parts of the plan to address the land use aspect of this concept of 15-minute neighborhoods, and an inclusive local process for planning them.

^{xix} Planning Board suggested this type of language to address historic value and connected nature of alleys – importance for pedestrian and bicycle transportation off the main streets.

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6. Transportationⁱ

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The Boulder Valley Comprehensive Plan and the county and city's Transportation Master Plans have reflect the fundamental premise that the transportation system be developed and managed in conjunction in service of with land use, social, economic and environmental goals. The vision is to create and maintain a safe and efficient transportation system that meets the sustainability goals of the community and the Boulder Valley to accommodate increased person trips by providing travel choices and reducing the share of single occupant auto trips.

A mature community like Boulder has little opportunity or desire-ability to add road capacity, as widening streets and building new roads would have significant negative environmental, community character and financial impacts. Consequently, the strategies of the city's Transportation Master Plan (TMP) center on maintaining a safe and efficient system as noted above. and developing a balanced transportation system, that supporting increased person trips and all modes of travel. The TMP focuses on and making the system more efficient in carrying travelers increasing access for the community, maintaining a safe system and on shifting trips away from the single-occupant vehicle.

Boulder's challenge is to manage and improve the existing system to accommodate increasing demands for travel needs, both local and regionally through greater efficiency, better access, and by providing a broader range of travel choices. Important issues and trends include:

- Limited funding for both new infrastructure and maintenance of existing resources at all levels of government;
- Increasing importance of frequent and affordable regional transit; and
- Increasing energy costs with corresponding increases in the cost of travel.

The policies in this section generally reflect the Focus Areas of the city's TMP and the adopted Boulder County Transportation Master Plan including:

- Complete Transportation System
- Regional Travel
- Funding and Investments
- Land Use and Transportation Integration and Sustainability Initiatives
- Other Transportation Policies
- Complete Transportation System
- Integration of Land Use and Transportation
- Air Quality
- Boulder Municipal Airport

Complete Transportation System

6.01 All-Mode Transportation System and Complete Streets

The Boulder Valley will be served by an integrated all-mode transportation system, developed cooperatively by the city and county. The city's transportation system will be based on complete streets including completed networks for each mode, making safe and convenient connections between modes, and providing seamless connections between the city and county systems, and promoting access and place-making for the adjacent land uses and activities. Improvements to the urban travel corridors network will be made in a manner that recognize pedestrian travel as the primary mode and preserves or improves the capacity or safety and efficiency of all modes and recognizes pedestrian travel as a component of all trips. For rural parts of the Boulder Valley, the transportation system is focused on sustainable mobility through development of a multimodal system, creating the complete trip and investing in key transportation corridors.

6.02 Reduction of Single Occupancy Auto Tripsⁱⁱ

The city and county will support and promote the greater use of alternatives to single occupancy automobile travel. It is the city's specific objective to continue progress toward 'no long-term growth in traffic' reduce vehicle miles of travel (VMT) 20 percent from 1994 levels through the year 2025 within the Boulder Valley to achieve transportation and greenhouse gas reduction goals. These efforts will require inclusion of other communities and entities (especially origin communities such as Longmont, Lafayette, Louisville, and Erie) and will include developing and implementing integrated travel demand management (TDM) programs, and new mobility services and improved local and regional transit service. Within the city, new developments will be required to include travel demand management to reduce the vehicle miles traveled and single occupant vehicle trips produced by the development.

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Regional Travel

6.04 Regional Travel Coordination Cooperation

City transportation and land use decisions have regional transportation impacts. The city and county will work to develop regional consensus for multimodal improvements to regional corridors. This can be achieved by, and working with the Colorado Department of Transportation and the Transportation, the Regional Transportation District (RTD) and other providers to develop high quality, high frequency regional transportation options, including improvements identified in the Northwest Mobility Study (NAMS), FasTracks arterial bus rapid transit (BRT) service and commuter bikeways between the communities, with first and final mile connections to local systems and longer-term rail planning.

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6.05 Accessibility

The city and county will develop a complete all-mode transportation system based on complete streets that accommodates all users, including people with mobility impairments, as well as youth, older adults and low-income persons. Efforts should focus on giving people options to live well without a car and may include prioritizing affordable public transportation and transit passes.

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The city and county will increase their support for mobility services for older adults and people with disabilities to reflect the expected increases in these populations.

Funding and Investment

6.07 Investment Priorities

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Integration of Land Use and Transportation and -with Sustainability Initiatives

New Policy: Access Management and Parking^{xi}

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New Policy: Concurrent Land Use and Transportation Planning

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Separate New Policy: Integrated Planning for Corridors

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(Note: The Built Environment chapter will more clearly define land use for different types of centers and corridors and where intensity is most appropriate or not^{xv}.)

~~6.10 Managing Parking Supply~~

~~Providing for vehicular parking will be considered as a component of a total access system of all modes of transportation — bicycle, pedestrian, transit and vehicular — and will be consistent with the desire to reduce single occupant vehicle travel, limit congestion, balance the use of public spaces and consider the needs of residential and commercial areas. Parking demand will be accommodated in the most efficient way possible with the minimal necessary number of new spaces. The city will promote parking reductions through parking maximums, shared parking, unbundled parking, parking districts and transportation demand management programs.~~

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support complete neighborhoods to serve neighborhood needs. The scenarios will also address this topic.)^{xviii}

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