

Travel Demand Management Plan

**Boulder Creek Commons/
Hogan-Pancost**

Boulder, Colorado

Prepared for

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Introduction

This Travel Demand Management Plan has been prepared for the Boulder Creek Commons/Hogan-Pancost development in Boulder, Colorado. The site is located west of 55th Street between South Boulder Road and Baseline Road . The site is currently vacant and is proposed to include 95 townhome dwelling units and 20 single-family detached dwelling units. Two full movement access locations are proposed to 55th Street. A non-motorized connection is planned to the northwest to Kewanee Drive. The location of the site with respect to the surrounding land uses and roadway system is shown in Figure 1. The conceptual site plan is shown in Figure 2.

Existing Alternate Modes Description

The following existing conditions contribute to the transportation demand management goals of the City of Boulder. The Boulder Creek Commons/Hogan-Pancost site is well-positioned to make good use of these existing opportunities.

Existing Transit Service

The Regional Transportation District (RTD) is the governing body responsible for fixed-route transit (public transportation) service throughout the Denver metropolitan area, including Boulder. Figure 3 shows the existing bus stops and transit routes within the vicinity of the site, including the following routes:

- 206
- 209
- 225
- DASH

Demand-responsive services are available to both seniors and persons with disabilities through Via (formerly Special Transit). Established in 1979, this non-profit provides safe and affordable rides in accessible buses to people with limited mobility. Rides are scheduled in advance, and have a 30-minute pick-up window.



Approximate Scale
Scale: 1" = 1,000'



Figure 1
**Vicinity
Map**

Boulder Creek Commons/Hogan-Pancost TDM (LSC #160630)





Approximate Scale
Scale: NTS

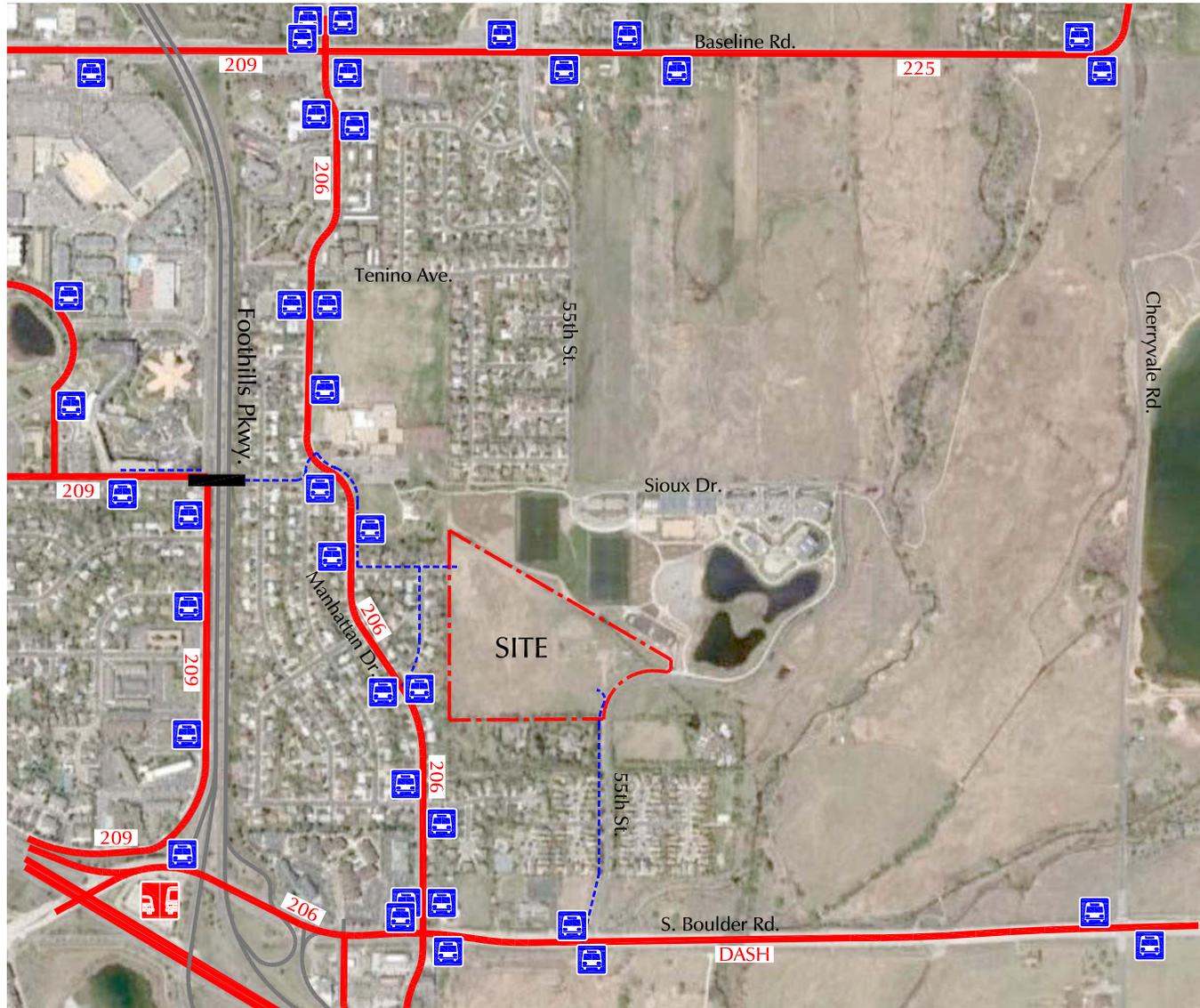


Figure 2
Site Plan

Boulder Creek Commons/Hogan-Pancost TDM (LSC #160630)



Approximate Scale
Scale: 1" = 1,000'



- LEGEND:**
-  = Transit Route
 -  = Transit Stop
 -  = Park-n-Ride
 -  = Pedestrian Connections to Transit
 -  = Pedestrian Overpass

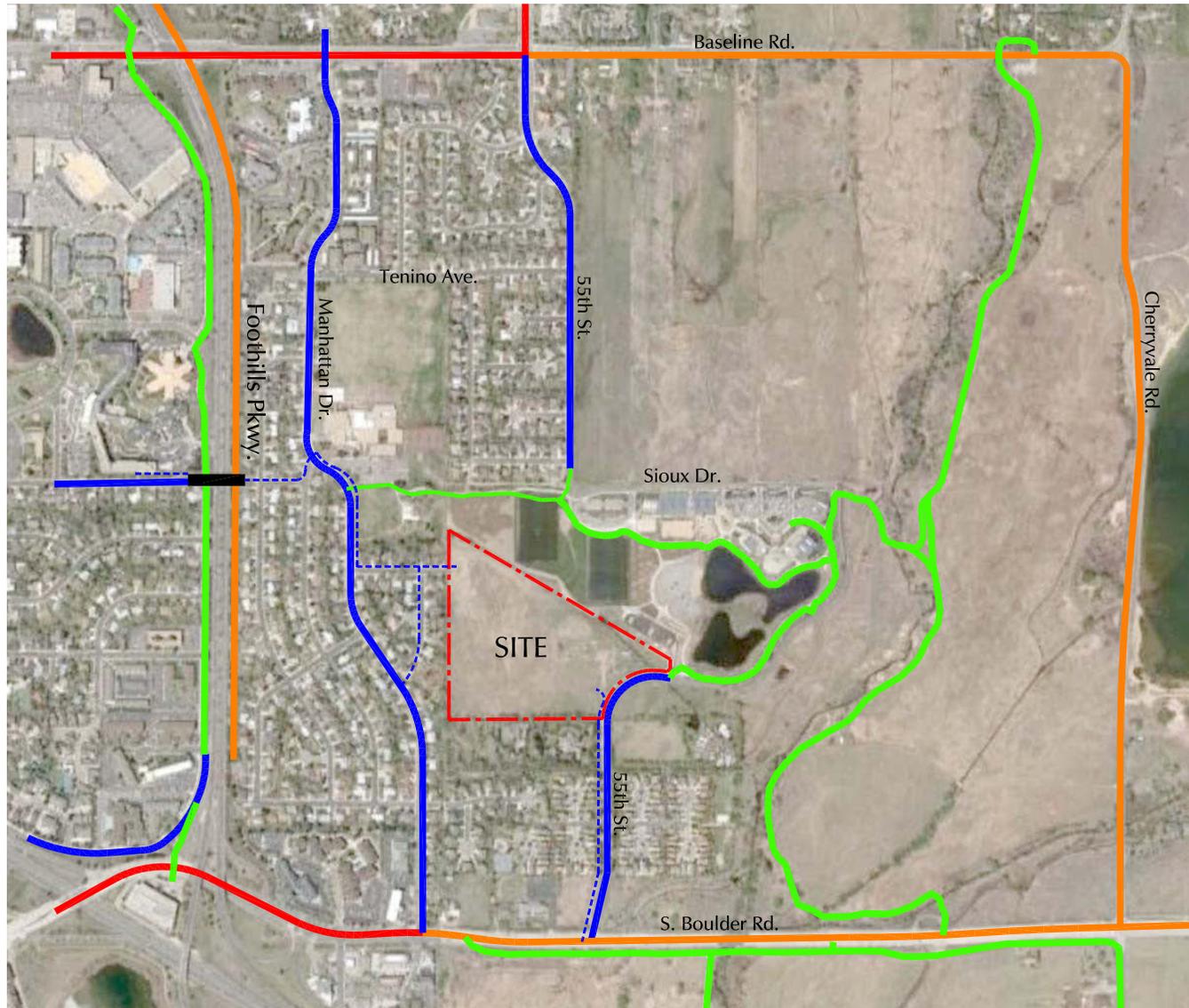
Figure 3
Existing Bus Stops and Transit Routes
Boulder Creek Commons/Hogan-Pancost TDM (LSC #160630)



Existing Bicycle and Pedestrian Network

The City of Boulder maintains an extensive bicycle and pedestrian network throughout the City. Figure 4 shows bicycle and pedestrian routes within the vicinity of the site. In addition, many of the streets in the project vicinity have attached or detached sidewalks.


 Approximate Scale
 Scale: 1" = 1,000'



LEGEND:

-  = Designated Bike Route
-  = On-Street Bike Lane
-  = Multi-Use Path
-  = Paved Shoulder
-  = Pedestrian Connections to Transit
-  = Pedestrian Overpass

Figure 4
*Existing Bike
 and Pedestrian Routes*
 Boulder Creek Commons/Hogan-Pancost TDM (LSC #160630)



Transportation Demand Management (TDM) Strategy for Multi-Family Residential Units

The City of Boulder’s draft residential development toolkit packages are shown below in Table 1. The site is proposed to include 95 townhome dwelling units and 20 single-family detached dwelling units. The “core elements” section of the table shows elements required of all new residential developments, including orientation packets, participation in TDM evaluation programs, and pedestrian, bike, and transit enhancements.

Two “package elements” are available under City of Boulder standards, Package A and Package B. Package A appears to be the most advantageous for the site, requiring participation in the NECO Bus Pass Program. Multi-family elements include meeting the short-term and long-term bicycle parking code requirements and the management of off-street parking.

Table 2 shows the actions that the Boulder Creek Commons/Hogan-Pancost developer intends to take to increase the percentage of alternative travel modes utilized by the site.

**Table 1
City of Boulder Residential Development Toolkit Packages**

TDM Toolkit Element		Residential Toolkit Packages							
		Single Family ≤10 Units		Single Family 11 or More Units		Multi-Family ≤10 Units		Multi-Family 11 or More Units	
		Pkg A	Pkg B	Pkg A	Pkg B	Pkg A	Pkg B	Pkg A	Pkg B
CORE ELEMENTS	Orientation Packets	✓	✓	✓	✓	✓	✓	✓	✓
	Evaluation	✓	✓	✓	✓	✓	✓	✓	✓
	Pedestrian Enhancements	✓	✓	✓	✓	✓	✓	✓	✓
	Bike Enhancements	✓	✓	✓	✓	✓	✓	✓	✓
	Transit Enhancements	✓	✓	✓	✓	✓	✓	✓	✓
PACKAGE ELEMENTS	Alternative Transportation Subsidy Fund	✓			✓	✓			✓
	Carshare Subsidy		✓		✓		✓		✓
	Bikeshare Subsidy		✓		✓		✓		✓
	NECO Pass Program Participation			✓				✓	
MULTI-FAMILY ELEMENTS	Meet Short-Term Bicycle Parking Code					✓	✓	✓	✓
	Exceed Short-Term Bicycle Parking Code						✓		✓
	Meet Long-Term Bicycle Parking Code					✓	✓	✓	✓
	Exceed Long-Term Bicycle Parking Code						✓		✓
	Managed Off-Street Parking					✓	✓	✓	✓
	Unbundled Parking						✓		✓

**Table 2
Boulder Creek Commons/Hogan-Pancost TDM Plan - Residential**

TDM Toolkit Element		Actions for Package A
CORE ELEMENTS	Orientation Packets	An orientation packet will be provided to each new resident which includes brochures, maps, and other resources to inform residents of their transportation options. This packet will include RTD bus information, the City of Boulder bicycle and pedestrian map (or similar), and information on special events. This packet will be provided initially by the developer at the time of sale or by a lessor thereafter.
	Evaluation	Through sales or lease agreement, the site's residents will agree to participate in annual on-line or paper surveys regarding their use and satisfaction with transportation demand management programs. The evaluation is expected to be administered by the City of Boulder using Survey Monkey or similar on-line tools. The developer will secure agreement to participate, with the expectation that 10-20% of residents will actually participate based on typical survey return rates. The City of Boulder will be responsible for data analysis and summarization.
	Pedestrian Enhancements	Connections are proposed to the 55th Street sidewalk and multi-use path east of the site. A non-motorized connection is planned on the northwest to Kewanee Drive.
	Bike Enhancements	Figure 4 shows the numerous bicycle facilities adjacent to or in the vicinity of the site. A non-motorized connection is planned on the northwest to Kewanee Drive.
	Transit Enhancements	Information about transit service will be provided in the orientation packets, also described above. A proposed pedestrian/bicycle connection to Manhattan Drive via Kewanee Drive will connect the site to the 206 bus route.
PACKAGE ELEMENTS	NECO Pass Program Participation	The project proposes to participate in the NECO Pass Program. The applicant will need feedback from City staff to determine the appropriate size of the program.
MULTI-FAMILY ELEMENTS	Short-Term Bicycle Parking	The site is proposing dedicated garages for each of the 115 proposed units.
	Long-Term Bicycle Parking	The site is proposing dedicated garages for each of the 115 proposed units.
	Managed Off-Street Parking	The proposed site will have a total of 205 parking spaces of which 115 are assigned to individual units as garage spaces with 90 unbundled and available for visitors along the various local streets within the site.