

# Regional Travel

# Building collaborative partnerships to improve regional travel

Improved regional connections are needed to support the growing population of employees working in Boulder but living elsewhere.

## US36 Regional Transportation Project

The on-going improvements on US 36 are a result of a long term collaborative effort by communities along the corridor to provide actively managed **High Occupancy Toll (HOT)** lanes with **greatly enhanced travel times for transit** and a continuous regional bike facility.

### This project will provide:

- A dedicated lane for Bus Rapid Transit
- An 18 mile regional commuter bike facility along the corridor

Members of the US 36 coalition continue to work on:

- Features to improve travel times and quality.
- Bike carrying capacity on Transit

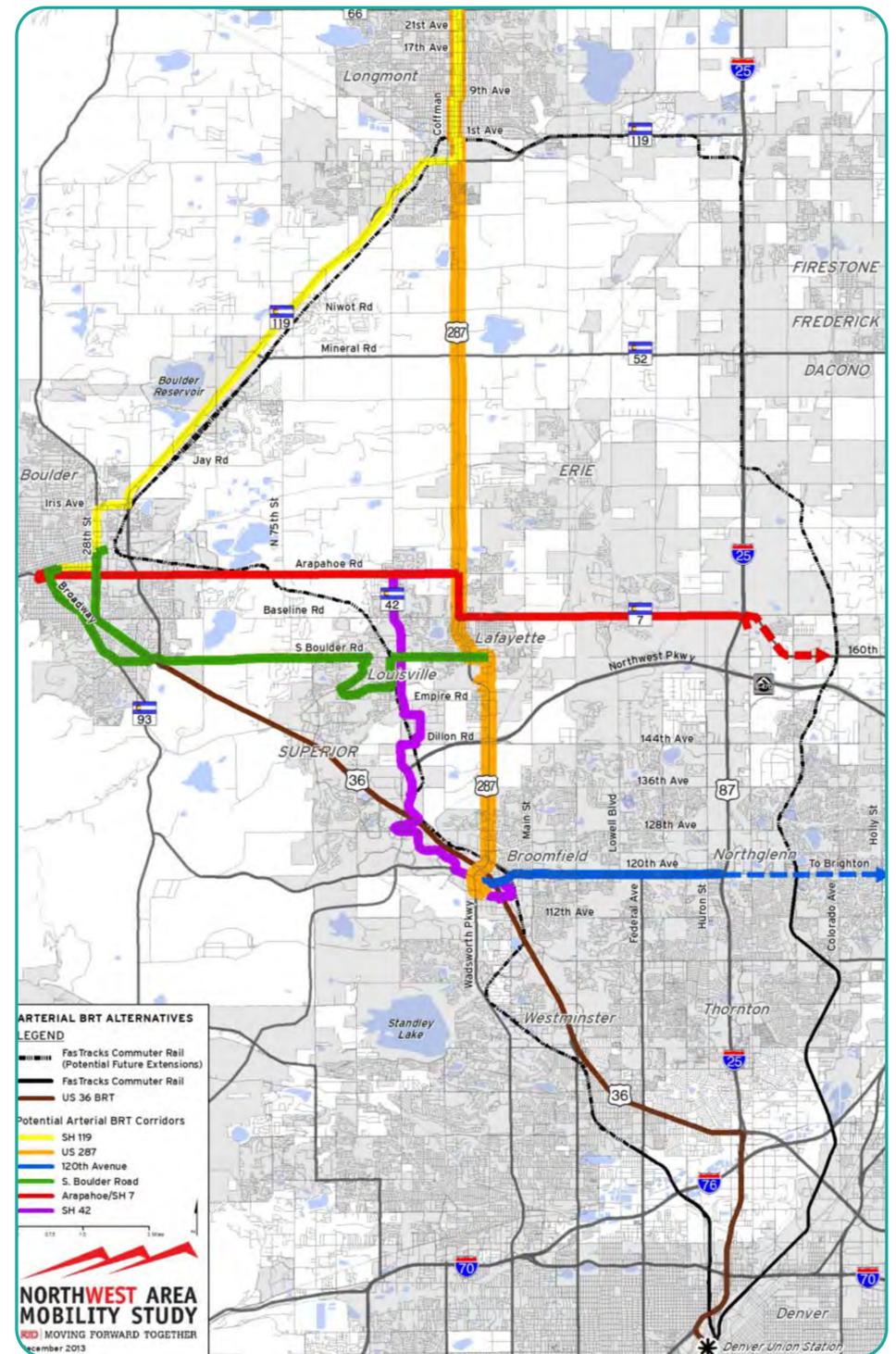
## US 36 **First & Final Mile** Study

The “first and final mile” issue is characterized by difficult multi-modal access between transit stations and surrounding destinations. Options identified, to better connect RTD riders to and from the US 36 BRT stations and the surrounding activity centers include:

- Long-term bike parking & storage
- Station cars
- Electric bikes
- Shuttle circulators
- Bike Share

## Northwest Area Mobility Study

The Northwest Area Mobility Study is exploring the **potential of near term arterial BRT service** on six corridors in the NW portion of the RTD service area.



Colorado Department of Transportation (CDOT) improvements on east Arapahoe (SH 7) and the Diagonal (SH 119) have been multi-modal and include bus priority treatments to improve transit travel time.

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# Action Plan



Providing **enhanced transit, van pool and car pool opportunities as well as regional bike connections** are critical to reduce the amount of people driving by themselves into and out of Boulder. Such improvements will only occur where **collaborative efforts** with other communities and agencies bring planning and funding resources to each regional corridor.

## Transit-bicycle Integration

Expand transit-bicycle integration, allowing bikes to serve more first-last mile connections on either or both ends of a transit trip. The City should partner with Boulder County to expand bike-transit commuting options, including secure bike parking facilities and increased on-board bike capacity.

## Separated Bike Facilities

Provide separate bike facilities on regional corridors to link communities and integrate these connections into the local bike system

## Auto/Ride-Sharing

Promote regional and school district car pool and ride-sharing programs.

## Marketing and Outreach

Boulder should focus resources in encouraging new residents and employees (new in-commuters) and marketing new services such as US 36 Bus Rapid Transit.

## Boulder is not in this alone

Regional partnerships with Boulder County, neighboring cities, RTD, the Colorado Department of Transportation (CDOT), University of Colorado (CU), and the Boulder Valley School District (BVSD) are the keys to providing solutions for regional travel into and out of Boulder.

- Increase the City's activities to create effective regional partnerships and influence policy at the regional agencies of the Denver Regional Council of Governments, RTD, and the Colorado Department of Transportation.
- Increase collaborative planning and funding activities with partner agencies, including Boulder County, Boulder Valley School District, the University of Colorado, and the Boulder Chamber
- Continue to support and participate in coalitions to create multi-modal plans and funding for implementing BRT on the identified NAMS corridors of the Diagonal (SH119), Arapahoe (SH 7), and South Boulder Road
- The city and other Boulder County communities have agreed on the results of the RTD Northwest Area Mobility Study and are supporting efforts to funding the next steps of work toward arterial BRT.
- Maintain the City's role in supporting the locally preferred improvements and high quality BRT on the U.S. 36 corridor by active participation in the US 36 Mayors and Commissioners

## Priorities for work in the Regional Focus Area:

### ○ The Diagonal (SH119) and Arapahoe (SH 7)

Based on the transit planning analysis of this update and the RTD NAMS work, the Diagonal (SH119) and Arapahoe (SH 7) have the highest potential for increasing transit ridership.

### ○ Regional bike connections to surrounding communities

Improving regional bike connections to surrounding communities was identified in the public outreach and improved facilities are likely needed to attract more of the "interested but concerned" cyclists that commute into Boulder.