2024

South Boulder Road Corridor Study

drcog
DENVER REGIONAL COUNCIL OF GOVERNMENTS

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Acknowledgments

This document summarizes the work that was conducted for the DRCOG South Boulder Road Study. A special thank you to everyone who was involved in shaping the future transportation vision for South Boulder Road.

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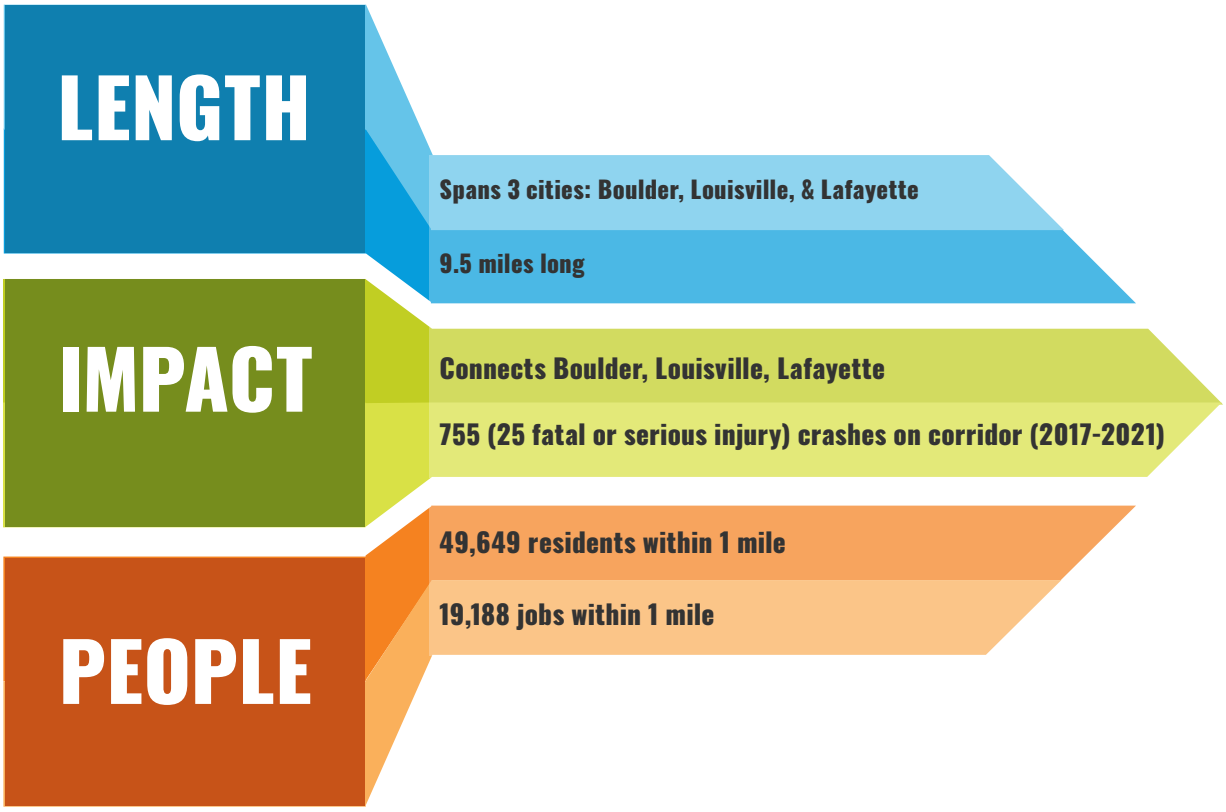
Chapter 01

Introduction

The Denver Regional Council of Governments (DRCOG), in conjunction with other stakeholders, including City of Boulder, Boulder County, City of Louisville, City of Lafayette, and Regional Transportation District (RTD), led a corridor visioning study for South Boulder Road. This document provides a summary of the South Boulder Road Corridor Study, including several key components:

- Establishing a shared regional vision for the future transportation needs of South Boulder Road.
- Analyzing and assessing the current state of travel to, from, through, and across the corridor.
- Recommending corridor-wide and segment-specific actions to move toward accomplishing the vision.
- Setting expectations around implementation and funding of the recommendations.

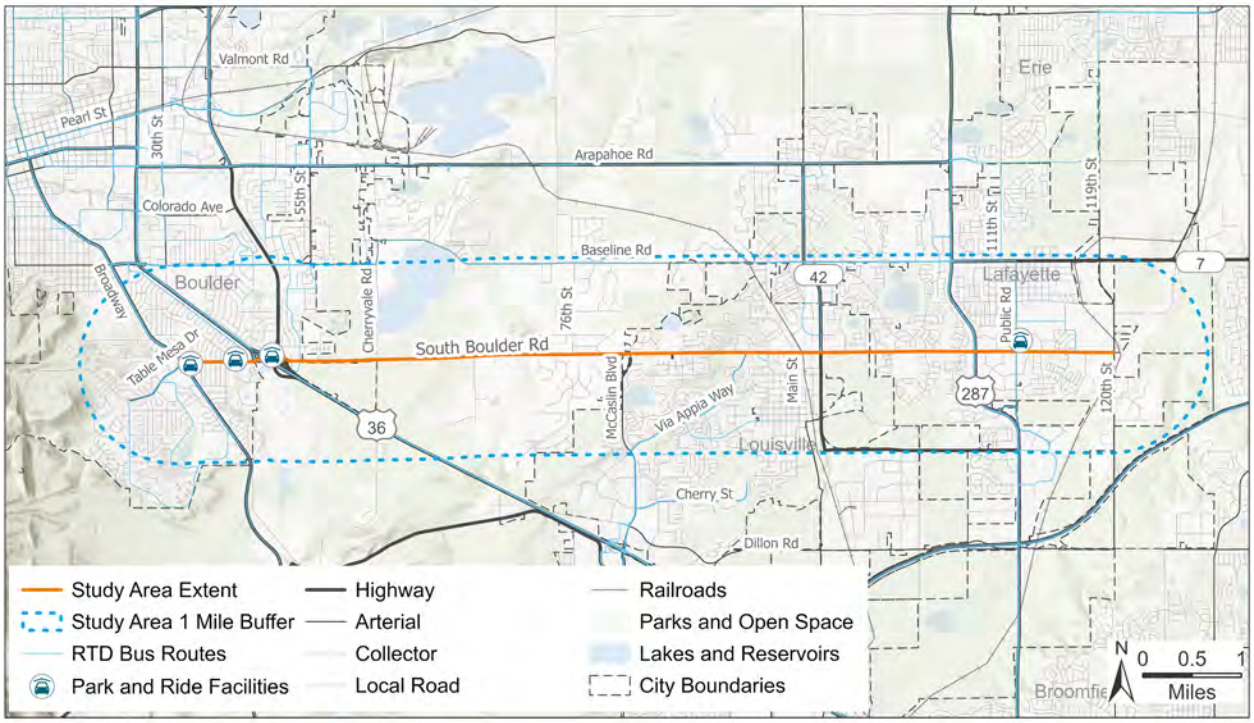


The Study Area, shown in Figure 1, includes the 9.5-mile length of South Boulder Road / Table Mesa Drive from Broadway in Boulder to 120th Street in Lafayette. The corridor falls within City of Boulder, Boulder County, Louisville, and Lafayette jurisdictions. The Regional Transportation District (RTD) operates several public transit services along and intersecting with the corridor.

Purpose and Goals

The purpose of the South Boulder Road Study is to establish a future transportation vision for South Boulder Road and Table Mesa Drive from Broadway in Boulder through 120th Street in Lafayette. The project is one of two studies launched as a pilot project for the DRCOG Corridor Planning Program to advance infrastructure investment priorities along regional arterial corridors identified in the 2050 Metro Vision Regional Transportation Plan. South Boulder Road is identified in the 2050 Regional Transportation plan as a corridor transit planning project, currently in the 2040-2050 staging period. In the Northwest Area Mobility Study (NAMS), South Boulder Road was identified for consideration of Bus Rapid Transit (BRT) in the long term. It is also a regionally significant corridor that travels through multiple jurisdictions and connects people who live, work, and travel along the corridor. The future transportation vision includes these long term goals but also includes near term goals that could be implemented sooner.

Figure 1: *South Boulder Road Study Area*



Key Outcomes of the Corridor Study

- Identified mobility and safety issues to, from, along, and across South Boulder Road and Table Mesa Drive.
- Established a shared vision for the future transportation network for South Boulder Road and Table Mesa Drive.
- Prioritized recommendations to advance along the corridor to move toward accomplishing the shared vision.
- Prepare vision and potential projects to be further explored in the upcoming South Boulder Road BRT Feasibility Study, which will be led by Boulder County and look at advancing bus rapid transit enhancements and related bicycle/pedestrian and safety measures for the corridor.

South Boulder Road is a highly traveled corridor that has been studied or included in a variety of transportation plans over the last decade. Understanding previous planning and recommendations, as well as current conditions, was an early step in the visioning process to set a baseline condition for future recommendations.

Relevant Previous Plans

- The City of Louisville Comprehensive Plan (2013)
- RTD Northwest Area Mobility Study (2014)
- Louisville South Boulder Road Small Area Plan (2016)
- City of Boulder Transportation Master Plan (2019)
- City of Louisville Transportation Master Plan (2019)
- Louisville South Boulder Road Connectivity Plan (2019)
- Boulder County Transportation Master Plan (2020)
- Boulder County Comprehensive Plan (2020)
- Boulder Valley Comprehensive Plan (2021)
- Future 42 Connecting People and Places (2022)
- Lafayette Multimodal Transportation Plan (2023)

Concurrent Projects on South Boulder Road

- Lafayette roadway reconstruction, including multiuse path
- DRCOG Signal Timing
- Boulder County roadway reconstruction project (55th Street – Cherryvale) featuring a refurbished underpass, a signal at 55th Street, and safety improvements at Cherryvale
- Design of CO 42 in Louisville

Project Partners and Process

Led by the Denver Regional Council of Governments, the project was a collaboration that would not have been possible without involvement from member agencies, including City of Boulder, Boulder County, City of Louisville, City of Lafayette, and RTD. The identification of transportation issues and development of recommendations included significant involvement from the following groups:

- Technical Advisory Committee (TAC) – consisted of agency staff that met monthly to advance and develop the project.
- Steering Committee – assembled at the beginning of the study to guide its development. The committee members represented a variety of organizations.
- Public Involvement – the public was consulted at two pivotal moments during the project which included identification of transportation issues and input on the development of recommendations. Feedback was gained from two online surveys, several pop-up events in each community, and two online public meetings.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Chapter 02

The Vision

Through a series of community engagement activities, consensus was developed toward a shared regional vision for the future transportation needs of South Boulder Road. This vision will help to define future transportation investment to meet the shared goals of the communities surrounding South Boulder Road.

Create a forward-looking transportation framework that prioritizes safety and mobility for all people traveling on South Boulder Road and Table Mesa Drive between Boulder and Lafayette.

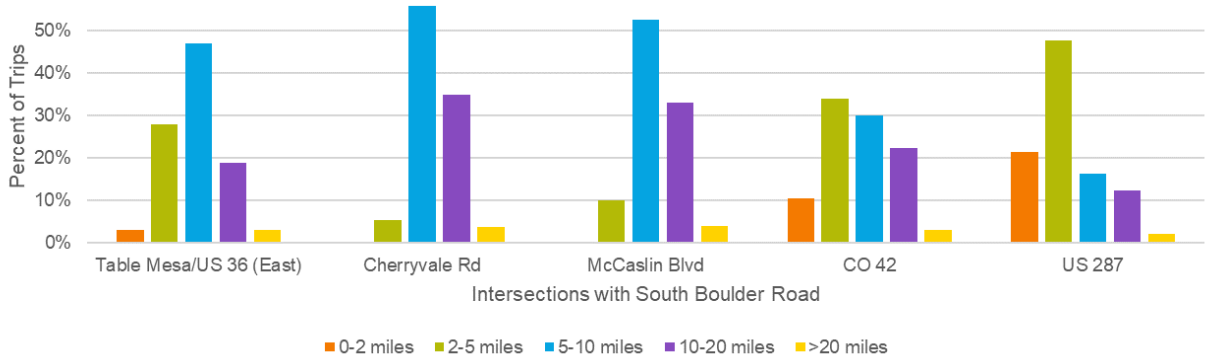
- Address current and future travel demands
- Improve multimodal connectivity to, from, through, and across the corridor
- Improve safety for pedestrians, bicyclists, and drivers
- Optimize transit performance (travel time, reliability, frequency, bus stops)
- Serve the contexts of adjacent communities

Chapter 03

Corridor Analysis and Assessment

The corridor analysis and assessment guides the decisions about improvements along South Boulder Road and Table Mesa Drive. Being a multimodal study that aims to improve the overall mobility and safety of all roadways users, this analysis evaluates the existing conditions of the corridor by mode and by key demographic characteristics. These elements include the demographics, roadway and traffic operations, transit service and infrastructure, multimodal infrastructure, right-of-way estimates, an evaluation of crash history, and a travel pattern analysis. Overall, this analysis depicts the variety of purposes that the corridor serves, with a regional focus of trips on the western end of the corridor and a local focus of trips on the eastern end of the corridor. As seen in (Figure 2), the largest portion of trips that pass through the western intersections have a trip length of five to ten miles, with a significant portion of trips also being between ten and twenty miles in length. However, the largest portion of trips that pass through the eastern intersections have a trip length of two to five miles, with a significant portion of trips being under two miles of length. The full existing conditions report, safety analysis (crash history), and travel market analysis can be found in Appendix A, Appendix B, and Appendix C, respectively.

Figure 2: *Trip Length Distribution by Intersection*



Demographic Assessment

The population and employment along the South Boulder Road corridor vary in the communities it traverses, naturally intertwined with the existing land use patterns. These include denser and mixed land uses throughout the City of Boulder, a more rural and open environment in unincorporated Boulder County, and a typically more suburban environment throughout the City of Louisville and the City of Lafayette.

Household and Employment Forecasts

DRCOG's UrbanSim model helps predict the pattern of growth and development by simulating changes in households, jobs, real estate markets, and the regional transportation system over time. Population and employment forecasts are key outputs of this model, which are mapped for the South Boulder Road corridor and the surrounding area. The forecasted changes in households between 2023 and 2050 are shown in Figure 3, with each light blue dot representing an existing household and each dark blue dot representing a forecasted new household by 2050. The number of households in the study area is forecasted to increase by 18% by 2050, while the regional growth is expected to be 32%. The majority of this household growth is likely to be on the eastern side of the corridor in Louisville and Lafayette. The forecasted changes in employment between the same years are shown in Figure 4, with each light brown dot representing a 2023 employee and each dark brown dot representing additional employees forecasted by 2050. Unlike the smaller household growth that is expected in the study area, the model forecasts a 51% growth in employment in the study area while the larger region will grow 33% in the same timeframe. This is likely influenced by the land uses that surround the corridor with more commercial areas that can support employment, but won't necessarily be the locations where residences are located. Like with the household forecast, the larger growth is expected on the eastern end of the study area and includes business or commercial development along the corridor. Furthermore, as the maps show, the household growth is expected to be right outside of the study area, while the employment growth is within the study area.

Figure 3: *2050 Household Forecast*

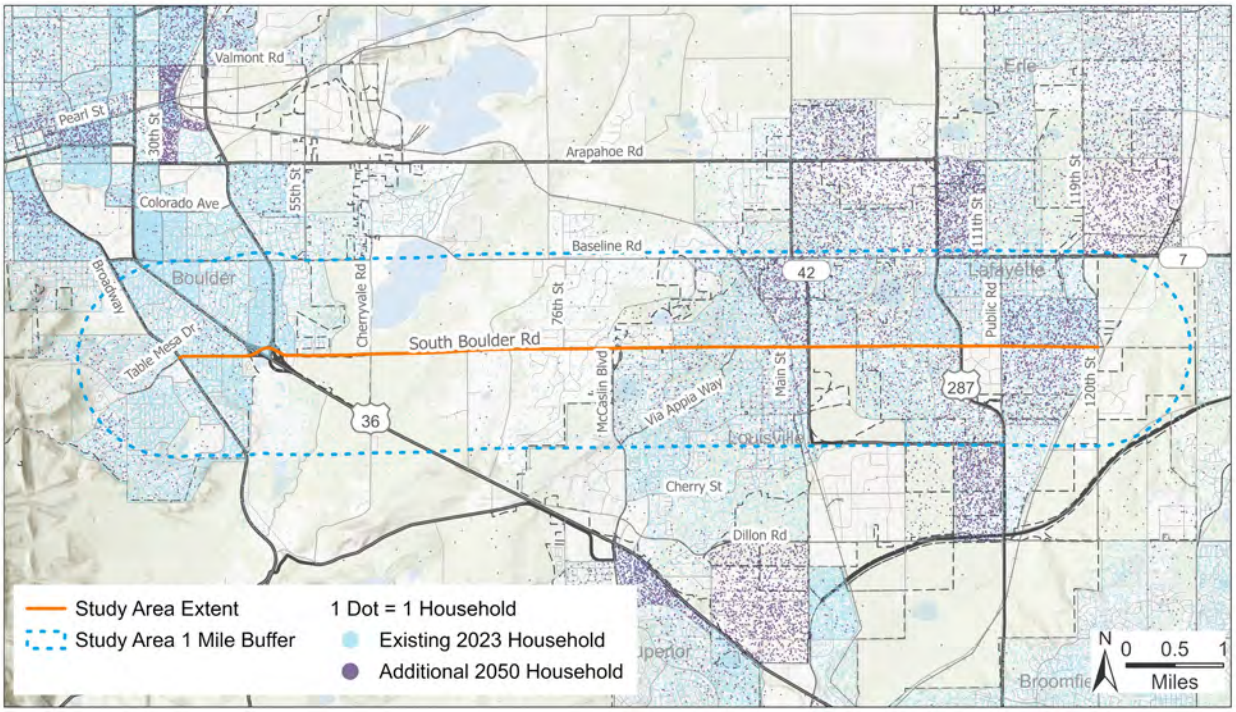
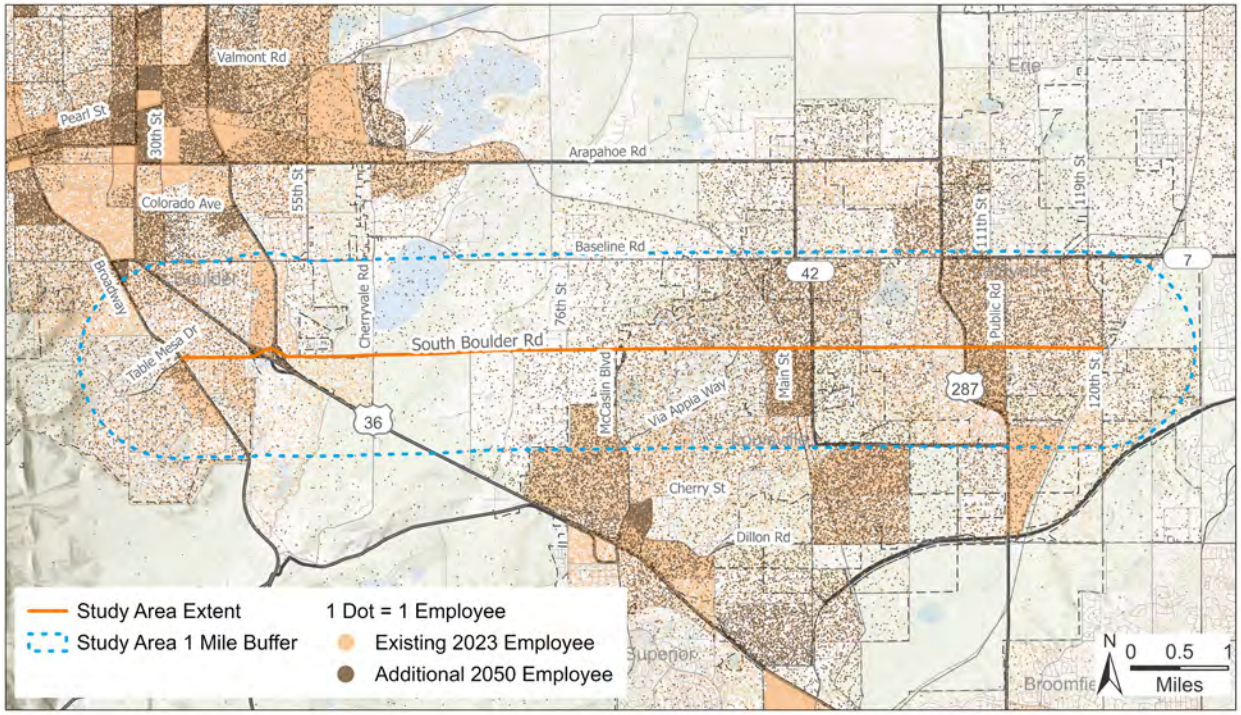


Figure 4: *2050 Employment Forecast*

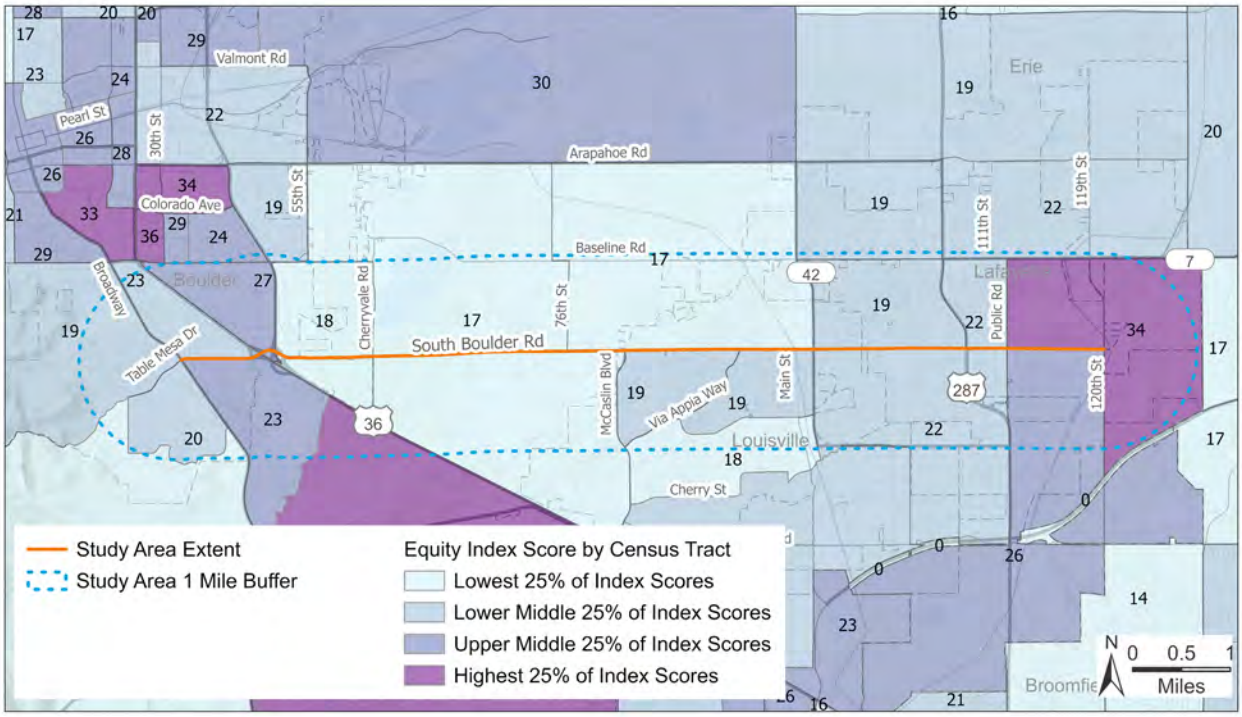


Equity Considerations

Equity plays a significant role in determining how the transportation network serves all residents of the corridor. DRCOG developed the Equity Index, which is a dataset to better understand the geography of marginalized communities in the Denver region. The dataset is based on ten demographic indicators from American Community Survey 5-year estimates, chosen to represent populations who have been historically marginalized from planning processes or who experience barriers to mobility. These ten indicators are grouped into three domains: economic status, mobility barriers, and race and national origin. The final equity index and the three domains that make up the index are scored, where higher scores represent census tracts that are likely to be more historically disadvantaged. The median index scores represent the communities that are in the middle (on a regional level) in terms of social, economic, and transportation advantages or disadvantages. The full methodology and list of demographic indicators that contribute to the equity index can be found in the DRCOG Regional Data Catalog.

For the South Boulder Road Corridor study, the project team mapped the collection of demographic indicators by domain and the overall equity index scores. These scores are portrayed in comparison to the entire DRCOG region. A higher index score indicates the area is potentially more historically disadvantaged, while a lower index score indicates relatively less disadvantage when compared to the region. The scores for economic status, mobility barriers, and race and national origin are combined to calculate an overall equity index score. The equity index scores are displayed in Figure 5. The median equity index score in the entire DRCOG region is 23, and the sixteen census tracts within one mile of the corridor have a combined median score of 19. This means that as a corridor, there are fewer areas with high equity need than the regional median. From census tract to census tract on the corridor, however, there is variation; the census tracts on the ends of the corridor (specifically in Lafayette) have populations that have been more historically disadvantaged than others.

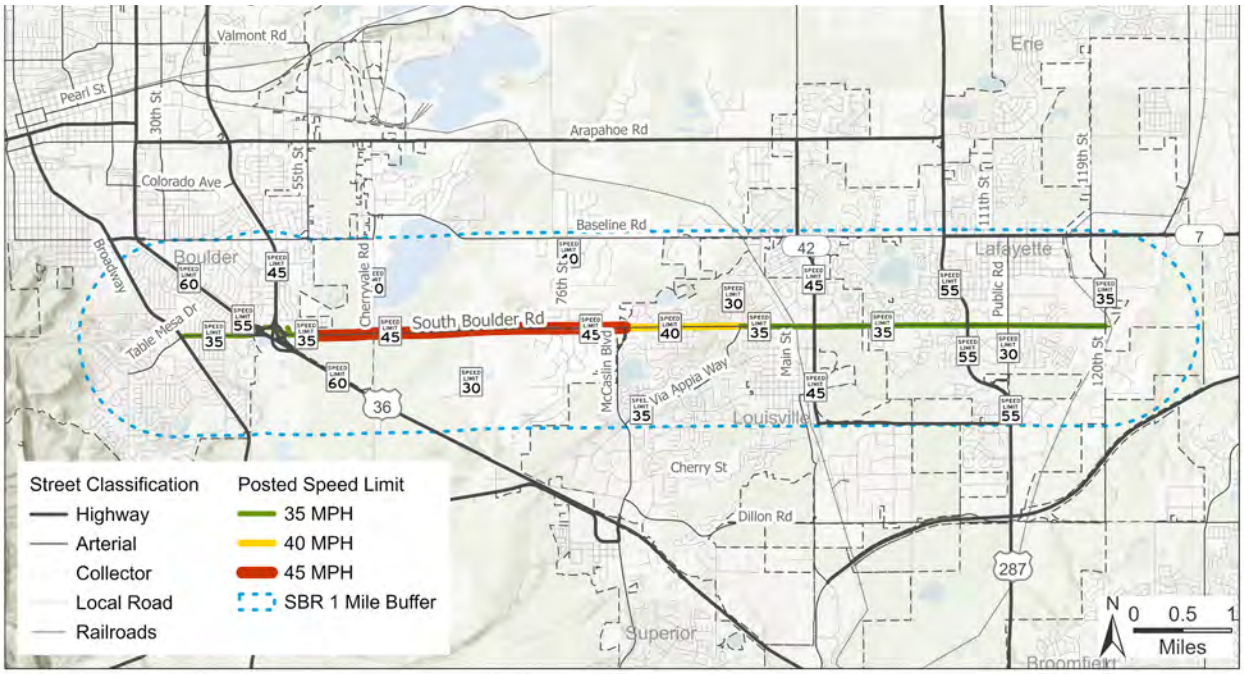
Figure 5: *Equity Index*



Roadway Network & Traffic Operations

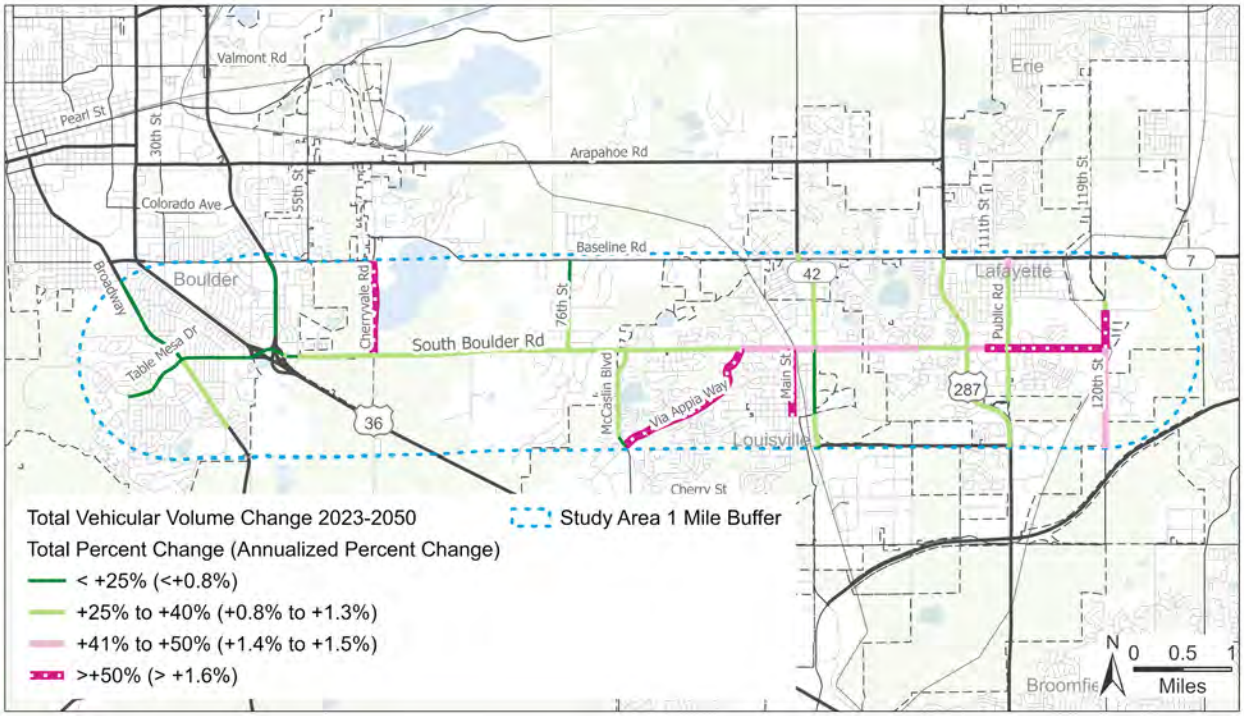
South Boulder Road is an arterial road with two travel lanes per direction across the entire corridor. The corridor's posted speed limits range from 35 miles per hour to 45 miles per hour (Figure 6). Multiple highways intersect the corridor, including CO 93, US 36, US 287, CO 7, and CO 42. In addition to the highways, numerous collector roads and local roads intersect the corridor in the City of Boulder, City of Louisville, and City of Lafayette. Very few roads intersect the corridor along the stretch of South Boulder Road in unincorporated Boulder County between Cherryvale Road and McCaslin Boulevard.

Figure 6: *Existing Roadway Speeds and Road Classification*



The DRCOG Focus model was used to estimate existing and future traffic volumes on South Boulder Road and intersecting roadways in the study area. It is important to note that the Focus model is a *regional* model that uses a variety of data inputs, and it is currently calibrated for the year 2023. As a result, changes in travel behavior specific to the South Boulder Road corridor may not be fully accurate and need other contextual factors to forecast changes along the corridor such as the effects of the CU Boulder South Campus on traffic volumes. The percentage of forecasted traffic increase between 2023 and 2050 fiscally constrained Regional Transportation Plan network is shown in Figure 7.

Figure 7: *Forecasted Traffic Volume Increases 2023-2050*

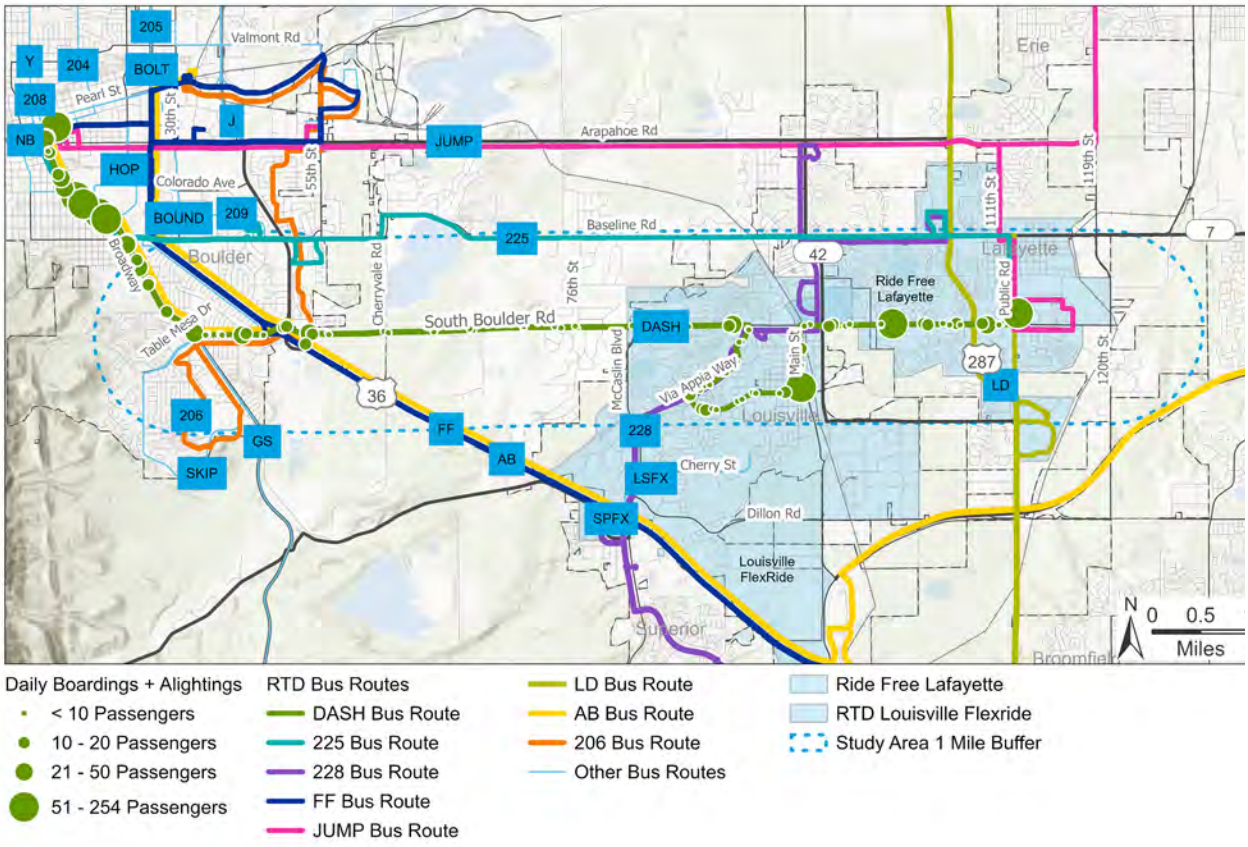


Transit Service & Infrastructure

The South Boulder Road Study area (within a one-mile buffer of South Boulder Road) is served by 12 fixed routes operated by the Regional Transportation District (RTD). The study area also includes two on-demand transit providers: the Louisville FlexRide zone (operated by RTD) and the Ride Free Lafayette (operated by Boulder County). The 12 fixed routes provide connections either by directly traveling on South Boulder Road or by connecting to the DASH route, which serves the entire corridor. According to RTD's System Optimization Plan (SOP), the DASH is considered a "core" route, which serves the region's largest employment centers, highest-density housing, and major trip generators. The SOP, which makes recommendations to be in place by 2028, proposes a route modification to provide additional service to residential areas in Lafayette and to increase weekday service to be consistently 15 minutes during peaks and midday.

Along the South Boulder Road corridor, transit ridership varies, with average daily passenger counts ranging from 2 to 90 at individual bus stops , as seen in Figure 8. The RTD DASH route averages about 1,100 total weekday daily boardings, and the bus stops that the DASH serves with the highest combined passenger boardings and alightings include the Lafayette Park-n-Ride, South Boulder Road & Ceres Drive/ Edessa Drive, Main Street & Spruce Street, and South Boulder Road & Manhattan Drive stops. At each of these four stops, total boardings and alightings range from 42 to 90 per stop. Transit service and usage are reflective of post COVID transit service adjustments. The service changes have decreased the overall level of service and have resulted in reduced transit ridership.

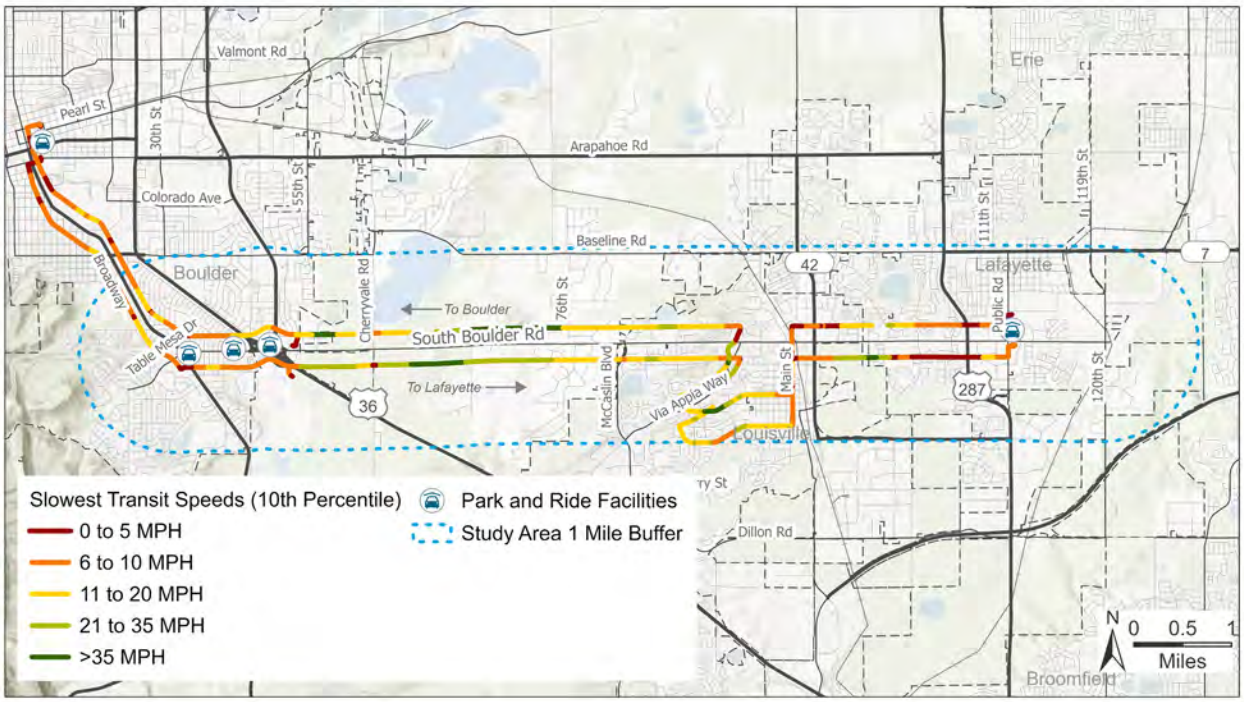
Figure 8: *Area Transit Routes and DASH Transit Ridership*



As the project team analyzed transit operations, including on-time performance by year, season, day, time, time of day, and corridor location, it was clear that there are specific locations and times of day when DASH riders experience delays. Figure 9, which displays the slowest speeds of the DASH during the PM peak, indicates that the locations with the slowest transit speeds along South Boulder Road are generally consistent, regardless of direction. This is also true throughout the day, where the hotspots of low speeds are generally consistent in the AM peak as they are in the PM peak. These locations also generally match the locations with higher traffic counts.

However, one segment shows notable delay: the stretch of South Boulder Road between Edessa Drive and Coal Creek Drive, passing through the intersection with US 287 in the eastbound direction. This stretch is a considerably longer segment where bus speeds remain predominantly below five miles per hour during the evening peak in the eastbound direction towards Lafayette. At other times of the day, only the immediate vicinity of the US 287 intersection experiences such low speeds. In fact, the buses traveling westbound in the afternoon also do not experience the same level of delay. Given that this intersection registers one of the highest traffic counts along the corridor and witnesses a significant portion of slow transit speeds, it merits consideration as a transit priority intersection to ensure the efficient movement of riders through this bustling junction. Coordination with CDOT Region 4 on the operations and coordination with this signal are important considerations to improve transit time.

Figure 9: *DASH Slowest Speeds (Weekdays, PM Peak, May 2023)*

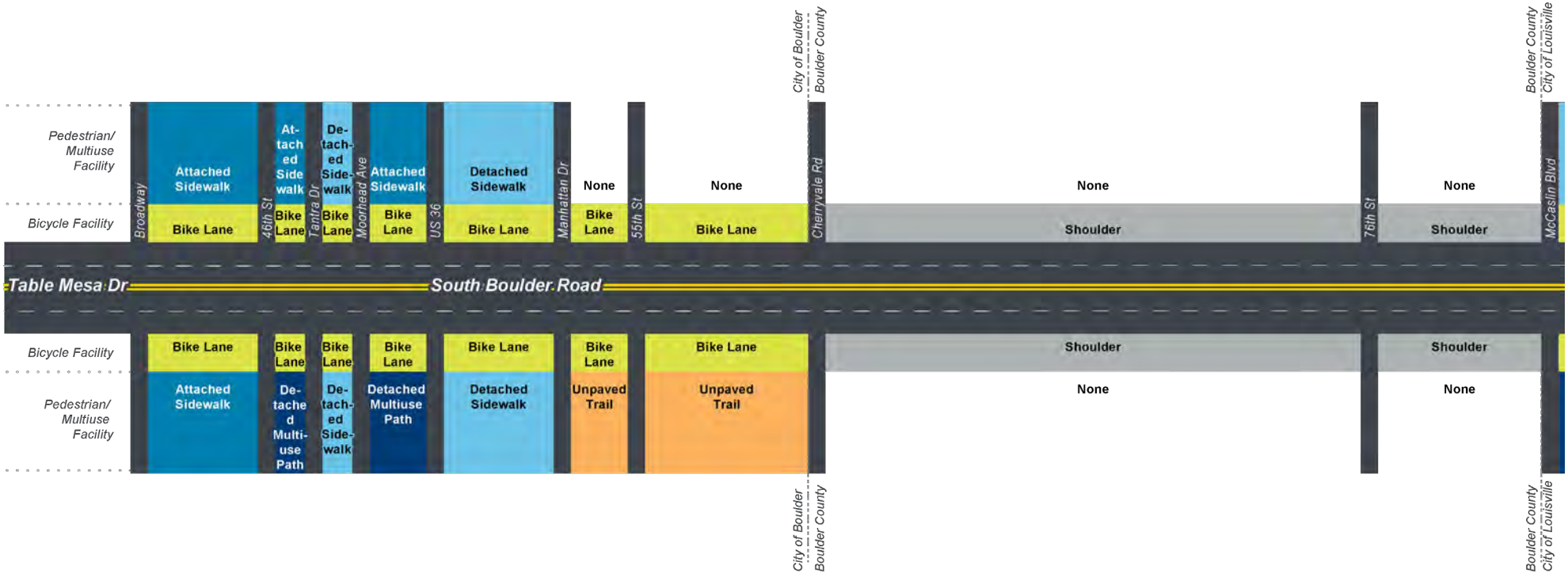


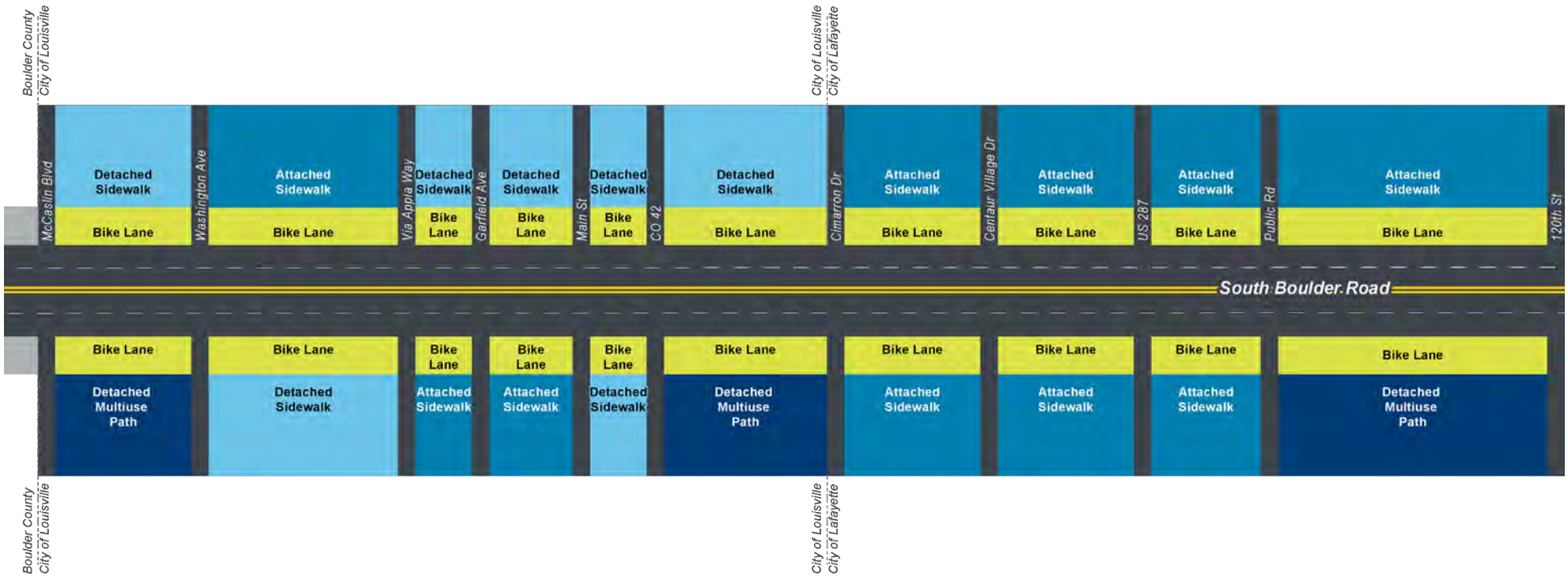
Multimodal Infrastructure

There is a variety of existing multimodal infrastructure along South Boulder Road for people to travel east and west. There are also different bicycle and pedestrian facilities that connect to and from South Boulder Road, including many trails and shared-use paths for people to travel north and south, mostly within city limits. More detailed maps of these facilities can be found in the appendix, but a summary schematic of how these facilities change throughout the corridor is depicted in Figure 10. The schematic shows that a bike lane is present in all parts of the corridor besides the unincorporated Boulder County segment. Based on the four bicycle count locations along the corridor, between 110 and 171 bicycles have been recorded to travel on the corridor within a single "typical" weekday. Based on Strava Metro data, a data platform that collects and aggregates data on human-powered transport (biking, walking, and running), the estimated number of trips along the corridor in 2022 was approximately 4,053 trips in both directions combined. Bicycle activity along the corridor peaks during the summer months of June, July, and August. There is also generally higher bicycle activity on the weekends, but this may represent more leisure trips than commuting trips.

The extent and quality of the pedestrian facilities vary more than that of the bicycle facilities. There are generally more advanced pedestrian facilities on the south side of the corridor (with some sections having a detached multiuse path), while there are certain parts of the north side that do not have any pedestrian facilities.

Figure 10: *Existing South Boulder Road Bicycle and Pedestrian Facilities*

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Bike Lane
Washington Ave
Attached Sidewalk
Bike Lane
Via Appia Way
Detached Sidewalk
Bike Lane
Garfield Ave
Detached Sidewalk
Bike Lane
Main St
Detached Sidewalk
Bike Lane
CO 42
Detached Sidewalk
Bike Lane
Cimarron Dr
Attached Sidewalk
Bike Lane
Centaur Village Dr
Attached Sidewalk
Bike Lane
US 287
Attached Sidewalk
Bike Lane
Public Rd
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South Boulder Road
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The extent and quality of the pedestrian facilities vary more than that of the bicycle facilities. There are generally more advanced pedestrian facilities on the south side of the corridor (with some sections having a detached multiuse path), while there are certain parts of the north side that do not have any pedestrian facilities.

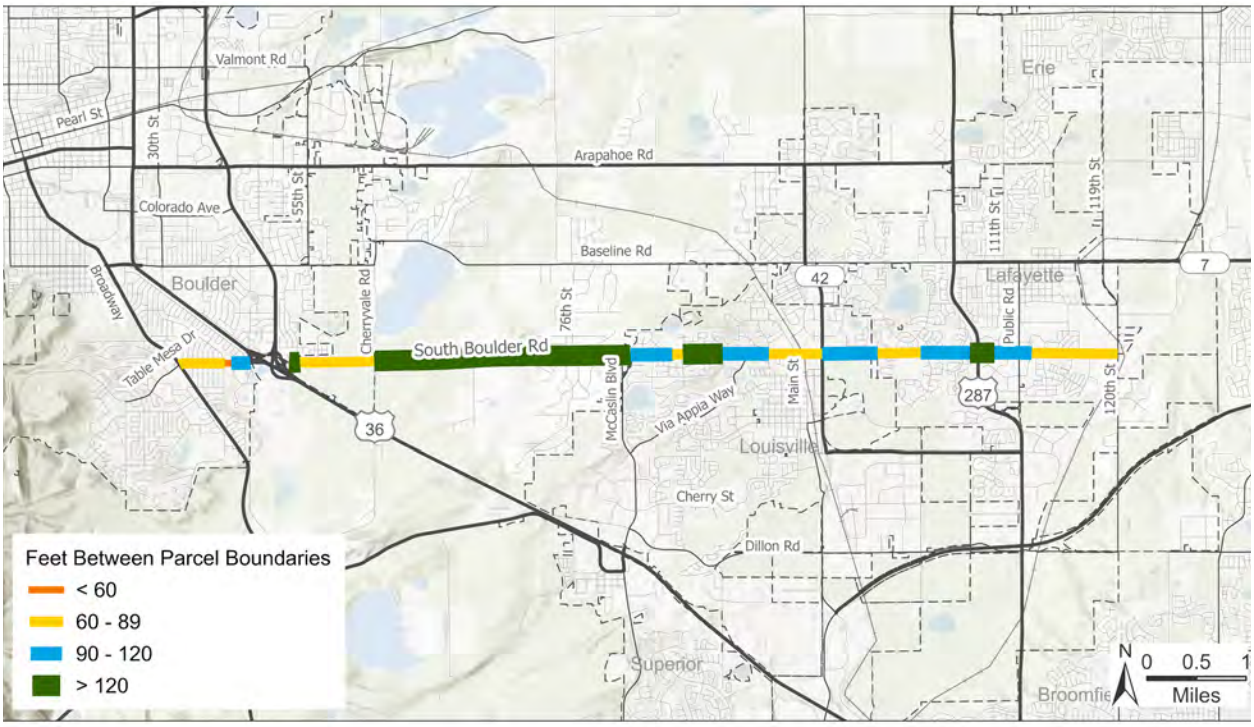
Right-of-Way Width

Understanding the width of the public right-of-way for different segments of the corridor is crucial for making informed decisions about the space available for corridor improvements. There are segments along the corridor that can feasibly accommodate some modes but may not accommodate exclusive or separated space for separated bicycle and pedestrian facilities and bus only lanes, and this assessment, paired with tools like the DRCOG *Regional Complete Streets Toolkit*, helps inform where to strike the balance between different modes along the corridor. A preliminary assessment of right-of-way boundaries was conducted at the planning level by measuring the distance between assessor parcel boundaries on the north and south sides of South Boulder Road. While a more precise survey should be carried out during future design phases to define available space accurately, this initial planning level assessment can guide jurisdictions in assessing what multimodal improvements may potentially be feasible within the given space. In Figure 11, the estimated right-of-way is categorized by width. The widest sections of right-of-way are between Cherryvale Road and McCaslin Boulevard, while the most limited available right-of-way is within the City of Boulder and the City of Lafayette.

These available right-of-way estimates have been categorized into distinct classes using thresholds to inform decisions regarding the feasibility of implementing various transportation improvements within the existing corridor constraints. The grouped classifications and assessment of these types of improvements are as follows:

- Greater than 120 feet: This category, characterized by a broader right-of-way, offers the space required to combine a range of improvements, thereby providing the flexibility needed to accommodate all modes of transportation comfortably and safely with adequate space for separated and protected multimodal facilities.
- 90-119 feet: Within this range, the available right-of-way can effectively include travel lanes, turn lanes, on-street bike facilities, and/or transit lanes. This space allocation facilitates travel lanes and the enhancement of multimodal facilities.
- 60-89 feet: In this narrower right-of-way, potential multimodal combinations might include travel lanes, turn lanes, multiuse paths, or bike lanes. These combinations balance the needs of various road users within a limited space.
- Less than 60 feet: It may be challenging to accommodate multiple multimodal improvements simultaneously in narrower right-of-way. In such instances, careful prioritization within right-of-way is required based on local priorities and the potential for acquiring additional right-of-way to fit additional facilities.

Figure 11: *Right of Way Estimates on South Boulder Road*



Chapter 04

Outreach Summary

The project consisted of two outreach phases. Phase 1 and Phase 2 each utilized three outreach touchpoints:

- Online survey
- In-person pop-up events in the City of Boulder, Louisville, and Lafayette
- Virtual public meeting

During Phase 1, outreach sought to inform the public about the project and to gather information from participants about the South Boulder Road corridor for use in developing alternatives.

The top five priorities for South Boulder Road, as prioritized by survey respondents from pre-written statements, were:

- “Safety improvements, such as reducing severe crashes”
- “Enhancing bike facilities on or parallel to South Boulder Road”
- “Enhancing sidewalks and pedestrian facilities”
- “Reducing current and future traffic congestion”
- “Enhancing multi-modal crossings across South Boulder Road”

Note: *Full results of all community engagement can be found in Appendix D.*

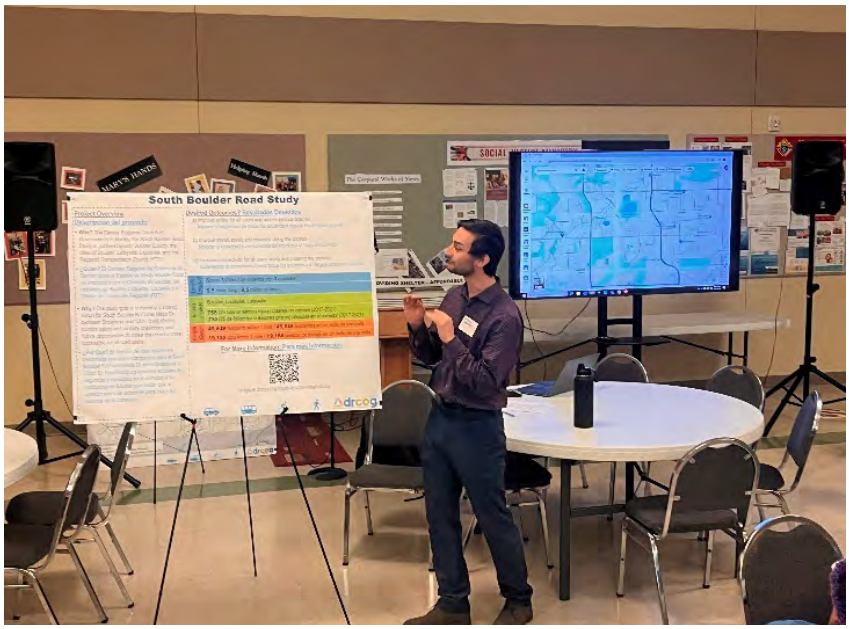
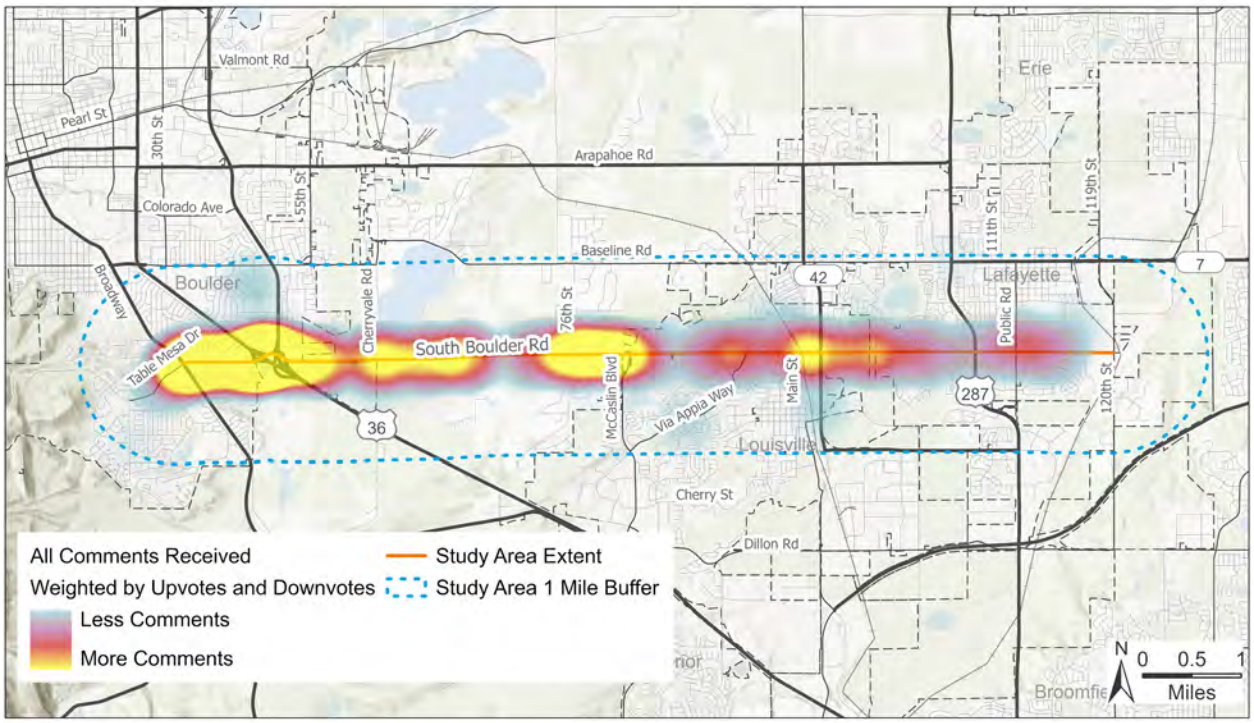


Photo from Lafayette focus group

Figure 12: *Outreach Phase 1 Comment Locations*



Comments gathered during the online survey are shown in **Figure 12** at the locations of the comment area.

During Phase 2, outreach presented and collected public feedback on corridor-wide recommendations and segment-specific recommendations for the City of Boulder, Boulder County, the City of Louisville, and the City of Lafayette.

The top themes for corridor-wide recommendations, as identified by all three outreach touchpoints, were:

- Safety concerns, with a focus on enhanced pedestrian crossings, separated bike lanes (from both cars and pedestrians), improved visibility, and reduced vehicle speeds
- Infrastructure improvements, including bus facilities, sidewalks, lighting, and underpasses/overpasses
- Balancing modes of transportation, ensuring that congestion does not increase
- Equitable access to a variety of transportation options, specifically for wheelchair users, elderly populations, and students

Top Photo: *Pop-up at East Boulder Community Center;* **Bottom Photo:** *Pop-up at Louisville Rec Center*

For Segment 1: City of Boulder, the top priorities as identified by all three outreach touchpoints were:

- Bicycle and Pedestrian: Separated bikeways and underpasses would be valuable and utilized
- Transit: Add/improve sidewalk connections to all bus facilities; Improve safety at Table Mesa Park-n-Ride
- Roadway and Intersection Safety: Enhance safety at the intersection of US 36 and Table Mesa; Future planning for an increase in congestion due to CU Boulder South expansion

For Segment 2: Boulder County, the top priorities as identified by all three outreach touchpoints were:

- Bicycle and Pedestrian: Separated bikeways would be valuable and utilized
- Transit: Add bike locker facilities and add/improve sidewalk connections to all bus facilities
- Roadway and Intersection Safety: Several intersections, including 76th, 63rd, 65th, and Eds Way, have potential for safety improvements

For Segment 3: City of Louisville, the top priorities as identified by all three outreach touchpoints were:

- Bicycle and Pedestrian: Separated bikeways and underpasses would be valuable and utilized
- Transit: More bus services are needed to and from Louisville, especially into Downtown
- Roadway and Intersection Safety: Several intersections, including Highway 42/95th , Via Appia, and Main Street, have potential for safety improvements

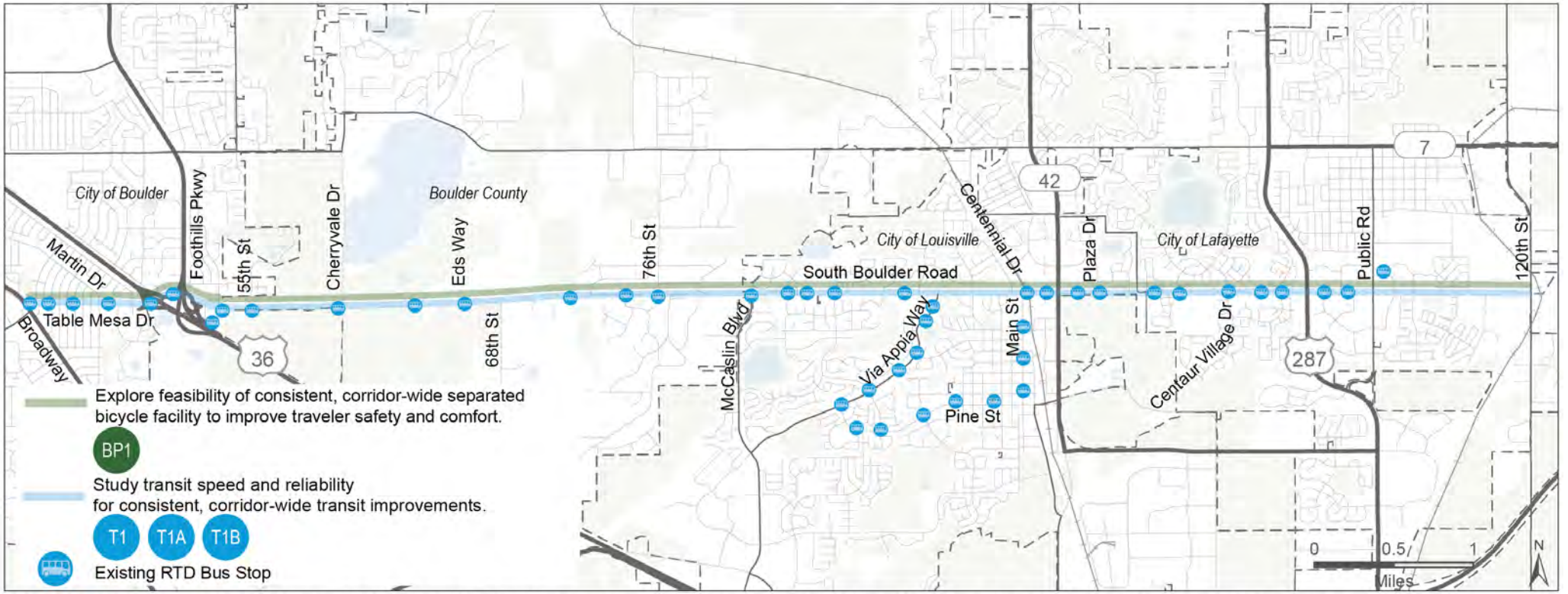
For Segment 4: City of Lafayette, the top priorities as identified by all three outreach touchpoints were:

- Bicycle and Pedestrian: Separated bikeways would be valuable and utilized; Underpass needed at Highway 287
- Transit: Lafayette Park-n-Ride capacity will need to increase and may need to be relocated closer to prospective regional bus routes
- Roadway and Intersection Safety: Intersection at Highway 287 has potential for safety improvements; Traffic congestion occurs at Centaurus High School and Angevine Middle School

Chapter 05

Recommendations

The recommendations for South Boulder Road align with the corridor's transportation vision. These recommendations were informed by technical analysis, previous planning documents, input from the public regarding mobility challenges, and coordination with relevant agencies. While most recommendations provide a general location, further study will help to determine specific placement and details of proposed improvements. Additionally, a detailed implementation timeline has not yet been established, but it will vary from short-term to long-term based on the effort and cost associated with each recommendation.



Note: Further study will determine the side of roadway for the separated bike facility. A timeline for implementation has not been established yet but will range from short term to long-term depending on recommendation.

Figure 13: *Stations along South Boulder Road*

Corridor-Wide Recommendations

The two key corridor-wide recommendations envisioned for the entire length of South Boulder Road include a connected and improved bikeway and transit improvements, including improving speed, reliability, frequency, and the quality of the stations (Figure 13). In addition, this study recommends efforts to minimize the impacts of future construction on access to surrounding neighborhoods and the safety of all roadway users.

Connected and Improved Bikeway

The need for improved bicycle infrastructure arises from the existing inconsistencies in accommodating cyclists throughout the corridor. Cyclists face challenges when navigating South Boulder Road due to varying conditions and a lack of consistent low-stress facilities. Public engagement highlighted the community's desire for enhanced bicycle access, safety, and comfort. Additional study is needed for detailed recommendations that determine the best bikeway solution for the location context. The recommended connected and improved bikeway could consist of a combination of the following:

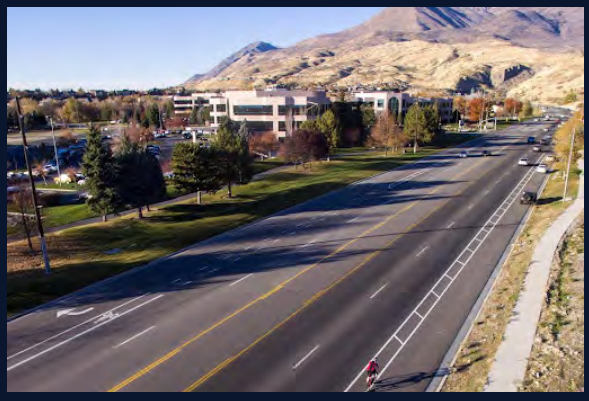
- buffered bike lanes,
- protected bike lanes, and
- multiuse paths.

The goal of these bikeways is to improve safety, connectivity, and quality of life along the corridor. A consistent maintenance plan in which any potholes, snow, ice, debris, and overgrown grass that impede bicyclists needs to be addressed as well. While specific enhancements are discussed in subsequent sections, the overarching objective is to establish a reliable, safe, and continuous bikeway network along the corridor.

Enhance Transit Speed, Reliability, and Frequency Along South Boulder Road Corridor for Current and Future Transit Passengers

A strong desire for improved transit has been discussed long before this visioning study, starting with the Northwest Area Mobility Study in 2014, which recommended studying the feasibility of arterial Bus Rapid Transit, also known as BRT, on South Boulder Road. Improving transit on this corridor is a key strategy to address several shared regional goals that are outlined in DRCOG's 2050 Metro Vision Regional Transportation Plan, Boulder County's Transportation Master Plan, and the various local plans, including improving multimodal transportation, ensuring equitable access to the transportation system, reducing the environmental and air quality impact of transportation, and expanding the regional transit network.

Buffered Bike Lane



Source: bikeprovo.org

Protected Bike Lane

Source: Long Beach

Rural Multiuse Path

Source: TRPA

The need for improved transit speed, reliability and frequency improvements is also highlighted by present-day challenges related to bus schedules and slower transit speeds on the South Boulder Road corridor. Several locations between Broadway and 120th Street have buses consistently arriving later than scheduled and/or experiencing slow transit speeds. In addition to service improvements, infrastructure at bus stops, including passenger amenities, can be improved to increase passenger comfort.

Transit improvements, including the potential of future BRT or BRT elements, will need to be further studied within the context of each community but should aim to reduce bus delay, improve transit travel time and reliability, and enhance the passenger waiting experience. Several locations along the corridor have been identified where specific transit improvements may be made, and at the corridor-wide level, the goal is to improve the overall speed and reliability of buses traveling through the corridor while providing an improved passenger experience on all parts of the journey.

The potential transit improvements for this corridor can be split into operational (service) improvements and capital (physical) improvements, defined below. These improvements may be address through stand along short or medium term projects, or may be part of larger corridor-wide transit or bus rapid transit project.

POTENTIAL CAPITAL AND OPERATIONAL TRANSIT IMPROVEMENT

CAPITAL (PHYSICAL) IMPROVEMENTS TO TRANSIT

- Bus-only lanes or Business Access and Transit (BAT) lanes in congested segments of the corridor.
- Queue jumps at key intersections experiencing delay.
- Transit Signal Priority (TSP) technology at traffic signals on the corridor.
- Bus stop location consolidation (based on evaluating demand and convenience).
- Bus stop improvements (including shelters, bike racks, trash cans, benches, signage and wayfinding, ADA upgrades, etc.)
- Maintenance plan, including routine maintenance operations of bus stops for cleanliness, snow and ice removal, and amenity inventorying.

OPERATIONAL IMPROVEMENTS TO TRANSIT

- Routing changes, including a more direct connection between Lafayette and Boulder (either through an express DASH, which bypasses downtown Louisville, or a connection to the transit services along CO 7). This could also include evaluating a local Louisville transit option to serve the Downtown area.
- Scheduling changes, including increased frequency and improved alignment with various activities like school and university class times, commuter times, special events, etc.
- Opportunities for local transit transfer areas, whether this be with timed transfers, increased frequency, or increased service at specific stops.

Business Access Transit Lane

Source: Ryan Packer the Urbanist 2022

Bus Stop Amenities

Source: pinerest.org; Grand Rapids, MI

Bus/Right Turn Lane

Source: Fehr & Peers

BRT FAQ

What is Bus Rapid Transit?

Bus rapid transit (BRT) refers to high-capacity, dedicated-bus-based service designed to increase transit performance and incorporate elements of rail-based transit. Bus-rapid transit projects typically require at least 50% of the route to operate in dedicated lanes or right of way and a minimum of 10-15 minute frequency, in addition to other service and infrastructure investments.

Will there be Bus Rapid Transit on South Boulder Road?

The Northwest Area Mobility Study (2014) recommends further study of bus-rapid transit on South Boulder Road. The current 2050 Metro Vision Regional Transportation Plan does not identify South Boulder Road as part of the BRT network, but does identify the corridor for significant transit investment in 2040-2050. This study looked at some of the current challenges and opportunities for transit along South Boulder Road, but did not explore the feasibility, costs or benefits of BRT elements or full BRT investment. Boulder County will be leading a BRT Feasibility Study following the completion of this visioning study to further explore potential transit enhancements, including BRT or BRT elements.

Minimal Impacts to Multimodal Access During Construction

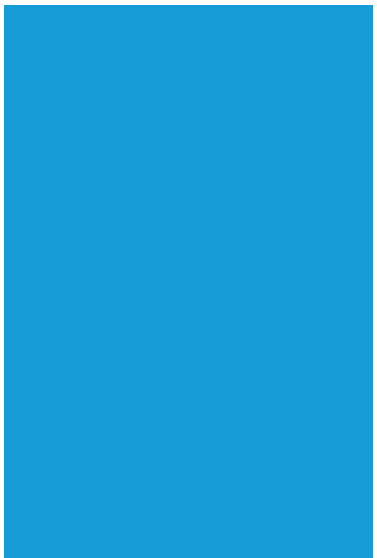
Many transportation improvement projects inevitably impact existing operations during the implementation and construction phases. However, these impacts can be minimized or well-mitigated. A large concern expressed during various public outreach efforts of this project was the prolonged, inconvenient disruption caused by the South Boulder Road Multimodal Improvement Project in Lafayette to roadway, bus stop, and crossing access from Saratoga Drive to 120th Street in Lafayette. As a result of the construction, which had longer-than-intended disruptions to travel, many users of the South Boulder Road corridor were significantly impacted. This recommendation strongly encourages that any future transportation improvement projects strategically provide safe and convenient access to all modes of transportation throughout the impacted area during construction.

Segment-Specific Recommendations

This study organized the South Boulder Road corridor into four segments aligned with the four jurisdictions that the corridor traverses. Each geographic segment includes bicycle and pedestrian recommendations, transit recommendations, and roadway and intersection safety recommendations. All recommendations are designed to progress each jurisdiction toward accomplishing the corridor vision. Because recommendations are mode-specific, there is some overlap between the different recommendations and how many elements of the corridor vision they each may accomplish. In other words, roadway and intersection safety recommendations will likely also improve bicycle and pedestrian safety, as bicycle and pedestrian recommendations will likely also improve transit access.

Bicycle and Pedestrian recommendations focus on crossing improvements at specific locations, improved connections to, from, and through the corridor, and increased visibility of bicyclists and pedestrians. These will likely have added benefits to other transportation modes.

Transit recommendations focus on bus stop improvements at specific locations, station area planning at specific locations, and targeted evaluations of transit priority improvements such as potential dedicated transit lanes, transit signal priority, and other speed and reliability improvements that would support potential future BRT. These will likely have added benefits to other transportation modes.



Roadway and Intersection Safety recommendations focus on implementing improvements that mitigate the impacts of frequent, high-injury crash occurrences at specific locations, conducting targeted speed studies, and evaluating left- and right-turn vehicular operations at several locations. These will likely have added benefits to other transportation modes.

Segment 1: City of Boulder. Broadway/Table Mesa Drive to Cherryvale Drive/South Boulder Road

Note- Further study would determine the side of roadway for a potential seperated bike facility. Figure 14: *City of Boulder Segment Recommendations*

Bicycle/Pedestrian

Evaluate pedestrian and neighborhood bike route crossing improvements.
BP2 A,B,C,D BP3 A,B,C,D

Seek funding to implement Thunderbird Dr/Table Mesa Station and Bear Creek/Table Mesa Shopping Center underpasses.
BP4 BP5

Extend multiuse path connections to Table Mesa Dr and South Boulder Road.
BP6

Explore feasibility of separated bike facility and sidewalk improvements to minimize conflicts between all users, with a focus on the US36 interchange.
BP1A

Transit

Conduct Table Mesa Transit Station Area Study to improve transit operations, passenger comfort, access, connectivity.
T2

Evaluate and implement transit priority improvements to reduce bus delay, improve transit travel time and reliability, and enhance the passenger experience.
T1C

Study transit speed and reliability for consistent, corridor-wide transit improvements.
T1

Roadway and Intersection Safety

Update signs and markings at existing right-turn slip lanes to ensure drivers are more aware of pedestrian and bicycle movements.
RIS2

Evaluate left-turn operations, specifically related to congestion and reducing conflicts between vehicles, pedestrians, and bicyclists
RIS3 RIS4

Explore implementing signing and striping improvements to provide more advanced notice of westbound lane drop at Broadway
RIS5

Evaluate speed limit reduction and explore automated speed enforcement, with locations TBD.
RIS6

The City of Boulder segment of the corridor spans from the intersection of Broadway and Table Mesa Drive, along Table Mesa Drive, through the US 36 interchange, and onto South Boulder Road until Cherryvale Drive. Figure 14 displays the various recommendations throughout this segment of the corridor, and descriptions of each recommendation are also provided below. The map also includes references to the relevant project IDs below each recommendation type.

BICYCLE AND PEDESTRIAN RECOMMENDATIONS

Four key bicycle and pedestrian recommendations were identified in the City of Boulder:

1. Evaluate pedestrian and neighborhood bike route crossing improvements. These improvements are recommended at the existing, signalized mid-block crossings on Table Mesa Drive between 39th Street and 40th Street, between 42nd Street and 43rd Street, and between 45th Street and Martin Drive. Similar improvements are also recommended at the unsignalized intersection of South Boulder Road and 55th Street, which is outside of the City of Boulder city limits and would need to be coordinated with Boulder County. Combined, crossing improvements at these locations received 86 public comments or upvotes. Specific improvements could include clearer markings, evaluation of signal timing and shorter pedestrian wait times, physical pedestrian protection, reduced crossing distances, visibility enhancements, and leading pedestrian intervals. Comfortable and convenient crossings are recommended at the four crossings that all serve either bus stops, trails, or key destinations.

1. Seek funding to implement Thunderbird Drive/ Table Mesa Station and Bear Creek/ Table Mesa Shopping Center underpasses. As previously recommended through the 2019 City of Boulder Transportation Master Plan and through a combined total of 28 public comments or upvotes in this process, these two underpasses would connect key destinations and provide a safe, comfortable, and convenient way to cross busy areas of the corridor that often may not be comfortable for bicyclists and pedestrians. This recommendation seeks to fund and advance these two underpasses.

2. Extend multiuse path connections to Table Mesa Drive and South Boulder Road. The multiuse path connections referenced in this recommendation were both previously recommended through the 2019 City of Boulder Transportation Master Plan. Some public comments in this process indicated a desire for increased connections to the adjacent communities. One of the multiuse path connections is from Table Mesa Drive, through the Tantra Drive & Table Mesa Park-n-Ride, and to Moorhead Avenue. The other multiuse path connection is from South Boulder Road to Foothills Parkway along the northbound on-ramp.

3. Explore the feasibility of a separated bike facility and sidewalk **improvements to minimize conflicts** between all users, with a focus on the US 36 interchange. Consistent with the corridor-wide recommendation for a connected bikeway, previously recommended improvements through the 2019 City of Boulder Transportation Master Plan, and 173 public comments or upvotes in this process, this recommendation seeks to enhance both the bicycle and pedestrian experience along Table Mesa Drive and as it is specifically related to the US 36 interchange. Multiple conflict points between bicyclists and high-speed vehicles exist at the interchange, and this also creates an uncomfortable environment for pedestrians. A future study focused on improving access for all transportation modes is recommended to identify specific strategies for implementation.

TRANSIT RECOMMENDATIONS

Three key transit recommendations were identified in the City of Boulder:

1. Conduct Table Mesa Transit Station Area Study to improve transit operations, passenger comfort, access, and connectivity. Aligned with the 2019 City of Boulder Transportation Master Plan and public comments received throughout this process, the Table Mesa Transit Station serves as a hub for local and regional transit routes. Enhancing this mobility hub could include enhanced passenger amenities, improved transit operations, and roadway crossing

improvements that would benefit commuters with increased connectivity to new routes and destinations. Bus capacity requirements, pedestrian and bicycle connectivity, station and gate amenities, and bus signal priority improvements could be identified in partnership between the City of Boulder, Boulder County, RTD, and CDOT.

2. Evaluate and implement transit priority improvements to reduce bus delay, improve transit travel time and reliability, and enhance the passenger experience along Table Mesa Drive to improve current transit service and support potential BRT. Consistent with corridor-wide transit recommendations and in alignment with the 2019 City of Boulder Transportation Master Plan, an evaluation of a range of transit priority improvements along Table Mesa Drive is recommended to reduce bus delay, improve travel time and reliability, and enhance the passenger experience. This could include bus priority at intersections, local stop and station upgrades, reduction of bus and bike conflicts, and improvements to transit interfaces at Broadway and at US 36. Design of bus-only turn lanes from southbound Broadway to eastbound Table Mesa Drive are currently underway with construction planned for 2025.

ROADWAY AND INTERSECTION SAFETY RECOMMENDATIONS

Four key roadway and intersection recommendations were identified in the City of Boulder:

1. Update signs and markings at existing right-turn slip lanes to ensure drivers are more aware of pedestrian and bicycle movements. Per the 2023 City of Boulder Vision Zero Plan and 19 public comments and upvotes throughout this process, the right-turn slip lanes at the intersection of Broadway and Table Mesa Drive create potential conflict points between different users of the road and intersection. Clearer signs and markings that communicate to drivers that there are pedestrians and bicycles who may be present in the intersection can help reduce the conflicts at this location.

2. **Evaluate left-turn operations, specifically related to reducing conflicts** between vehicles, pedestrians, and bicyclists. Two locations were identified where left-turn operations can be evaluated to reduce conflicts between the different road users.

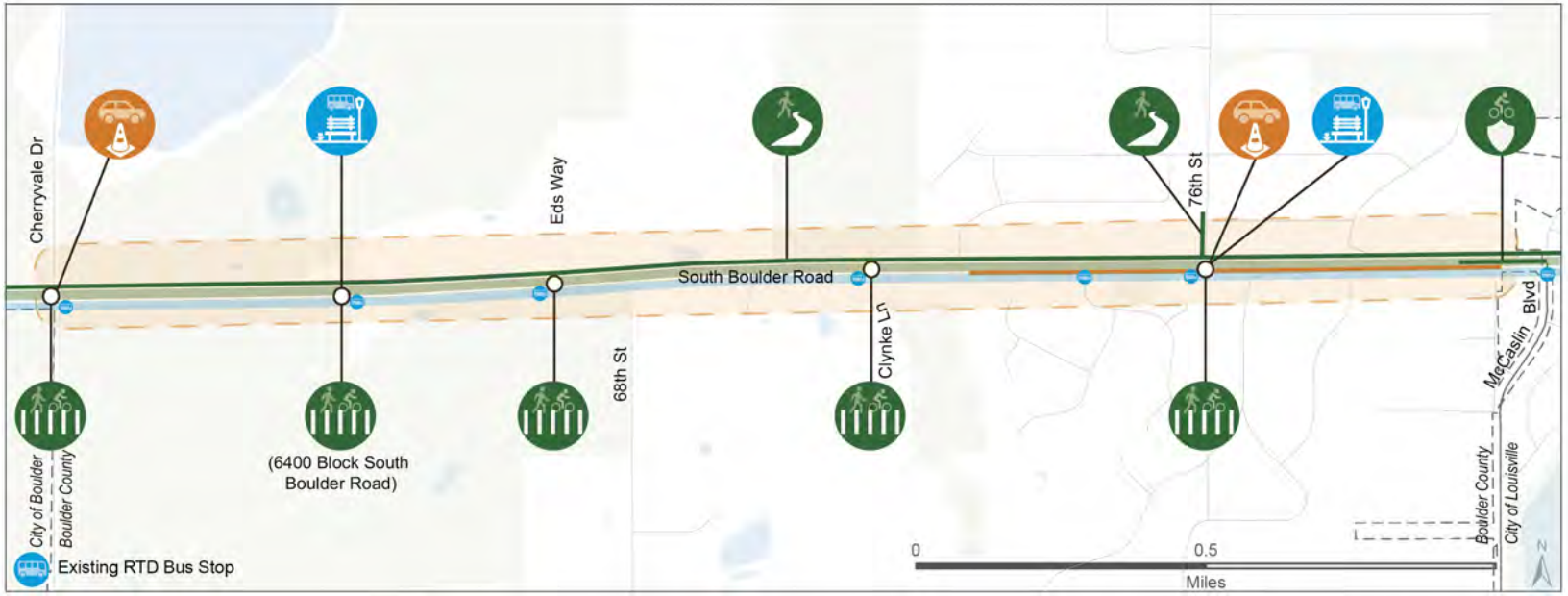
   a. Table Mesa Drive and Tantra Drive: 15 public comments and upvotes at this intersection indicate that the current westbound, protected-permissive left turn does not effectively reduce conflicts at this intersection. Although further study is needed, a protected left turn may be considered to reduce this conflict.

   b. Table Mesa Drive and US 36: the eastbound left turn onto US 36 is not currently signalized, and during peak hours, there are minimal breaks in oncoming traffic, making it difficult to safely turn onto US 36. There were 22 comments and upvotes during this process that expressed a desire for improvements to this left-turn, and improvements would align with the corridor vision to improve safety for pedestrians, bicyclists, and drivers.

3. Explore implementing signing and striping improvements to provide more advancednotice of westbound lane drop at Broadway. When traveling in the westbound direction towards the intersection of Broadway and Table Mesa Drive, starting at the intersection with 38th Street, the left lane is intended to only serve those turning left onto Broadway. Drivers who need to travel through the intersection to continue on Table Mesa Drive or those who are turning right onto Broadway must be in the right lane. This recommendation includes improvements to signing and striping to provide more advanced notice of this lane configuration to reduce conflict and improve travel times.

4. Evaluate speed limit reduction and explore automated speed enforcement, with locations TBD. Throughout this process, 47 public comments and upvotes expressed concern about the high vehicle speeds on South Boulder Road and Table Mesa Drive in the City of Boulder. A study of a potential speed limit reduction, paired with potential automated speed enforcement at to-be-determined locations, is recommended as per the recommendations of the city's Speed Limit Setting and Signing project.

Segment 2: Unincorporated Boulder County. Cherryvale Road to Mccaslin Boulevard.



Note- Further study would determine the side of roadway for a potential separated bike facility.

Figure 15: *Boulder County Segment Recommendations*

Bicycle/Pedestrian

Crossing improvements for safety, comfort, and access to bus stops and trails. These potentially include clearer markings, pedestrian wait times, pedestrian protection, reduced crossing distances, visibility enhancements, etc.

BP7 BP8 BP9 BP10 BP11

Improve pedestrian facilities, in particular where there are no sidewalks, a demand for access to bus stops and to other paths and trails.

BP12 BP13

Explore options to increase visibility of bicycles traveling eastbound toward McCaslin Blvd due to slope.

BP14

Explore feasibility of consistent, corridor-wide separated bicycle facility to improve traveler safety and comfort.

BP1

Transit

Improve bus stop amenities at 6400 Block stop and 76th St stop to make bus stops more visible, comfortable, and easier to access.

T3 T4

Study transit speed and reliability for consistent, corridor-wide transit improvements.

T1

Roadway and Intersection Safety

Study and implement intersection safety improvements to mitigate impacts of frequent, high-injury crash occurrences.

RIS7 RIS8

Conduct a speed study to inform speed reduction measures including speed cameras and other traffic calming techniques.

RIS9

Explore noise mitigation strategies, such as a sound barrier fence, between Crannell Dr and McCaslin Blvd.

RIS10

The unincorporated Boulder County segment of the corridor spans from Cherryvale Drive to McCaslin Boulevard, mostly characterized by the rural and open space land uses. Figure 15 displays the recommendations and descriptions of each recommendation. The map also includes references to the relevant project IDs below each recommendation type.

Potential improvements may

include upgrading the

Source: City of San Luis Obispo, CA

BICYCLE AND PEDESTRIAN RECOMMENDATIONS

Four key bicycle and pedestrian recommendations were identified in Boulder County:

1. Crossing improvements for bicycle and pedestrian safety, comfort, and access to bus stops and trails. These potentially include clearer markings, pedestrian wait times, pedestrian protection, reduced crossing distances, and visibility enhancements. Five locations were identified for crossing improvements, mostly related to increasing access to bus stops and trails.

    a. At the intersection with Cherryvale Drive, 35 public comments and upvotes specifically indicated a need for visibility and protection improvements for bicyclists and pedestrians at the trail on the southwestern side of the intersection and bus stops in each direction. These comments are separate from comments received at this intersection about transit or vehicle movement, although there were two bicycle-involved crashes that occurred at this location between 2017 and 2021. The visibility and protection improvements for bicyclists and pedestrians could include leading pedestrian intervals, flashing arrows, pedestrian refuge islands with reduced crossing distances, and green paint skip striping.

    b. At the intersection at the 6400 Block South Boulder Road, there are currently two bus stops on each side of the roadway that do not have a marked crosswalk or signalization. Seven public comments and upvotes raised concerns about access to this bus stop due to the difficult crossing. A future improvement could include a pedestrian hybrid beacon with a marked crosswalk.

    c. At the intersection with Eds Way, in addition to concerns about accessing the bus stops on both sides of the roadway, the 13 public comments and upvotes discussed the heavy pedestrian and bicycle traffic that crosses here to access the Mackintosh Academy.

d. At the intersection with Clyncke Lane, users of the bus stop have a difficult time crossing South Boulder Road. Pedestrian crossing improvements, such as pedestrian hybrid beacons or improved signage, could improve pedestrian comfort and safety.

e. At the intersection with 76th Street, 21 public comments and upvotes indicated heavy pedestrian and bicycle traffic as people tried to access RTD bus stops, the school bus stop, and the surrounding neighborhood. Furthermore, one of the crashes that occurred at this location involved a bicyclist who was killed , emphasizing the need for improvements. Potential crossing improvements to this already-signalized intersection could include leading pedestrian intervals, flashing arrows, pedestrian protection, and reduced crossing distances. This is also an intersection with additional transit, roadway, and intersection safety improvements that more directly address vehicular safety, which will provide an additional benefit of safety to bicycles and pedestrians.

2. Improve pedestrian facilities where there are no sidewalks, especially surrounding bus stops, paths, and trails. This recommendation includes improving sidewalks along South Boulder Road and along 76th Street. A pedestrian improvement could consist of sidewalks or potentially a multiuse path that would also serve as a bicycle facility. Along 76th Street, 27 public comments and upvotes indicated a need for sidewalks for at least part of the road to better facilitate access and comfort to both the RTD stops and the school bus stop on South Boulder Road.

3. Explore options to increase the visibility of bicycles traveling eastbound toward McCaslin Boulevard due to slope. Bicyclists who travel along South Boulder Road in the eastbound direction nearing the intersection with McCaslin Boulevard are traveling uphill, which increases the difference in speed between bicyclists and vehicles. Nine public comments and upvotes specifically expressed how uncomfortable and unsafe this feels due to the limited visibility of the bicyclists and their proximity to the travel lanes. Potential improvements could include a buffered or separated bicycle facility, signage, and lighting.

4. Explore the feasibility of a consistent, corridor-wide separate bicycle facility to improve traveler safety and comfort. Consistent with the corridor-wide recommendation, a separate bicycle facility that improves traveler safety and comfort is recommended. The current bicycle facility is a shoulder on a busy arterial, which functions more like a highway with a posted speed limit of 45 miles per hour and wide lanes. A protected bicycle facility could include a variety of treatments in this segment, such as a protected directional bike lane on both sides of the road or a bidirectional multiuse path serving both pedestrians and bicycles on one side of the road. The ultimate goal is to achieve a consistent and predictable movement of bicyclists and pedestrians along the larger South Boulder corridor. This recommendation is fully supported by the 2020 Boulder County Transportation Master Plan and the 187 public comments and upvotes gathered in this process related to improved bicycle infrastructure along South Boulder Road.

TRANSIT RECOMMENDATIONS

Two key transit recommendations were identified in Boulder County:

1.Improve bus stop amenities at 6400 Block stop, 76th Street stop, and Eds Way stop to make bus stops more visible, comfortable, and easier to access. In conjunction with the crossing improvements discussed in the bicycle

and pedestrian recommendations for these two locations, it is recommended that the 6400 Block South Boulder Road bus stop and the 76th Street bus stop receive amenity improvements such as increased lighting, visibility of the bus stop sign, and consideration of shelters or benches where they do not exist. These bus stop improvements were included in the 2020 Boulder County Transportation Master Plan and incorporated with support from nine comments during this outreach process.

2. Study transit speed, reliability, and frequency for consistent, corridor-wide transit improvements in support of potential future BRT. This recommendation includes incorporating BRT elements and transit improvements in Boulder County that contribute toward the improvements described in Corridor-Wide Recommendations.

ROADWAY AND INTERSECTION SAFETY RECOMMENDATIONS

Three key roadway and intersection recommendations were identified in Boulder County:

1.Study and implement intersection safety improvements to mitigate impacts of frequent, high-injury crash locations. As a result of the crash analysis, two intersections in Boulder County were identified as having high-injury crashes where there is a high potential for crash reductions.

a. South Boulder Road and Cherryvale Road: this intersection has a high frequency of high-injury crashes, and the top crash types that resulted in an injury or a fatality are rear-end, broadside (t-bone), approach turn, and bicycle-involved crashes. The intersection scored a LOSS IV score on both the LOSS Total and LOSS Severity evaluations, meaning that there is a high potential for crash reduction for both all crashes and injury/fatal crashes. Furthermore, 28 public comments and upvotes specifically indicate a desire for intersection safety

improvements related to vehicular movements at this location.

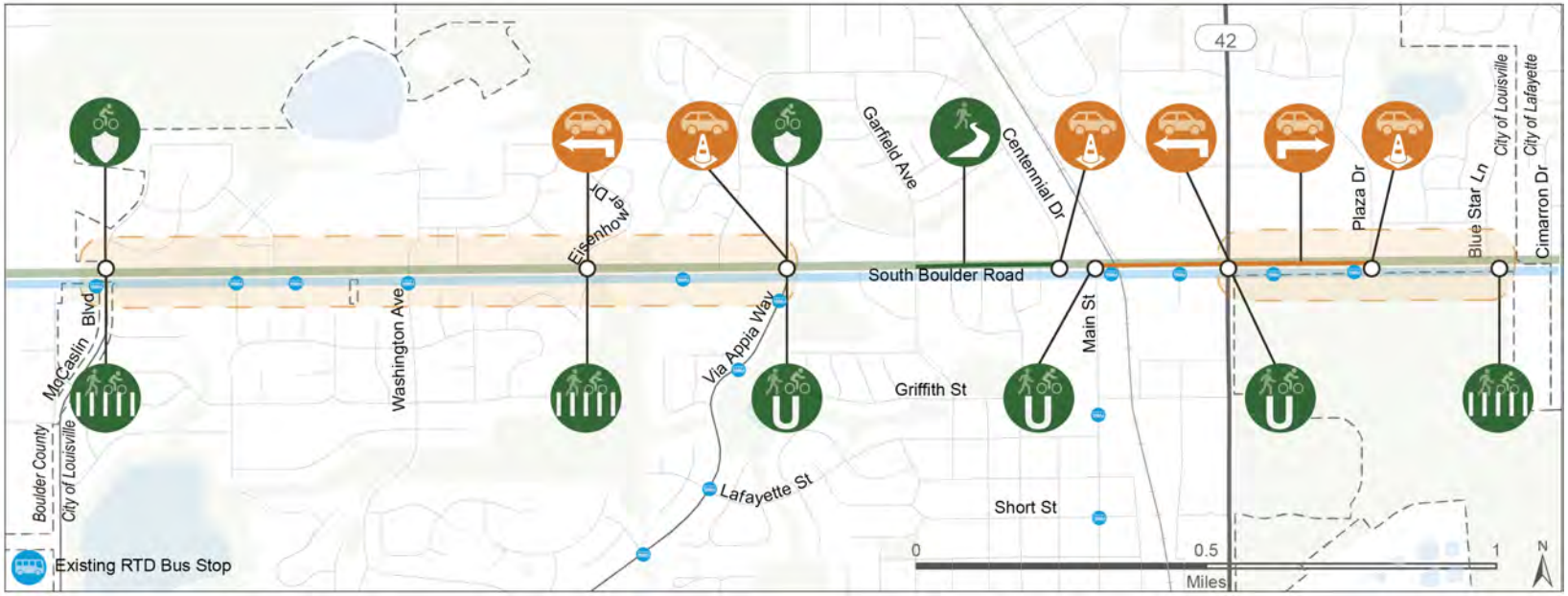
b. South Boulder Road and 76th Street: this intersection has a high frequency of high-injury crashes, and the top crash types that resulted in an injury or a fatality are rear-end, broadside (T-bone), fixed-object, bicycle-involved, and approach-turn crashes. The intersection received a LOSS IV score on both the LOSS Total and LOSS Severity evaluations, meaning that there is a high potential for crash reduction for all crashes, particularly serious injury and fatal crashes. This intersection also received nine public comments and upvotes specifically regarding the vehicular safety of the intersection.

2. Conduct a speed study to inform speed reduction measures, including **speed cameras and other traffic calming techniques.** 37 public comments and upvotes indicated a concern with perceived speeding along this segment of the South Boulder Road corridor. A speed study can help inform suitable speed enforcement and traffic calming techniques. Any traffic calming measures would need to be approved by Boulder County staff and County Commissioners.

3. Explore noise mitigation strategies, such as a sound barrier fence, between Crannell Drive and McCaslin Boulevard. This rural segment of South Boulder Road has higher vehicle speeds with some residential areas located close to the road. Five public comments and upvotes indicate that a noise mitigation strategy, such as a sound barrier fence, may help the overall quality of life of residents living nearby (between Crannell Drive and McCaslin Boulevard).

Source: *Reinforced Earth*

Segment 3: City of Louisville. McCaslin Boulevard to Cimarron Drive



Note- Further study would determine the side of roadway for a potential separated bike facility.

Figure 16: City of Louisville Segment Recommendations

Bicycle/Pedestrian

Crossing improvements, potentially including clearer markings, reduced pedestrian wait times, pedestrian protection, reduced crossing distances, visibility enhancements, etc. At Eisenhower Dr and Blue Star Ln, explore clearer signage and public education.

BP15 BP16 BP17

Improve pedestrian facilities where the sidewalk is narrower between Garfield Ave and Centennial Dr.

BP18

Explore options to minimize conflicts between bicycles and vehicles in turning lanes at McCaslin Blvd and Via Appia Way intersections.

BP19 BP20

Explore options to implement previously-proposed underpasses at Via Appia Way, Main St, and CO 42.

BP21 BP22 BP23

Explore feasibility of consistent, corridor-wide separated bicycle facility to improve traveler safety and comfort. In the near-term, investigate options to improve existing bike lanes using striped buffers.

BP1B

Transit

Study transit speed and reliability for consistent, corridor-wide transit improvements. Access to/from Downtown Louisville to be explored with future transit improvements.

T1 T1D

Roadway and Intersection Safety

Study and implement intersection safety improvements to mitigate impacts of frequent, high-injury crash occurrences.

RIS11 RIS12 RIS13

Evaluate operations of right-turning lanes near shopping plazas near CO 42, between Main St and Plaza Dr.

RIS14

Evaluate left-turn operations, specifically related to congestion and reducing conflicts between vehicles, pedestrians, and bicyclists.

RIS15

Conduct a speed study to inform speed reduction measures including speed cameras and other traffic calming techniques.

RIS16 RIS17

The City of Louisville segment spans from the western city limits at McCaslin Boulevard to the eastern city limits at Cimarron Drive, passing through the intersections with Via Appia, Main Street, an at-grade railroad crossing, and CO 42. Figure 16 displays the various recommendations throughout this segment of the corridor, and descriptions of each recommendation are also provided below. The map also includes references to the relevant project IDs below each recommendation type.

BICYCLE AND PEDESTRIAN RECOMMENDATIONS

Five key bicycle and pedestrian recommendations were identified in Louisville:

1. Crossing improvements potentially including clearer markings, reduced pedestrian wait times, pedestrian protection, reduced crossing distances, visibility enhancements, clearer signage, and public education. In the City of Louisville segment, two locations have been identified for crossing improvements, excluding underpasses, which are described in recommendation four of this section.

    a. South Boulder Road and McCaslin Boulevard: This intersection serves multiple purposes, including an important crossing across South Boulder Road for bicyclists and pedestrians. Like other crossing improvements along the corridor, potential treatments at this location should aim to increase access, protection, and visibility for bicyclists and pedestrians.

    b. South Boulder Road at Eisenhower Drive and Blue Star Lane: Both locations have existing pedestrian hybrid beacons. The signals already give an opportunity for pedestrians and bicyclists to cross the corridor, but 39 combined public comments and upvotes suggest that there is a lack of public familiarity with how to use these signals. Clearer signage at the signal and a larger public education campaign may help drivers, pedestrians, and bicyclists be more familiar and comfortable with how to use the signals.

2. Improve the sidewalk, particularly **where it is narrower between Garfield** Avenue and Centennial Drive (south side). The segment between Garfield Avenue and Jefferson Avenue was identified for sidewalk improvements in the 2019 City of Louisville Transportation Master Plan. The Multimodal Infrastructure analysis also indicates that this segment is an attached sidewalk on the south side of the road, and preliminary measurements show that the sidewalk is no wider than five feet. Furthermore, 14 public comments and upvotes indicate that the sidewalk is narrow through Centennial Drive. Although there may be some right-of-way considerations, creating a sidewalk network that is consistently wide enough for pedestrian demand supports the South Boulder Road vision.

3. **Explore options to minimize conflicts** between bicycles and vehicles in right-turning lanes at McCaslin Boulevard and Via Appia intersections. At both the intersections of South Boulder Road with McCaslin Boulevard and with Via Appia, there are eastbound right-turning vehicular lanes that conflict with the bike lane on South Boulder Road. As expressed through a combined 27 public comments and upvotes, this conflict can be challenging to navigate both as a bicyclist and a driver. In fact, two crashes at the intersection with Via Appia have involved bicyclists who have been injured or killed. Improvement options may differ but may contain elements of a protected intersection, such as setbacks between the driver lane and bike lane, corner islands, and bike queue area. A bike queue box is being installed at Via Appia in 2024 as part of a pilot project and will be evaluated for effectiveness. Some of the improvements may also be more minor, such as clearer signage and striping.

4. Explore options to implement previously proposed underpasses at Via Appia, Main Street, and CO 42. Three underpasses have been proposed in previous planning efforts along this segment of South Boulder Road. The underpasses at Via Appia and Main Street were included in

the 2019 Louisville South Boulder Road Connectivity Plan and received a total of 24 public comments and upvotes in support of the underpasses, with more people asking for an underpass at Main Street. The underpass at CO 42 was recommended in both the 2019 City of Louisville Transportation Master Plan and the 2022 Future 42 plan. The 2022 Future 42 plan proposes the underpass be on the east leg of the intersection to cross north-south and a potential underpass on the south leg to cross east-west. In addition to the underpasses at the intersection with CO 42, the plan also recommends channelizing islands, speed tables, and oversized channelized right-turn islands to accommodate future bus route queue jumps.

Source: City of Louisville

5. Explore the feasibility of a consistent, corridor-wide separated bicycle facility to improve traveler safety and comfort. In the near-term, investigate options to improve existing bike lanes using striped buffers. Consistent with the corridor-wide recommendation, the bicycle facility that improves traveler safety and comfort will accommodate this segment of South Boulder Road. The current bicycle lanes that exist along South Boulder Road in this segment are narrow and adjacent to a busy arterial. However, implementing buffers or protection on these existing bicycle lanes would likely require extensive rebuilding, impacts to right-of-way, or travel lane repurposing. The 2019 City of Louisville Transportation Master Plan recommends a shared-use path throughout all of Louisville on South Boulder Road, which currently only exists between McCaslin Boulevard and Washington Avenue and between CO 42 and Cimarron Drive. In the interim, it is recommended that striping operations are evaluated to improve the existing bike lanes and dashed lines that are currently faded.

TRANSIT RECOMMENDATIONS

One key recommendation was identified for transit in Louisville:

1. Study transit speed, reliability, and frequency for consistent, corridor-wide transit improvements. Access to/from Downtown Louisville to be explored with future transit improvements. This recommendation ensures that the full City of Louisville segment of the corridor is involved in the corridor-wide transit improvements, as described in Corridor-Wide Recommendations. Furthermore, it is recognized that transit circulation throughout Downtown Louisville is also important in achieving the larger South Boulder Road vision, especially in connecting to adjacent communities. With that, any future transit improvements will need to consider how to continue to provide transit access to Downtown Louisville, whether that is through the current routing configuration, new or separate routing, or other transit solutions. These considerations should include regular operations, operations during downtown events, and any other considerations that meet the need of those accessing Downtown Louisville.

ROADWAY AND INTERSECTION SAFETY RECOMMENDATIONS

Four key roadway and intersection safety recommendations were identified in Louisville:

1. Study, implement, and track intersection safety improvements to mitigate impacts of frequent, high-injury crash locations. As a result of the crash analysis, three locations in the City of Louisville segment were identified to have had high-injury crashes where there is a high potential for crash reduction.

    a. South Boulder Road and Via Appia: this intersection has a high frequency of high-injury crashes, and the top crash types that result in an injury or fatality are rear-end, broadside (T-bone), bicycle-involved, and approach turn crashes. The intersection scored a LOSS III score on both the LOSS Total and LOSS Severity evaluations, meaning that there is potential for crash reduction for both all crashes and injury/fatal crashes. Furthermore, 20 public comments and upvotes specifically indicate a desire for intersection safety improvements at this location, along with the 2019 South Boulder Road Connectivity Plan recommending specific safety improvements to this intersection. Recent improvements, including protected left turns, no right turn on red, and a pedestrian refuge median, were installed. As a result, the recommendation for this intersection is geared toward tracking the impact these improvements have had on crash occurrences and crash severity to understand their effectiveness at this specific location.

    b. South Boulder Road and Centennial Drive: this intersection has a high frequency of high-injury crashes, and the top crash types that result in an injury or fatality are rear-end, broadside (T-bone), bicycle-involved, and pedestrian-involved crashes. This intersection scored a LOSS IV score on both the LOSS Total and LOSS Severity evaluations meaning that there is a high potential for crash reduction for both all crashes and injury/fatal crashes. Furthermore, the 2019 South Boulder Road Connectivity Plan recommends

specific safety improvements to this intersection. Similar to the intersection with Via Appia, the signal was recently retimed, and a pedestrian refuge median was installed. As a result, the recommendation for this intersection is geared toward tracking the impact these improvements have had on crash occurrences and crash severity to understand their effectiveness at this specific location.

c. South Boulder Road and Plaza Drive: this intersection has frequent high-injury crashes, and the top crash types that result in an injury or fatality are rear-end, approach turn, broadside (T-bone), overtaking turn, and pedestrian-involved crashes. This intersection scored a LOSS III score on both the LOSS Total and LOSS Severity evaluations, meaning that there is potential for crash reduction for both all crashes and injury/fatal crashes. Further study will need to determine the types of improvements that may be appropriate for this intersection to reduce the largest occurrence of high-injury crashes.

2. Evaluate operations of right-turning lanes near shopping plazas close to CO 42, between Main Street and Plaza Drive. In alignment with the 2019 City of Louisville Transportation Master Plan and informed by 21 public comments and upvotes, the right-turning lanes between Main Street and Plaza Drive in both directions of South Boulder Road need to be evaluated to increase vehicle flow and decrease potential driver confusion. With the upcoming resurfacing of this segment of the corridor, the City of Louisville has an opportunity to evaluate striping to better indicate proper locations for right turns.

3. **Evaluate left-turn operations, specifically related to congestion and reducing conflicts** between vehicles, pedestrians, and bicyclists. One location was identified where left-turn operations can be evaluated to improve congestion and reduce conflicts between the different users of the road.

a. South Boulder Road and CO 42: Specific to left-turn operations at this intersection, 13 public comments expressed concern with the eastbound left-turn being too short to accommodate the demand. Although there are certain operational improvements that can be made to the signal timing, it is likely that the way to solve the majority of these concerns is through a full intersection redesign. This may include channelizing islands, speed tables, and oversized channelized right-turn islands to accommodate future bus route queue jumps. The planning and design process is currently underway, in conjunction with potential underpass(es) at this location, and this recommendation encourages the design of the intersection to move from 60% design to final design and identify funding sources that can ensure implementation. As a major intersection of the South Boulder Road corridor, ensuring the intersection accommodates the various goals of the corridor vision is key to implementing the vision corridor-wide.

a. Conduct a speed study to inform speed reduction measures, including speed **cameras and other traffic calming** techniques. Two specific segments of this corridor have been identified as locations with expressed concerns over perceived speeding: between McCaslin Boulevard and Via Appia, and between CO 42 and Cimarron Drive (eastern city limits). Between the two areas, 26 public comments and upvotes expressed this concern, so a speed study can help inform which speed enforcement and traffic calming techniques may be most suitable for this segment. These traffic calming measures, such as speed cameras, would require approval by city staff and elected officials.

Segment 4: City of Lafayette. Cimarron Drive to 120th Street

Note- Further study would determine the side of roadway for a potential separated bike facility.

Figure 17: *City of Lafayette Segment Recommendations*

Bicycle/Pedestrian

Crossing improvements, potentially including clearer markings, pedestrian wait times, pedestrian protection, reduced crossing distances, visibility enhancements, clearer signage/education etc.

BP24 BP25 BP26 BP27

Finish construction of a multiuse path on south side of road between Saratoga Dr and 120th St to connect with trail east of 120th Street.

BP1C

Explore feasibility of consistent, corridor-wide separated bicycle facility to improve traveler safety and comfort.

BP1

Transit

Lafayette Park-and-Ride improvements for coordinated timed transfers between routes, more comfortable bus stop amenities, and potential shared parking opportunities.

T5 T5A T5B T5C

Coordinate with future BRT service on US 287 to develop a station that will provide convenient transfers with routes that operate on South Boulder Road.

T6

Evaluate and implement transit priority improvements between US 287 and Public Rd. to reduce bus delay, improve transit travel time and reliability.

T1E

Study transit speed and reliability for consistent, corridor-wide transit improvements.

T1 T1F

Roadway and Intersection Safety

Study and implement intersection safety improvements to mitigate impacts of frequent, high-injury crash occurrences.

RIS18 RIS19 RIS20

Conduct a speed study to inform speed reduction measures including speed cameras and other traffic calming techniques.

RIS21 RIS22

The City of Lafayette segment of the corridor spans from the western city limits at Cimarron Drive to the intersection with 120th Street, passing through the intersections with US 287 and Public Road. **Figure 17** displays the various recommendations throughout this segment of the corridor, and descriptions of each recommendation are also provided below. The map also includes references to the relevant project IDs below each recommendation type.

BICYCLE AND PEDESTRIAN RECOMMENDATIONS

Three key bicycle and pedestrian recommendations were identified in Lafayette:

1. Crossing improvements potentially including clearer markings, pedestrian wait times, pedestrian protection, reduced crossing distances, visibility enhancements, and clearer signage/education. Within the City of Lafayette, four intersections have been identified for crossing improvements.

    a. South Boulder Road and Angevine Way: As identified in the 2023 City of Lafayette Multimodal Transportation Plan, this intersection is difficult to cross, especially when accessing the various medical facilities on the south side of the corridor and the middle school on the north side of the corridor. Crossing improvements for this intersection may potentially include leading pedestrian intervals, flashing arrows, pedestrian protection, and reduced crossing distances.

    a. South Boulder Road and Minotaur Circle: As identified in the 2023 City of Lafayette Multimodal Transportation Plan, this intersection (located at the next signal from Angevine Way) is also difficult to cross to access the various destinations on either side of the roadway. Similar crossing improvements that align with the overall corridor vision are recommended to be explored here.

    b. South Boulder Road and Saratoga Drive: This intersection received six public comments and upvotes regarding the perception of the unsafe experience of crossing in all directions of this intersection. Specifically, the public expressed concern with vehicles disregarding pedestrians and bicyclists in the intersection during right-turn movements. Although the intersection has a pedestrian refuge median and a wide curb, improvements to this intersection may potentially focus on addressing the conflict between right-turning vehicles, pedestrians, and bicyclists.

    c. South Boulder Road and Avalon Avenue: As identified in the 2023 City of Lafayette Multimodal Transportation Plan, this intersection can be difficult to cross. The intersection is not currently signalized. Pending further study on what may be appropriate once construction is finished, potential improvements may include leading pedestrian intervals (if signalized), pedestrian protection, and shorter crossing distances.

2. Finish construction of multiuse path on the south side of the road between Saratoga Drive and 120th Street to connect with trail east of 120th Street. The multiuse path that will connect from Saratoga Drive to 120th Street along South Boulder Road is currently under construction in conjunction with the road-widening project. The project is fully funded and has been under construction since 2021. This recommendation moves the construction forward, emphasizing the importance of connecting to the Coal Creek Trail east of 120th Street.

3. Explore the feasibility of a consistent, corridor-wide separated bicycle facility to improve traveler safety and comfort. Consistent with the corridor-wide recommendation, the bicycle facility that improves traveler safety and comfort will accommodate this segment of South Boulder Road. The existing bike lane throughout this segment of the corridor is not buffered or protected and is adjacent to a busy arterial road. As described in the corridor-wide recommendation, a protected bicycle facility could include a variety of treatments, including a protected bike lane or multiuse path above the curb, such as what is being constructed from Saratoga Drive to 120th Street.

TRANSIT RECOMMENDATIONS

Four key transit recommendations were i dentified in Lafayette:

1. Lafayette Park-n-Ride improvements for coordinated timed transfers between routes, more comfortable bus stop amenities, and potential shared parking opportunities.

    a. Coordinated timed transfers: the Lafayette Park-n-Ride acts as atransfer point between many RTD routes and other transit services. As transit continues to improve along the corridor, the importance of this Park-n-Ride may increase. This recommendation focuses on coordinated timed transfers between routes to improve regional connectivity and allow transit to be a competitive mode compared to other travel modes. Ten public comments

2. Evaluate and implement transit priority improvements between US 287 and Public Road to reduce bus delay, and improve transit travel time and reliability. As seen with the technical analysis of existing transit speeds, through recommendations from the Northwest Area Mobility Study, and from discussions with City of Lafayette staff, the segment between US 287 and Public Road has been identified for targeted transit priority improvements. This would be in addition to and in general support of the corridor-wide transit improvements, and this may potentially include repurposing of travel lanes for business access transit lanes or bus-only lanes, queue jumps at intersections, and transit signal priority technology in signals. Overall, the improvements aim to reduce bus delay, improve transit travel and upvotes commented on a desire for more coordination between routes, specifically during peak times when commuters and students rely on transit to work or school.

    a. Bus stop amenities: As the PnR usage grows, its amenities will need to be upgraded to improve passenger comfort. Using RTD's bus stop design guidelines, amenity improvements may include real-time arrival information boards, lighting, shelters, and ADA boarding pads and platforms.

    b. Shared parking opportunities: Being adjacent to Downtown Lafayette and near the site where there may be a future city building, there is an opportunity to develop a partnership in which

the parking lot is shared between transit, the future city building, and other nearby destinations. Shared parking opportunities like these create potential for transit-oriented development, overall reduction in the demand for parking, and serve the needs of the community.

3. Coordinate with future enhanced transit service on US 287 to develop a station that will provide convenient transfers with routes that operate on South Boulder Road. In alignment with the 2023 City of Lafayette Multimodal Transportation Plan, as the corridor transit project is developed for US 287, there will likely be a stop at the intersection of US 287 and South Boulder Road. A convenient transfer station at this location can help facilitate convenient and comfortable transfers between routes traveling along US 287 and routes traveling along South Boulder Road. time and reliability, and achieve the overall corridor vision.

4. Study transit speed, reliability, and frequency for consistent, corridor-wide transit improvements. This recommendation ensures that the full City of Lafayette segment of the corridor is involved in the corridor-wide transit improvements, as described in Corridor-Wide Recommendations. Importantly, this recommendation extends to 120th Street despite the current routing of the DASH route ending at the Lafayette Park-n-Ride off of Public Road, as recommended in the RTD Service Optimization Plan. As transit improvements are studied and implemented, ensuring there is transit service to the community living along South Boulder Road east of Public Road is critical in achieving the corridor vision.

ROADWAY AND INTERSECTION SAFETY RECOMMENDATIONS

Two key roadway and intersection safety recommendations were identified in Lafayette:

1. Study and implement intersection safety improvements to mitigate the impacts of frequent, high-injury crash occurrences. As a result of the technical crash analysis, three locations in the City of Lafayette segment were identified to have had high-injury crashes where there is a high potential for safety improvements.

   a. South Boulder Road and Centaur Village Drive: this intersection has a high frequency of high-injury crashes, and the top crash types that resulted in an injury or fatality are rear-end, approach turn, broadside (t-bone), bicycle-involved, and pedestrian-involved crashes. The intersection scored a LOSS III score on the LOSS Total and a LOSS II score on the LOSS Severity evaluations, meaning that there is potential for crash reduction for both all crashes and injury/fatal crashes. Furthermore, 14 public comments and upvotes indicate a desire for intersection safety improvements at this location. Further study will need to determine the types of improvements that may be appropriate for this intersection to reduce the largest occurrence of high-injury crashes.

   b. South Boulder Road and US 287: This intersection has a high frequency of high-injury crashes, and the top crash types that resulted in an injury or fatality are rear-end, broadside (T-bone), approach turn, and pedestrian-involved crashes. The intersection scored a LOSS III score on the LOSS Total and a LOSS II score on the LOSS Severity evaluations, meaning that there is potential for crash reduction for both all crashes and injury/fatal crashes, although there are fewer injury/fatal crashes occurring here than at similar types of

intersections. Furthermore, the intersection was identified through the 2023 City of Lafayette Multimodal Transportation Plan as needing safety improvements. Further study will need to determine the types of improvements that may be appropriate for this intersection to reduce the largest occurrence of high-injury crashes.

c. South Boulder Road and Coal Creek Drive: This intersection had a high frequency of high-injury crashes, and the top crash types that resulted in an injury or fatality are rear-end, approach turn, broadside (T-bone), and bicycle-involved crashes. The intersection scored a LOSS IV score on the LOSS Total and a LOSS III score on the LOSS Severity evaluations, meaning that there is a high potential for crash reduction for both all crashes and injury/fatal crashes. Further study will need to determine the types of improvements that may be appropriate for this intersection to reduce the largest occurrence of high-injury crashes.

2. Conduct a speed study to inform speed reduction measures, including **speed cameras and other traffic calming techniques.** Two specific segments of this corridor have been identified as locations with expressed concerns over perceived speeding: between Edessa Drive and Centaur Village Drive, and between Public Road and Saratoga Drive. At these two locations, 16 public comments and upvotes expressed this concern, so a speed study can help inform which speed enforcement and traffic calming techniques may be most suitable for this segment. These traffic calming measures, such as speed cameras, would likely need to be approved by city staff and elected city officials.

Chapter 06

Implementation and Funding

To effectively implement these recommendations that support the corridor's vision, strategic identification of the cost, level of complexity, level of effort to move forward, and timeframe can help the jurisdictions prioritize projects. This chapter includes a framework for prioritizing the projects and funding opportunities to consider.

Phasing and Prioritization

The implementation of the recommended projects will require close coordination between the different entities involved in the development of the corridor vision (DRCOG, Boulder County, City of Boulder, City of Louisville, City of Lafayette, and RTD). As a result, the responsibility of specific projects may differ, but it is the responsibility of the group of jurisdictions to ensure that the South Boulder Road vision is advanced to reality.

The recommended projects achieve different goals, have different costs, require different levels of effort and coordination, and have different timeframes. To best assist the South Boulder Road partners, the following tables are organized by jurisdiction. Each table lists each project, its location, level of support, level of complexity, cost (and associated notes if applicable), level of effort to advance, and a timeframe. The timeframes are split into the following three: short-term (zero to five years), mid-term (five to ten years), and long-term (more than ten years). Each project also has a project ID, which is coded by the three project categories: bicycle and pedestrian projects start with the code "BP," transit projects start with the code "T," and roadway and intersection safety projects start with the code "RIS." Any projects that are a subset of a larger project, such as segment-specific projects that support the corridor-wide projects, are coded with the same code as the overall project, followed by a letter in alphabetical order. The cost estimates are based on rough order of magnitude estimates, which approximately equate the dollar signs in the following way:

$ = $0 – $200K

$$ = $200K – $500K

$$$ = $500K – $1M

$$$$ = $1M – $5M

$$$$$ = $5M+

Timeframe	
Short	0-5 years
Mid	5-10 years
Long	More than 10 years

Corridor-Wide Recommendations

Table 1: South Boulder Road Corridor-Wide Project Recommendations

"BP" = Bicycle and Pedestrian Projects; "T" = Transit Projects; "RIS" = Roadway and Intersection Safety Projects

Project ID	Location	Project	Level of Support	Level of Complexity	Cost (Notes if applicable)	Stage of Project Development	Time-frame
BP1	Corridor-Wide	**Explore the feasibility of a corridor-wide separated bicycle facility to improve traveler safety and comfort. All BP1 projects should include a routine maintenance plan for potholes, snow, ice, debris, and overgrown grass.**	Recommended through multiple plans across all jurisdictions and widely supported by the public.	**Significant** *Pending analysis, could require repurposing lanes, roadway reconstruction, potential right of way acquisition. Solutions may vary by local context.*	**$-$$$** *(dependent on improvement chosen)*	*Alternatives analysis and planning, design, and funding identification efforts necessary pending approach.*	Short to Long
T1	Corridor-Wide	**Study transit speed, reliability, and frequency for consistent, corridor-wide transit improvements in support of potential future BRT. This may include a variety of improvements, based on local context and feasibility, as described in related T1 projects.**	Recommended through multiple plans across all jurisdictions and supported by the public.	Minor to **Significant** *depending on the improvement*	**$-$$$** *(dependent on*	*Alternatives analysis and planning, design, and funding identification efforts necessary pending approach.*	Short to Long
T1A	Corridor-Wide	**Evaluate transit scheduling changes and bus stop locations that better accommodate the various demands and destinations, including increased frequency at peak hours, potential express service that does not deviate into Louisville, schedule alignments to facilitate easier transfers, and bus stop consolidation where appropriate.**	Recommended through multiple plans across different jurisdictions and supported by the public.	Minor to **Significant** *depending on the improvement*	**$-$$$** *(dependent on*	*Alternatives analysis and planning, design, interagency coordination, and funding identification efforts necessary pending approach.*	Short to Long
T1B	Corridor-Wide	**Evaluate bus stop improvements across the corridor, in addition to specifically called out locations, to enhance the passenger experience. Improvements may include shelters, bike racks, trash cans, benches, and ADA upgrades. All bus stop improvements should also include a routine maintenance plan for snow, ice, debris, overgrown grass, and lighting.**	Recommended through multiple plans across different jurisdictions and supported by the public.	Moderate *Planning and design.*	**$$-$$$** *(dependent on provements chosen)*	*Planning, design, interagency coordination, and funding identification efforts necessary pending improvements.*	Short to Long

Project ID	Location	Project	Level of Support	Level of Complexity	Cost (Notes if applicable)	Stage of Project Development	Time-frame
RIS1	Corridor-Wide	**In future transportation improvement projects, minimize impacts to roadway access, bus stop access, and safe crossings during construction phases.**	16 public comments/ upvotes and main focus of Lafayette Focus Group in January	Minor *Coordination on future projects.*	**$**	*Coordination on future projects.*	Short to Long

City of Boulder Recommendations

Table 2: South Boulder Road/Table Mesa Drive, City of Boulder Project Recommendations

"BP" = *Bicycle and Pedestrian Projects;* "T" = *Transit Projects;* "RIS" = *Roadway and Intersection Safety Projects*

Project ID	Location	Project	Level of Support	Level of Complexity	Cost (Notes if applicable)	Stage of Project Development	Time-frame
BP1A	City of Boulder: Moorhead Ave to Manhattan Dr	**Explore the feasibility of implementing a separated bike facility and sidewalk improvements to minimize conflicts between all users through the US 36 interchange.**	173 public comments/up-votes	**Significant** *Pending analysis, could require repurposing lanes, roadway reconstruction, and potential right-of-way acquisition.*	**$$$** *(Significant stretch of pathway and development required)*	*Alternatives analysis and planning, design, and funding identification efforts necessary pending approach.*	Long
BP2	City of Boulder: Multiple Crossings	**Explore optimization of signal timing for existing pedestrian crossings of Table Mesa Dr**	86 public comments/upvotes across all four locations	Minor *Limited analysis and planning.*	**$**	*Limited analysis and planning.*	Short
BP2A	City of Boulder: Table Mesa Dr and 39th/40th St	**Explore optimization of signal timing for existing pedestrian crossings of Table Mesa Dr**	86 public comments/upvotes across all four locations	Minor *Limited analysis and planning.*	**$**	*Limited analysis and planning.*	Short
BP2B	City of Boulder: Table Mesa Dr and 42nd/43rd St	**Explore optimization of signal timing for existing pedestrian crossings of Table Mesa Dr**	86 public comments/upvotes across all four locations	Minor *Limited analysis and planning.*	**$**	*Limited analysis and planning.*	Short

Project ID	Location	Project	Level of Support	Level of Complexity	Cost (Notes if applicable)	Stage of Project Development	Time-frame
BP2C	City of Boulder: Table Mesa Dr and 45th St/ Martin Dr	**Explore optimization of signal timing for existing pedestrian crossings of Table Mesa Dr**	86 public comments/upvotes across all four locations	 Minor *Limited analysis and planning.*	**$**	 *Limited analysis and planning.*	 Short
BP3	City of Boulder: Multiple Crossings	**Evaluate pedestrian and neighborhood bike route crossing improvements, which could include, but are not limited to, clearer markings, pedestrian wait times, pedestrian protection, reduced crossing distances, visibility enhancements, and leading pedestrian intervals.**	86 public comments/upvotes across all four locations	 Moderate *Pending analysis, may require Minor intersection improvements.*	**$**	 *Limited planning and intersection design.*	 Long
BP3A	City of Boulder: Table Mesa Dr and 39th/40th St	**Evaluate pedestrian and neighborhood bike route crossing improvements, which could include, but are not limited to, clearer markings, pedestrian wait times, pedestrian protection, reduced crossing distances, visibility enhancements, and leading pedestrian intervals.**	86 public comments/upvotes across all four locations	 Moderate *Pending analysis, may require Minor intersection improvements.*	**$**	 *Limited planning and intersection design.*	 Long
BP3B	City of Boulder: Table Mesa Dr and 42nd/43rd St	**Evaluate pedestrian and neighborhood bike route crossing improvements, which could include, but are not limited to, clearer markings, pedestrian wait times, pedestrian protection, reduced crossing distances, visibility enhancements, and leading pedestrian intervals.**	86 public comments/upvotes across all four locations	 Moderate *Pending analysis, may require Minor intersection improvements.*	**$**	 *Limited planning and intersection design.*	 Long
BP3C	City of Boulder: Table Mesa Dr and 45th St/ Martin Dr	**Evaluate pedestrian and neighborhood bike route crossing improvements, which could include, but are not limited to, clearer markings, pedestrian wait times, pedestrian protection, reduced crossing distances, visibility enhancements, and leading pedestrian intervals.**	86 public comments/upvotes across all four locations	 Moderate *Pending analysis, may require Minor intersection improvements.*	**$**	 *Limited planning and intersection design.*	 Long

Project ID	Location	Project	Level of Support	Level of Complexity	Cost (Notes if applicable)	Stage of Project Development	Time-frame
BP4	City of Boulder: Table Mesa Dr and Thunderbird Dr	**Seek funding to implement Thunderbird Dr underpass of Table Mesa Drive to connect Table Mesa park-n-ride with Keewaydin and Frasier Meadow neighborhoods.**	The 2019 Transportation Master Plan recommends an underpass from Thunder-bird Drive to North side of Table Mesa Park and Ride. 9 public comments/up-votes	**Significant** *Pending analysis could require roadway reconstruction and potential right-of-way acquisition.*	**$$$** *(underpass costs)*	*Design for the underpasses is complete, and funding identification efforts necessary pending approach.*	Long
BP5	City of Boulder: West of Table Mesa Dr and Broadway	**Seek funding to implement Bear Creek/Table Mesa Shopping Center underpass to connect across Table Mesa, west of intersection with Broadway**	Included in the 2019 Transportation Master Plan. 19 public com-ments/upvotes	**Significant** *Pending analysis, could require roadway reconstruction, potential right-of-way acquisition.*	**$$$-$$$$** *(building underpass)*	*Alternatives analysis and planning, design, and funding identification efforts necessary pending approach.*	Long
BP6	City of Boulder: South Boulder Road along Foothills Pkwy along North Bound on-ramp; Tantra Drive & Table Mesa Park-n-Ride to Moorhead Avenue	**Secure funding to upgrade or enhance existing sidewalk to multiuse path along Table Mesa Dr.**	Included in 2019 Trans-portation Master Plan. 2 public com-ments/upvotes	**Significant** *Pending analysis, could require sidewalk reconstruction/ widening and potential right-of-way acquisition.*	**$-$$** *(could rise to $$ dependent on length of multiuse path)*	*Alternatives analysis and planning, design, and funding identification efforts necessary pending approach.*	Mid to Long
T1C	City of Boulder: Table Mesa Dr	**Evaluate and implement a range of transit priority improvements along Table Mesa Dr to reduce bus delay, improve transit travel time and reliability, and enhance the passenger experience. Toolkit of improvements could include but are not limited to, bus priority at intersections, local stop and Bus Rapid Transit station upgrades, reduction of bus and bike conflicts, and improvements to transit interfaces at Broadway and US 36.**	2019 Trans-portation Master Plan	**Significant** *Pending analysis, could require intersection, roadway, station, and other improvements with potential right-of-way acquisition.*	**$ - $$** *($ for TSP, right-of-way acquisition & other improvements will most likely raise price -- see Underpass notes)*	*Alternatives analysis and planning, design, interagency coordination, and funding identification efforts necessary pending approach.*	Mid to Long

Project ID	Location	Project	Level of Support	Level of Complexity	Cost (Notes if applicable)	Stage of Project Development	Time-frame
T2	City of Boulder: Table Mesa Station	**Conduct a Table Mesa Transit Station Area Study to improve transit operations and passenger comfort and connectivity. Study elements should include existing and future bus capacity requirements, pedestrian and bicycle connectivity, station and gate amenities, and bus signal priority. To include RTD, CDOT, City and County partnership.**	2019 Transportation Master Plan, 8 public comments/upvotes	 **Significant** *Pending analysis, could require intersection, roadway, station, and other improvements with potential right-of-way acquisition.*	**$$-$$$** *(appears to be a useable area existing @ Park and Ride)*	 Alternatives analysis and planning, design, interagency coordination, and funding identification efforts necessary pending approach.	 Long
RIS2	City of Boulder: Table Mesa Dr and Broadway	**Update signs and markings at existing right-turn slip lanes to ensure drivers are aware of pedestrian and bicycle movements across slip lanes.**	Included in 2023 Vision Zero Plan; 19 public comments/upvotes	 Moderate *Pending analysis, could require Minor signal modifications or more Significant modifications/ reconstruction.*	**$**	 *Limited planning, design and sign and marking installation.*	 Short
RIS3	City of Boulder: Table Mesa Dr and Tantra Dr	**Evaluate left-turn operations at the Table Mesa Dr and Tantra Dr intersection**	15 public comments/upvotes	 Moderate *Pending analysis, could require Minor signal modifications.*	**$**	 *Limited planning, signal/intersection design.*	 Short
RIS4	City of Boulder: US 36 Interchange	**Evaluate left-turn operations entering US36, specifically related to congestion and reducing conflicts between vehicles, pedestrians, and bicyclists**	22 public comments/upvotes	 **Significant** *Pending analysis, could require intersection reconstruction/ modifications.*	**$-$$**	 *Planning and design, funding identification efforts necessary pending approach.*	 Mid
RIS5	City of Boulder: East of Table Mesa Dr and Broadway	**Explore the feasibility of implementing signing and striping improvements east of the Table Mesa Dr and Broadway intersection to provide more advanced notice of westbound lane drop at Broadway**	Recommended by city staff	 Minor *Striping modifications.*	**$**	 *Limited planning and design.*	 Short

Project ID	Location	Project	Level of Support	Level of Complexity	Cost (Notes if applicable)	Stage of Project Development	Time-frame
RIS6	City of Boulder: Broadway to Manhattan Dr	**Explore deployment of automated speed enforcement along Table Mesa Dr, with locations to be determined.**	47 public comments/upvotes	Minor *Pending analysis may require limited traffic calming improvements.*	$	*Planning, design, City Council coordination.*	Short

Unincorporated Boulder County Recommendations

Table 3: South Boulder Road Unincorporated Boulder County Project Recommendations

"BP" = Bicycle and Pedestrian Projects; "T" = Transit Projects; "RIS" = Roadway and Intersection Safety Projects

Project ID	Location	Project	Level of Support	Level of Complexity	Cost (Notes if applicable)	Stage of Project Development	Time-frame
BP2D	Boulder County: South Boulder Road and 55th Street	**Explore optimization of signal timing for existing pedestrian crossings of South Boulder Road and 55th Street, depending on if this signal is to be signalized.**	86 public comments/upvotes across all four locations	Minor *Limited analysis and planning.*	$	*Limited analysis and planning.*	Mid
BP3D	Boulder County: South Boulder Rd and 55th Street	**Evaluate pedestrian and neighborhood bike route crossing improvements, which could include, but are not limited to, clearer markings, pedestrian wait times, pedestrian protection, reduced crossing distances, visibility enhancements, and leading pedestrian intervals. This signal is not signalized, and improvements would need to consider potential signalization.**	86 public comments/upvotes across all four locations	Moderate *Pending analysis, could require Moderate intersection modifications/ reconstruction and trail improvements.*	$	*Limited planning and intersection design.*	Long

Project ID	Location	Project	Level of Support	Level of Complexity	Cost (Notes if applicable)	Stage of Project Development	Time-frame
BP7	Boulder County: South Boulder Rd and Cherryvale Rd	**Multimodal crossing improvements at South Boulder Road and Cherryvale Road**	35 public comments/upvotes	Moderate *Pending analysis, could require minor signal modifications or more significant modifications/ reconstruction. Sidewalk improvements necessary to access the intersection.*	$	*Limited planning, intersection design. Sidewalk improvements necessary to access the intersection.*	Mid to Long
BP8	Boulder County: 6400 Block South Boulder Rd	**Pedestrian crossing improvements at 6400 Block South Boulder Road**	7 public comments/upvotes	Moderate *Pending analysis, could require pedestrian hybrid beacon design and construction.*	$	*Limited planning, intersection design.*	Mid to Long
BP9	Boulder County: South Boulder Rd and Eds Way	**Multimodal crossing improvements at South Boulder Road and Eds Way**	13 public comments/upvotes	Moderate *Pedestrian hybrid beacon design and construction.*	$	*Limited planning, intersection design.*	Mid to Long
BP10	Boulder County: South Boulder Rd and Clyncke Ln	**Pedestrian crossing improvements at Clyncke Ln**	4 public comments/upvotes	Moderate *Pending analysis, could require pedestrian hybrid beacon design and construction.*	$	*Limited planning, intersection design.*	Mid to Long
BP11	Boulder County: South Boulder Rd and 76th St	**Multimodal crossing improvements at 76th St**	21 public comments/upvotes	Moderate *Pending analysis, could require minor signal modifications or more significant modifications/ reconstruction.*	$	*Limited planning, intersection design.*	Long

Project ID	Location	Project	Level of Support	Level of Complexity	Cost (Notes if applicable)	Stage of Project Development	Time-frame
BP12	Boulder County: Cherryvale Dr to McCaslin Blvd	**Improve pedestrian facilities, in particular where there are no sidewalks. Prioritize areas where a sidewalk would provide direct access to destinations such as bus stops or other trails**	28 public comments/upvotes	**Significant** *Pending analysis, could require sidewalk construction, utility impacts, signal modifications, and potential right-of-way acquisition.*	**$-$$** *(dependent on improvements chosen)*	*Alternatives analysis and planning, design, and funding identification efforts necessary pending approach.*	Long
BP13	Boulder County: along 76th St	**Add sidewalks to 76th St, specifically for accessing bus stops from the residential areas**	27 public comments/upvotes	Moderate *Pending analysis and conceptual design, could require minor modifications/ reconstruction and/or right-of-way impacts.*	**$**	*Limited planning and design.*	Long
BP14	Boulder County: West of South Boulder Rd and McCaslin Blvd	**Increase visibility of bicyclists west of South Boulder Road and McCaslin Blvd**	9 public comments/upvotes	**Significant** *Pending analysis, could require repurposing lanes, shoulder widening, potential right-of-way acquisition.*	**$**	*Alternatives analysis and planning, design, and funding identification efforts necessary pending approach.*	Long
T3	Boulder County: 6400 Block South Boulder Rd	**Improve bus stop amenities at the 6400 Block South Boulder Road stop to make it more visible and easier to access**	Included in 2020 Transportation Master Plan, 7 public comments/upvotes	Moderate Pending analysis, could require *minor signal modifications or more significant modifications/reconstruction.*	**$-$$** *(dependent on improvements chosen)*	*Limited planning, intersection design.*	Mid to Long

Project ID	Location	Project	Level of Support	Level of Complexity	Cost (Notes if applicable)	Stage of Project Development	Time-frame
T4	Boulder County: South Boulder Rd and 76th St	**Improve bus stop amenities at the South Boulder Road and 76th St stop to make it more visible and easier to access**	Included in 2020 Transportation Master Plan, 2 public comments/upvotes	 Moderate *Pending analysis and conceptual design, could require minor modifications/ reconstruction and/or right-of-way impacts.*	**$-$$** *(dependent on improvements chosen)*	 *Limited planning and design.*	 Mid to Long
RIS7	Boulder County: South Boulder Rd and Cherryvale Rd	**South Boulder Road and Cherryvale Rd Safety Improvements**	Identified in technical analysis; 28 public comments/upvotes	 **Significant** *Pending analysis, could require notable intersection improvements.*	**$-$$** *(dependent on improvements chosen)*	 *Alternatives analysis and planning, design, and funding identification efforts necessary pending approach.*	 Mid to Long
RIS8	Boulder County: South Boulder Rd and 76th St	**South Boulder Road and 76th St Safety Improvements**	Identified in technical analysis; 9 public comments/upvotes	 **Significant** *Pending analysis, could require notable intersection improvements.*	**$-$$** *(dependent on improvements chosen)*	 *Alternatives analysis and planning, design, and funding identification efforts necessary pending approach.*	 Long
RIS9	Boulder County: Cherryvale Dr to McCaslin Blvd	**Conduct a speed study to inform speed reduction measures, including speed cameras and other traffic calming techniques**	37 public comments/upvotes	 Minor *Pending analysis may require limited traffic calming improvements.*	**$**	 *Planning, design, City Council coordination.*	 Short
RIS10	Boulder County: Crannell Dr to McCaslin Blvd	**Explore noise mitigation strategies, such as a sound barrier fence, between Crannell Dr and McCaslin Blvd**	5 public comments/upvotes		**$$** *(Estimate based on 9' high barrier wall)*		 Mid to Long

City of Louisville Recommendations

Table 4: South Boulder Road City of Louisville Project Recommendations

"BP" = Bicycle and Pedestrian Projects; "T" = Transit Projects; "RIS" = Roadway and Intersection Safety Projects

Project ID	Location	Project	Level of Support	Level of Complexity	Cost (Notes if applicable)	Stage of Project Development	Time-frame
BP1B	City of Louisville: McCaslin Blvd to Cimarron Dr	**Investigate Short-term options to improve existing bike lanes using striped buffers where feasible.**	32 public comments/upvotes	Minor *Striping modifications.*	$	*Limited planning and design.*	Short
BP15	City of Louisville: South Boulder Rd and McCaslin Blvd	**Evaluate width of crossings and impacts to safety and comfort. Recommend potential Leading Pedestrian Intervals, Extended Walk Times, Pedestrian Refuge Islands, etc.**	5 public comments/upvotes	Moderate *Pending analysis, could require Minor signal modifications or more Significant modifications/ reconstruction.*	$-$$ *(dependent on improvements chosen)*	*Limited planning, intersection design.*	Mid to Long
BP16	City of Louisville: South Boulder Rd and Eisenhower Dr	**Improve signage, education, and potentially signal operations of Eisenhower Dr pedestrian hybrid beacon.**	28 public comments/upvotes	Minor *Evaluation, recommendation, education.*	$	*Analysis, design modifications, public campaigns.*	Mid to Long
BP17	City of Louisville South Boulder Rd and Blue Star Ln	**Improve signage, education, and potentially signal operations of Blue Star Ln pedestrian hybrid beacon.**	11 public comments/upvotes	Minor *Evaluation, recommendation, education.*	$	*Analysis, design modifications, public campaigns.*	Mid to Long
BP18	City of Louisville: Garfield Ave to Centennial Dr	**Improve pedestrian facilities, specifically in locations where the sidewalk is narrower between Garfield Ave and Centennial Dr**	Garfield to Jefferson included in 2019 Transportation Master Plan, 14 public comments/upvotes	Moderate *Pending analysis, could require potential right-of-way acquisition and/or temporary construction easements.*	$-$$ *(dependent on improvements chosen)*	*Planning, design, and funding identification efforts necessary pending improvements.*	Long

Project ID	Location	Project	Level of Support	Level of Complexity	Cost (Notes if applicable)	Stage of Project Development	Time-frame
BP19	City of Louisville: South Boulder Rd and McCaslin Blvd	**Minimize conflicts with vehicles in turning/ auxiliary/floating lanes**	17 public comments/upvotes	Moderate *Pending analysis, could require minor signal modifications or more significant modifications/ reconstruction.*	**$**	*Limited planning, intersection design.*	Short to Mid
BP20	City of Louisville: South Boulder Rd and Via Appia	**Minimize conflicts with vehicles in turning/ auxiliary/floating lanes**	10 public comments/upvotes	Moderate *Pending analysis, could require minor signal modifications or more significant modifications/ reconstruction.*	**$-$$** *(dependent on improvements chosen)*	*Limited planning, intersection design.*	Long
BP21	City of Louisville: South Boulder Rd and Main St	**Underpass at Main St**	Included in 2019 South Boulder Road Connectivity Plan; 20 public comments/upvotes	**Significant** *Intersection reconstruction, right-of-way acquisition, railroad coordination.*	**$$$$$**	*Advancement of previously completed alternatives analysis and planning, design, interagency coordination, and funding identification efforts necessary pending approach.*	Long
BP22	City of Louisville: South Boulder Rd and Via Appia	**Underpass at Via Appia**	Included in 2019 South Boulder Road Connectivity Plan; 4 public comments/upvotes	**Significant** *Intersection reconstruction, right-of-way acquisition, drainage improvements.*	**$$$$$**	*Advancement of previously completed Alternatives analysis and planning, design, and funding identification efforts necessary pending approach.*	Long

Project ID	Location	Project	Level of Support	Level of Complexity	Cost (Notes if applicable)	Stage of Project Development	Time-frame
BP23	City of Louisville: South Boulder Rd and CO 42	**Underpass(es) at CO 42**	Included in both 2019 Transporta-tion Master Plan and 2022 Future 42 Plans	**Significant** *Intersection reconstruction, right-of-way acquisition.*	**$$$$**	*Planning and design efforts in progress as part of CO42 Design and right-of-way Project. Advance from 60% to final design. Funding identification efforts necessary pending approach.*	Long
T1D	City of Louisville: Downtown Louisville	**Explore opportunities to provide increased circulation to Downtown Louisville in conjunction with local and regional transit improvements.**	Included in 2019 Transportation Master Plan	**Significant** *Pending analysis, could require roadway/ intersection and/or station improvements, potential right-of-way acquisition.*	**$-$$$** *(dependent on improvements chosen)*	*Alternatives analysis and planning, design, interagency coordination, and funding identification efforts necessary pending approach.*	Long
RIS11	City of Louisville: South Boulder Rd and Via Appia	**Track impact on crash occurrences and severity as a result of recent safety improvements made at South Boulder Road and Via Appia.**	Identified in tech-nical analysis; 2 public comments/ upvotes	Minor *signal timing, prohibited right turns on red, and pedestrian refuge islands were recently installed. Tracking would require staff time.*	**$**	*staff time*	Short
RIS12	City of Louisville: South Boulder Rd and Centennial Dr	**Track impact on crash occurrences and severity as a result of recent safety improvements made at South Boulder Road and Centennial Dr.**	Identified in technical analysis; Included in 2019 South Boulder Road Connectivity Plan; 20 public comments/up-votes	Minor *signal timing, prohibited right turns on red, and pedestrian refuge islands were recently installed. Tracking would require staff time.*	**$**	*staff time*	Short

Project ID	Location	Project	Level of Support	Level of Complexity	Cost (Notes if applicable)	Stage of Project Development	Time-frame
RIS13	City of Louisville: South Boulder Rd and Plaza Dr	**South Boulder Road and Plaza Dr., Safety Improvements.**	Identified in technical analysis; Included in 2019 South Boulder Road Connectivity Plan	**Significant** *Pending analysis, could require notable intersection improvements.*	$$	*Alternatives analysis and planning, design, and funding identification efforts necessary pending approach.*	Mid to Long
RIS14	City of Louisville: Main St to Plaza Dr	**Evaluate operations of right-turning lanes near shopping plazas near CO 42**	Included in 2019 Transportation Master Plan; 21 public comments/ upvotes	Minor *Striping modifications.*	$	*Limited planning and design.*	Short to Mid
RIS15	City of Louisville: South Boulder Rd and CO 42	**Evaluate left-turn operations, specifically related to congestion, recommend protected left turns if feasible**	13 public comments/upvotes	**Significant** *Intersection reconstruction, right-of-way acquisition.*	$$$$	*Planning and design efforts in progress as part of CO42 design and right-of-way project. Advance from 60% to final design. Funding identification efforts necessary pending approach.*	Mid to Long
RIS16	City of Louisville: McCaslin Blvd to Via Appia	**Conduct a speed study to inform speed reduction measures, including speed cameras and other traffic calming techniques**	24 public comments/upvotes	Minor *Pending analysis may require limited traffic calming improvements.*	$	*Planning, design, City Council coordination.*	Mid to Long
RIS17	City of Louisville: CO 42 to Cimarron Dr	**Conduct a speed study to inform speed reduction measures, including speed cameras and other traffic calming techniques**	2 public comments/upvotes	Minor *Pending analysis may require limited traffic calming improvements.*	$	*Planning, design, City Council coordination.*	Mid to Long

City of Lafayette Recommendations

Table 5: South Boulder Road City of Lafayette Project Recommendations

"BP" = Bicycle and Pedestrian Projects; "T" = Transit Projects; "RIS" = Roadway and Intersection Safety Projects

Project ID	Location	Project	Level of Support	Level of Complexity	Cost (Notes if applicable)	Stage of Project Development	Time-frame
BP1C	City of Lafayette: Saratoga Dr to 120th St	**Complete multiuse path on south side of road to connect with trail east of 120th Street.**	Included in 2023 Multi-modal Plan.	*Funded and under construction*	**$$-$$$**	*Under construction*	Short
BP24	City of Lafayette: South Boulder Rd and Angevine Way	**Pedestrian crossing improvements at South Boulder Road and Angevine Way**	Identified in multimodal transportation plan	Moderate *Pending analysis, could require Minor signal modifications or more Significant modifications/ reconstruction.*	**$**	*Limited planning, intersection design.*	Mid to Long
BP25	City of Lafayette: South Boulder Rd and Minotaur Cir	**Pedestrian crossing improvements at South Boulder Road and Minotaur Circle**	Identified in multimodal transportation plan; 1 public comment	Moderate *Pending analysis, could require Minor signal modifications or more Significant modifications/ reconstruction.*	**$**	*Limited planning, intersection design.*	Mid to Long
BP26	City of Lafayette: South Boulder Road and Saratoga Dr	**Pedestrian crossing improvements at South Boulder Road and Saratoga Dr**	6 public comments/upvotes	Minor *Pending analysis may require limited signal modifications.*	**$**	*Limited planning, intersection design.*	Mid to Long
BP27	City of Lafayette: South Boulder Road and Avalon Ave	**Enhanced crossing at South Boulder Rd at Avalon Ave, with considerations of signalizing the intersection.**	Identified in multimodal transportation plan	Moderate *Pending analysis, could require Minor signal modifications or more Significant modifications/ reconstruction.*	**$**	*Limited planning, intersection design.*	Mid to Long

Project ID	Location	Project	Level of Support	Level of Complexity	Cost (Notes if applicable)	Stage of Project Development	Time-frame
T1E	City of Lafayette: US 287 to Lafayette Park and Ride	**Evaluate and implement transit priority improvements between US 287 and Public Road to reduce bus delay, improve transit travel time and reliability, potentially including bus-only lanes, queue jumps, and transit signal priority technology.**	Identified in Northwest Area Mobility Study and supported by City of Lafayette	*Would require repurposing of lanes or widening at intersections for transit queue jumps.*	**$$**	*Alternatives analysis and planning, design, interagency coordination, and funding identification efforts necessary pending approach.*	Long
T1F	City of Lafayette: Lafayette Park and Ride to 120th St	**Evaluate transit service that travels along South Boulder Road east of the Lafayette Park and Ride and serves the adjacent communities.**	Identified by RTD and the City of Lafayette	Moderate *Alternatives analysis.*	**$$-$$$**	*Alternatives analysis and planning, design, interagency coordination, and funding identification efforts necessary pending approach.*	Long
T5	City of Lafayette: Lafayette Park and Ride	**Overall improvements to the Lafayette Park and Ride for improved transit speed, reliability, frequency, and passenger experience.**	13 public comments/upvotes across all T5 projects	Minor to Moderate *depending on the types of improvements pursued*	**$-$$** *(dependent on improvements chosen)*	- *coordination, planning, and potential design.*	Long
T5A	City of Lafayette: Lafayette Park and Ride	**Work with RTD to plan for timed transfers between routes at the Lafayette Park and Ride**	13 public comments/upvotes across all T5 projects	Moderate *Transit planning and analysis.*	**$**	*Coordination with RTD required.*	Short to Mid
T5B	City of Lafayette: Lafayette Park and Ride	**Improve bus stop amenities at the Lafayette Park and Ride, including information display signs and shelters**	13 public comments/upvotes across all T5 projects	Moderate *Evaluation of previously completed design plans.*	**$$**	*Potential design revisions and identification of funding.*	Mid to Long
T5C	City of Lafayette: Lafayette Park and Ride	**Evaluate shared parking opportunities near Lafayette Park and Ride.**	13 public comments/upvotes across all T5 projects	Minor *Investigation of public-private partnership.*	**$-$$**	*Investigation of public-private partnership.*	Short to Mid

Project ID	Location	Project	Level of Support	Level of Complexity	Cost (Notes if applicable)	Stage of Project Development	Time-frame
T6	City of Lafayette: South Boulder Rd and US 287	**Coordinate with future improved transit service on US 287 to develop a station that will provide convenient transfers with routes that operate on South Boulder Road.**	Included in 2023 Multi-modal Plan.	**Significant** *Pending analysis, could require intersection and/or station improvements, potential right-of-way acquisition.*	**$$-$$$**	*Alternatives analysis and planning, design, interagency coordination, and funding identification efforts necessary pending approach.*	Long
RIS18	City of Lafayette: South Boulder Rd and Centaur Village Dr	**South Boulder Road and Centaur Village Drive Safety Improvements.**	Identified in technical analysis; 14 public comments/ upvotes	**Significant** *Pending analysis, could require notable intersection improvements.*	**$$-$$$**	*Alternatives analysis and planning, design, and funding identification efforts necessary pending approach.*	Mid to Long
RIS19	City of Lafayette: South Boulder Rd and US 287	**South Boulder Road and US 287 Safety Improvements.**	Identified in technical analysis; 2023 Multimodal Plan recommended safety and operational improvements at this intersection.	**Significant** *Pending analysis, could require notable intersection improvements.*	**$$-$$$**	*Alternatives analysis and planning, design, and funding identification efforts necessary pending approach.*	Long
RIS20	City of Lafayette: South Boulder Rd and Coal Creek Dr	**South Boulder Road and Coal Creek Dr Safety Improvements.**	Identified in technical analysis	**Significant** *Pending analysis, could require notable intersection improvements.*	**$$**	*Alternatives analysis and planning, design, and funding identification efforts necessary pending approach.*	Mid to Long
RIS21	City of Lafayette: Edessa Dr to Centaur Village Dr	**Conduct a speed study to inform speed reduction measures, including speed cameras and other traffic calming techniques**	11 public comments/upvotes	Minor *Pending analysis may require limited traffic calming improvements.*	**$**	*Planning, design, City Council coordination.*	Short

Project ID	Location	Project	Level of Support	Level of Complexity	Cost (Notes if applicable)	Stage of Project Development	Time-frame
RIS22	City of Lafayette: Public Rd to Saratoga Dr	**Conduct a speed study to inform speed reduction measures, including speed cameras and other traffic calming techniques**	5 public comments/upvotes	Minor *Pending analysis may require limited traffic calming improvements.*	$	*Planning, design, City Council coordination.*	Short

Funding

The South Boulder Road corridor, like many of the other NAMS corridors, will be a corridor that will need strategic funding coordination. While some of the corridors are getting to the point of construction or major design, this corridor is just getting started in the planning and visioning. As this project moves forward, having a coordinated effort, like the other corridors, will be vital to its success.

It will be easy for each jurisdiction to want to move their projects forward, but having a coordinated effort will help move the corridor forward more quickly and not have projects within the corridor competing for the same buckets of money. Most of the projects identified in the corridor need to seek larger funding sources like Federal or State funding. Taking a regional coordinated effort is not new to the jurisdictions along South Boulder Road.

As this project moves through the planning process, a prioritization process will be needed. The key to the prioritization process is to have different priorities based on the funding sources available. For example, a roadway improvement is not going to score well with Transportation Alternatives Program funding and, therefore should have a lower prioritization than a bicycle or pedestrian project.

Lastly, for the smaller and more easily implemented projects, local funding should be the main source of funding to implement. There is a certain threshold for each agency in which a grant should be sought after for the project. Grant funding usually comes with increased costs in the design, construction, and oversight.

Funding Sources

FEDERAL

With the passing of the 2021 Infrastructure Investment and Jobs Act (IIJA), there has been increased funding sources available for the projects in the corridor. Some of these sources will expire with the bill's timeline, yet some sources may be renewed. Along with the more traditional federal sources, there is a large pot of funds to seek funding. The key will be to coordinate with the other corridors in the region to make sure the projects are not competing with each other, causing neither project to be funded. RAISE funding, DRCOG Transportation Improvement Program, Transportation Alternatives Program are sources of funding that should be explored to accomplish larger projects in the corridor.

STATE

This corridor is not a CDOT roadway, making state funding a bit tougher to acquire for the project. Multimodal Options Fund, GOCO, and Revitalizing Main Streets are two funding sources that would be available for the corridor. These grants would be used for small to medium-sized projects due to the amount available and the oversight needed for the grants.

LOCAL

Local funding can come from a few different potential sources in the region. One source that is already being used is the Boulder County Transportation Sale Tax. These funds will help tie in the regionality of the corridor and keep projects moving throughout the corridor. Each city also has the opportunity to fund projects through its various transportation funding mechanisms.

PRIVATE/NON-PROFIT FUNDING

With more and more companies investing in their communities, there is a real opportunity to fund infrastructure improvements with private investments. This usually needs to be facilitated through the coordination or establishment of a local non-profit to be a conduit for the funding.

Chapter 07

Conclusion

The South Boulder Road corridor is a critical east-west corridor in Boulder County, serving both regional and local connections between the three cities of Boulder, Louisville, and Lafayette. Through its 9.5-mile length from the intersection of Table Mesa Drive and Broadway in Boulder to the intersection of South Boulder Road and 120th Street in Lafayette, the corridor serves 50,000 residents and nearly 20,000 jobs within one mile. It currently provides access to a variety of land uses including many businesses along the corridor and serves the various modes that use or interact with the corridor on a daily basis.

In the future, South Boulder Road will continue to be a key part of the Boulder County transportation network, prioritizing safety and mobility for all people traveling on South Boulder Road and Table Mesa Drive between Boulder and Lafayette.

Aligned with the recommendations of the corridor study, local government partners along the corridor will pursue short-term recommendations in the areas of safety and transit services. In terms of safety, adjustments to traffic signal timing combined with signing and striping improvements particularly at intersections will support walking and bicycling activity. In support of roadway safety, speed limit setting, and increased enforcement while exploring the use of automated speed enforcement measures such as photo red light cameras is another short-term priority. For transit service, depending upon the capacity and policy outlook of RTD, operational improvements to the existing RTD DASH route with support from on-demand, point-to-point services, Ride Free Lafayette and Louisville FlexRide, will improve access to transit and travel time. These short-term operational improvements support the development of a transportation framework that puts safety and mobility first.

A key element that advanced this study toward the vision and recommendations was the robust public involvement. Input from the multiple phases of public engagement directly influenced the projects included in the recommendations list. As these recommendations progress toward implementation, continued robust public involvement is encouraged to ensure the corridor vision is realized effectively and reflects the community's desires.

In fact, Boulder County is partnering with other regional agencies to advance this vision in 2025. The planned study will include the following elements:

- Assessment of future transit ridership and Bus Rapid Transit improvements
- Advancing bicycle and pedestrian improvement concepts
- Understanding freight needs
- High-level environmental review of improvements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