Boulder-Sized Transportation Solutions

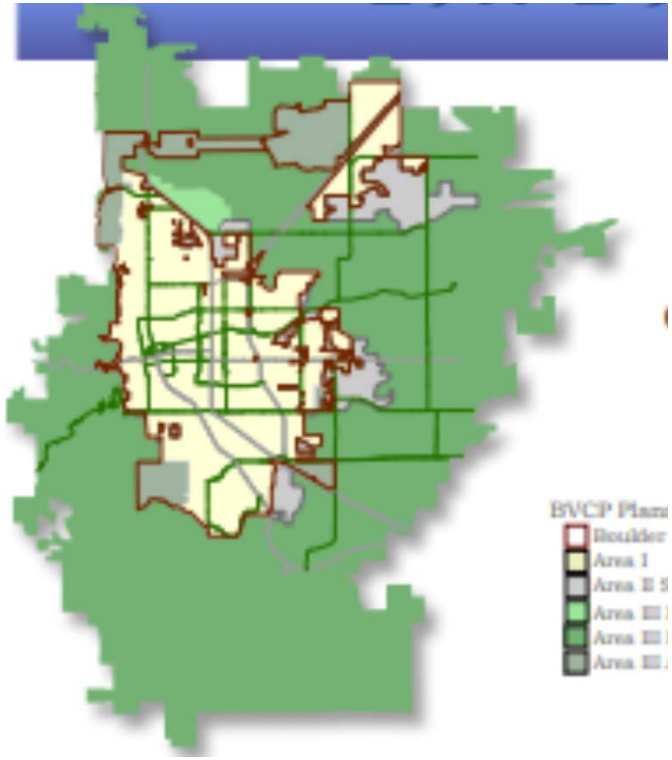
City of Boulder

Bend Citywide Transportation Advisory Committee

Trinity Episcopal Church October 18, 2018

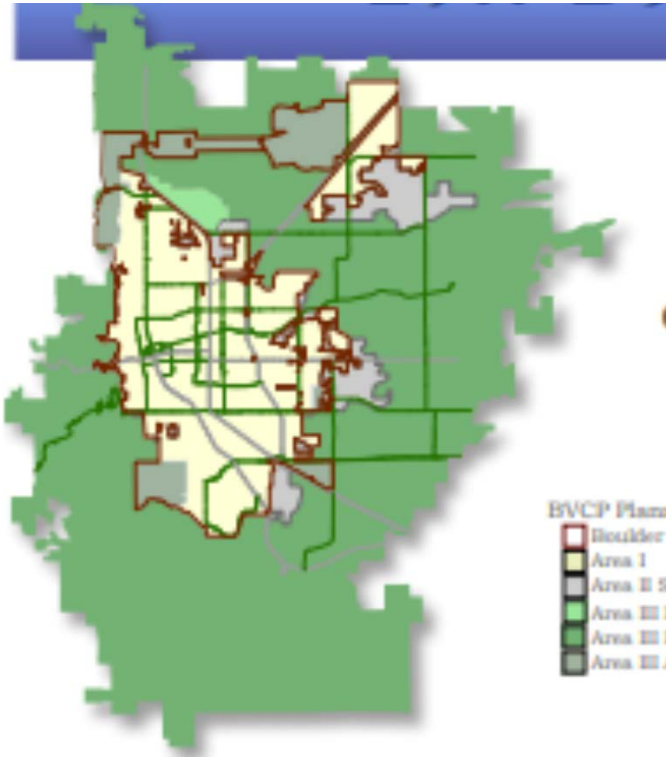
Boulder Context

- free standing community, 109,000 population, 101,000 jobs, 25.8 square miles,
- surrounded by open space - 71 square miles
- State flagship University Campus – 35,000 students/faculty/staff
- dedicated transportation/open space funding .6/.4 local sales/use tax enacted in 1967



Boulder Context

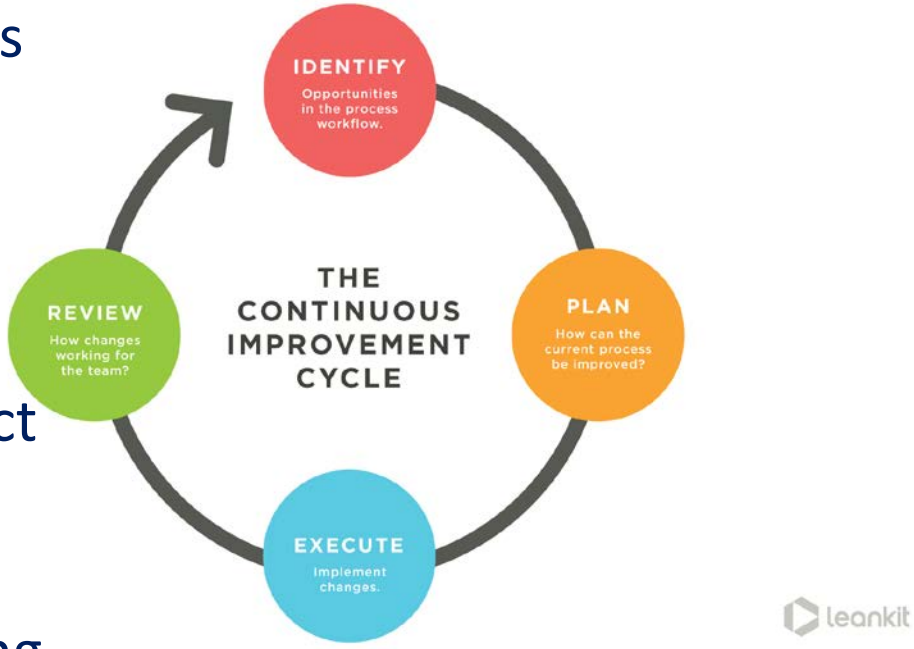
- Community planning ethic
- Brownfield development
- Residential growth management – 1%/year
- Median home price -- $845k detached, $405k attached



Community Planning

Continuous Improvement Loop

- TMP Update -- every 5 years +/-
- Report on Progress -- every two years)
- If you don’t measure you don’t know to course correct
- ROP informs Update Focus Areas
- Repeat -- return to beginning

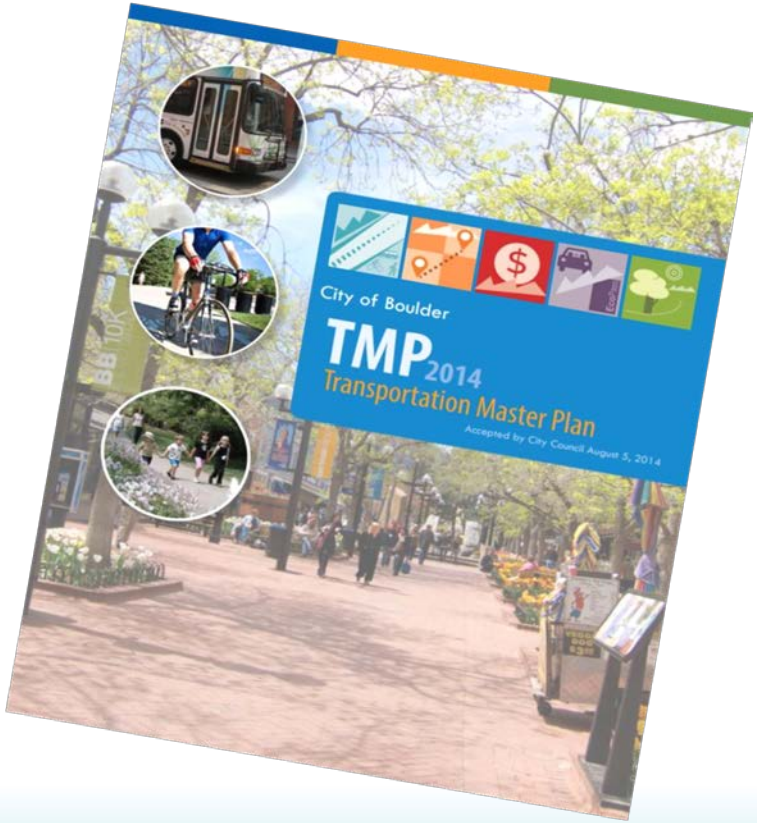


Transportation Master Plan

- Blueprint for accessible and connected community
- Community's Plan
- Mature Plan
- Living document
- Original 1989 – Update 1996, …, 2014, 2019

Focus Areas

- Complete streets
- Regional travel
- Transportation Demand Management
- Funding
- Integrate with Sustainability Initiatives



Transportation Master Plan
Vision & Goals

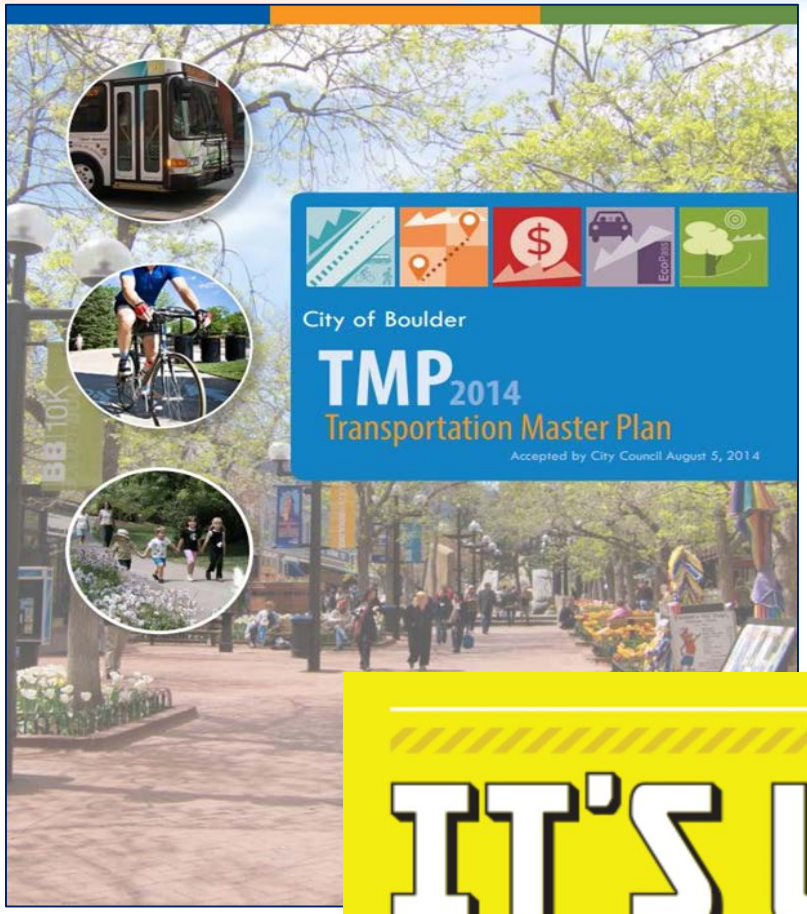
- Support the sustainability and quality of life goals set by the community
- Provide mobility and access in the Boulder Valley in a way that is safe and convenient
- While preserving what makes Boulder a good place to live by minimizing congestion, air pollution
- By increasing travel choices in non-automotive modes while limiting the increase in single-occupant auto travel.

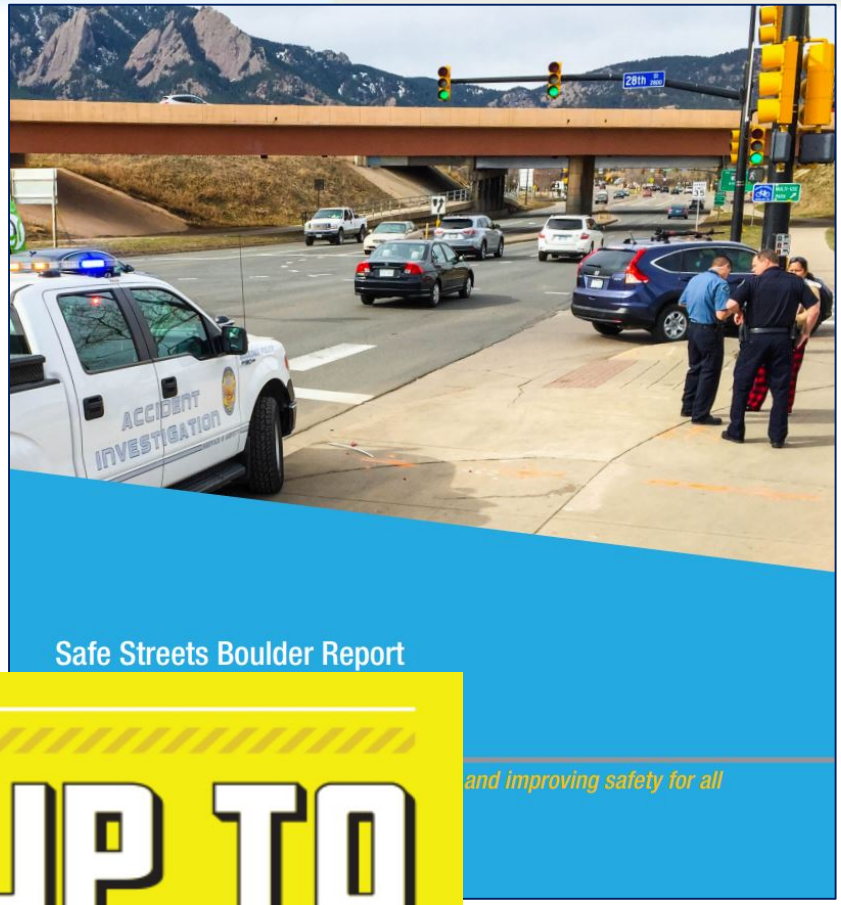
Complete Streets

- Putting People First – design for all users
- Safety –Vision Zero
- Multimodal Network
  - Greenways system
  - Corridor Studies
  - Renewed Vision for Transit

"Great streets are an important element of creating community and need to be shaped, comfortable, connected, safe, and memorable."

- Victor Dover

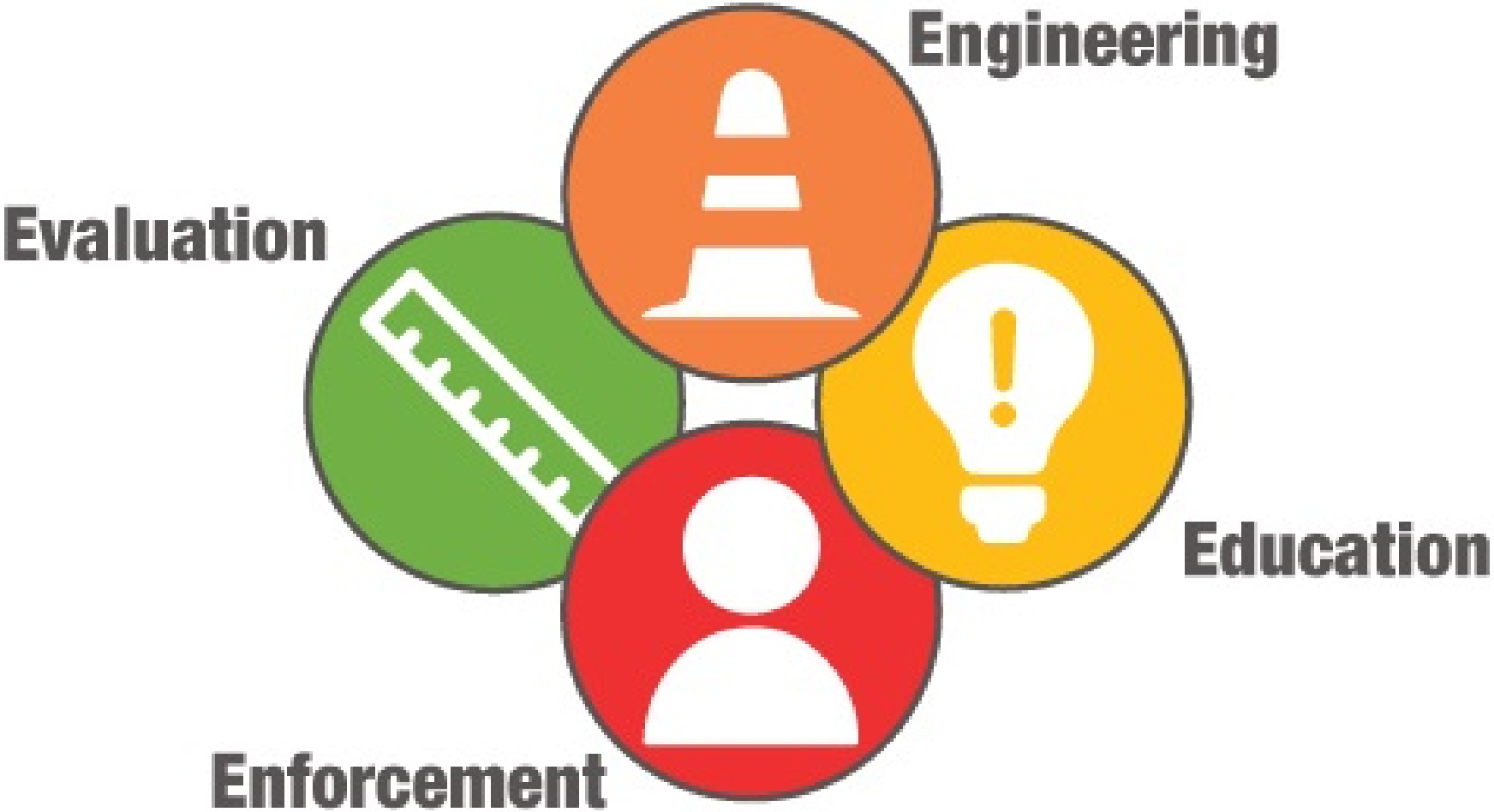




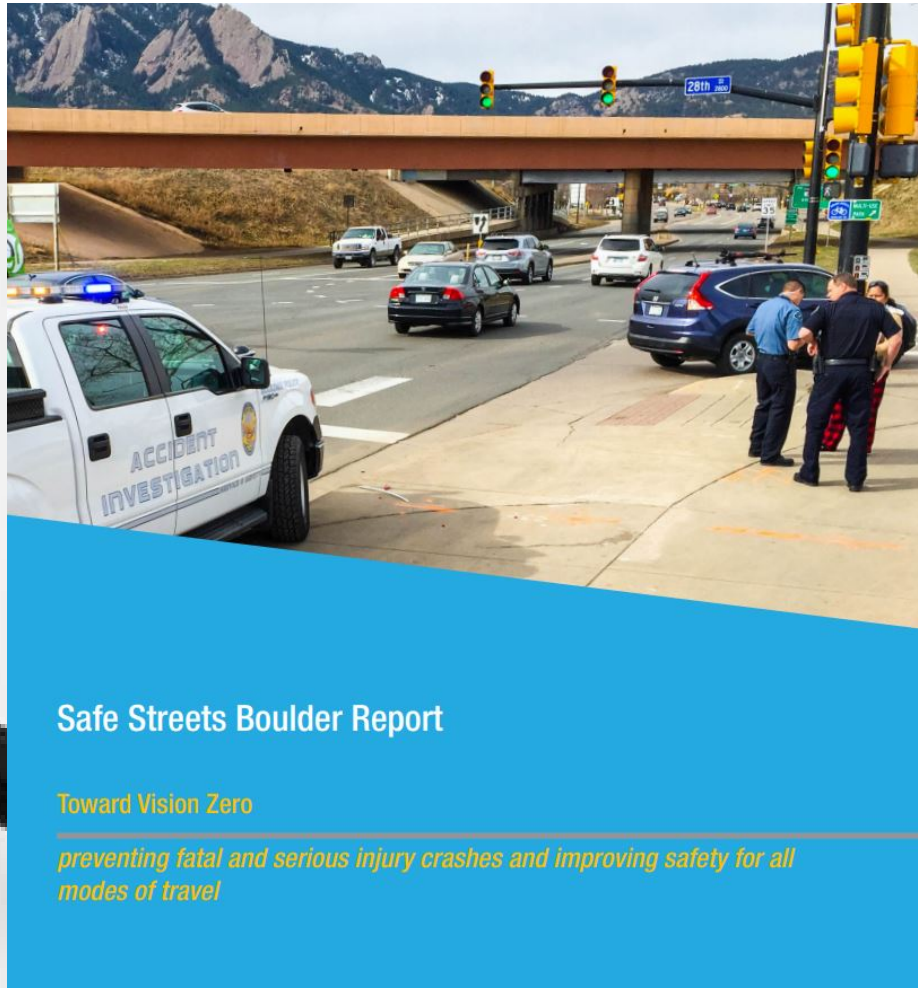
IT'S UP TO US *to make our streets safe.*

VISIONZERO

VISIONZERO

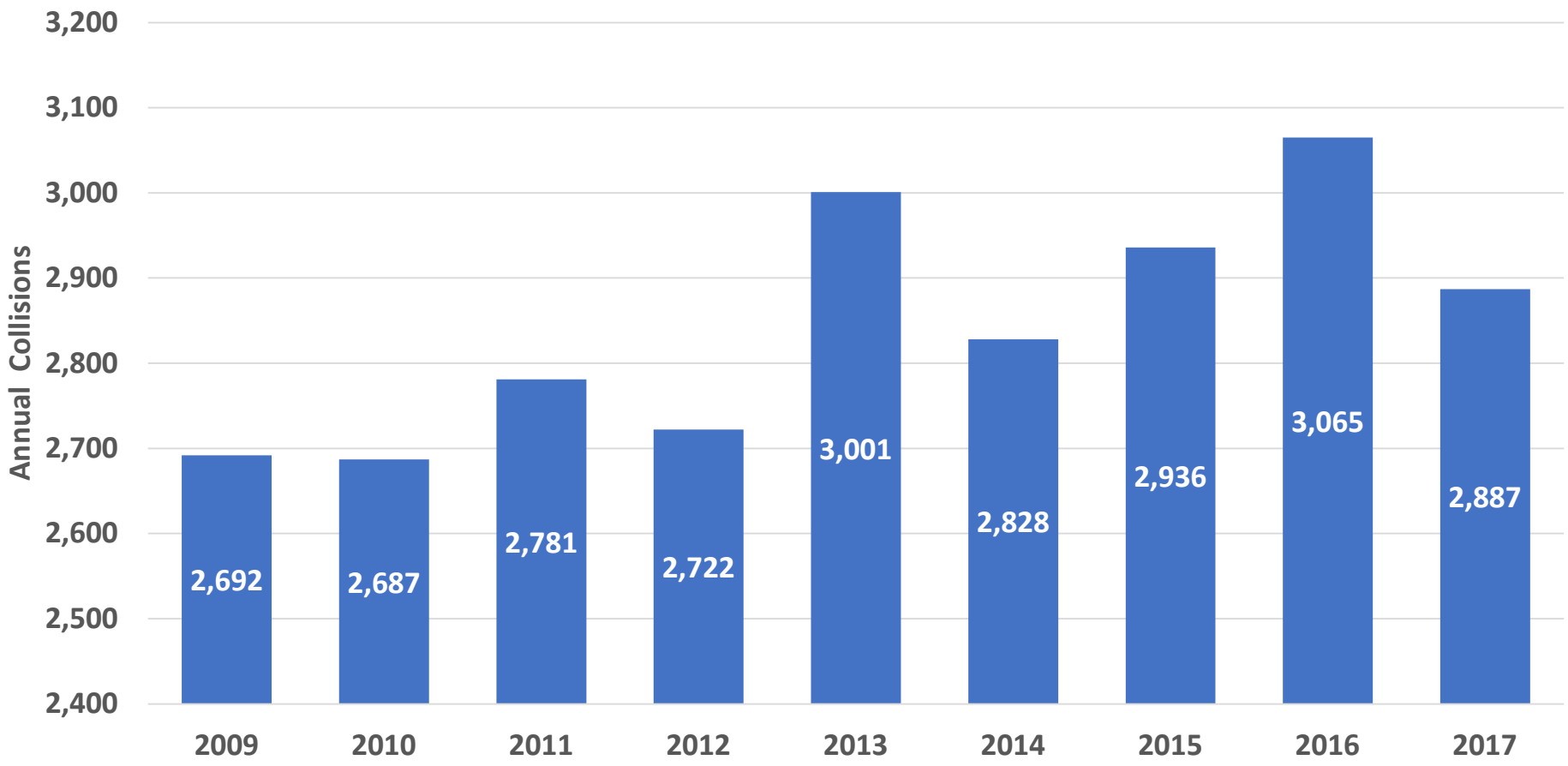


Evaluation

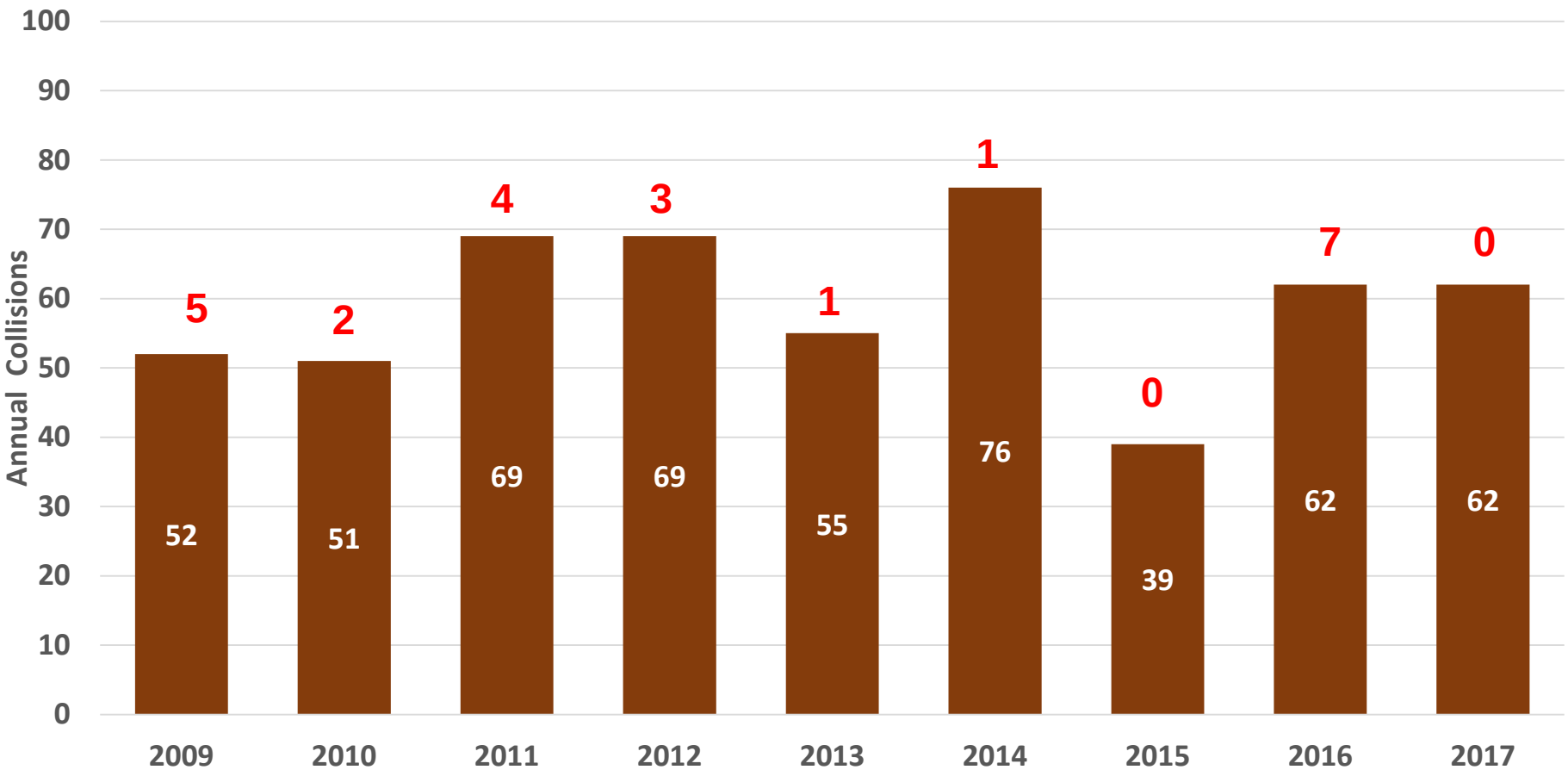


BoulderMeasures

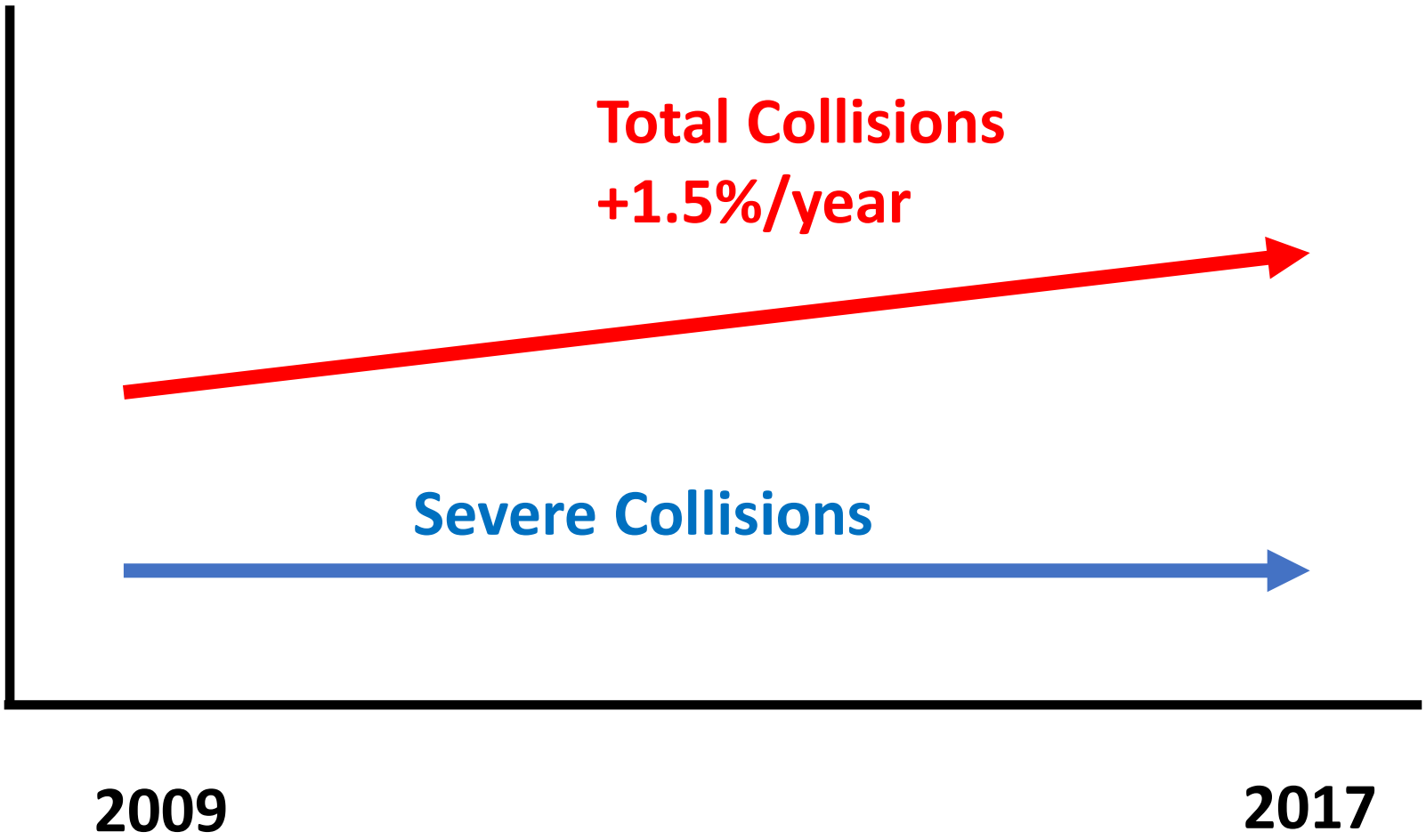
Initial Results - All Collisions



Initial Results - Severe Collisions (serious injuries and fatalities)



Initial Results (2009-2017)



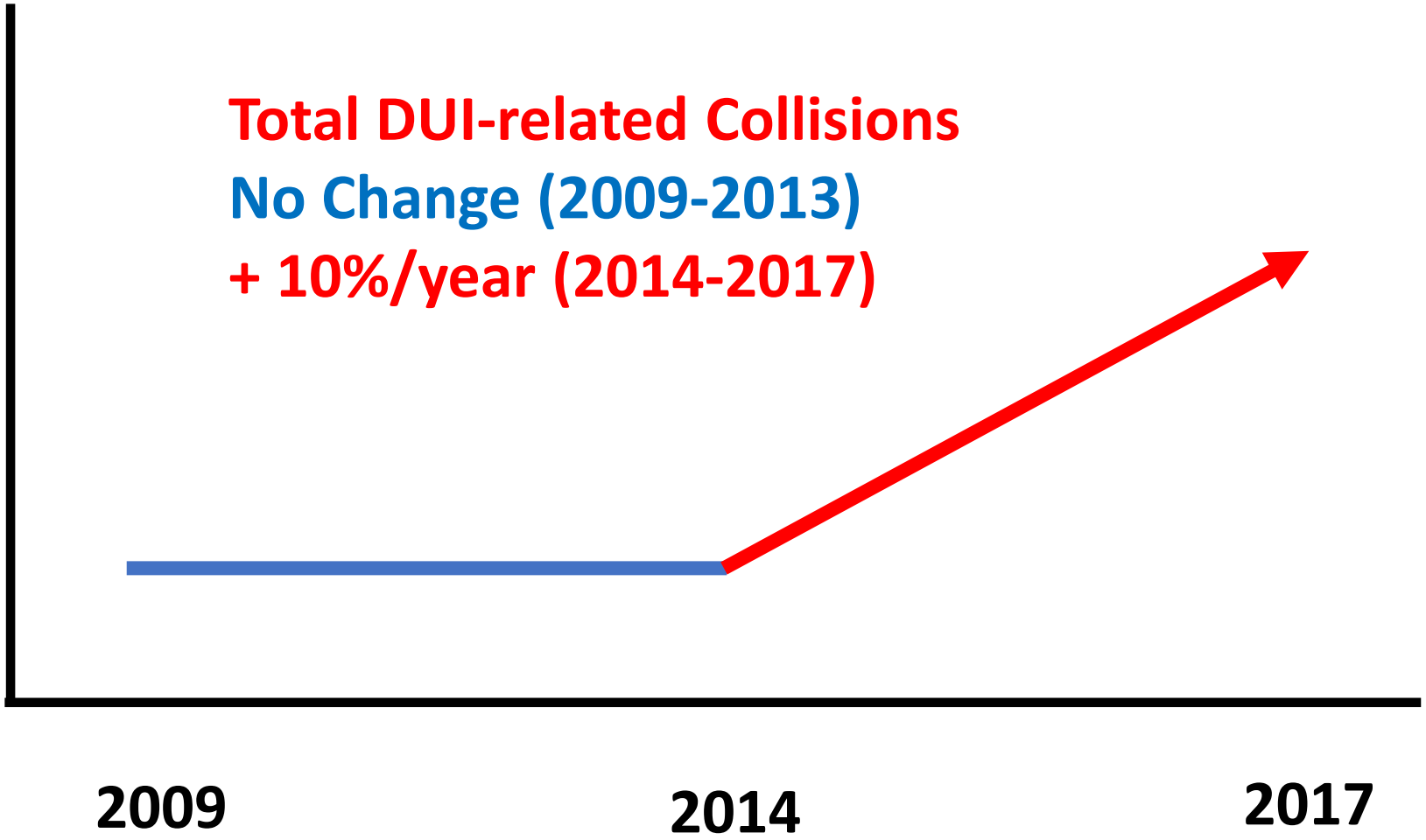
Initial Results (2009-2017)

Cyclists and pedestrians involved in:

8% of **total** collisions AND 52% of **severe** collisions

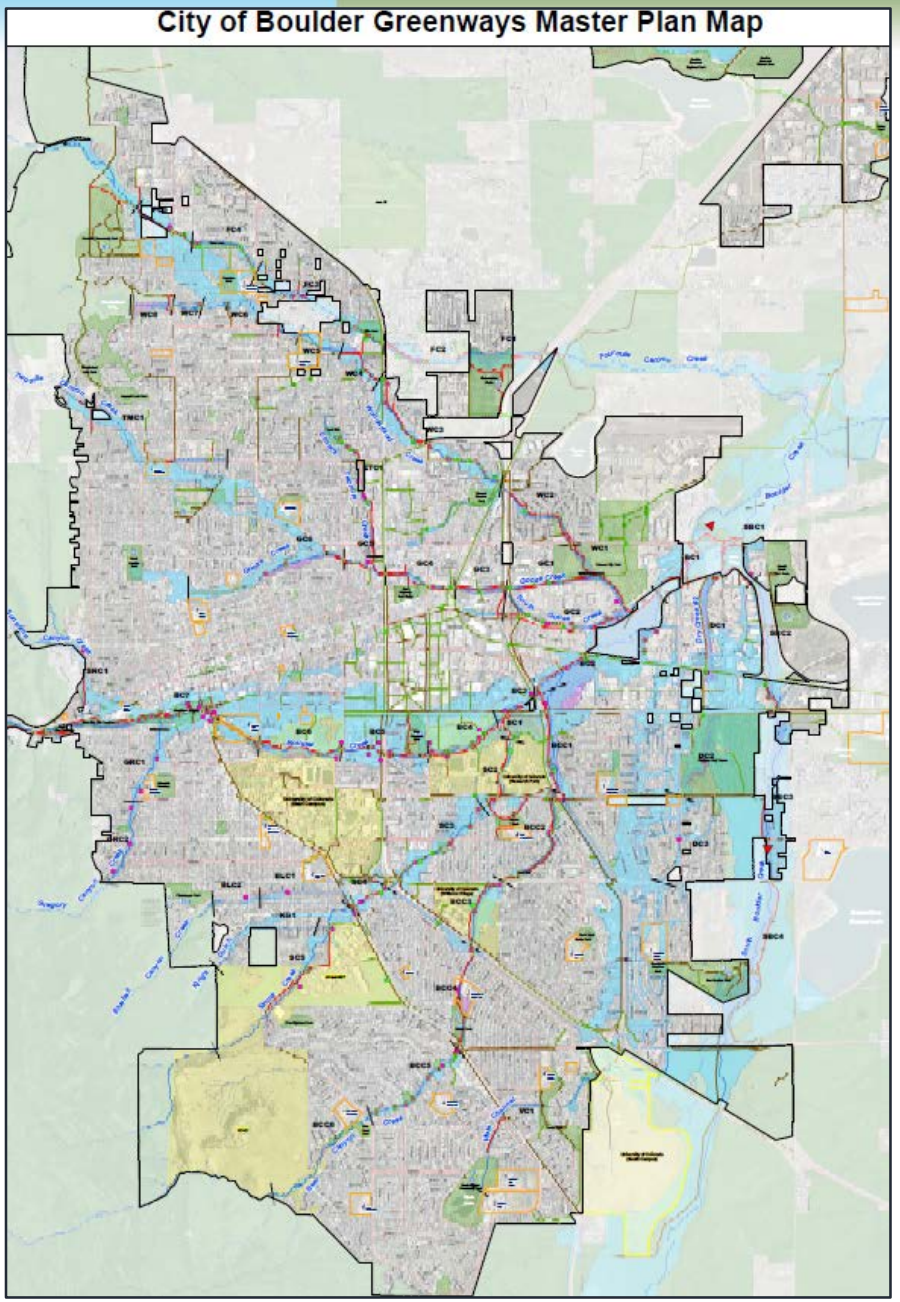
Total pedestrian crashes: **+4%/year**

Initial Results (2009-2017)



Greenways System

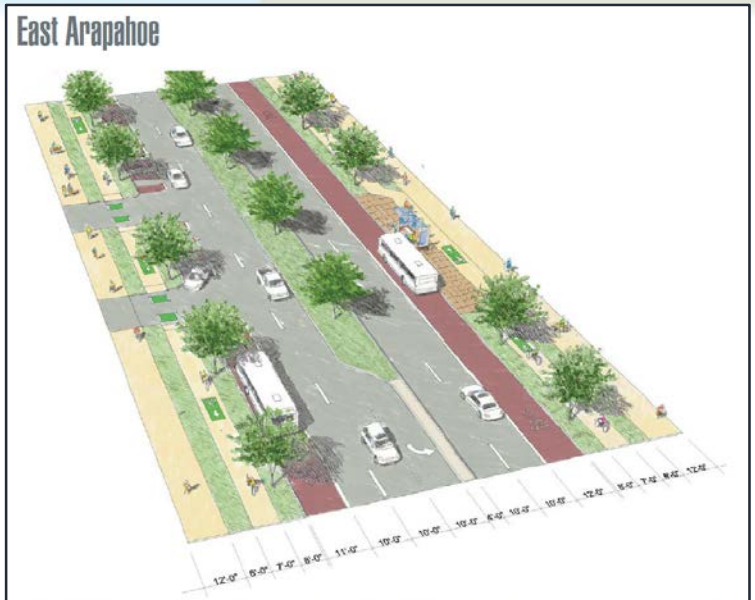
- Turning a liability into an asset
- Boulder Creek and its 14 tributaries
- Multiple goals/ objectives, funding sources
- Habitat protection, water quality enhancement, storm drainage/floodplain management, transportation, recreation and cultural resources.



Multimodal Network

Corridor Studies

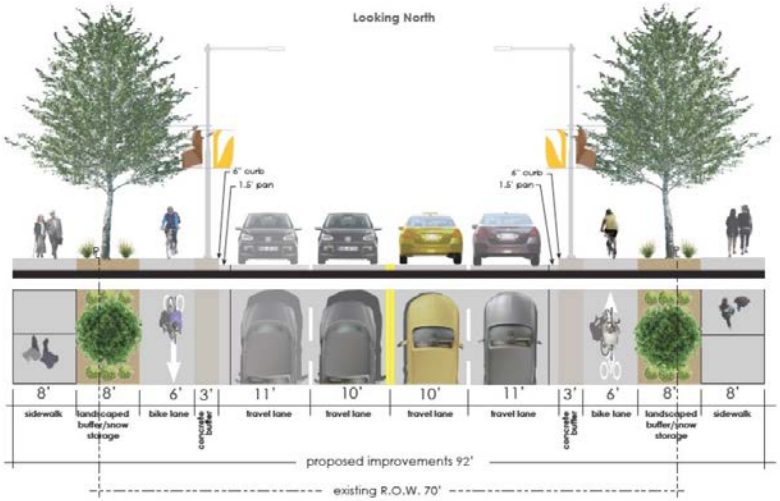
- Canyon Blvd.
- East Arapahoe Ave.
- 30th St. and Colorado



Alternative 3: Business access transit lanes and enhanced bike and pedestrian facilities

Canyon Boulevard

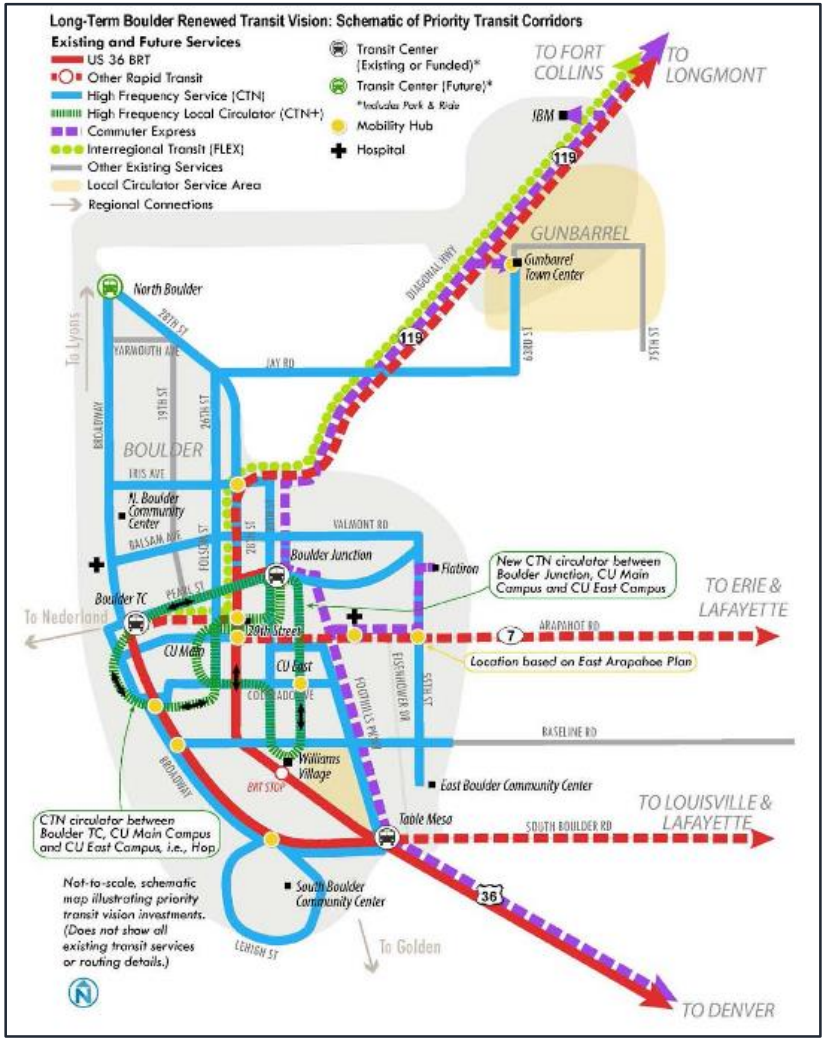
Conceptual Design Option 6 for Canyon Boulevard



Conceptual Design Option 3 for 30th Street

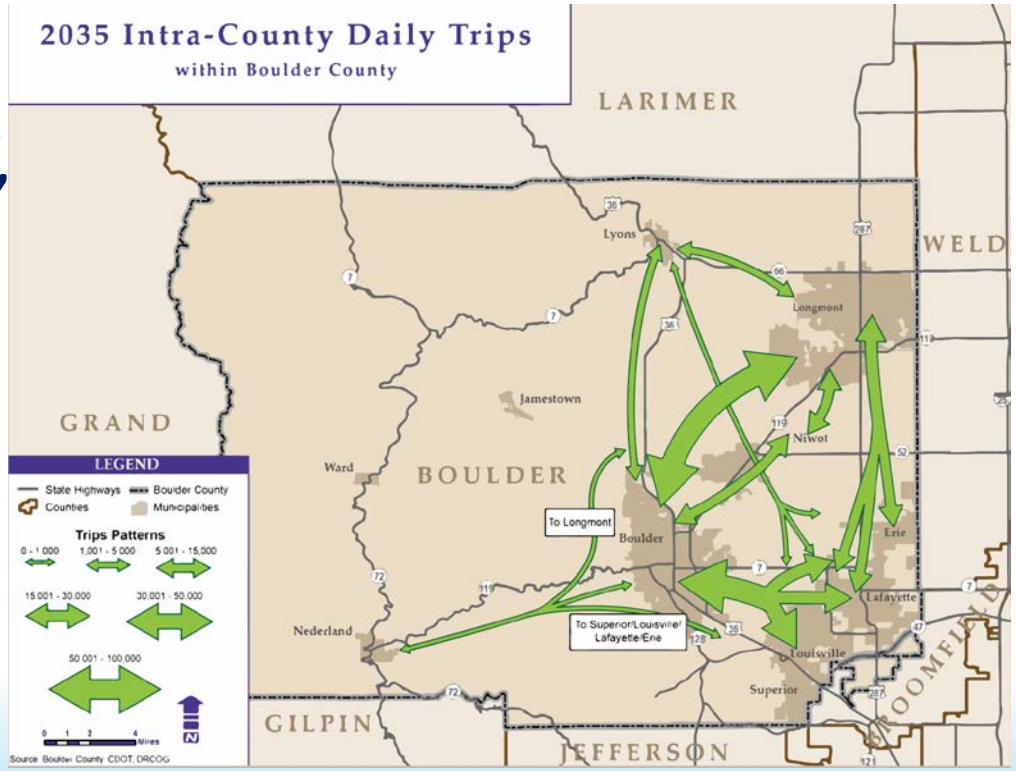
Community Transit Network

- Achieving Boulder's "Renewed Vision for Transit" goals requires new strategies
- High-frequency local transit network
- Connected to Regional Transit Network



Regional Travel

- Regional in-commute
- Coalitions – RTD, CDOT, Boulder county
- BRT/Managed Lane Focus
- U.S 36/Turnpike
- S.H. 7/Arapahoe
- S.H. 119/Diagonal

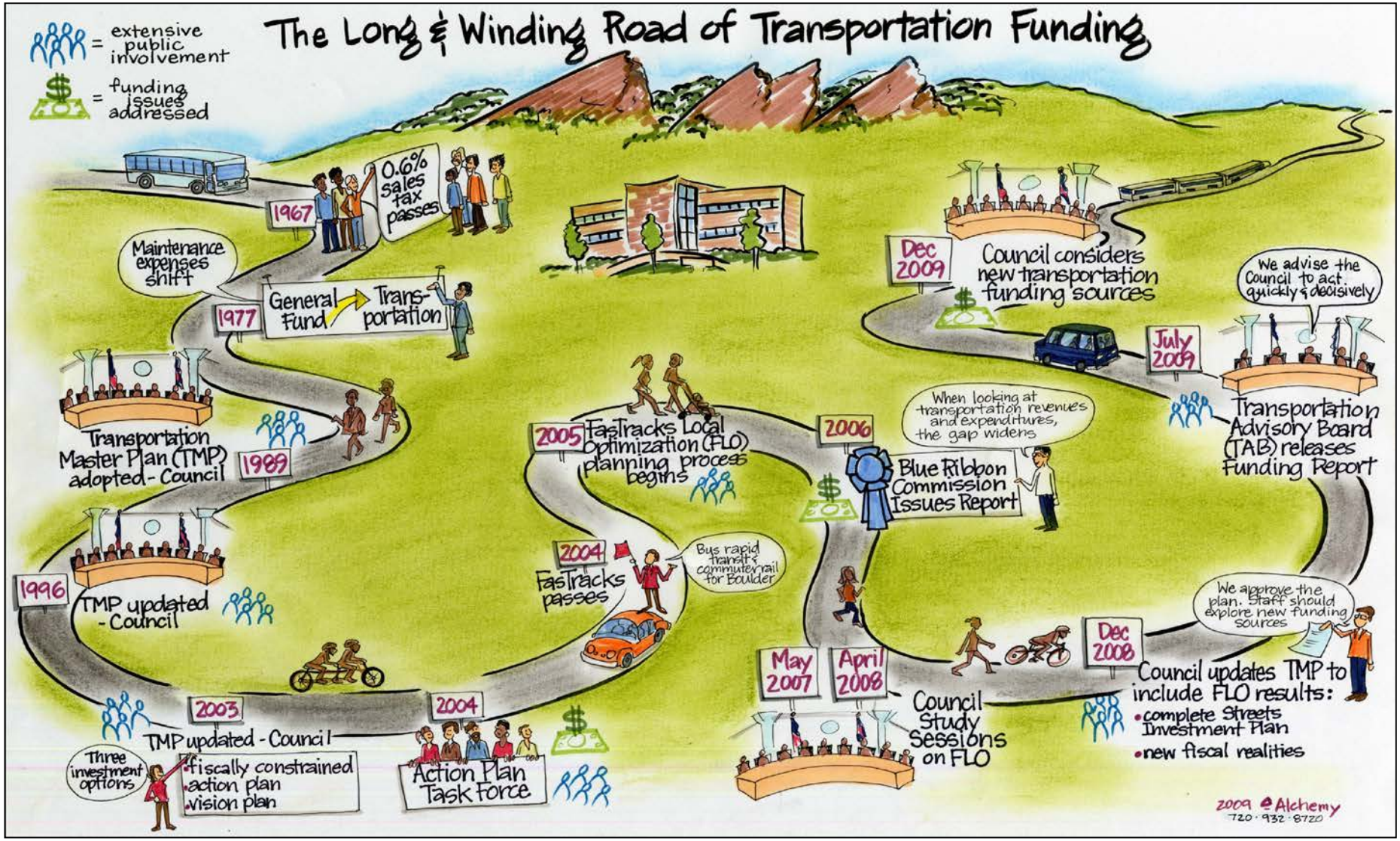


Transportation Demand Management

- EcoPass – universal pass – 82,000 passes
- Districts – Downtown, CU, Boulder Junction
- SUMP Principles
- D2d Pilot
- Advanced Mobility

Funding

- Sources
- Aligning Priorities and Funding
- Purchasing power erosion
- User Fees


The Long & Winding Road of Transportation Funding
= extensive public involvement
= funding issues addressed
1967
0.6% sales tax passes
Maintenance expenses shift
1977
General Fund
Trans-portation
Transportation Master Plan (TMP) adopted - Council
1989
1996
TMP updated - Council
2003
TMP updated - Council
Three investment options
•fiscally constrained
•action plan
•vision plan
2004
Action Plan Task Force
2004
FasTracks passes
Bus rapid transit & commuter rail for Boulder
2005
FasTracks Local Optimization (FLO) planning process begins
2006
Blue Ribbon Commission Issues Report
When looking at transportation revenues and expenditures, the gap widens
May 2007
April 2008
Council Study Sessions on FLO
Dec 2008
Council updates TMP to include FLO results:
•complete Streets Investment Plan
•new fiscal realities
We approve the plan. Staff should explore new funding sources
Dec 2009
Council considers new transportation funding sources
July 2009
Transportation Advisory Board (TAB) releases Funding Report
We advise the Council to act quickly & decisively
2009 Alchemy
720 · 932 · 8720

TMP Funding Policy Review

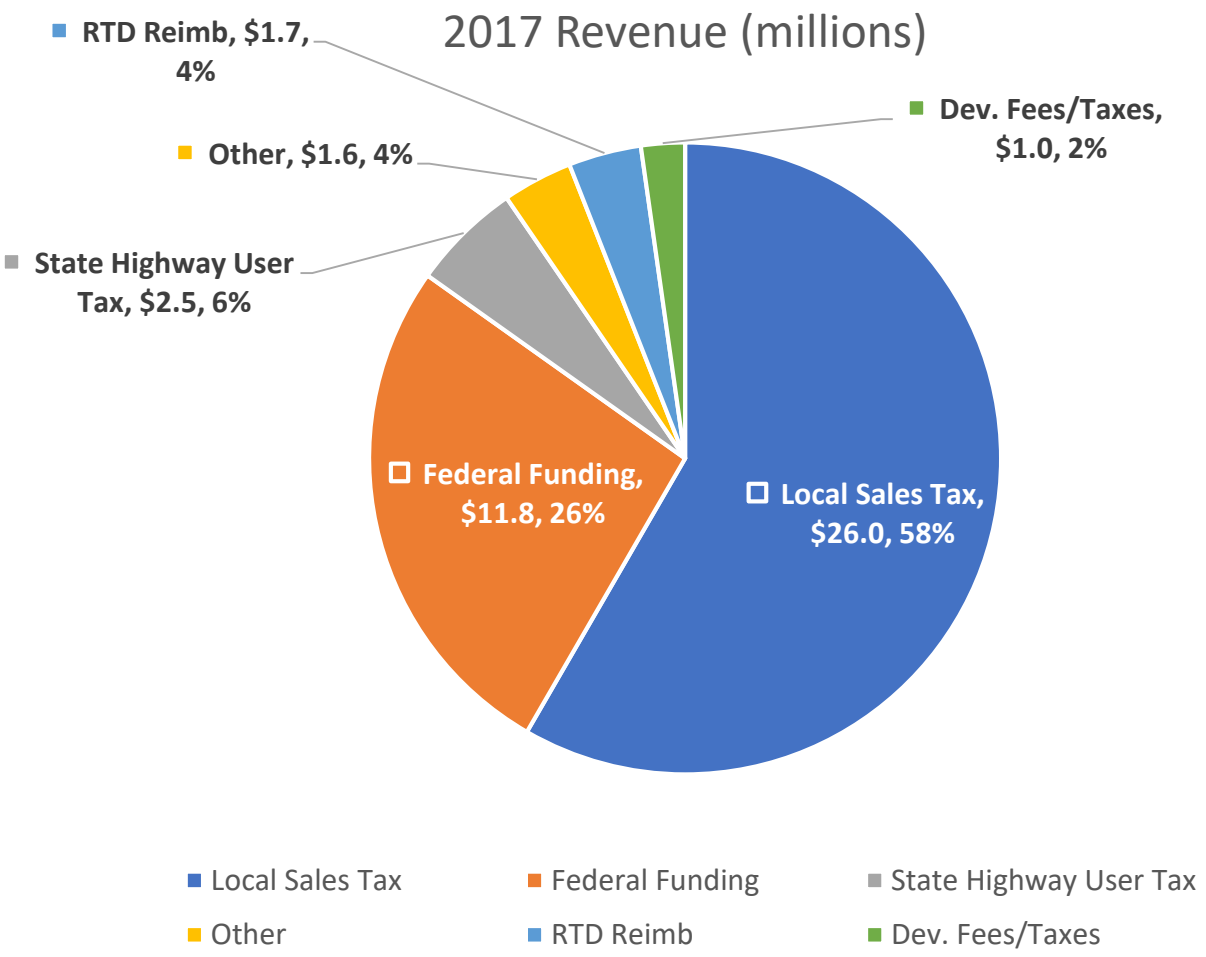
Investment Priorities

1. Operations, maintenance (O&M), safety
2. Operational efficiency and Options
3. Quality of life
4. Auto capacity

Principles

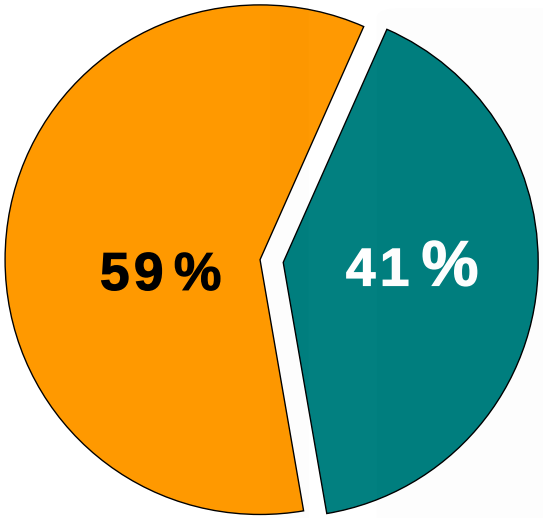
- Credible, Clear and Consistent
- Innovations
- On-going O&M
- Sustainability and Resiliency
- Leverage
- User fees

Where does Transportation Funding come from?



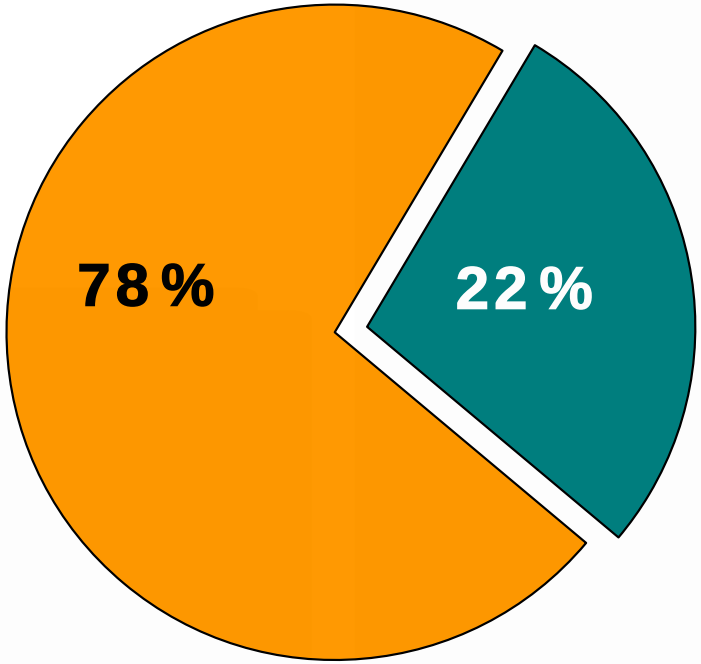
Transportation Investment

Core Services and Enhancements (not including federal funds)



Core Services

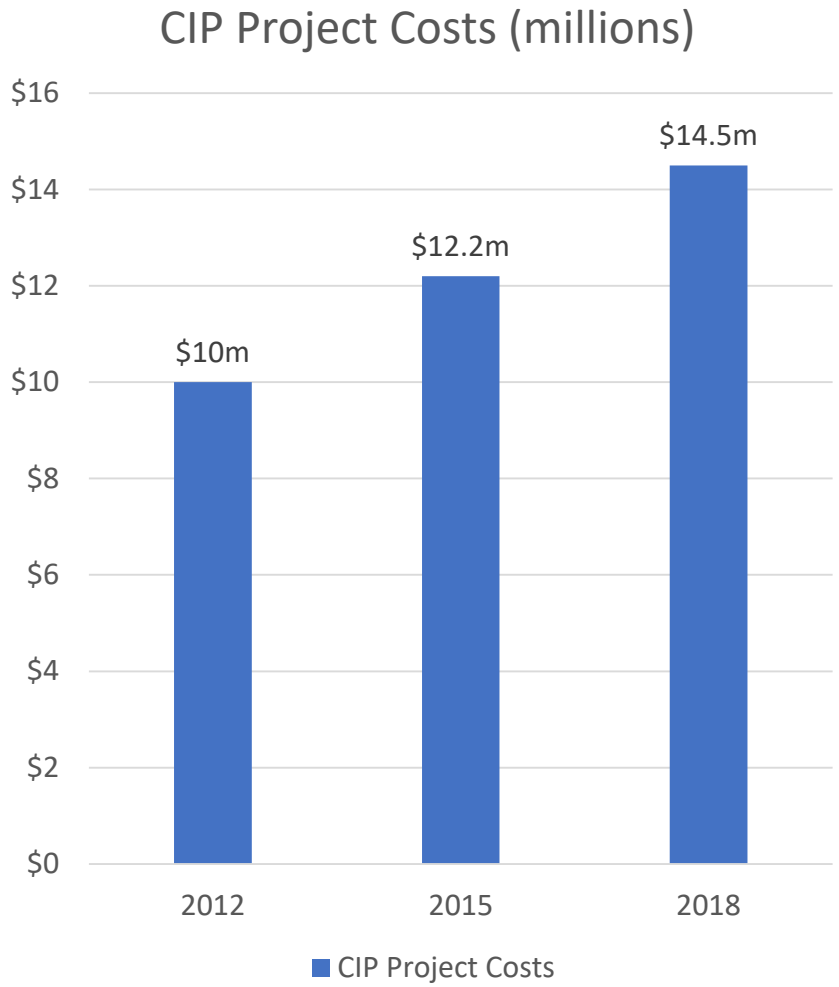
Enhancements



2001: $22.5 million

2018: $33.2 million

Purchasing Power



Trends

Smart Street of the Future

Funding - Best Practices and Opportunitie

- Diversify
- Reliable, predicable, sustainable, scalable
- User fees/taxes
- Advanced Mobility

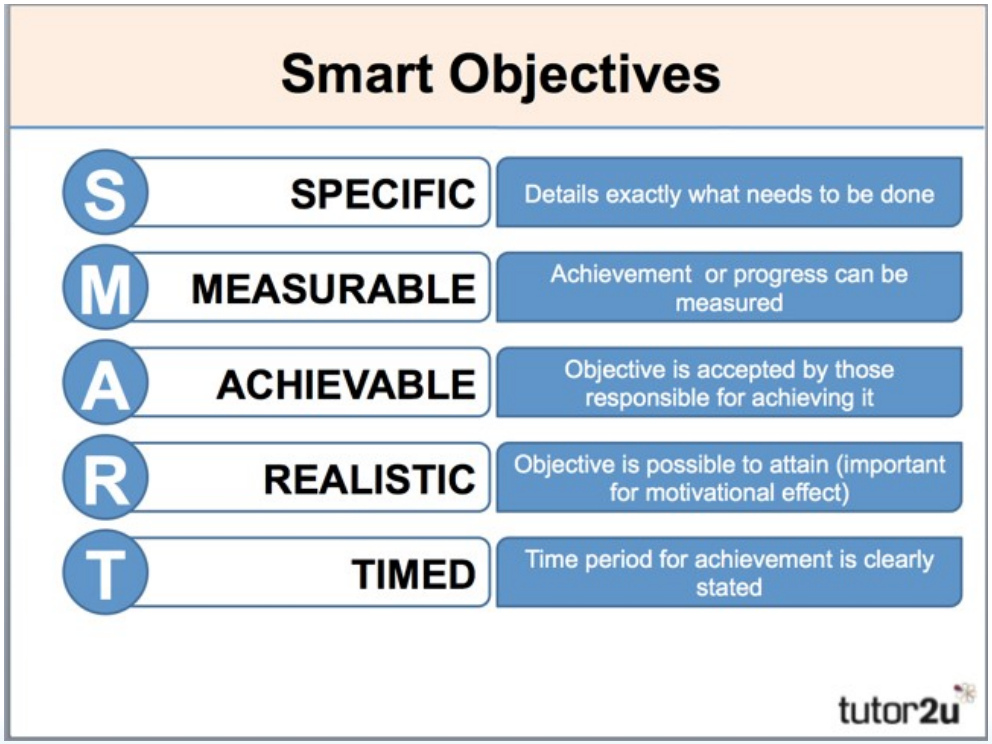
Integration

Transportation Master Plan

- Goal = the overall outcome or condition you want to achieve
- Objective = an action you take in pursuit of the goal

Smart Objectives

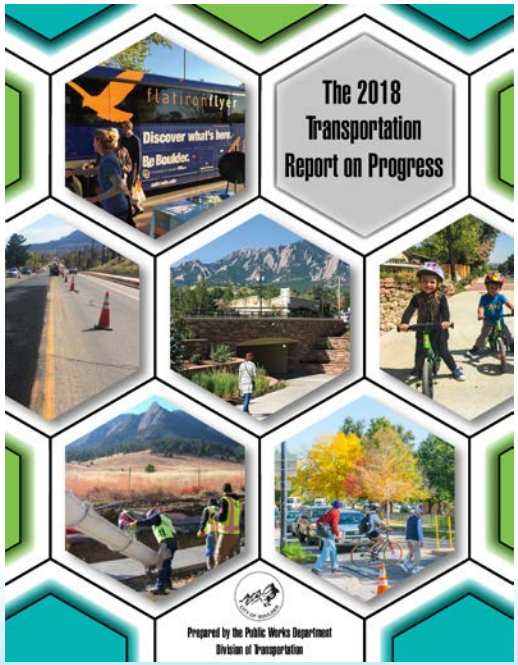
- Describe what you want not what you don't
- Primary, secondary, tertiary
- Experiential best
- Multiple data sources to triangulate



Nine Measurable Objectives

1. Reduce VMT
2. Reduce SOV travel to 20% of all trips for residents and 60% of work trips for non-residents
3. Achieve a 16% reduction in GHG emissions and continued reduction in mobile source emissions of other air pollutants
4. No more than 20% of roadways congested at level of service F
5. Expand fiscally viable transportation options for all Boulder residents and employees including older adults and people with disabilities
6. Increase transportation alternatives commensurate with the rate of employee growth
7. Vision Zero for fatal and serious injury crashes
8. Increase the share of residents living in complete, walkable neighborhoods to 80%
9. Reduce daily resident VMT to 7.3 miles per capita and non-resident one-way commute VMT to 11.4 miles per capita

TMP Report Card



Objectives	Baseline	Progress	Trend
Reduce VMT in the Boulder Valley by 20% by 2035	1994 level of 2.44 million daily VMT for the Boulder Valley; target now 1.9 million daily VMT	VMT was last estimated at 2.49 million in 2016	1994 – 2016
Reduce SOV travel to 20% of all trips for residents and to 60% of work trips for nonresidents	1990: 44 percent SOV mode share for residents	Resident SOV mode share was 36% in 2015	1990 – 2015
	1991: 81 percent non resident SOV commute mode share	Non resident SOV mode share was 78% in 2017	1991 – 2017
Achieve a 16 percent reduction in GHG emissions and continued reduction in mobile source emissions of other air pollutants	423,892 million metric tons of transportation related GHG in 2012	448,994 million metric tons of transportation related GHG in 2016	2013 – 2015
No more than 20% of roadways congested at level of service F	20 percent of signalized intersections at LOS E or F in 1998	11 percent of signalized intersections at LOS E or F in 2017	1998 – 2017
Expand fiscally viable transportation options for all Boulder residents and employees including older adults and people with disabilities	2002: $160,000 city support to VIA	2017: $311,000 city support to VIA	VIA 2002 – 2017
	2002: 3,822 est. residents eligible for Neighborhood EcoPass	2017: 11,298 est. residents eligible for Neighborhood EcoPass	EcoPass
Increase transportation alternatives commensurate with the rate of employee growth	2002 1. Boulder Employees..... 2. Transit Service Hours..... 3. Bike System Miles.....	..... 18% Increase ..... 10% Decrease ..... 30% Increase	2002 – 2016
Vision Zero for fatal and serious injury crashes: continuous	53 serious injury and fatal crashes in 2009	66 serious injury and fatal crashes in 2016	2009 – 2016
Increase the share of residents living in complete, walkable neighborhoods to 80 percent	26 percent of residents lived in a walkable neighborhood in 2014	29 percent of residents lived in a walkable neighborhood in 2017	2014 – 2017
Reduce daily resident VMT to 7.3 miles per capita and nonresident one-way commute VMT to 11.4 miles per capita	11.2 miles per day for Boulder Residents in 2012 14.3 miles for a nonresident one-way commute in 2014	12.8 miles per day for Boulder Residents in 2015 Estimated 15 miles for a nonresident one-way commute in 2017	2012 – 2015

Thank you

- Questions?
- Resources
  - 2018 Report on Progress
  - BoulderTMP.net
  - Beheardboulder.org
  - Boulder Measures dashboard

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Back pocket slides

Community Sustainability Framework
Boulder Valley Comprehensive Plan
OUR LEGACY. OUR FUTURE.
BOULDER VALLEY COMPREHENSIVE PLAN
Transportation Master Plan
Transportation Report on Progress
TRANSPORTATION MASTER PLAN
VISIONZERO
Safe Streets Boulder
Safe & Complete Streets
Modal Plans
Renewed Vision for Transit
Transit Service Delivery Study
Pedestrian Plan / ADA Plan
Bike Plan
Corridor Plans
30th and Colorado
East Arapahoe
SH 119
Regional Travel
Coalitions
US 36 Mayors and commissioners coalitions
Transportation Demand Management
Advanced Mobility
TDM Programs
Eco Pass
Funding
Investment Policies and Priorities
Investment Programs
Action Plan
Vision Plan
Current Fiscally Constrained
Capital Improvement Projects
Integrate with Sustainability
Access Management & Parking Services
Climate
Economic Sustainability Strategy
OSMP Master Plan
Greenways