



Broadway/Euclid Underpass Transformation (2011-2013)

A History of Transportation in Boulder, 1984 - 2017



March, 2018

A History of Boulder's Transportation, 1984-2017

On the front cover:

Banner Image: Broadway/Euclid Underpass Transformation as seen from the University Memorial Center - 2011 and 2013

Top Left: Pedestrian Safety Advocates in the mid 1980s (Source: Boulder Carnegie Library for Local History).

Top Right: Engine 30, coal car and caboose in front of the band shell in 1988, near the location of Boulder's historic rail depot (Source: Boulder Carnegie Library for Local History).

Bottom Left: Arapahoe Avenue bridge over Boulder Creek with Cyclist, 1988 (Source: Boulder Carnegie Library for Local History).

Bottom Right: Pearl Street Mall in the snow, 1985 (Source: Boulder Carnegie Library for Local History).

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A History of Boulder's Transportation, 1984-2017

Boulder, Colorado

March 2018

By Ted Harberg and Anthony J. Wiese IV

Introduction

This report provides an overview of transportation in the City of Boulder from 1984 to 2017. The research was prepared for the 50th Anniversary of the 1967 Green Belts and Transportation Tax. Previous research on Boulder's transportation includes a paper by Phyllis Smith titled *A History of Boulder's Transportation 1858 to 1984*. This paper is an update from Smith's work to the present (2017).

This overview focuses on the forces that have shaped the way that Boulder residents, workers, and students have traveled over the last 30+ years, with a particular focus on the transportation policies that have guided the city's efforts since the 1980s.

Research

Several primary sources were used to create this history. Recordings of general city staff meetings, interviews with current and former transportation staff, and other internal city documents were used to establish timelines for specific projects. Daily Camera archives, as well as other secondary sources, were used to gather additional information. The Boulder Carnegie Library for Local History collections provided many of the photos for this history.

Much of the information about the City of Boulder's Transportation Master Plan is available to the public at bouldercolorado.gov.

State of the System in 1984

In 1980, 76,685 people lived in Boulder and 49,640 people worked in Boulder. At the time, the city had:

- 440 miles of sidewalks;
- 11.3 miles of on-street bike lanes;
- 14.2 miles of multi-use paths
- 595 lane-miles of roads
- 74-mile bus system¹

In 1984, walking and bicycling were widely considered forms of recreation as opposed to transportation. Many took for granted the fact that walking was the primary mode of transportation for many students and residents, especially in the city's older neighborhoods. In 1977, Boulder's innovative Pearl Street Mall was created. Although it was not discussed in *A History of Boulder's Transportation 1858 to 1984* by Phyllis Smith, it soon became a national role model for pedestrian malls.

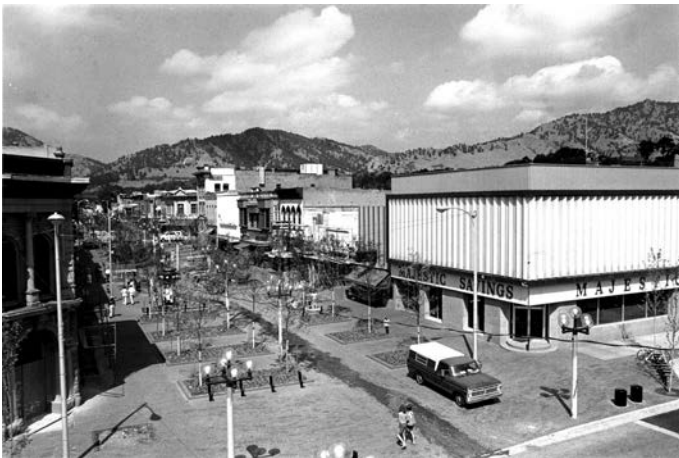


Figure 1: 1200 Block of the Pearl Street Mall Shortly Before Opening, 1976

(Source: Boulder Carnegie Library for Local History)

Boulder's Original Bikeways

Boulder's bicycle network was also rapidly taking shape in the 1970s and 1980s. The beginnings of the bike network can be traced to 1970 when the first section of "Boulder Bikeways" debuted. The idea began in 1968 when Al Bartlett and his student assistant Ted Wells submitted a document to the city entitled "Bikeways for Boulder."² The earliest bikeways were marked with green "Bike Route" and yellow "Bicycle Crossing" signs. These routes were through neighborhoods and there was a published map marking the routes, a practice that continues to this day.

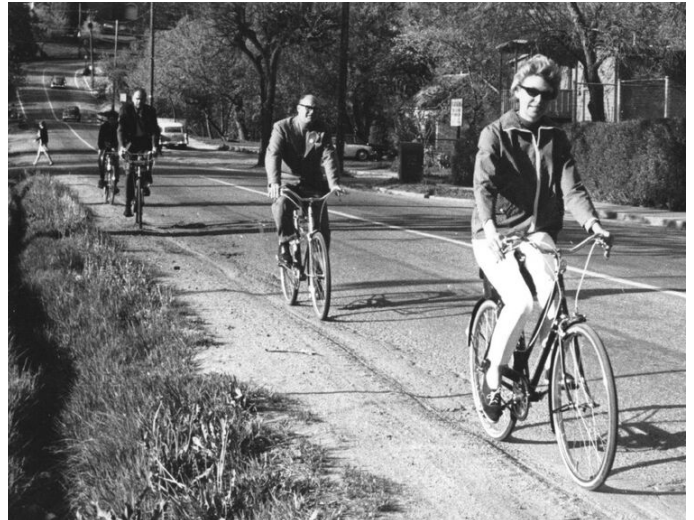
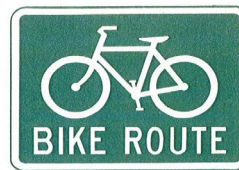


Figure 2: Al Barlett (pictured 2nd) riding on 17th Street (Source: Boulder Carnegie Library for Local History)



Boulder Innovation: Bike to Work Day

In 1977, local bicycle advocates and the city held the very first Bike to Work Day. Boulder was the first community in Colorado to host this event, which has since grown into a statewide event. Three years later in 1980, the City hosted its very first Pedestrian Conference, an innovative meeting of professional planners that continued for over a decade. These events began to establish a reputation for Boulder as a national leader in pedestrian and bicycle planning.

¹ Phyllis Smith, *A History of Boulder's Transportation, 1858-1984* (Boulder, 1984), 47.

² Taylor, Carol, "Boulder history: Bike path network long in the making," *Daily Camera*, June 19, 2016.

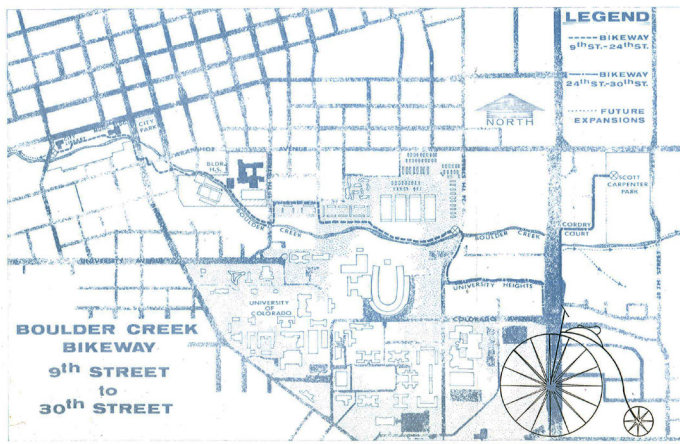


Figure 3: Map of Boulder's First Bikeway from the Boulder Public Library to Scott Carpenter Park (Source: Boulder Carnegie Library for Local History)

Boulder Innovation: Parking Management

Downtown Boulder has been the hub of local business since the city's founding. Parking demand was first managed when meters were installed on Pearl Street in 1946, and in the 1970s, the Central Area General Improvement District (or CAGID) was created to fund, build, and manage parking for the entire downtown. It went to work constructing parking garages, and has built five garages as of the time of this report¹. These garages accommodate both employee parking for nearby offices, as well as short-term visitor parking. This innovative model of shared parking prevented the large-scale replacement of buildings with surface parking lots seen with pedestrian malls elsewhere by freeing nearby offices from the burden of providing their own parking. It has also been a success in encouraging the reuse of historic structures downtown and small-scale infill.

(Source: "Access Management & Parking Strategy," August 8, 2017.)

Between 1976 and 1979, Boulder constructed its first dedicated stretch of bicycle infrastructure – a two-way off-street bikeway along Broadway between College Avenue and Baseline Road on the University of Colorado Campus, and between 27th Way and Dartmouth Avenue on the property of the Department of Commerce (today NIST and NOAA). In the early 1980s, the city began to paint on-street bike lanes onto several streets, including Folsom, Spruce, and 30th.

By 1984 new segments of this "Broadway Path" extended north of University Avenue to Boulder Creek, and south of Table Mesa Drive to the underpass at the Viele Channel.³ These different facilities were the early beginnings of the city's bicycle network; the next big addition to this network would be the Greenway System of multi-use paths.



Figure 4: Downtown Boulder Station (Source: City of Boulder)

In 1988, RTD celebrated the completion of the Downtown Boulder Bus Station. This station was constructed on the site where Boulder's historic train depot once stood, meaning that travelers would continue to arrive and depart from the same place that train passengers used in the past. The station replaced an earlier facility that stood at 9th and Canyon.

³ City of Boulder.

Multi-Use Paths and Greenways

By the spring of 1984, Boulder was working on the Boulder Creek Corridor Plan, a plan that dates back to Fredrick Law Olmsted, Jr. Olmsted, the son of the famed designer of New York's Central Park, had come to Boulder in 1908 at the invitation of the Boulder City Improvement Association.⁴ At that time, he recommended that Boulder enhance Boulder Creek and its floodway by making it into a recreational area. While some of Olmsted's plan was implemented over time, including the creation of Central Park, and the removal of the railroad from Downtown Boulder in 1961, the full plan to turn Boulder Creek into a recreational greenway remained only a vision. But as is often the case, his good idea did not die.

In 1976, a devastating flood on the Big Thompson river north of Boulder severely damaged communities from Estes Park to Loveland. Flooding such as this is common along Colorado's Front Range, where communities have been built where mountain rivers spill out onto the plains. The flood was a "wake-up call" for Boulder, which was built along the banks of Boulder Creek, and also has a local history of flooding.⁵ Subsequently, the Boulder Creek Corridor Plan was commissioned to identify and mitigate flood risk, and address ecological restoration of the river while providing new recreational facilities in an environmentally sensitive manner.



Figure 5: Gary Lacy and Laurie Kuelthan discuss fish habitat in Boulder Creek near Eben Fine Park, 1985
(Source: Linda Cornett, "Bike path to follow Boulder Creek," Photograph by Vern Walker, *Daily Camera*, March 10, 1985.)

An important component of the plan was a linear path along the creek from the mouth of Boulder Canyon to 55th Street. This route had been used as Boulder's first bikeway for over a decade, but the original bikeway had been patched together using parks paths, CU campus pathways, and city streets. The new greenway would

⁴ Taylor, Carol, "Learn more about man who helped plan Boulder," *Daily Camera*, March 26, 2013.

⁵ Pettem, Silvia, "Boulder's Floods and Flood Management: Past & Present," May 24, 2016.

include a permanent off-street bike path and pedestrian trail that extended the entire length, as well as habitat restoration and flood hazard mitigation.

On March 14, 1985 the Boulder Creek Greenway project had its official kickoff with a ground-breaking ceremony behind the Boulder County Justice Center at 6th Street and Canyon Boulevard. Mayor Ruth Correll opened the ceremony and construction crews began work on the first phase of the project from the Justice Center west to Eben Fine Park at the mouth of Boulder Canyon. Project manager Gary Lacy had previously worked on the Platte River and Bear Creek projects in Denver, the Yampa River in Steamboat Springs and Blue River Dam in Summit County.⁶ The path that the community created became the foundation for the network of pathways, bridges and underpasses that would significantly change the way Boulder residents commute and recreate.

On September 19, 1986, a halfway point of sorts was reached, as Boulder Creek stream improvements and a bike path at Broadway's underpass were completed. The achievement was marked with a ribbon cutting by Mayor Linda Jourgensen and was part of the Seventh Annual Pedestrian Conference in Boulder. The Boulder Creek corridor project won the 1986 Park Design Excellence Award given by the Colorado Parks and Recreation Association and the Colorado Chapter of the American Society of Landscape Architects.⁷



Figure 6: Boulder Mayor Linda Jourgensen cuts a ribbon near the Broadway underpass, 1986
(Source: Editorial, "Ribbon cutting," Photograph by Charles Wendt, *Daily Camera*, September 19, 1986.)

⁶ Linda Cornett, "Bike path to follow Boulder Creek."

⁷ Editorial, "Creek project wins award," *Daily Camera*, September 25, 1986.

In 1987 the first five-mile stretch of the 10-foot-wide Boulder Creek Path (from Eben Fine Park to 55th Street) opened, and another mile was added east of 55th Street. On October 5, 1987, an estimated 500 people walked, jogged, biked, skated, were pushed in a stroller, or carried in a backpack along the five-mile Boulder Creek Path. As the walkers and riders crossed over the last bridge and into Eben G. Fine Park, they were greeted with balloons, soft drinks, and refreshments to celebrate the culmination the Eighth Annual Boulder Pedestrian Conference and the opening of Boulder Creek Path.⁸

The path was very busy right from the beginning. In August 1988 residents asked the Daily Camera newspaper “Do more pedestrians or bicyclists use the Boulder Creek Path?” A count was taken, and people were surprised at the number of path users - 4,269 people on one weekend day (2,086 bicyclists and 2,183 walkers and runners) and more than 3,833 on a weekday.⁹

By the time the Boulder Creek Greenway opened, planning was already underway for more greenways.¹⁰ In 1985, the “Master Plan for Boulder Creek Tributaries” was completed for 11 streams that flow through Boulder—including Fourmile Creek, Wonderland Creek, Goose Creek, Skunk Creek, Bear Creek, and South Boulder Creek. The success of the Boulder Creek project emboldened these efforts, and in 1989, City Council adopted a comprehensive “Master Plan for the Greenways Program.” The Greenways Program represents one of the most fruitful collaborative investments in Boulder’s history. In addition to creating an extensive system of off-street paths, the greenways system of flood conveyance has proven its worth time and again - most recently in September of 2013, when damage could have been much worse without the city’s investment in the system.

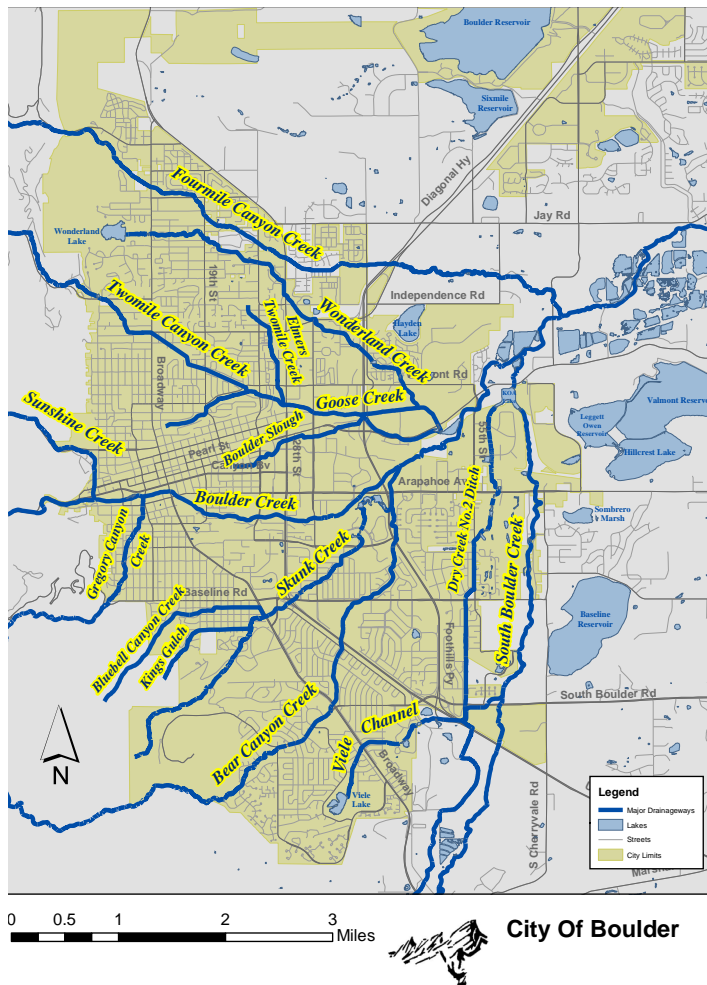


Figure 7: Map of Boulder’s Greenway Tributaries
(Source: City of Boulder)

⁸ Joan Zales, “Pedestrian Conference ends with walk on new creek path,” *Daily Camera*, October 5, 1987.

⁹ Sally McGrath, “Because you asked,” *Daily Camera*, September 24, 1988.

¹⁰ Pettem, Silvia, “Boulder’s Floods and Flood Management: Past & Present,” May 24, 2016.

1989 Transportation Master Plan and the Creation of GO Boulder

In 1984, more people commuted out of Boulder for work each day than the reverse. In 1985 Boulder's population was estimated at about 83,265, with 72,659 employees.¹¹

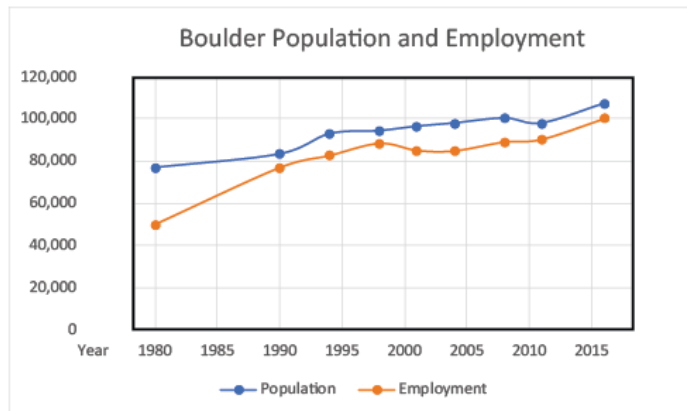


Figure 8: Chart of Population and Employment Growth, 1980-2016
(Source: City of Boulder)

By the end of the 80s, more and more employees were coming to Boulder for work each day. The community began to see the ways this trend could increase traffic congestion and air pollution, and believed this did not align with other city goals. To address this, the city created an Ad Hoc Transportation Committee, with the goal of developing a balanced approach to transportation issues through the creation of a Transportation Master Plan.¹²

The city thus began working toward its first Transportation Master Plan in the 1980s. Although not formally named Transportation Master Plan (TMP) until 1989, elements of the plan were already being implemented throughout the city years before. The TMP recognized the need to reconcile two seemingly conflicting goals: first to provide mobility and access in the Boulder Valley in a way that is safe and convenient; and second, to preserve what makes Boulder a great place to live by minimizing auto congestion, air pollution and noise. The plan has been updated several times since its initial adoption (in 1996, 2003, 2008, and 2014). The big headline to come out of the 1989 Transportation Master Plan (TMP) was a goal

¹¹ "Transportation Master Plan for Boulder Valley," October, 1989. Updated with current City of Boulder statistics.

¹² Bracke, K., Gardner-Sweeney, M., Rutsch, R., & Winfree, T. (2017, July). GO Boulder Oral History Session [Personal interview].

The First Transportation Master Plan, 1989:

Boulder's 1989 Transportation Master Plan was the first policy document to set and describe the community's long-term vision for transportation.

The main headline from this plan was a target to reduce single-occupant vehicles from an estimated 73% of all trips to 58% of all trips (a 15% modal shift) by 2010.

The plan also laid out goals for a transportation system that would:



- Support community goals
- Be integrated and multi-modal
- Have sufficient funding mechanisms
- Allow for public participation
- Support attractive urban design

of a 15% shift of all trips away from single-occupant vehicles. To achieve this, the TMP created the Community Transportation Advisory Committee (which later became the Transportation Advisory Board), and called for implementation of a demonstration transit service, at the time called the "Community Access Shuttle."

Council recognized that internal planning would be needed to accomplish the goals of the TMP, and thus created a city work group known as the "Alternative Transportation Center." The core mission of this work group was to make "alternative modes" of travel so convenient that people would choose them over driving. Soon, this group changed its name to "GO Boulder," with "GO" standing for the "Great Options" for getting around being supported by its work. To accomplish the goals of the TMP, baseline traffic numbers were needed, and in 1990-91, GO Boulder administered the city's first Travel Diary, a method used since to collect data on how Boulder residents get around town. Results from the survey are used to gauge progress toward TMP goals, and to support the enhancement of travel options.

Today, GO Boulder is an integral part of the City's Transportation Division and continues to provide planning and programs connecting people and places throughout Boulder and beyond.

Boulder's Community Transit Network

Following the first TMP, GO Boulder went right to work planning for the "Community Access Shuttle" called for in the plan.¹³ A community round-table helped set the guidelines for the service, including a fleet of small, colorfully designed buses that would be inviting, low floor/easy entry, and with transparent windows to allow easy visibility between people inside and outside of the bus. The service was also designed with the goal of being frequent, inexpensive, and direct.¹⁴ The service was named the HOP, and began running in 1994 after receiving funding from a federal Intermodal Surface Transportation Efficiency Act (ISTEA) grant. The HOP was quite successful and quickly lived up to its goal of a minimum of 2,000 riders per day; within 6 weeks of its inception it had 4,000 per day. The HOP's unique loop route through Boulder connected The Hill, CU Main Campus, 29th Street (then known as Crossroads) Mall, and Downtown. The frequency of buses eliminated the need for riders to carry around a bus schedule.



Figure 9: The HOP - "Designed by the community for the community to build community"
(Source: City of Boulder)

Soon after the launch of the HOP, a full network of similar routes was underway. Transit system planning as a result of the 1996 TMP update was informed by the community process for the HOP to transition from a hub-and-spoke system to a modified grid of high-frequency, well-branded routes.

The SKIP debuted in 1997 as Boulder's primary north-south route, and replaced the old RTD route 202 with higher frequency, and colorful, branded vehicles patterned after the success of the HOP. The route also featured more direct service up and down Broadway, avoiding a layover at the Downtown Boulder Bus Station, in keeping with the plan for a "high-frequency grid." Ridership tripled after the route became the SKIP.

This new system of buses was named the "Community Transit Network" (CTN), and more routes began to debut, including:

- The JUMP along Arapahoe Avenue (2001)
- The BOUND on 30th Street (2001)
- The LEAP on East Pearl Parkway (2001). This was the only CTN route to be discontinued due to low ridership. It may be that the route was ahead of its time; the city is currently studying ways to provide transit service in this part of town.
- The STAMPEDE on Colorado Avenue (2002)
- The DASH on South Boulder Road (2003)
- The BOLT on SH 119 to Longmont (2004)
- The LONG JUMP (2008)

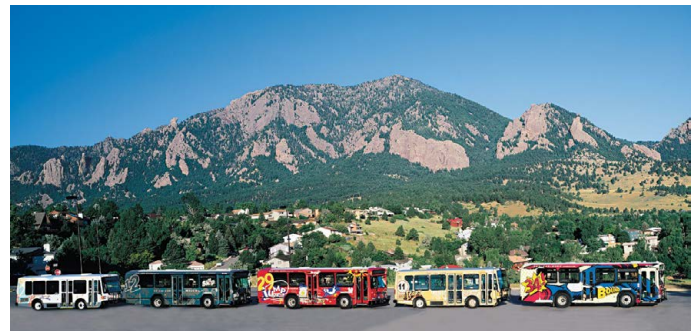


Figure 10: Boulder's Fleet of Community Transit Network Buses
(Source: City of Boulder)

¹³ Bracke, K., Gardner-Sweeney, M., Rutsch, R., & Winfree, T. (2017, July). GO Boulder Oral History Session [Personal interview].

¹⁴ Tracy Winfree, "From Horse & Buggy to the HOP: The Development & History of Our City Transportation" (presentation, Boulder, January 27, 2003).

The Evolution of the EcoPass

In 1990, the city began an experimental program called the “Photo ID Pass,” a local bus pass for downtown employees. 300 passes were distributed on a first-come, first-served basis, and this experiment led to the “mobility pass,” a pilot with 6 employers.¹⁵ Parking in downtown garages was becoming tight at the time, and the city conducted a “Parking Space Equivalence” study to determine how many parking spaces are saved for every downtown employee that holds a bus pass. The results were very encouraging, and the bus pass program was expanded to all downtown employees as RTD’s first “EcoPass,” partly funded by parking revenue from downtown parking garages. This unique arrangement has allowed downtown offices to use fewer parking spaces per employee than typical offices, and produced revenue that has been reinvested in downtown. The EcoPass program was so popular that it was soon established in Downtown Denver and throughout the metro area, as well.

In parallel, a conversation was underway between the city, CU administration, and CU students to create a student pass program. In 1991, CU Students voted in favor of a student fee to support an EcoPass program for students (a faculty/staff pass began in 1997).

The Neighborhood EcoPass or NECO Pass Program, which provides EcoPasses to entire neighborhoods, began with a demonstration in 1993 (in Lafayette), and was first offered district-wide in 1997.

The strategic objectives of the EcoPass program were to:

- Reduce vehicle miles of travel, reduce greenhouse gases emitted by mobile sources
- Increase the transit mode share
- Improve access to transit, and
- To provide a financially feasible transit pass program.¹⁶

In 2003, 60,000 citizens had access to public transport through either an EcoPass, a Neighborhood Pass, or a CU Student Pass (this number had grown to 79,000 by 2016).¹⁷ In 2005, the city won the “Best Workplaces for Commuters District” award from the International Downtown Association for its employee EcoPass program.¹⁸



Figure 11: EcoPass Marketing (Source: City of Boulder)

¹⁵ Bracke, K., Gardner-Sweeney, M., Rutsch, R., & Winfree, T. (2017, July). GO Boulder Oral History Session [Personal interview].

¹⁶ Charlier Associates, Inc., *Countywide EcoPass Feasibility Study* (Boulder, CO: Boulder County, 2014).

¹⁷ Tracy Winfree, “From Horse & Buggy to the HOP: The Development & History of Our City Transportation.”

¹⁸ Alejandro Henao, “Sustainable transportation infrastructure investments and mode share changes: A 20-year background of Boulder, Colorado,” *Transport Policy*, no. 37 (2015) 64-71.

The combination of the convenience of the Community Transit Network and the Eco Pass programs was already beginning to yield a shift in modes by the end of the 1990's. Between 1989 and 2000, the percentage of Single-Occupant Vehicle trips by residents had fallen from nearly 45% to 40%.¹⁹ At the same time, ridership on the local bus system had gone from approximately 1.9 million yearly boardings to 4.1 million yearly boardings, a 216% increase.

An Increasing Focus on Streets for People

The Greenways Program, guided by the 1989 Greenways Master Plan, was in full swing by the beginning of the 1990s. A new one-mile segment was added in 1992 to the Boulder Creek Path east of 55th Street, which provided bicycle and pedestrian access to Stazio ball fields and followed South Boulder Creek upstream to Arapahoe Road. Other upgrades to the path included path lighting and a new soft-surface pedestrian trail alongside the Boulder Creek Path between 28th Street and Boulder High School, made possible by a \$10,000 donation to the city Greenways Program from Ken and Ruth Wright of Boulder.²⁰ The first segments of the Skunk Creek, Bear Creek, Fourmile Creek, and Wonderland Creek Greenways were also completed by 1992. The Goose Creek Greenway along Pearl Parkway between 30th Street and Boulder Creek was completed in 1995.



Figure 12: Confluence of Boulder Creek Path and South Boulder Creek Path East of 55th Street
(Source: City of Boulder)

Neighborhood Traffic Mitigation Program

In 1994, the Neighborhood Traffic Mitigation Program (or NTMP) was developed to address speeding and other traffic problems on neighborhood streets. The program was informed by a working group made up of residents, city staff, bicyclists, pedestrians, and business interests. The NTMP originally placed its emphasis on engineering solutions with the goal of addressing the most severe speeding problems, with some use of education and enforcement tools. Some changes that residents noticed included roundabouts in place of 4-way stops at some intersections, speed bumps, and trailers and signs displaying the speed of drivers. But soon issues arose, most importantly involving impacts on emergency response times. In the early 2000s, an economic downturn led to the elimination of funding for traffic calming treatments and the NTMP itself. The program has recently been reborn as the Neighborhood Speed Management Program in late 2017, and the city is once again accepting applications from neighborhoods interested in calming traffic.

Improvements to Broadway

Improvements to Broadway became a primary focus beginning in the 1990s. Boulder's oldest primary north-south route is the historic boundary line between CU and The Hill, and as such has long been a crossing point for students. Once a neighborhood street in this part of town, Broadway was expanded into a major highway in the mid 20th century. The Broadway Bike Path built in the 1970s, combined with high use of bicycles, skateboards, and other modes, additionally meant that by the early 1990s, this area was always swarming with people. Sidewalks, which predated the bicycle facility, placed people alongside fast-moving traffic, and crosswalks were out of date. The community was faced with a question about what quality of life was desired along one of its most iconic streets.

19 "The 2018 Transportation Report on Progress," February, 2018.

20 Editorial, "Donation makes pedestrian trail possible," Daily Camera, October 10, 1992.

The response was a re-imagining of the street in several stages, including a new College Avenue Underpass between the University of Colorado and The Hill in 1992, completion in 1993 of the modern Multi Modal Broadway Path, with designated spaces for both pedestrians and two-way bike traffic, and reconstruction of the Broadway roadway in 1994²¹.



Figure 13: Broadway Path at Pennsylvania Avenue with two-way bike facility and adjacent sidewalk (Source: City of Boulder)

A Shared Space

In 1993, the Daily Camera ran a report on the many different types of users on the Boulder Creek Path, from pedestrians, to cyclists, to in-line skaters.²² The path was one of the most popular recreational areas in the city and had become notorious for conflicts and close calls among users. These conflicts were evidence of both the paths popularity, and the challenges of different types of users sharing the same space.



Figure 14: Policemen in the 1990s speed checking cyclists (Source: Boulder Carnegie Library for Local History)

²¹ City of Boulder.

²² Carol Chorey, "Creek Path Gridlock," *Daily Camera*, May 23, 1993

13th Street Contra-flow Bike Lane

The need for a north-south bike connection to and through downtown was identified as part of the original Pearl Street Mall design process in the late 1970s. After multiple failed attempts to reach an agreement on how best to address this need, the city constructed its first protected bike lane in 1993 on 13th Street between Spruce Street and Canyon Boulevard as a "contra-flow" lane, which when combined with the shared lane in the northbound direction, allows bicycles to safely use 13th Street in two directions, while keeping it a one-way street for automobiles



Figure 15: 13th Street Contra-Flow Bicycle Lane (Source: City of Boulder)

Boulder Innovation: Way of the Path

In a community as active as Boulder, and as the network of Multi Use Paths has grown, path etiquette and safety remains a priority for the city. The Way of the Path is a courtesy campaign that began in 2014 as a recommendation from TMP action plan and e-bike pilot program. The campaign promotes a series of simple rules to make path use more enjoyable for everybody:

- 1) Keep right, Pass left, 2) Tell 'em you're passing,
- 3) 15mph limit, 4) Use a light at night, 5) Be aware and courteous, 6) Leash your dog and scoop the poop, 7) Be predictable and visible, 8) E-bikes allowed

(Source: City of Boulder)

1996 Transportation Master Plan

The 1996 Transportation Master Plan established the pedestrian as the primary mode of travel in Boulder.²³ Boulder already had a reputation as a pedestrian-friendly community, a distinction earned from its historic city center, downtown's Pearl Street Mall, and hosting the annual Pedestrian Conference. The 1996 TMP however, made it a goal to emphasize the pedestrian in future transportation decisions and in all parts of the community, and provided a framework for continuing the type of pedestrian planning already underway.

The plan was developed with the understanding that Boulder was unlikely to significantly expand road capacity. Physical limits to outward growth meant that Boulder was adding few new streets, and that the major roads in town were now established places in need of refinement. These major roads are where Boulder residents spend a good deal of their life, and the discussion about how these roads should be used echoed recent designs for Broadway.

As a result, the plan designated Boulder's major streets as "Multimodal Corridors," defined as roadways serving all modes of travel, and stated that the "shared public space contained in the right-of-way of the City's streets network will be designed, maintained and managed to accommodate safe and convenient travel by all modes." This concept is now called "Complete Streets" and, their implementation continues to be a city goal.

The 1996 TMP also added bicycle and transit system plans, in addition to the pedestrian plan. These plans laid out the planned system improvements to primary and secondary corridors for each mode with maps and descriptions.

The same year as this new TMP, a new "Civic Plaza" was constructed on 13th Street between Arapahoe Avenue and Canyon Boulevard. This space, which is now home to the Boulder Farmers Market, was the city's first "event street," a street that slows automobiles, allows pedestrians to cross wherever they please, and that can be closed to traffic at times to host community events. In the following years, streetscape improvements on University Hill were made in 1997, on Norwood in 1998, and on East Pearl Street from 15th Street to 18th Street in 1999.²⁴

²³ "Transportation Master Plan for the Boulder Valley," July, 1996.

²⁴ City of Boulder.

Transportation Master Plan Update, 1996:

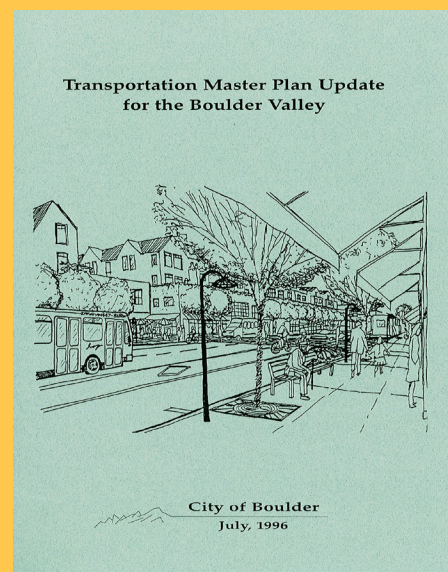
In 1996 a new Transportation Master Plan was released. This new TMP was the first time that firm statistics were used, largely thanks to the city's Travel Diary and Employee Survey. The 1989 goal of a 15% shift in single-occupant vehicles was revised to call for a more meaningful goal that people could find relatable, and several new objectives were laid out in the plan:

- No long-term growth in vehicle traffic (defined as keeping traffic volume at 1994 levels)
- Reduction in travel by a single-occupant vehicle to 25% of all trips
- Continuous reduction in automobile emissions of air pollutants
- No more than 20% of roadways congested.

The 1996 TMP established the goal of shifting 19% of peak hour trips out of single persons driving a car to other forms of personal travel.

A significant policy statement of the 1996 plan was the establishment of the pedestrian as the primary mode of travel in Boulder, acknowledging that all travelers are pedestrians at some point in their journey. This marked a significant shift from the consideration of non-automobile travel as "alternative," and walking as primarily a form of recreation.

The 1996 TMP also established 10 "multimodal corridors" in the city, major streets where a concerted effort may be made to improve conditions for all modes of travel.



Boulder Innovation: Art in Infrastructure

On Bike to Work Day, June 2000, a new Broadway underpass at Skunk Creek (just south of the Broadway and Baseline intersection) was officially opened with a dedication ceremony. Project Manager Alex May said, "This project provides safer bike and pedestrian connections between nearby neighborhoods and the Basemar Shopping Center, and the Broadway multi-use path improves connections for cyclists, pedestrians and transit users. It also reduces major storm flooding depths on the west side of Broadway. In the future, it will connect Moorhead bicycle lanes and the Bear Creek Greenways trail."¹ The Skunk Creek Underpass unveiled unique art decorating the tunnel and original poetry by kids. The joint effort of Boulder citizens and City staff set a precedent for future projects to come.



*Figure 16: Closeup Detail of Bridge Artwork at Broadway and Bear Creek
(Source: City of Boulder)*

¹ (Source: Karen Morgan, *New Release to NEWS, Boulder, June 12, 2000, Skunk Creek Underpass dedication on Bike to Work Day, Carnegie Library for Local History, Boulder, CO.*)

Boulder Greenways Through the Years

Work on the Greenways System continued through the 1990s, facilitating habitat restoration and floodwater conveyance, and expanding off-street bicycle and pedestrian paths and underpasses. By 1997, over 40 underpasses had been constructed in Boulder, and the outlines of a complete Greenway System were recognizable.

Points of interest from the past four decades:

1980s

- Boulder Creek Path opened in 1987 as the first city greenway
- Broadway path had been in place since 1979

1990s

- Boulder had 40 underpasses by 1997
- Seven different greenways had path segments installed by 1997
- Additional multi-use paths were also installed between 1987 - 1997, shown on these maps in green

2000s

- Goose Creek Greenway from Folsom through to Foothills
- Skunk Creek Greenway improvements and underpass from Broadway to US 36
- Improvements to 28th Street and the area around the new Twenty-Ninth Street Mall added multi-use paths to area streets

2010s

- Elmer's Two-Mile Greenway
- Boulder Slough near Boulder Junction,
- Wonderland Creek from 28th Street to Foothills Parkway
- Boulder installed its 80th underpass in 2017 at Baseline, east of Broadway

The following pages illustrate the growth of the greenways paths and underpasses over the past four decades.

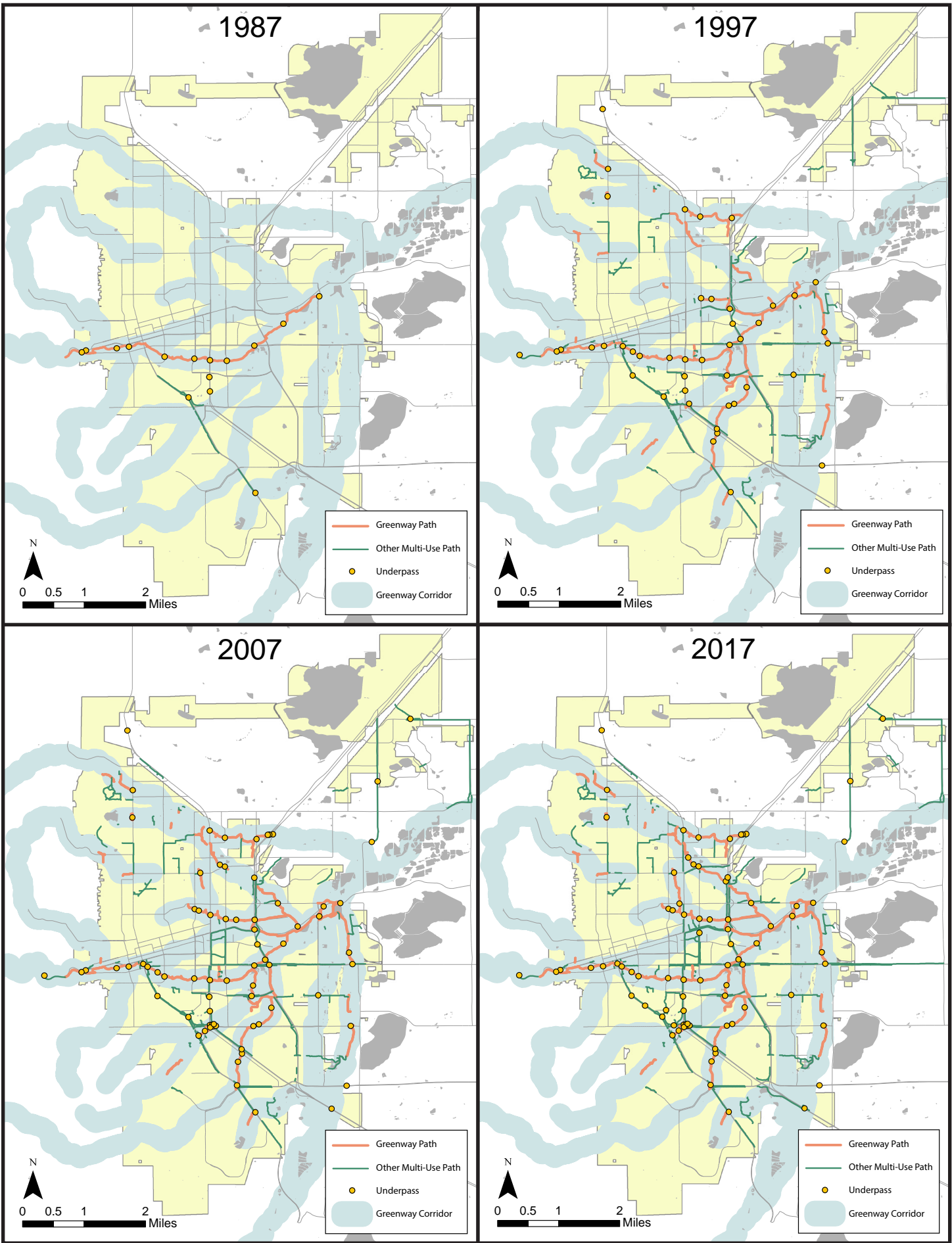


Figure 17: Growth of the Greenway Path Network over time
 (Source: City of Boulder)

The Evolution of Complete Streets

As the 2000s began, the City of Boulder was beginning to turn its attention to the Multimodal Corridors laid out in the 1996 Transportation Master Plan—beginning with 28th Street and Broadway.

28th Street

In 2000 and 2001, a new plan for 28th Street was released known as 28th Street 2000. The corridor was divided into three character zones:

- “Hello Boulder”: Baseline Road to Arapahoe Road (South)
- “New Town”: Arapahoe Road to Pearl Street (Middle)
- “Service City”: Pearl Street to Iris Avenue (North) ²⁵

One of the goals set forth by the plan was to transform 28th Street into a multimodal corridor with a focus on urban aesthetics. In 2002, before construction on 28th Street began, the “28th Street Corridor Arts and Aesthetics Plan” was published by the city. The plan laid out a framework to support a public art acquisition and installation process. The transit element of 28th Street 2000 was known as to as the “string of pearls,” referring to multiple enhanced transit stations and activity centers in important locations, connected by transit.

Implementation of the 28th Street 2000 plan has taken place in several stages. The first phase of construction on 28th Street commenced in 2003 between Baseline and Taft, including new public art, landscaping, pedestrian and bicycle facilities, and an improved underpass at East College Place. Phase 2 of the project (between Taft and Arapahoe) was completed in 2006. Intersection improvements were installed on 28th Street at Iris in 2007, at Pearl Street in 2008, and at Valmont in 2010. The construction of the Twenty-Ninth Street Mall in 2006 included new multi-use paths and landscaping. Work has continued through the 2010s, with a new ORBIT multi-use path north of Iris to the Wonderland Creek Greenway in 2016.



Figure 19: Public Artwork along the 28th Street Multi-Use Path
(Source: City of Boulder)

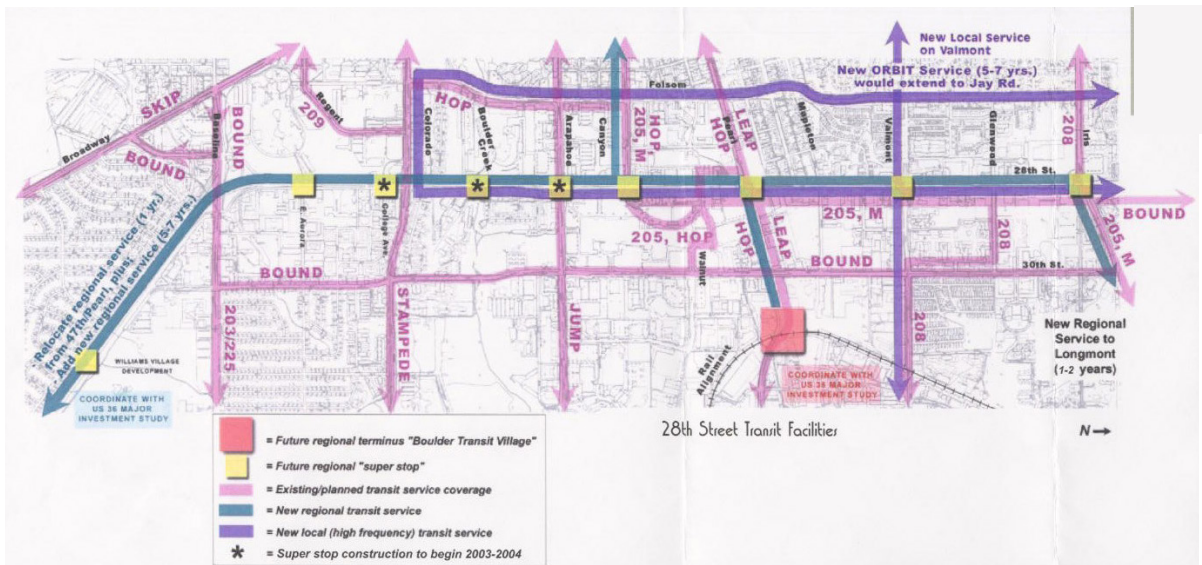


Figure 18: 28th Street “String of Pearls” Transit Facilities Graphic
(Source: City of Boulder)

²⁵ Bracke, K., Gardner-Sweeney, M., Rutsch, R., & Winfree, T. (2017, July). GO Boulder Oral History Session [Personal interview].

Broadway

After the 1st phase of reconstruction in 1994, the segment of Broadway from University Avenue to Pine Street was reconstructed in 2002, supported by policies of the 1996 TMP. The reconstruction addressed engineering deficiencies of the road along with continued multi-modal improvements.

Although the original Broadway Bridge over Boulder Creek (built in 1921) had initially been expected to last more than 250 years, Boulder's modern focus on flood mitigation found the bridge to be deficient for purposes of flood conveyance. The new bridge was built with the intention of keeping historic features of the original bridge's design, including the old Roman Cross pattern, and the reuse of four tall pylons which were used to mark the four corners of both the historic bridge and the new one. The new bridge spanned a much longer distance than earlier bridges, eliminating a former concrete pier that formerly acted as a blockage point for flood debris.²⁶ This bridge replacement was the most visible component of the reconstruction of Broadway between University Avenue and Pine Street.

In addition to the bridge improvements for flood mitigation, the Boulder Creek Path under the bridge was also improved. The new Boulder Creek Path design included a 10'-wide two-way facility for bicycles and an adjoining 8'-wide pedestrian path, with the intention to better separate higher speed cyclists from pedestrians through the underpass.

In 2010, North Broadway from Pine to Iris was reconstructed.²⁷ As before, the road was reconstructed from the ground up and included new landscaping and public art, improved bus stops and shelters, and new sidewalks for pedestrians.



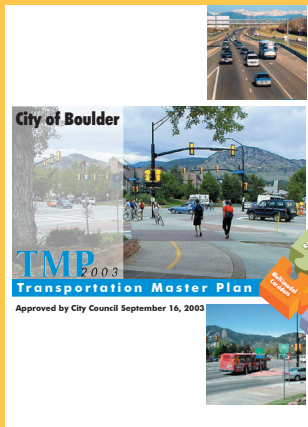
Figure 20: Broadway Bridges over Boulder Creek, Prior to 1921, after 1921, and after 2002

(Source: Pettem, Silvia, "Boulder's Floods and Flood Management: Past & Present," May 24, 2016.)

²⁶ Pettem, Silvia, "Boulder's Floods and Flood Management: Past & Present," May 24, 2016.

²⁷ City of Boulder.

Transportation Master Plan Update, 2003:



The 2003 Transportation Master Plan update retained goals from the previous TMP and updated short-term objectives to measure progress toward those goals.

The plan also digitized planned projects and developed cost estimates for each. Prior to 2003, projects had been

identified, but without costs. In the 2003 TMP the projects were sorted into three investment programs to support multi-modal corridors:

1. What could be built with **current funding**,
2. An **action plan** for a logical increment of improvements and associated funding, and
3. A **vision plan** which described full build out of the system and its full costs.

Four policy focus areas were identified:

- Enhancing regional connections
- Expanding transportation demand management efforts, especially via public- private partnerships
- Completing the multi-modal corridors with 28th Street as the top priority
- Identifying the funding necessary to achieve the goals of the plan.

Boulder Innovation: Complete Streets

The 2003 TMP included a section titled “Broadway: A Multimodal Corridor,” which called out Broadway as “being the best example of a complete multimodal corridor in many sections.”¹ Broadway’s multimodal characteristics were described as including: transit service, bicycle and pedestrian facilities, and well managed connections to pedestrian activity centers. Broadway, along with the 1996 adoption of Multimodal Corridors into the TMP, show that Boulder has long been a leader in making streets that are great places for people.

In 2003, a national organization named the “National Complete Streets Coalition” was founded to promote “streets for everyone” across the country. Boulder’s 1996 TMP is recognized by the coalition as Boulder’s first adoption of a Complete Streets Plan.² Since this time, Boulder has also adopted the name “Complete Streets,” and it remains one of the core focus areas of the TMP.

¹ “TMP 2003: Transportation Master Plan,” September, 2003.

² National Complete Streets Coalition



Figure 21: Definition of a Complete Street (Source: City of Boulder)

Regional Connections In the New Millennium

FasTracks

By 2004 citizens in Boulder and the Denver metro area were considering a multi-billion dollar public transportation expansion plan by the Regional Transportation District (RTD) called FasTracks.

The FasTracks project proposed commuter rail service in the northwest corridor from Downtown Denver to Longmont, via the existing freight rail line through East Boulder, as well as a new Bus Rapid Transit line along US 36 which would connect Downtown Boulder and CU to Downtown Denver. Voters approved a sales tax increase to pay for FasTracks, which was estimated to cost \$894 million at the time.²⁸

The project called for six new commuter train lines in the Denver metro area, including the 41-mile Northwest Rail segment connecting Denver to Longmont via Broomfield, Louisville and Boulder.



Figure 23: FasTracks Corridors, 2008 Map
(Source: RTD FasTracks)

Boulder Innovation: Safe Routes to School Program

In 2005 community leaders started addressing barriers that prevented students from walking and biking to school, as well as the health problems related to a sedentary lifestyle. The Colorado Safe Routes to School (SRTS) program has since enabled and encouraged students to walk and bike to school. The Colorado Department of Transportation (CDOT) manages the distribution of federal funds through the Colorado SRTS program. Grants are awarded through a statewide competitive process, in proportion to the geographic distribution of the student population for kindergarten through eighth grade. With federal funding from the Sate Routes to School program, cities may carry out planning, design and construction projects that improve the ability of students to walk and bike to school. The types of projects that these grants could be used for included:

- Sidewalk improvements
- Pedestrian and bicycle crossing improvements
- Off-street and on-street pedestrian and bicycle facilities
- Secure bicycle and parking facilities
- Traffic calming and speed reduction improvements
- Traffic diversion improvements near schools.



Figure 22: Hanover Multi-use Path, funded by the Safe Routes to School (SRTS) program
(Source: City of Boulder)

The program also aims to help address fuel consumption, traffic and air pollution near schools.

²⁸ John Aguilar, "RTD to decide on Boulder link," *Daily Camera*, March 4, 2012.

The Northwest Rail Line from Boulder to Denver became a victim of lower-than-projected sales tax revenues and an increasing price tag for the project. The cost had ballooned from \$894 million to \$1.7 billion, largely due to the high cost of sharing railroad tracks with Burlington Northern Santa Fe and higher than expected construction costs. In 2012, the project was not scheduled to be completed until the mid-2040s.²⁹ The Northwest Area Mobility Study (2014) recommended that additional Bus Rapid Transit corridors be implemented on regional arterial roads in the interim.³⁰

Transportation Master Plan Update, 2008:

The 2008 update to the TMP was an “incremental update,” which built on the policies and directions of the 1996 and 2003 versions of the TMP, while acknowledging changes in economic conditions that had occurred in the intervening 5 years.

The 2008 update adjusted for the current fiscal conditions and aimed to target transportation improvements to the city’s identified multi-modal transportation corridors and strategically integrate with the upcoming FasTracks regional transit improvements.

Boulder Junction

Around the same time that planning was beginning for the FasTracks Project, RTD was beginning to make plans for the expansion of the Table Mesa Park-n-Ride. City staff, however, were asking the question whether such an expansion was really the best way to leverage transit funds to achieve the city’s mode shift goals. These discussions converged with the 28th Street 2000 “string of pearls” concept, and ultimately identified the vicinity of the Boulder Transit Village (near Pearl Street and 30th Street) in Central Boulder as the key node for both Bus Rapid Transit and Commuter Rail. Located at the site of the proposed commuter rail station near 30th and Pearl, the city proposed transforming this area into a neighborhood tailored for walking, bicycling, and transit use.

The thought was that this location offered an opportunity to leverage RTD park-n-ride funds, combined with the principles of shared parking that had worked for many years in Downtown Boulder, to

²⁹ John Aguilar, “The end of the line for Northwest Rail?,” *Daily Camera*, March 4, 2012.

³⁰ “Northwest Area Mobility Study,” August 14, 2014.

create a new neighborhood based on best practices learned in other parts of the city.³¹ This planning effort eventually evolved into “Boulder Junction,” a new neighborhood named for a historic rail station that existed in the same location over a century earlier.³²

After many years of planning, Boulder Junction debuted in 2015 near the intersection of 30th and Pearl Streets. The first project in the area was a new transit center and pedestrian space called “Depot Square.” The square is organized around the historic Boulder Depot, which had operated at the intersection of 14th and Canyon Boulevard, and was moved to the site after sitting vacant just to the west of 30th for several decades.³³ The first phase of Boulder Junction also included a hotel and affordable housing. An innovative finance structure modeled after Downtown Boulder was developed to provide on-going funding for parking management and a Transportation Demand Management program so that people living and working in Boulder Junction have access to EcoPass, bike share and car share memberships in perpetuity.



Figure 24: Boulder Junction at Depot Square Grand Opening

(Source: City of Boulder)

Pearl Parkway east of 30th Street was reconstructed as a “multi-way boulevard,” with attractive landscaped sidewalks and side-lanes for use by bicycles and parallel parking. A new north-south “event street” called Junction Place was constructed through the neighborhood. This work was completed in anticipation of the new Bus Rapid Transit service to be implemented as a part of the reconstruction of US 36.

³¹ Bracke, K., Gardner-Sweeney, M., Rutsch, R., & Winfree, T. (2017, July). *GO Boulder Oral History Session* [Personal interview].

³² Phyllis Smith, *A History of Boulder’s Transportation, 1858-1984* (Boulder, 1984)

³³ City of Boulder.

US 36 Reconstruction

In 2011, work began on the US 36 Bus Rapid Transit (BRT) System and bikeway that was promised as part of FasTracks. The \$536 million effort by RTD and CDOT reconstructed US 36 from Table Mesa east to Federal Boulevard in Westminster, and implemented new lanes for BRT. Boulder County Commissioner Will Toor, an outspoken transit advocate who had worked on making improvements to US 36 stated: "In many ways, you're going to get service that acts like rail service."

Among these desirable aspects include exclusive lanes, rapid speeds, signal prioritization, high-frequency service, and stations with easy boarding and real-time travel information. Some of the elements were already in place on US 36, such as pedestrian overpasses and slip ramps, which allowed buses to simply pull over on off- and on-ramps that were built at nearly all the interchanges. New roadway features included managed lanes that buses and carpools can use for free and that single-occupancy vehicles can use by paying a toll. The agency projected that in 2035 a BRT bus rider coming from Denver will arrive at Table Mesa park-n-ride 17 minutes sooner than a motorist driving in the general-purpose lanes.³⁴

In January 2016, the Flatiron Flyer BRT service debuted on US 36. Early ridership numbers look promising, with a 29% increase in boardings at all Boulder to Denver stations between 2015 and 2017.³⁵ The Flatiron Flyer currently has six routes connecting Downtown Boulder and Boulder Junction with Downtown Denver and other destinations along US 36.



Figure 25: Flatiron Flyer Leaving Downtown Boulder
(Source: City of Boulder)

Another major achievement of the US 36 project was the creation of the US 36 Bikeway. The bikeway, which begins at the US 36 and Table Mesa Station, runs parallel to the freeway all the way from Boulder to Westminster, linking Boulder's bike network to its neighbors, and on to Denver.



Figure 26: Ribbon Cutting for US 36 Bikeway, Spring 2016
(Source: City of Boulder)

Walking and Bicycling in the Era of Complete Streets

Boulder B-Cycle

In Spring 2011 Boulder introduced a bike share program called Boulder B-cycle. The program allows users to pay a fee for an annual membership, a seven-day pass, or a 24-hour pass. During the membership period, riders can check out any bike at any B-cycle station for up to half an hour without paying an additional fee (in 2017 this grace period is up to one hour). Lewis Wolman, former executive director of Boulder B-cycle, said: "The B-cycle concept is all about making alternative transportation fun and easy, while providing a way to reduce greenhouse-gas emissions from vehicles."³⁶

The initial launch offered riders 12 stations and 100 bikes. By 2017 the system has grown to 43 stations and 300 bikes.³⁷

34 John Aguilar, "Plan: Speed up rush-hour trip," *Daily Camera*, July 3, 2011

35 "The 2018 Transportation Report on Progress," February, 2018.

36 Heath Urie, "Boulder B-Cycle launches high-tech bike-sharing program with 100 bikes," *Daily Camera*, May 20, 2011

37 Boulder B-Cycle.

Broadway and Euclid

In 2011 it was estimated that about one million vehicles access the University of Colorado campus via Broadway each year.³⁸ The Broadway and Euclid transit stop was also the second busiest hub in the Denver Metro area at the time, second only to Market Street Station. A significant number of pedestrian and bicycle crossings at the intersection had long been a source of safety concerns, as well as a cause of traffic congestion at the intersection. To alleviate these issues, a new underpass was constructed to better connect the residential neighborhood on the west side of Broadway with the campus to the east. The underpass created a new separated crossing for pedestrians and bicyclists, eased traffic flow through the area, and streamlined transit operations with two new bus platforms. The project also included:

- Changing the existing Broadway and Euclid four-way intersection into two “T” intersections.
- Installation of a full traffic signal at Broadway and 18th Street.
- Installation of a pedestrian traffic signal at Broadway and 17th Street.
- Broadway multi-use path improvements, including grade separation above the underpass.
- Functional art, urban design, landscaping and aesthetic treatments.



Figure 27: Broadway and Euclid Underpass, 2013
(Source: Barbara Buchman, *Broadway and Euclid underpass after construction, 2013*, Carnegie Library for Local History, Boulder Colorado.)

Boulder Innovation: National Recognition

With an increasing number of bike lanes and multi-use paths Boulder gained national recognition in 2012 by being named one of the top five Bicycle Friendly Communities in the US.¹

Walk Friendly Communities designated Boulder as a Gold-level community due to its outstanding planning efforts, high walking mode share, engineering treatments, city leadership, and community support.

In 2013, the City of Boulder and Boulder County officials showed off the area’s bike and pedestrian-friendly features to hundreds of national transportation officials at the Association of Pedestrian and Bicycle Professionals (APBP) Professional Development Seminar in Boulder. Boulder was selected to host the biennial conference because of its many programs designed to promote bicycling, walking and public transit. Among the programs that were showcased were Boulder’s bike-share program, B-cycle, the Safe Routes to School program and collaboration with other transportation departments along the US 36 corridor.² The conference raised Colorado’s status as a bicycle-friendly place and presented Boulder as an example of a community with a working active transportation system.

¹ Henao, Alejandro, “Sustainable transportation infrastructure investments and mode share changes: A 20-year background of Boulder, Colorado.” *Transport Policy*, no. 37 (2015) 64-71

² Sarah Kuta, “Boulder hosting transportation conference on walking, cycling,” *Daily Camera*, September 4, 2013

³⁸ Heath Urie, “Broadway project to begin,” *Daily Camera*, November 15, 2011.

Living Lab

In 2013 Boulder began to test new features and programs for cyclists under the title “Living Lab.” Surveys commissioned at the time indicated that most people are “interested but concerned” cyclists who enjoy cycling but worry about sharing the road with cars.³⁹ The Living Lab was conceived as a way to test new street designs in pursuit of TMP goals.

The program was “living” in the sense that the treatments were experimental in nature, with most having a relatively low cost of installation and the flexibility to be quickly changed. The goal was to find ways of making bicycle travel safer and more inviting for all ages and abilities. These included:

- **Back-in angle parking** to reduce collisions associated with drivers backing out of parking spaces blindly into the bike lane
- **Buffered bike lanes** for better separation from vehicle traffic
- **Protected bicycle lanes** that are physically separated from pedestrian and vehicle traffic by some form of barrier
- **Advisory bike lanes**, used on streets too narrow for traditional bike lanes
- **Bike Box**, a marked area at an intersection that places bicycles at the front of the queue
- **Bike Boulevard**, designated on residential streets with low traffic volume and low speeds
- **Electric-assisted bicycle pilot project**, would allow electric bicycles on multi-use paths for a year.



Figure 28: University Ave Back-in Angle Parking and Bike Lane

(Source: City of Boulder)

The community learned much from these experiments. An installation on Folsom Street between Colorado Avenue and Spruce Street in 2015 created much controversy in the community and tested the boundary of such experimental treatments.

³⁹ Erica Meltzer, “Boulder to test bike innovation,” *Daily Camera*, August 12, 2013

The segment of Folsom between Canyon Boulevard and Pearl Street was returned to its former configuration, while the treatment north of Pearl Street was left in place. An initial installation on University Avenue west of Broadway was also replaced with a second configuration. These changes demonstrate the experimental nature of the Living Labs, and these experiences offered many valuable lessons that are now being applied to corridor studies such as Canyon, 30th and Colorado, and East Arapahoe.

Transportation Master Plan Update, 2014:

The 2014 TMP determined that the Boulder community had achieved the 2003 TMP headline objective of no long-term growth in vehicle travel, and the policy review identified the need to accelerate mode shift to meet the other community goals originally set out in the 1996 plan. The 2014 TMP update maintained the four existing TMP Focus Areas from the 2003 plan while adding a fifth:

1. Complete Streets (formerly called Multimodal Corridors)
2. Regional Travel
3. Transportation Demand Management (TDM)
4. Funding
5. Integrate with Sustainability Initiatives (new)

The 2014 update also added three new measurable objectives:

- Safety
- Neighborhood Accessibility
- Vehicle Miles Traveled (VMT) per Capita for residents and non-resident employees.



Transportation Projects Since 2014

In addition to Living Lab installations and the completion of Boulder Junction in 2015, several other major improvements to the city have been completed since the 2014 Transportation Master Plan update.

Diagonal Highway

In Spring of 2017, work was completed on the Diagonal Highway from 28th Street to Foothills Parkway, featuring a completely reconstructed roadway with greatly improved landscaping, multi-use paths, and the city's first protected bike lanes to run in both directions.



Figure 29: Bike rider uses protected bike lanes on the Diagonal Highway, east of 28th Street
(Source: City of Boulder)

Baseline Underpass

Also in the Spring of 2017, Boulder completed its 80th pedestrian and bicycle underpass. The new underpass between CU and the Basemar Shopping Center replaced a crossing of a particularly busy stretch of Baseline. New artwork included in the project celebrated the namesake 40th Parallel that runs through the site.



Figure 30: Boulder's 80th Underpass at Baseline between Broadway and US 36
(Source: City of Boulder)

Pennsylvania Event Street

In August 2017, another new "event street" was completed with a reconstruction of a half-block of Pennsylvania Avenue east of 13th Street on University Hill. This section of Pennsylvania has become a popular location in the neighborhood to host block parties and other events. The new configuration of the street provides a better gathering space in the event of such closures, while also making it a safer and more attractive space for pedestrians and bicycles on a day-to-day basis.



Figure 31: New Event Street, Pennsylvania Avenue October, 2017
(Source: City of Boulder)

Civic Area Park Improvements

As of December 2017, work is complete on the new

What's Next?

The City of Boulder celebrated the 50th anniversary of the passing of a special sales tax (in 1967) dedicated to transportation infrastructure and open space acquisition, with a gala at the Boulder Theater November 7, 2017. The willingness of Boulder citizens to tax themselves for these investments has, in the words of City Manager Jane Brautigam, “helped to make Boulder, Boulder.”⁴⁰ Now, the Boulder community must now turn its attention to the next 50 years and beyond.

In 2018, Boulder is beginning its next update to the Transportation Master Plan. At the same time, the city will also be updating its Pedestrian Plan, last updated in 1996. The community is encouraged to stay engaged in this process, and in ongoing transportation planning for years to come.

Please visit the City of Boulder’s Transportation Division webpage: <https://bouldertransportation.net>



Figure 32: Boulder Creek Path through the Civic Area Park, 2018

(Source: City of Boulder)

⁴⁰ City of Boulder, “City to Celebrate 50th Anniversary of Residents Passing America’s First Open Space Sales Tax,” City of Boulder, 2017

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