

**TRANSPORTATION DEVELOPMENT FUND
2004-2009 CAPITAL IMPROVEMENTS PROGRAM**

OVERVIEW

The 2004 Transportation Development Fund Capital Improvements Program is \$450,000. The Capital Improvements Program (CIP) has been developed within the context of the Transportation Master Plan (TMP) and the TMP prioritization with the identified modal emphasis. The plan goals and priorities were used in allocating funds and prioritizing projects.

Transportation Development Fund 2004-2009 CIP - Modal Investment Breakout				
Modal/Functional Area	2004		2004-2009	
	\$	%	\$	%
Pedestrian	37,500	8%	1,215,600	14%
Bicycle	137,500	31%	2,490,800	29%
Transit	90,000	20%	838,800	10%
Roadway	185,000	41%	3,764,000	45%
Travel Demand Management (TDM)*	0	0%	0	0%
Mitigation	0	0%	140,700	2%
Other	0	0%	0	0%
Total	450,000	100%	8,450,000	100%

*Note: TDM projects are included in the Transportation Fund.

The City Transportation Development Excise Tax is based on the philosophy of assessing a fee on development to mitigate its' impacts on the street network. Rates are adjusted annually based on the CPI.

POLICY ISSUES

None

FINANCING

Funding for city transportation development projects is from the Transportation Development Excise Tax. The Capital Improvements Program (CIP) comprises projects needed for new growth. The 2004 CIP includes \$275,000 in external funding as part of the Transportation Improvement Program (TIP) for the Broadway Bikelanes – Iris to Norwood (\$50,000) and Arapahoe/Foothills Parkway Intersection improvements (\$225,000).

HIGHLIGHTS

Broadway Bikelanes (Iris to Norwood) –

The project will add on-street bike lanes on both sides of Broadway from Iris Avenue to Linden

Avenue and a climbing lane from Linden Avenue to Norwood Avenue to connect the existing on-street lanes on Broadway north of Norwood Avenue to the Iris Avenue on-street bike lanes. The project will move existing curbs, replace sidewalks and consolidate driveway access where possible.

The Broadway bike path is a continuous facility of various facility types from the south city limits to the north city limits with the exception of this section, where the connection is currently provided by a substandard wide sidewalk on one side of the street. This project would complete the Broadway path and was identified as a top priority through the city's prioritization project and is the last major component missing in the Broadway multimodal corridor.

Funding for the project will be provided through city and federal sources (50% city, 50% Federal).

Arapahoe Avenue / Foothills Parkway Intersection –

This project was the top scoring operational project for the entire region in the last TIP funding cycle, based on significant existing safety and congestion issues. Arapahoe and Foothills is the intersection of two major arterials and state highways. This project will implement the results of the recent technical study of alternatives to address the existing safety issues of the intersection and improve its operating efficiency for automobiles transit, bicycles and pedestrians. The following improvements are included in the project:

- a) Construct eastbound transit queue jump lane
- b) Construct westbound transit queue jump lane
- c) Construct northbound triple left turn lane
- d) Construct westbound triple left turn lane
- e) Construct additional southbound through lane through intersection
- f) Construct bicycle/pedestrian underpass on east leg of intersection.

The Foothills and Arapahoe intersection has been studied several times, including as part of the Foothills Congestions Management Plan and over the last year through the Foothills Parkway and Arapahoe Avenue Intersection Study. This study examined the impacts, cost and effectiveness of six alternatives, including No Build, Intersection Improvements, Diamond Interchange, Single Point Urban Interchange, Center Turning Overpass and Modern Roundabout. The intersection improvements were found to be the most cost effective and the best balance between improvements and creating additional impacts.

Funding for the project will be provided through the city, state and federal sources (25% city, 25% CDOT, 50% Federal).

Violet Avenue (Broadway to U.S. 36) – Violet Avenue is currently a narrow (22'-24' wide) rural county-standard roadway. It lacks adequate drainage, bicycle and a continuous pedestrian sidewalk system. In recent years residential development has occurred precipitating the need to upgrade the street to city standards. Improvements envisions include continuous sidewalks on both sides of the street, on-street bikelanes, left-turn lanes where necessary, street drainage and traffic mitigation. The public input and design process is slated for 2005. Funding of \$2.3M has been identified in 2005 through 2007 to construct the improvements.

2004 Denver Regional Council of Governments Transportation Improvement Program

The City of Boulder applied for funding for the maximum number of project submissions allowed, 6 projects. Five of the six projects were selected for funding between 2004 and 2006. The total funding package is \$6.7M in state and federal funds, with a city match of \$5.7M.

Three of the five projects require matching funds from the Transportation Fund and two projects require matching funds from the Transportation Development Fund. The Transportation Development Fund projects are:

- Bikelanes on Broadway from Iris to Norwood, completing this missing link in the bike system (scheduled for 2004-2005).
- Improvements to the Foothills/Arapahoe intersection, including transit bypass lanes, additional left turn lanes, and an underpass on the east side of the intersection.

RELATIONSHIP TO OPERATING BUDGET

The 2004 Transportation Development Fund CIP is predicated on supporting new growth. Any operating project impacts are either absorbed within operating budgets or addressed through the annual budgeting process.

TRANSPORTATION ADVISORY BOARD (TAB) ACTION

City Council has charged the Board to: "review all city transportation environment assessments and capital improvements." In the context of the Capital Improvements Program, the Board is asked to provide a recommendation on the program to the Planning Board and City Council.

The Transportation Advisory Board (TAB) reviewed and made a recommendation on the 2004-2009 Transportation Development Capital Improvements Program (CIP) at their June 9, 2003 meeting. In summary, the TAB recommended approval of the 2004-2009 Transportation Development Capital Improvements Program as submitted.

CITY OF BOULDER
2004-2009 CAPITAL IMPROVEMENTS PROGRAM

TRANSPORTATION DEVELOPMENT FUND

	2004	2005	2006	2007	2008	2009
	APPROVED	PROJECTED	PROJECTED	PROJECTED	PROJECTED	PROJECTED
<u>Bicycle System</u>						
Broadway Bike Lanes - Iris to Norwood	50,000	954,000	0	0	0	0
<u>Multimodal</u>						
Miscellaneous Development Coordination	50,000	50,000	50,000	50,000	50,000	50,000
Arapahoe Avenue/Foothills Parkway Intersection	75,000	625,000	0	0	0	0
Linden Ave. (City Limits to Broadway)	0	0	0	140,000	635,000	635,000
Violet Avenue (Broadway to US 36)	0	234,000	1,053,000	1,053,000	0	0
Subtotal Multimodal	125,000	909,000	1,103,000	1,243,000	685,000	685,000
Subtotal Transportation Development CIP	175,000	1,863,000	1,103,000	1,243,000	685,000	685,000
<u>External Funding</u>						
Broadway Bike Lanes - Iris to Norwood	50,000	550,000	0	0	0	0
Arapahoe Avenue/Foothills Parkway Intersection	225,000	1,871,000	0	0	0	0
Subtotal External Funding	275,000	2,421,000	0	0	0	0
TOTAL TRANSPORTATION DEVELOPMENT FUND CIP	450,000	4,284,000	1,103,000	1,243,000	685,000	685,000
<u>Modal Investment Breakout</u>						
a. Pedestrian	37,500	317,940	281,280	309,280	134,500	134,500
b. Bicycle	137,500	1,803,220	197,040	211,040	71,000	71,000
c. Transit	90,000	748,800	0	0	0	0
d. Roadway	185,000	1,407,020	593,090	684,090	447,750	447,750
e. Travel Demand Management (TDM)	0	0	0	0	0	0
f. Mitigation	0	7,020	31,590	38,590	31,750	31,750
TOTAL TRANSPORTATION DEVELOPMENT FUND CIP	450,000	4,284,000	1,103,000	1,243,000	685,000	685,000

2004-2009 CAPITAL IMPROVEMENTS PROGRAM

PROJECT STATUS REPORT

PROJECT NAME

Broadway Bike Lanes - Iris to Norwood

Project Number:

711x10

Map ID NUM:

28

DEPARTMENT:

PW/ Transportation

SUBCOMMUNITY:

North Boulder

FUNDING SOURCE:

Transportation Development Fund

BVCP Area

Area I

PROJECT STATUS:

New Construction - Growth Related Facility / Additions

CEAP REQUIRED?

Required

CEAP Completed:

PROJECT DESCRIPTION:

During the development of the Bike System Plan as part of the Transportation Master Plan, constructing bike lanes on the stretch of Broadway from Iris to Norwood was identified as a high priority bike system need. Currently on-street bike lanes exist on Broadway from Norwood to the City limits and on Iris from Broadway to 28th Street. Each of these bike facilities are heavily utilized by bicyclists. The stretch of Broadway connecting these two facilities currently lacks on-street bike lanes which makes bicycling in this area very difficult and deters such activity. This project would construct on-street bike lanes on Broadway, from Iris to Linden and a bike climbing lane from Linden to Norwood, thus eliminating this bike system discontinuity. Funding: 2004-2005: City = \$1.004M; TEA-21 = \$600k.

Relationship to Master Plan:

This project is consistent with the Transportation Master Plan which gives high priority to completing City Bike facilities thus promoting bicycling and increasing bike mode share. This project is included in the Bike System Plan and in table 7.1 - projects required within the Broadway multimodal corridor.

Public Process Status, Issues:

Public process, CEAP, design anticipated in 2004. Construction anticipated in 2005.

Relationship to Council Goals:

Repair, enhancement and completion of the pedestrian and bicycle systems work toward making the city more walkable and bikeable. Providing a usable and connected multi-modal transportation system addresses Council's environmental and transportation goals by creating viable and sustainable transportation options resulting in cleaner air, reduced congestion and lower VMT.

Relationship with Other Departments:

Underground utility upgrades in this stretch of Broadway will be coordinated with City Utility Division and with private utility companies.

CAPITAL FUNDING PLAN

Carry Over	2004	2005	2006	2007	2008	2009	FUNDING TO COMPLETION	PLANNED FUNDING
0	100,000	1,504,000	0	0	0	0	0	1,604,000

TOTAL CAPITAL COSTS:

\$1,604,000

1st Year of Funding:

2004

2003 Approved funds:

\$0

Changes from past CIP:

Ongoing annual operating costs:

Description:

Annual ongoing maintenance costs.

2004-2009 CAPITAL IMPROVEMENTS PROGRAM

PROJECT STATUS REPORT

PROJECT NAME

Miscellaneous Development Coordination

Project Number:

711004

Map ID NUM:

DEPARTMENT:

PW/ Transportation

SUBCOMMUNITY:

Multiple Subcommunities

FUNDING SOURCE:

Transportation Development Fund

BVCP Area

Area I

PROJECT STATUS:

On-Going Projects

CEAP REQUIRED?

Not Required

CEAP Completed:

PROJECT DESCRIPTION:

This CIP funding is intended to construct infrastructure improvements in coordination with or prompted by potential development. Throughout the year situations arise where infrastructure improvements are required in the vicinity of a proposed development, should be made at the same time as the development and for which a developer can not be required to construct. Improvements that are typically included are bike and pedestrian, functional efficiency, safety, system preservation, and transit system improvements.

Relationship to Master Plan:

System Preservation, Safety, bike , pedestrian and auto functional efficiency type projects are consistent with the Transportation Master Plan.

Public Process Status, Issues:

Relationship to Council Goals:

The Transportation Master Plan is based on implementing a balanced multimodal-based transportation system. This multimodal-based investment strategy is focused in an interconnected system of six east-west and four north-south corridors that constitute the designated multimodal corridor grid. Providing a usable, connected and integrated multi-modal transportation system addresses Council's environmental and transportation goals by creating viable and sustainable transportation options, cleaner air, reduced congestion and lower VMT.

Relationship with Other Departments:

Close coordination with the Development Review work group and the Planning Department is required.

CAPITAL FUNDING PLAN

Carry Over	2004	2005	2006	2007	2008	2009	FUNDING TO COMPLETION	PLANNED FUNDING
200,000	50,000	50,000	50,000	50,000	50,000	50,000	0	500,000

TOTAL CAPITAL COSTS:

On-Going

1st Year of Funding:

on-going

2003 Approved funds:

\$50,000

Changes from past CIP:

Ongoing annual operating costs:

Description: Annual ongoing maintenance costs.

2004-2009 CAPITAL IMPROVEMENTS PROGRAM

PROJECT STATUS REPORT

PROJECT NAME

Arapahoe Ave/Foothills Parkway Intersection

Project Number:

711xxx

Map ID NUM:

79

DEPARTMENT: PW/ Transportation

SUBCOMMUNITY:

East Boulder

FUNDING SOURCE: Transportation Development Fund

BVCP Area

Area I

PROJECT STATUS: Existing Facility - Enhancements / Upgrades

CEAP REQUIRED? Not Required

CEAP Completed:

PROJECT DESCRIPTION:

Arapahoe and Foothills is the intersection of two major arterials and state highways. This project will implement the results of the recent technical study of alternatives to address the existing safety issues of the intersection and improve its operational efficiency for both automobiles and transit. The following intersection improvements are included in the project: eastbound and westbound transit queue jump lane; northbound and westbound triple left, additional southbound thru-lane, bike/pedestrian underpass on east leg of intersection and improvements to Bear Creek drainageway. Funding: 2004: City = \$75k; TEA-21 = \$225k; 2005: City = \$625k; TEA-21 = \$1.871M.

Relationship to Master Plan:

The Foothills Parkway congestion management plan referenced a possible grade separated crossing at this intersection. The 96 TMP update stated that a study be performed to evaluate alternatives at this intersection. The Foothills and Arapahoe transportation study has been completed and recommended this alternative. Safety and efficiency improvements are referenced in the masterplan.

Public Process Status, Issues:

Extensive process has been completed with the congestion plan of SH157, and further process was done through the Foothills/Arapahoe alternatives analysis. A TAB recommendation selected this alternative.

Relationship to Council Goals:

The Transportation Master Plan is based on implementing a balanced multi-modal-based transportation system. This multi-modal-based investment strategy is focused in an interconnected system of six east-west and four north-south corridors that constitute the designated multi-modal corridor grid. Providing a usable, connected and integrated multi-modal transportation system addresses Council's environmental and transportation goals by creating viable and sustainable transportation options, cleaner air, reduced congestion and lower VMT.

Relationship with Other Departments:

Coordinate with Flood Utility for Bear Creek, and with Greenways.

CAPITAL FUNDING PLAN

Carry Over	2004	2005	2006	2007	2008	2009	FUNDING TO COMPLETION	PLANNED FUNDING
Approved Funding:								
0	300,000	2,496,000	0	0	0	0	0	2,796,000

TOTAL CAPITAL COSTS:

\$2,796,000

1st Year of Funding:

2004

2003 Approved funds:

\$0

Changes from past CIP: Redirected from Transportation Fund.

Ongoing annual operating costs:

Description: Annual ongoing maintenance costs.