

PROJECT PURPOSE

- ◆ Contribute to implementing the broader vision for 30th Street as a vital multimodal corridor, and to the citywide vision of creating a greener transportation network.
- ◆ Implement the city's adopted plans (Transportation Master Plan, Boulder Valley Regional Center Plan and Transit Village Area Plan), developed with public input and approved by TAB, Planning Board and City Council. All of these plans call for an underpass at this location.
- ◆ Continue the momentum established by recent redevelopment projects in the area, including the *Twenty Ninth Street* shopping area, the Steelyards, Crossroad Commons (including the new Barnes and Noble store), and the future Residences at *Twenty Ninth Street*, the Colorado Athletic Club and the Transit Village (including the future RTD bus facility).
- ◆ Provide a safe crossing of 30th Street for riders using the HOP and BOUND transit services along with a new transit stop located at the underpass.
- ◆ Implement a critical piece for the future extension of a pathway along the Boulder Slough.

OTHER PROJECT FEATURES + BENEFITS

- ◆ The underpass is part of a larger 30th Street Transportation Improvements Project that includes new bike lanes, sidewalk improvements, utility line undergrounding and median landscaping.
- ◆ The underpass project includes replacing a structurally deficient bridge over a ditch crossing (the lowest rated bridge in Boulder) as well as improving floodwater conveyance through the area.
- ◆ On opening day, the underpass will be useful, and as the area redevelops in the future, new pathway connections will make it even more useful. The underpass will provide a safe crossing of 30th Street without having to navigate the busy intersection at 30th and Pearl. The planned future extensions of a pathway along the Boulder Slough will provide even better connectivity.

PUBLIC PROCESS

- ◆ This project was reviewed by the TAB and CC (which included public hearings) during the development of the TIP project submittals in 2005. There was also a public hearing at the DRCOG review in 2006. In addition, the BVRC Connections Plan and the BTV Area plan where this underpass was initially identified both had planning processes that included public hearings.
- ◆ During the design of the 30th Street project, staff held a public open-house meeting on September 27, 2007 and mailed meeting notices to property owners, residents and businesses in the area. Staff also met with individual property owners beginning in November 2007. After that meeting, staff developed initial design information to use in discussions with adjacent property owners.

PROJECT ENGINEERING

- ◆ The site is very constrained.
- ◆ The city has been very concerned about impacts to adjacent property owners, especially impacts to the properties adjacent to the underpass and has worked to minimize impacts and made significant efforts to reduce the footprint of the project.
- ◆ The city has modified the landscape plans to provide additional screening. For example, the plans at 2121 30th Street were revised to accommodate evergreen trees and a smaller patio area in response to the property owner's preference to have a denser and year-round vegetative screen to the building.
- ◆ The city held a design charrette with property owners, tenants and interested community members, on Monday, Aug. 3, 2009. One of the outcomes of the charrette was the creation of a refined design which added landscaping and art elements, and re-engineers aspects of the underpass to remove 13 fewer trees than the original design which planned the removal of 27 trees in the vicinity of the underpass.

TREES AND LANDSCAPING

- ◆ **Trees to be removed for the underpass: 14**

- ◆ **New plantings for the underpass area:** Understory plantings (shrubs, groundcovers, vines)
- ◆ **Overall landscape improvements:** The 30th Street Transportation Improvements Project will add 51 new trees in total and remove 39. (Including the 14 at the underpass area.) In addition, concurrent private redevelopment is adding a significant number of new trees, shrubs and other landscaping to the corridor.

FUNDING

- ◆ **Total project funding:** \$9.1 million
- ◆ **Total federal funding:** \$6.3 million (\$2.6 million for the BTV Access Improvements including the Boulder Slough underpass; \$3.3 million for the 30th St bike lanes (Arapahoe-Pearl); \$400k for the 30th/Pearl intersection improvements)
- ◆ **Total local funding:** \$2.8 million
- ◆ The city pursued and was awarded a federal grant for the bike/pedestrian underpass which begins the first phase of bicycle and pedestrian connections to the future Boulder Transit Village. In addition, it accomplishes the goal of replacing a substandard structure.