

South Boulder Road Study Frequently Asked Questions

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What is the purpose of the South Boulder Road Study?

DRCOG will use public outreach, stakeholder engagement and technical analysis to identify mobility and safety issues along South Boulder Road. The study and engagement will inform recommendations to improve safety, connectivity, and transit.

How was the South Boulder Road Corridor Study selected?

South Boulder Road was identified for potential future transit improvements through the [Northwest Area Mobility Study](#) and was then included in the DRCOG 2050 Regional Transportation Plan as a future corridor planning project. Based on a nomination by Boulder County, it was selected for additional study through the DRCOG pilot corridor planning program.

Pedestrian and bicycle crossings, either formal or informal, at numerous locations along the corridor are not safe. Will this study identify and improve such crossings?

Yes, safety is a key focus of this study. An analysis of historic crash activity is informing the study of locations with high potential for crash reduction, and we anticipate making recommendations for specific crossings and other improvements.

Will this study improve the overall safety of bicycle travel through the corridor?

Improving mobility and safety for all users is one of the goals of this study. We anticipate incorporating improvements in bicycle facilities into the project recommendations.

Will this study increase the frequency and reliability of RTD and/or school bus routes?

Improving transit is one of the key goals of this study, particularly since it has been previously identified in regional transit planning studies as a good corridor for future transit improvements. The study will recommend a range of transit improvements including those that may improve transit speed and reliability, potential future frequency improvements, or other identified transit needs.

How will this study impact vehicles traveling through the corridor? Will it reduce travel time and/or accommodate more vehicles?

This study focuses on improving safety and mobility for all users of this corridor. It is looking at current vehicle use along the corridor and the projections for congestion

along the corridor. Depending on the community's desires and policies and the results of the technical analysis, some safety and mobility improvement recommendations may impact vehicle operations.

Does this study have anything to do with the multi-year road construction project on South Boulder Road that is currently underway in Lafayette?

No, this project is separate from the current construction in Lafayette. We are aware of this project, and others underway or planned along the corridor, and we are looking to build on and learn from these projects to ensure the corridor remains accessible, safe and improves mobility for everyone living or travelling along the corridor.

When this study is completed, will new infrastructure be added to South Boulder Road?

Not immediately. This study aims to identify smaller infrastructure improvements that may be implemented by local jurisdictions in the near to midterm as well as larger infrastructure improvements that would require larger sources of funding and would be implemented in the longer term.

Travel patterns depend on the week, time of year, etc. Can you explain how you collect data related to speed, volume, pedestrians, and transit?

A variety of data sources provide this information. One of these sources is cellphone data through a data vendor called "StreetLight", which helps us understand people's origins, destinations, and travel modes. The project also utilized recreational bicycle data from a platform called "Strava", which is self-reported bicycle trips. Finally, we also used field-collected traffic counts recently collected by the variety of agencies involved in this project to validate how many vehicles are traveling through different parts of the corridor.

Can you say what the averages are per bus trip per hour.... by time of day. DASH buses seem to have no more than 3-4 people on them and are often empty. What are the hourly averages for transit use?

Transit ridership for fixed routes in January 2023, specifically on weekdays (Monday – Friday), was collected from RTD. Weekday boardings in January 2023 were 1,139. DASH transit ridership follows national and regional trends compared to pre-COVID numbers.

Are we comfortable that our traffic counts aren't biased too low because they were taken during COVID?

There are field collected counts pre and post COVID. We also have data from StreetLight to help estimate average daily traffic. The traffic counts being used are post-

COVID 2022 numbers taken from these sources. Since we have data pre- and post-COVID we feel confident in the estimates.

Are landowners adjacent to South Boulder Road being consulted to see whether the right-of-way (ROW) can be expanded for things like separated multi-use paths?

It's too early in the process to know if expanding right-of-way will be recommended. The estimated right-of-way we presented are planning-level estimates based on parcel data. These estimates show that many areas currently have a very wide right-of-way to accommodate such uses. If recommendations are included to pursue widening the right-of-way, we will reach out to property owners.

DRCOG has been talking about corridor planning as it relates to land use. Is that type of conceptual "corridor planning" part of this project?

This study is mostly focused on the transportation system elements, but at this time not on housing and land use. DRCOG is currently developing a regional housing assessment and supports comprehensive planning at the regional level, however those efforts are separate from this study. This study will defer to local government partners regarding land use decisions.

How are you considering the 3-prong flow from Hwy 7 to South Boulder Road at 120th Street? The design for north to Arapahoe Road seems to be a slower flow plan. We need flow of commuting to Boulder considered as part of this study.

The City of Boulder and Boulder County assess these east-west commuter corridors collectively to understand travel demand on each of them. This data influences decisions by the City of Boulder around street design and transit levels of service. Arapahoe is a bit more advanced in design and ability to fund. Boulder County is thinking regionally about the three large corridors east from Boulder – South Boulder Road, Arapahoe, and Baseline Road -- and trying to develop them to be appropriate for multi-modal use.

Are impacts and future use for the aging population being considered?

Yes. The study is looking at travel needs for people of various ages and how these needs change over time. It is looking at, as the aging population continues to grow, how people who cannot or choose not to drive will travel where they need to go on the corridor.

Are there any plans to have areas to park so more people can use the bus? Also improving the bus stops?

The project team is not currently looking at Park-n-Ride locations but will be looking at bus stop enhancements.

If recommendations that come out of this study are cost prohibitive for the communities, how will that be addressed? Are multiple options going to be given in case funding is not available?

DRCOG is working closely with the government partners to “right size” the study recommendations so they will work for the local government partners. Larger prioritized projects may likely be implemented through multi-year phasing to help with local government budgeting. The plan will also look at available funding sources and identify options to fund the recommendations.

What is the viability of extending the study east of 120th Street?

This has not come up a lot in our conversations so far, but it had been considered in some other long-range plans in the past. Extending South Boulder Road east of 120th may be very challenging due to some land use decisions and proposed developments. We continue to partner with City of Lafayette as the South Boulder Road Study progresses.

Would love to see more flashing lights on all pedestrian crossings, crosswalk buttons at an area that someone on a bike can push, or the light will “read” a bike and turn without a button being pushed. What is the best way for these types of comments to be captured for the study?

People are encouraged to enter their email address on the lower righthand side of the project website to receive notifications about opportunities to engage in the study.