City of Lafayette

LAFAYETTE

MULTIMODAL TRANSPORTATION PLAN

October 2023

Table of Contents

Appendices

Acknowledgements

Lafayette City Council

Mayor JD Mangat

Mayor Pro Tem Brian Wong

Tim Barnes

Tonya Briggs

Enihs Medrano

Nicole Samson

Stephanie Walton

Jamie Harkins, Former Mayor

Chelsea Behanna, Former Councilor

Lafayette Planning Commission

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Joseph Smith, Vice Chair

Mark Ortiz

Frank Phillips

Bill Watson

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Pete Bradshaw, Fire Chief

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Rob Burdine,
Parks, Recreation, and Open Space Superintendent

Jenny Conlon,
Public Works Administrative and Financial Manager

Kady Doelling, Interim Deputy City Administrator

Jana Easley, Former Planning Manager

Angela Goodman, Deputy Director of Public Works

Melissa Hisel, Library Direcor

Dana Hoffman, Supervisor Senior Services

Brigid Keating, Economic Development Manager

Phil Kleisler, Prinicipal Planner

Matt Knight, Former City Engineer

Bryan McIlwee, Former City Engineer

Michelle Melanokis,
Principal Transportation Engineer

Fritz Sprague, Former City Administrator

Elizabeth Szorad, Sustainability Coordinator

Steven Williams, Planning Manager

Debbie Wilmot, Communications Director

Joliette Woodson, Former Transportation Engineer

Consultant Team

Felsburg Holt & Ullevig (Lead Consultant)

Consor

Economic Planning Systems

Project Vision 21

RRC Associates

| 1. Introduction

The Need for a Transportation Plan

The Legacy Lafayette Comprehensive Plan includes policies and strategies aimed at fostering an inclusive, eclectic, and diverse community, with transportation being a key part of that vision. In the spring of 2021, the City began developing its first-ever Multimodal Transportation Plan (MMTP) to address the current and future transportation needs of the community. It is an actionable plan that that provides a roadmap for meeting those needs through near- and long-term investments. The MMTP implements values of the comprehensive plan through different programs and capital investments.

Historically, Lafayette has been a car-dependent community, with streets designed to prioritize the efficient movement of vehicles rather than people. There has been a growing movement to make streets safer and more people-friendly by rethinking how these and other public spaces are designed. This shift is rooted in social, economic, and health concerns, and an overall desire to have safer streets designed for all users and modes of transportation.

As the region around Lafayette continues to grow, traffic along the City's major roadways, including three State Highways, will continue to increase. Regional growth needs to be planned with community connections in mind, and built with the collaboration and agreement among regional partners. To address this, the MMTP identifies policies, programs, and projects that focus on realizing a safe, accessible, reliable, and equitable transportation system. The Plan will be used to prioritize transportation investments throughout the community, connecting people to jobs, housing, recreation, schools, and other key destinations.

What is a Multimodal Transportation Plan

The Lafayette MMTP is a comprehensive multimodal transportation guiding plan that addresses the near- and long-term transportation and mobility needs of the Lafayette community including residents, commuters, businesses, and visitors. The plan will be updated periodically as projects are added or completed and to reflect changes in technologies, changes in demographics, industry guidance, and community priorities.

The City's Comprehensive Plan was completed in 2021 and is an advisory document intended to guide and coordinate the harmonious development of the City. The Plan includes four planning frameworks: Connected Community, Community Character, Strong Economy, and Environmental Stewardship. The MMTP further articulates transportation-specific goals and actions in support of these frameworks.

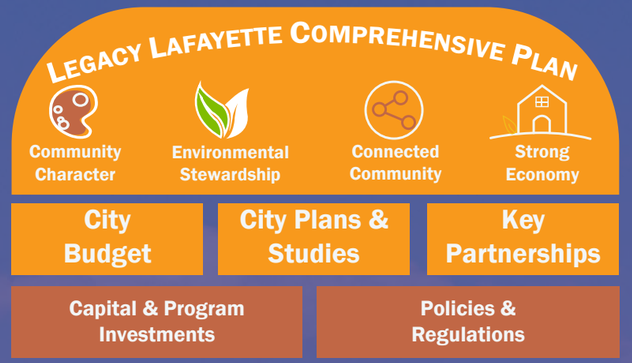
How will this plan be used?

The MMTP provides a framework for City decision-making and collaboration with community members, regional partners, and others.

City Decision-Makers, like City Council and the Planning Commission, will use the plan to inform budgeting, capital projects, programs, development proposals, and partnership agreements;

Regional Partners will use the plan when considering planning, design, and construction of multimodal projects, knowing that the vision outlined in the plan is supported by the City and broader community; and

Community members, property owners, businesses will use the plan to understand the community's transportation vision and key policies and programs for achieving these goals.



MMTP Contents

The MMTP is organized into seven chapters that summarize different components of the MMTP planning process:

Executive Summary

Introduction

Community Engagement
summarizes the process and feedback gathered through the comprehensive community engagement.

Current & Future Conditions
presents an overview of demographics, land uses, advanced mobility data and analysis, and roadway, bicycle, and transit networks.

Planning Framework
articulates the Plan's vision, goals, strategies, actions, and performance measures.

Multimodal Streets Plan
recommends multimodal street network improvements.

Pedestrian & Bicycle Plan
recommends pedestrian and bicycle network improvements.

Transit Plan
recommends transit network improvements.

Implementation Plan
summarizes the opportunities and project recommendations for key corridors in the City and presents priority projects and strategies for implementation in the short-, mid-, and long-term future.

2. Community Engagement

Overview

A key component in the development of the City's first-ever MMTP was community and stakeholder engagement. This process included the continuous collection of specific community input through three distinct phases utilizing surveys, online engagement, a project-specific website, and in-person activities. Phase 1 focused on listening to the community in order to understand values and transportation experiences; Phase 2 involved asking the community about their priorities; and Phase 3 focused on confirming the direction of the MMTP and validating the Plan reflected community values and needs. More information on each phase of engagement can be found in Appendix A.

Phase 1:
Listening to the community

Phase 2:
Evaluating priorities and tradeoffs

Phase 3:
Confirming the plan's direction

Outreach Activities & Materials

- **Project Website**
- **Social Media**
- **Project Collateral**
- **Connection Newsletter**
- **Statistically Valid Community Survey**
- **Bilingual Pop-up Events & Informational Booths at Community Events**
- **Stakeholder Discussions**

Engagement by the Numbers

~100 comments and activity responses from the pop-up events

~125 comments and activity responses from online engagement opportunities

~890 participants in the community survey

~180 comments and activity responses were received via other periodic questionnaires

What We Heard

Transportation
- Add or enhance off-street multiuse sidepaths and trails.
- Invest in transportation in an equitable manner to ensure multimodal facilities can be accessed by all

Connectivity
- Improve neighborhood connections and crossings on major streets.
- Improve regional corridors such as Arapahoe Road, Baseline Road, Public Road, US 287, and South Boulder Road.

Safety
- Improve multimodal safety through the addition of pedestrian crossing signals.

Vehicular
- Reduce traffic congestion at intersections and along key corridors.

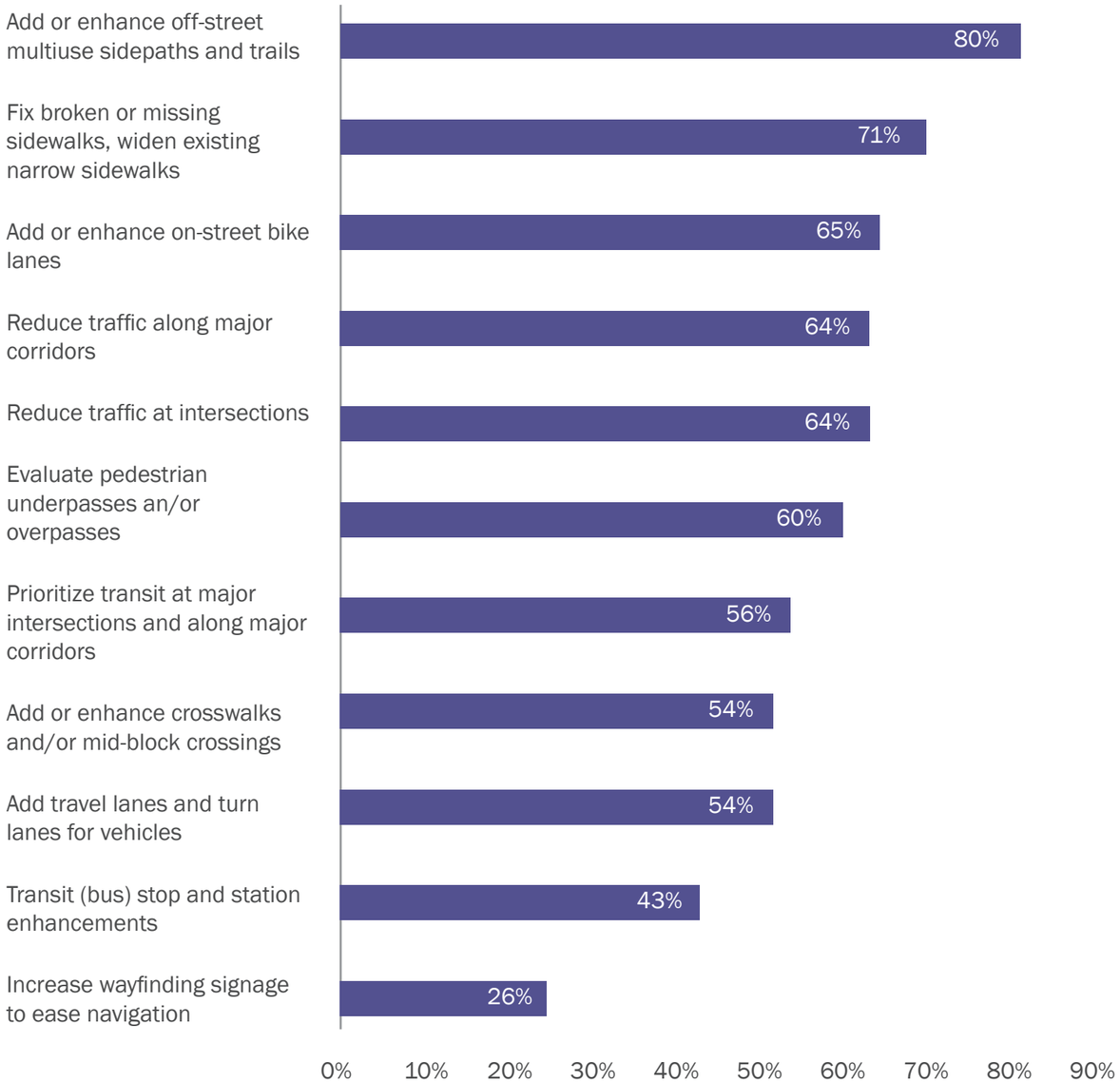
Pedestrian
- Complete gaps in sidewalk networks.
- Ensure American with Disabilities Act (ADA) compliance and develop a Safe Routes to School program.
- Develop a connected pedestrian network to access other neighborhoods, parks, open space, and transit stops.

Bicycling
- Expand the trail network to increase access to schools, parks, and other neighborhoods.
- Add or enhance off-street multi-use sidepaths and trails and grade separated facilities where possible.
- Improve bicycle facility crossings across high activity corridors.
- Develop a connected bicycle network.

Transit
- Partner with regional agencies to improve service frequency and accessibility.
- Improve transit stops with needed amenties (i.e., shelters, benches) and ensure accessible connecting infrastructure.
- Prioritize service to employment areas (i.e., Boulder, Denver).

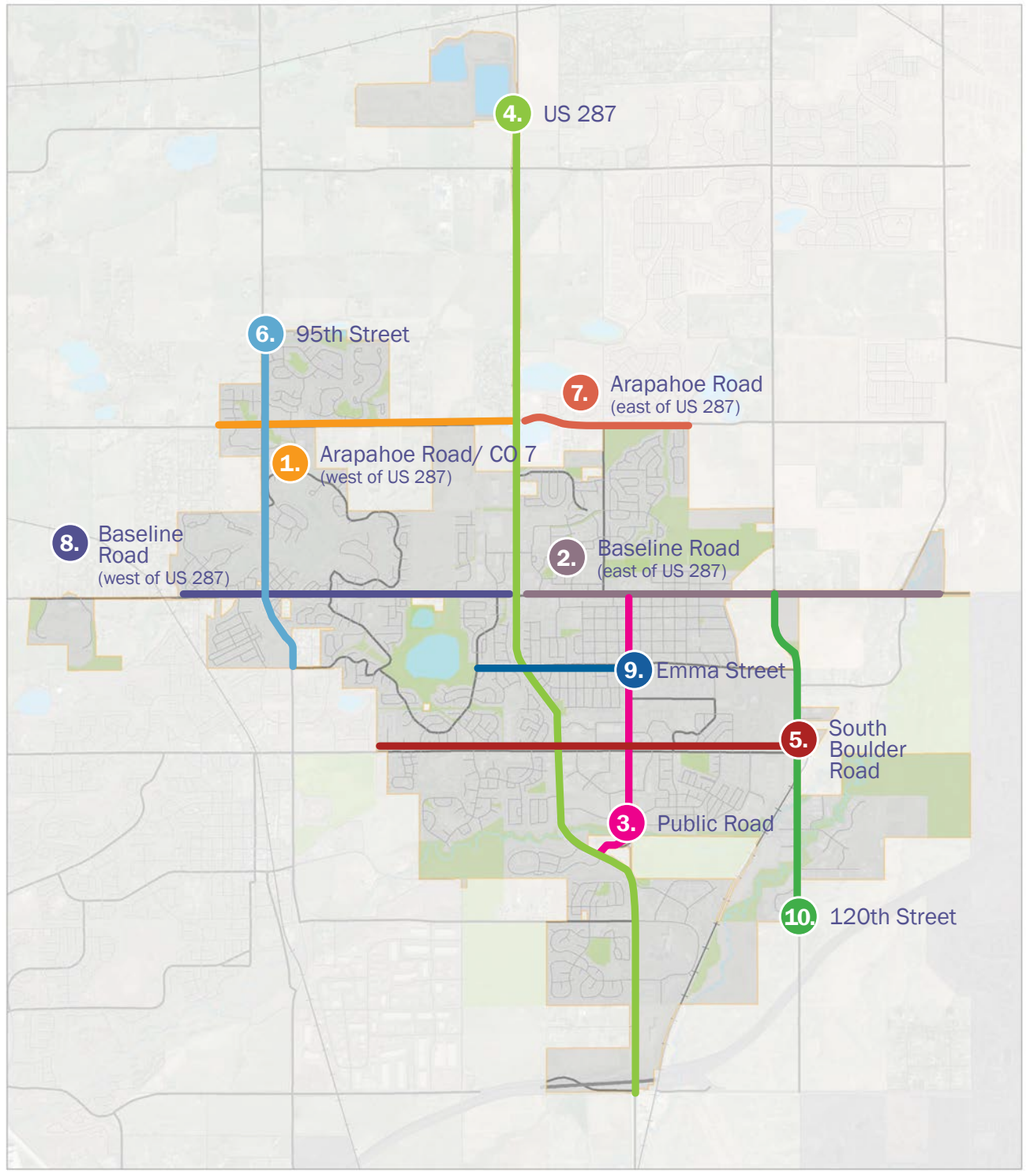
Transportation Priorities

Lafayette residents were asked which transportation improvements they believed were most beneficial and the highest priority to the community. Common themes that emerged from the survey and remained consistent throughout engagement efforts included adding or enhancing off-street multiuse side paths and trails, fixing sidewalks, adding or enhancing bike lanes, and reducing traffic along major corridor (**Appendix B**).



Corridors in Greatest Need of Improvement

Lafayette residents were asked what corridors were most in need of improvements as the City plans for multimodal transportation. Over 60% of community members felt Arapahoe Road was the corridor most in need of improvement. Baseline Road (east of US 287), Public Road, US 287 and South Boulder Road were also corridors listed as needing improvements.



| 3. Current & Future Conditions

Who is Lafayette?

By evaluating key demographics, we can better understand the composition of a community, how its transportation system is used, and anticipate where new or improved transportation facilities are needed. This section provides an overview of Lafayette's demographic composition. Included are figures for current and anticipated population and employment growth, and a summary of historically underserved communities. The demographic information provided in this section is sourced from the Census Bureau (American Community Survey 2015–2019 data) and the DRCOG base year 2020 and forecast year 2045 land use estimates. The growth forecasts shown in the following sections are within the City of Lafayette city limits; however, the travel demand model accounts for growth in surrounding communities and the region. The full Current and Future Conditions report can be found in **Appendix C**.

Population: 29,719

24% since 2010

By 2040: between 40,153 and 44,496 people are projected

Source: 2022 Census

Households:
12,657 housing units

2,459 units from 2010

By 2040: between 16,456 and 18,236 households are projected

Source: DRCOG

Employment:
13,167 jobs

24% since 2010

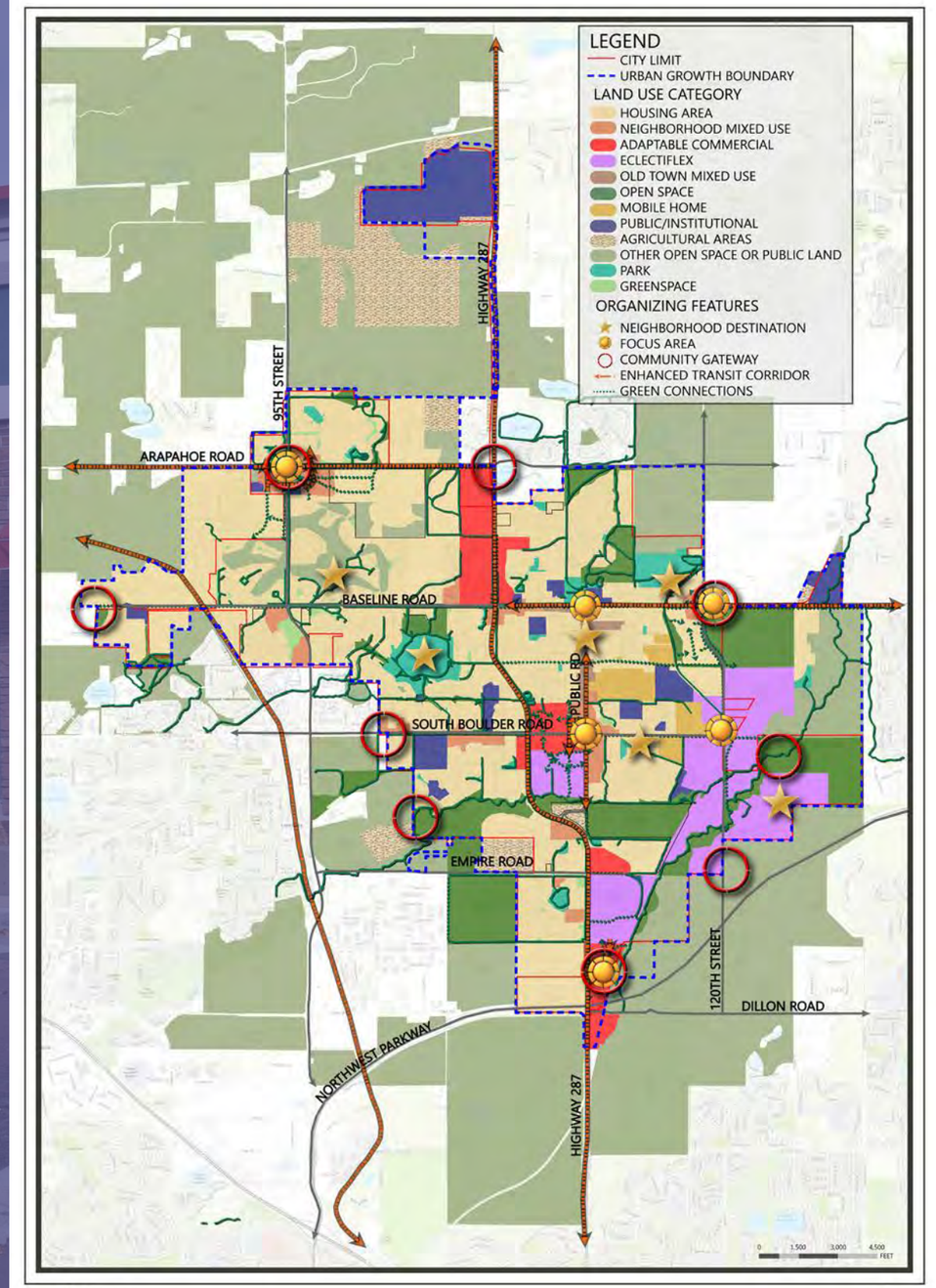
By 2045: 24,000 jobs

Source: Quarterly Census of Employment and Wages

Population & Employment Growth

Planning for and developing a transportation system that is well-equipped to handle a growing population and changing employment sector is one of the primary purposes of a transportation plan. Growth in population and employment increases the need for transportation options and connections. Additionally, an increase in the number of transportation system users also impacts transportation infrastructure conditions and maintenance needs.

Figure 1: Comprehensive Plan Land Use Map



City of Lafayette
LAND USE MAP - DECEMBER 2021
City of Lafayette Comprehensive Plan

Demographic Assessment

A demographics assessment is key to understanding the communities that make up the City of Lafayette and that may have unique transportation needs. This section provides a summary of the populations with distinct transportation needs, including older adults (65 and older), children (younger than 18), people with disabilities, underrepresented populations, low-income populations, and zero-vehicle households. **Figure 2** shows populations that may have unique transit needs in the City.

Why It Matters

An assessment of Lafayette's demographics is essential to understanding who is living in the City and what their transportation needs might be. These needs may stem from the inability or lack of desire to own or drive a car because of financial means, stage of life, physical limitations, and other personal considerations. Children, older adults, and people with disabilities may not be able to drive a car and may depend on either public transit or another person to travel around Lafayette. These groups, as well as low-income families may also consider the financial implications of owning or driving a car, and therefore prefer transit as a more cost-effective way to travel. In addition, persons with disabilities, underrepresented populations, and low-income families have been historically excluded from transportation considerations and must be fully considered in today's planning decisions. Finally, certain households, including those with zero vehicles, may decide to not use or own a car for a variety of personal reasons. All of these groups must be considered for a transportation network to be effective, accessible, and inclusive.

23% Children

10% People with Disabilities

6% Low-Income Populations

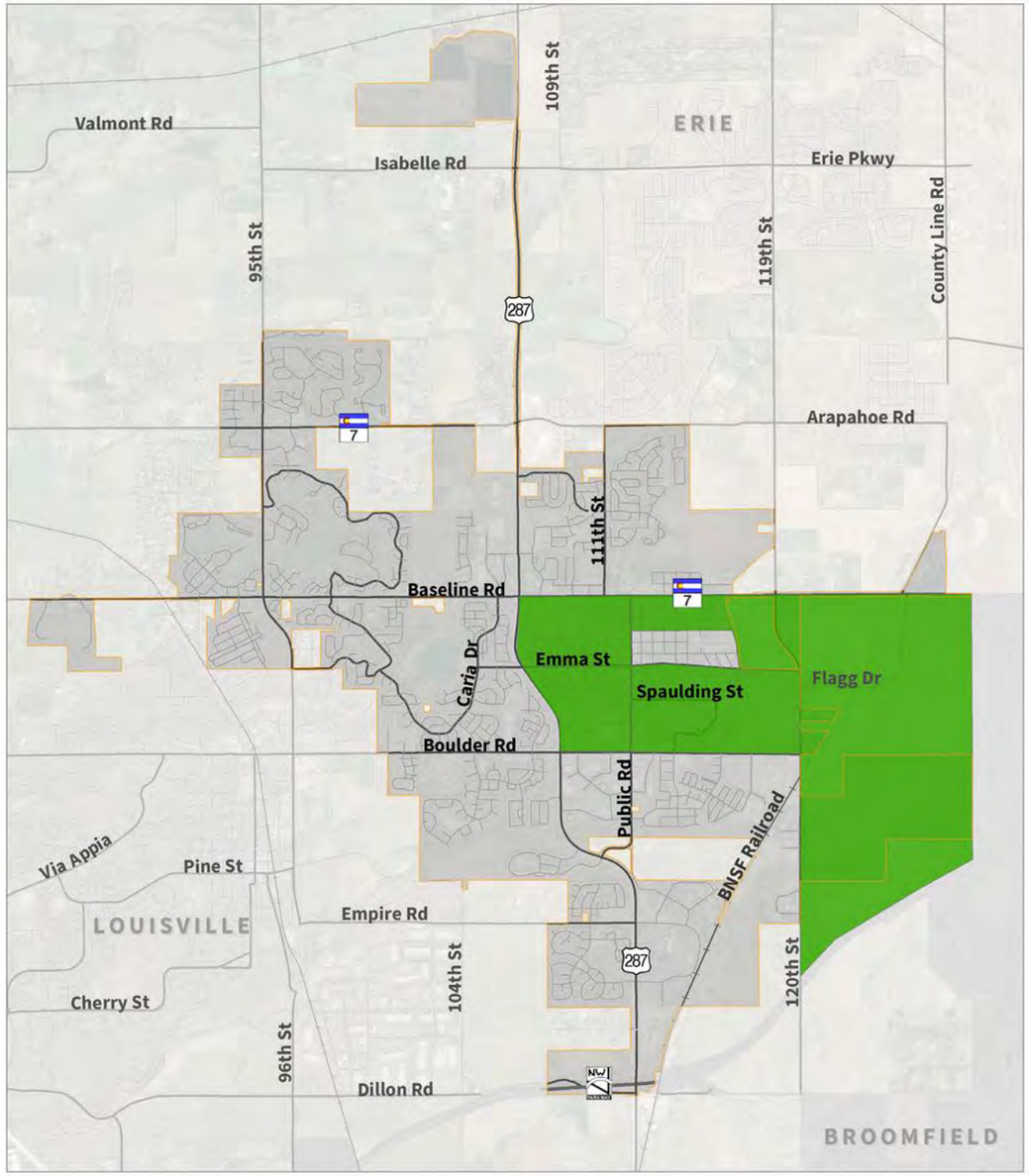
25% Disproportionately Impacted Communities

13% Older Adults (>65)
Expected to increase over the next 20 years

2% Zero-Vehicle Households

Demographic information sourced from the United States Census Bureau (American Community Survey, 2019 5-Year Estimates).

Figure 2: Disproportionately Impacted Communities



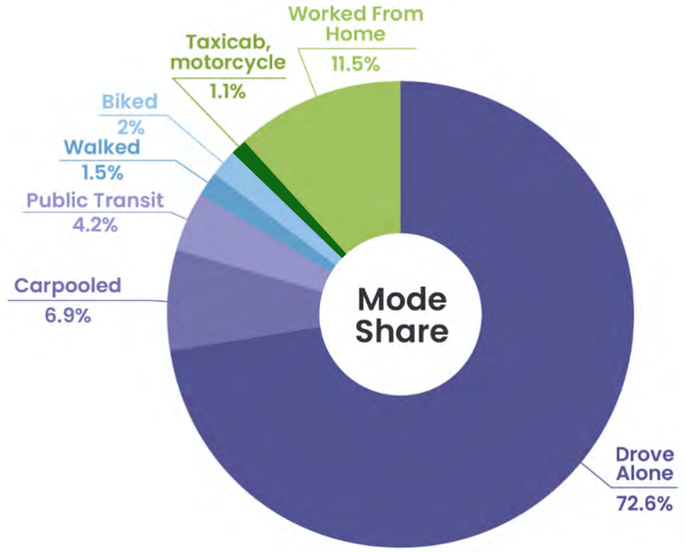
CDPHE Disproportionately Impacted Communities, September 2021.

How Lafayette Travels

The quality and experience of how people travel within and in and out of the City is one of the most significant factors in planning for current and future regional growth and associated transportation needs. City streets can play multiple roles—as major thoroughfares that handle significant traffic through the City, as bicycle routes for commuters to employment or transit stations, or as recreation facilities for pedestrians or bicyclists. Land use patterns throughout the Denver Metropolitan Region have largely resulted in car-dependent communities, but recent and upcoming investments in transit and multimodal infrastructure in the Denver Metropolitan Region indicate that land use patterns, demographics, and travel preferences are changing.

Means of Transportation to Work

Almost 73 percent of Lafayette residents drive to work alone. A substantial number (11.5 percent) of community members work from home, even prior to the pandemic. This number has significantly increased over the past three years due to COVID-19 restrictions and is likely to remain higher than the 2019 numbers in the coming years as employers allow more flexibility in remote working. Other transportation options such as carpooling (6.9 percent) and public transportation (4.2 percent) had smaller utilization rates. Walking and other means, like bicycling, were the least used modes for traveling to work. Although these data only highlight mode share rates for accessing work and not other destinations (e.g., taking children to school, picking up groceries), they provide a snapshot of how residents evaluate and make decisions about accessibility and convenience of transportation in and around Lafayette.



Source: US Census, 2015-2019 American Community Survey 5-year estimates for commuting characteristics (S0801)

Transportation & Housing Costs

The Housing and Transportation (H+T) Affordability Index is a metric used to understand how transportation costs impact communities and inform how Lafayette can plan for a more affordable transportation system. Transportation, including the costs of vehicle ownership such as maintenance or the costs associated with using another mode of transportation such as transit, is typically the second largest expenditure for households behind housing. Traditional measures of affordability do not include transportation costs; therefore, factoring in both housing and transportation costs through the H+T Affordability Index provides a more comprehensive way of thinking about the cost of housing and true affordability. Lafayette's average H+T costs (44% of income) are in line with recommendations from the Center for Neighborhood Technology (45%).

H+T Affordability Index

$13,457
Annual Average Transportation Costs/Household

44% of household income spent on housing and transportation

45%: amount recommended by Center for Neighborhood Technology

Potential Ways to Reduce H+T

Compact, mixed-use communities with balance of housing, jobs, and amenities

Increasing access to transit

Location-Efficient Neighborhoods

are compact, mixed-use communities with a balance of housing, stores, and easy access to transit. They generally have lower household transportation costs because residents can access daily destinations with fewer cars and car trips.

Source: The Center for Neighborhood Technology, H+T Index,

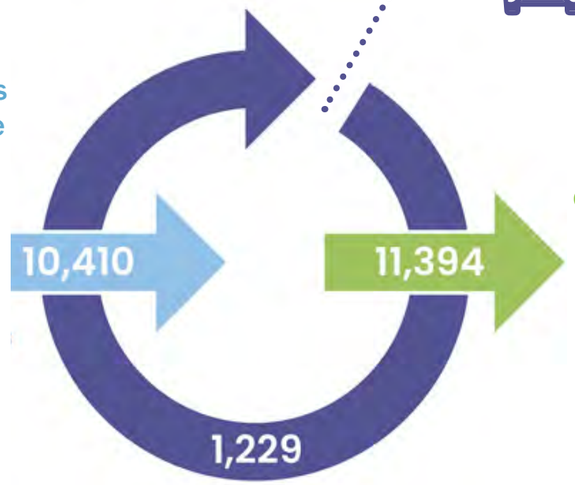
Commuter Inflow/ Outflow Patterns

More than 120,000 vehicles drive through Lafayette daily

Replica Fall 2022, Weekday data

Number of employees coming into Lafayette for employment on a daily basis, with most commuters commuting from:

- Westminster
- Thornton
- Denver
- Broomfield



Number of residents leaving Lafayette for employment on a daily basis, with most commuting to:

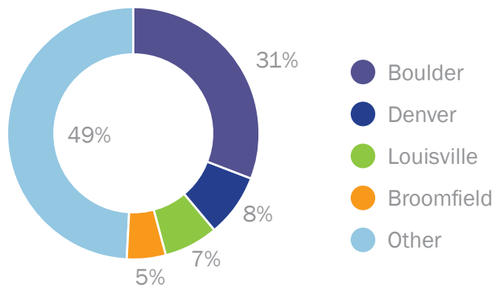
- Boulder
- Denver
- Louisville
- Broomfield

Number of residents remaining in Lafayette for employment on a daily basis

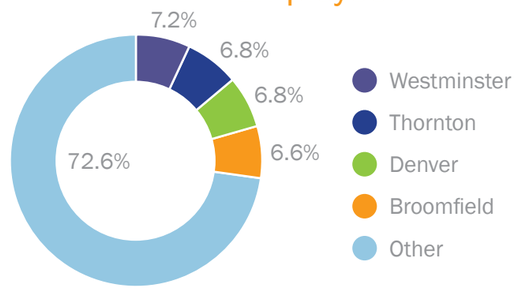
Employee Inflow & Outflow

The overall daily population in Lafayette is reduced as more residents commute to work outside the City than employees who commute into Lafayette. Approximately 10,400 residents from other communities in the Denver Metropolitan Region commute into Lafayette to work, whereas approximately 11,400 Lafayette residents leave the City for employment in other communities. This trend is likely to continue given that there are strong job bases in nearby communities. Approximately 10 percent of Lafayette residents live and work in Lafayette.

Top Employment Destinations for Lafayette Residents



Top Worker Origins for Lafayette Employees



Commuting Through Lafayette

Major Corridors & Travel Patterns

- Colorado Highway (CO) 7
- Baseline Road
- South Boulder Road
- 95th Street/Courtesy Road/CO 42
- US 287
- 120th Street

Commuting through Lafayette is likely to increase as nearby communities continue to grow, reducing barriers through the community will be increasingly important.

- Louisville
- Broomfield
- Erie
- Boulder

Street Network

Streets generally provide two important functions: access and mobility. Each street type is specifically designed to operate with certain characteristics based on the adjacent land uses, level of continuity, transportation modes served, and proximity and connections to other facilities.

Congestion

Volume to capacity ratio (V/C ratio) is a metric used to identify deficiencies in the existing street network by describing congestion on street segments. V/C ratios are calculated based on daily traffic volumes and street capacities and do not account for peak hour conditions or individual intersections. As the V/C ratio approaches 1.0, drivers experience congestion, including queuing at intersections and longer delays. As Lafayette and the region experience residential and employment growth over the next 20 years, traffic volumes are expected to increase. **Figures 4** and **5** illustrate the difference in expected V/C ratio from 2020 to 2045. Notably, Arapahoe Rd., US 287, Baseline Road, South Boulder Road, and 120th Street are likely to become more congested over the next 25 years **(Figure 5)**.

Top 3 Bottleneck Locations by Year

2019

1. Westbound Baseline Road at CO 42/N 95th Street
2. Northbound US 287at N Northwest Parkway
3. Eastbound Baseline Road E at CO 42/N 95th Street

2021

1. Eastbound CO 7/Arapahoe Road at US 287
2. Northbound US 287 at CO 7/Arapahoe Road
3. Westbound CO 7/Baseline Road at US 287

Greenhouse Gas Emission Reductions

Congestion along major corridors in the City demonstrate the need for innovative and sustainable mobility solutions. The City has committed to the goals of reducing GHG emissions by 80 percent by 2050, with the strategy of enhancing the use of alternative forms of transportation to meet this goal (Resolution No. 2017-63). Increasing the number of safe and connected on-street and off-street bicycle facilities is one way to encourage the use of alternatives forms of transportation.

Figure 3: Bottleneck Locations by Year

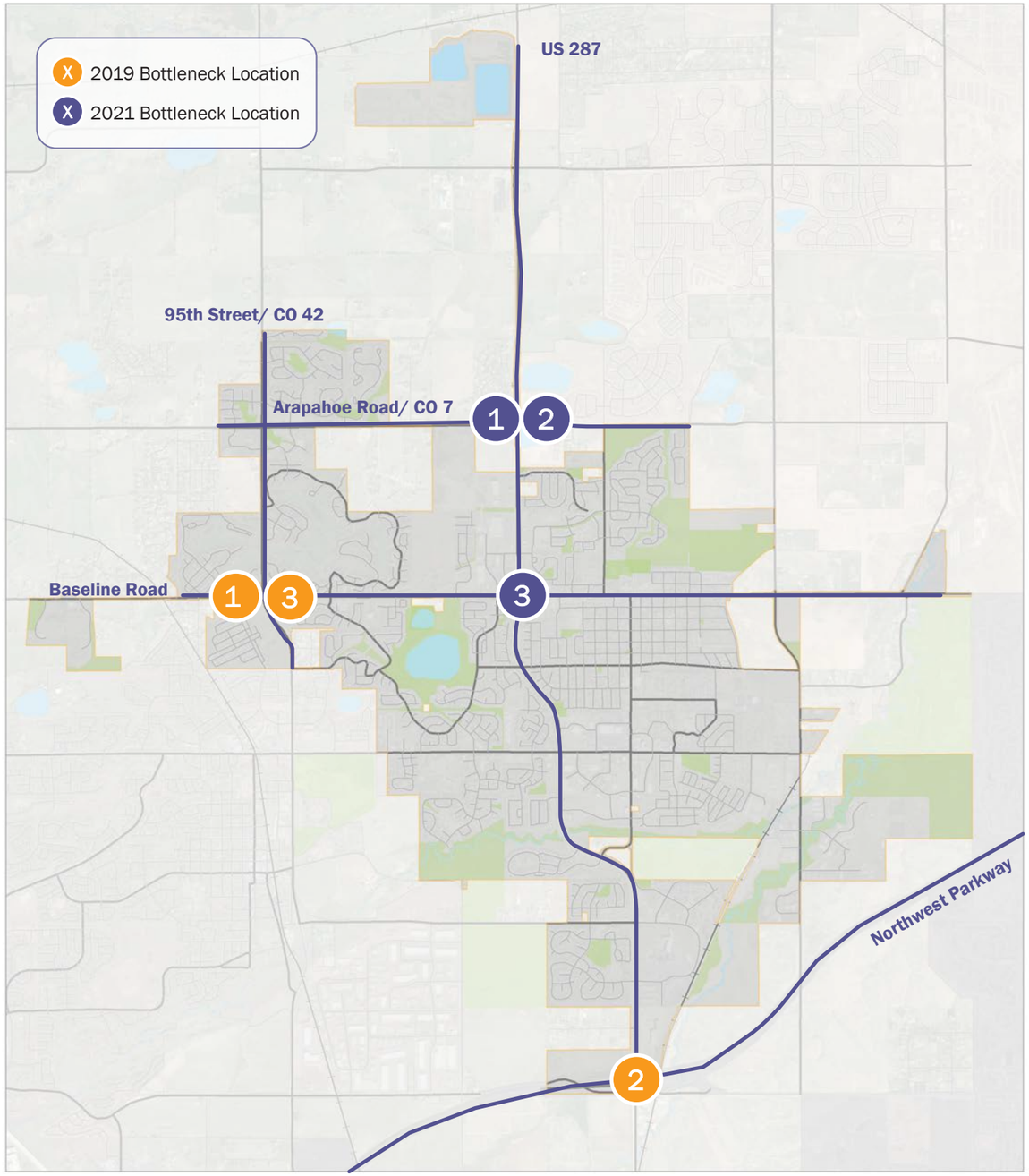


Figure 4: Congestion in 2020

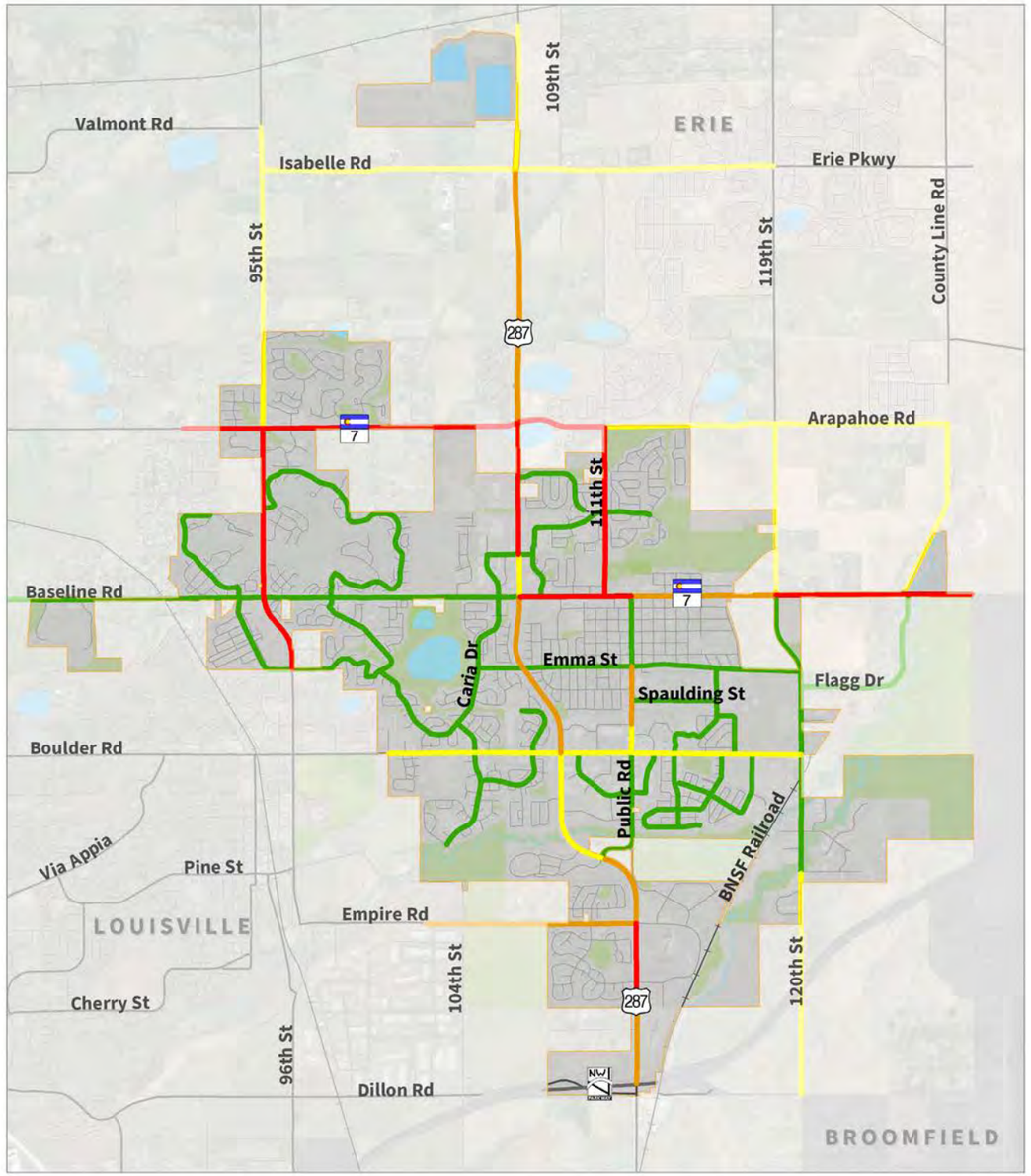
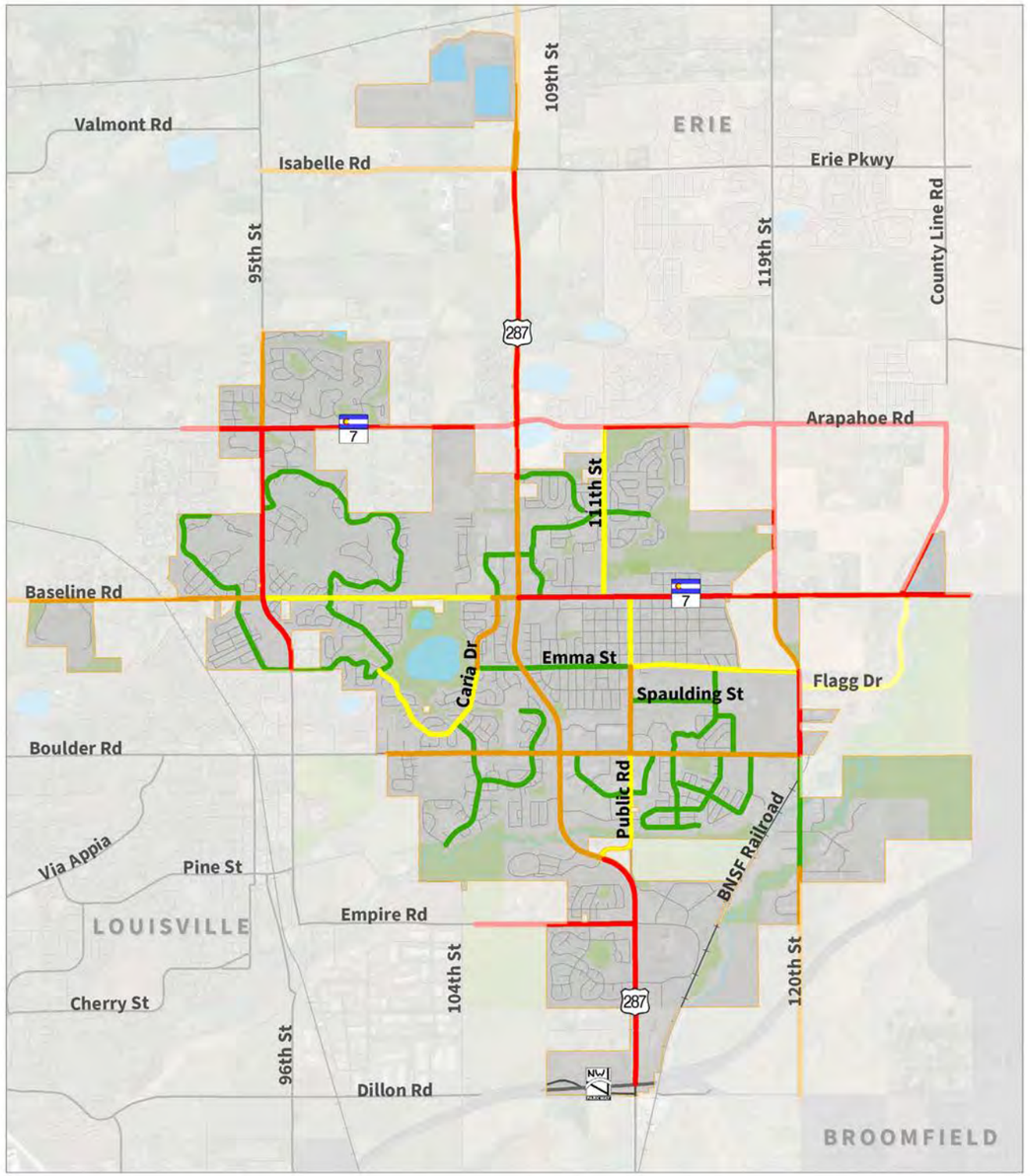


Figure 5: Anticipated Congestion in 2045

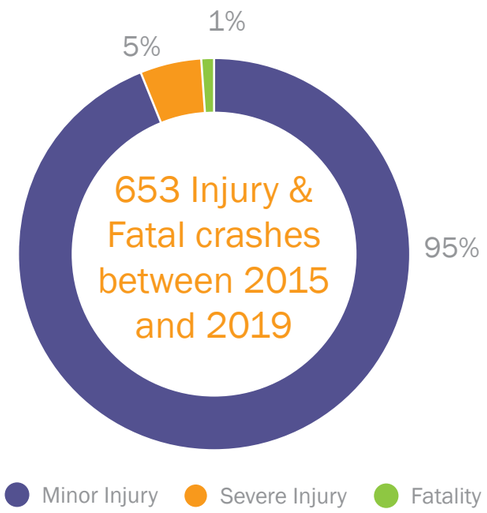


Safety

Roadway safety can be characterized by the ability of a person to freely travel along a roadway network without injury or death. It is usually assessed through a qualitative and quantitative evaluation of crash histories by mode of travel. This evaluation sheds light on crucial information such as locations with a concentration of crashes, crash types, and crash severity.

From 2015 to 2019, 653 crashes resulting in either fatalities or injuries occurred in Lafayette. Six crashes resulted with a fatality, 29 crashes resulted in severe injury, and 618 crashes resulted in minor injuries.

Of the six fatalities, five occurred along US 287; one was located on Baseline Road. The remaining 647 crashes involving severe injury and injury occurred throughout the City, but locations were still concentrated on major thoroughfares such as Baseline Road, South Boulder Road, Empire Road, and US 287. The built environment and comfort of facilities is important factor in people determining their mode choice. Level of Traffic Stress and Walkability Scores are some methods of trying to quantify this. Lafayette's overall walk score is 39/100 and Old Town has a walk score of 85/100



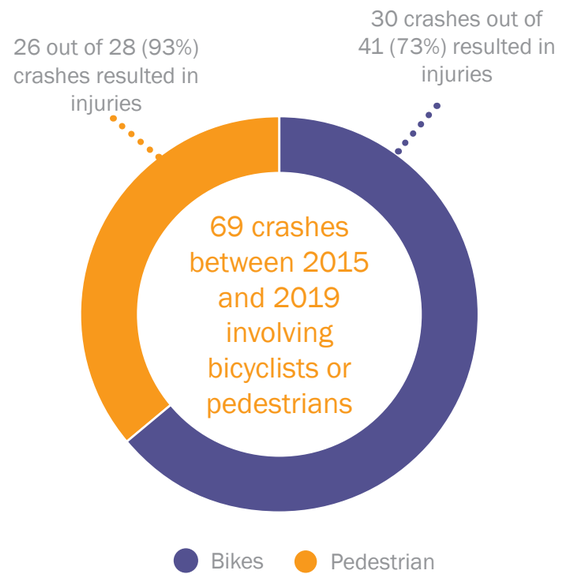
Minor injuries: injury which is not serious but requires first aid, or which causes discomfort or pain to the person injured.

Severe injury: injury requiring medical treatment or removal to and retention in hospital.

Fatality: a death occurred as the result of injuries sustained in a road crash within 30 days of the crash.

Bicycle & Pedestrian Involved Crashes

Bicyclists and pedestrians are some of the most vulnerable users of the transportation system. Between 2015 and 2019, bicyclists and pedestrians were involved in 69 crashes, 41 involving bicyclists and 28 involving pedestrians. The vast majority of these crashes occurred on the major thoroughfares in the City such as Baseline Road, South Boulder Road, and Public Road. Bicycle and pedestrian trips are expected to increase as more people choose bicycling and walking options in Lafayette and in the region. This growth emphasizes the critical importance in supporting the implementation of safe, comfortable, and connected facilities, particularly along major corridors.



Vision Zero

The Denver Regional Council of Governments (DRCOG), in partnership with jurisdictions, agencies, and advocates, recently developed Taking Action on Regional Vision Zero, a safety action plan establishing a target for zero fatalities or serious injuries in the Denver region's transportation system. Vision Zero is a transportation safety philosophy based on the principle that loss of life is not an acceptable price to pay for mobility. The Plan identifies the Regional High-Injury Network, the 9 percent of roads in the region where the majority of serious-injury and fatal crashes occur. In Lafayette, Arapahoe Road/CO 7, US 287, Baseline Road/CO 7, and South Boulder Road are all identified as part of the High-Injury Network. The City can use this Plan as a resource to identify appropriate countermeasures to improve safety.

In collaboration with Boulder County and the City of Louisville, Lafayette received a Safe Streets for All (SS4A) federal grant. The project will analyze crash data within the City of Lafayette and across the entire county. Lafayette specific tasks include creating a prioritized list of safety projects, neighborhood speed mitigation guidelines, a bicycle facility design community practice and plan. The project will also review traffic signal timing for best safety practices, and develop a crash prevention and evaluation protocol including a crash investigation taskforce and stakeholder list for education and outreach.

On-Street Bicycle Network

Lafayette's on-street bicycle network has ample opportunity for both future growth and enhancement of existing facilities. An overview of how bicycle level of stress is defined, bicycle facilities at-a-glance, and trail facilities at-a-glance is provided below.

Bicycle Level of Stress

Level 1:
Comfortable roadway for all ages and abilities

Level 2:
Generally comfortable for most people riding bikes

Level 3:
Comfortable for only confident bicyclists

Level 4:
Generally uncomfortable, even for confident bicyclists

Bicycle Facilities At-a-Glance

3.6 miles of on-street bike lanes, including buffered bike lanes

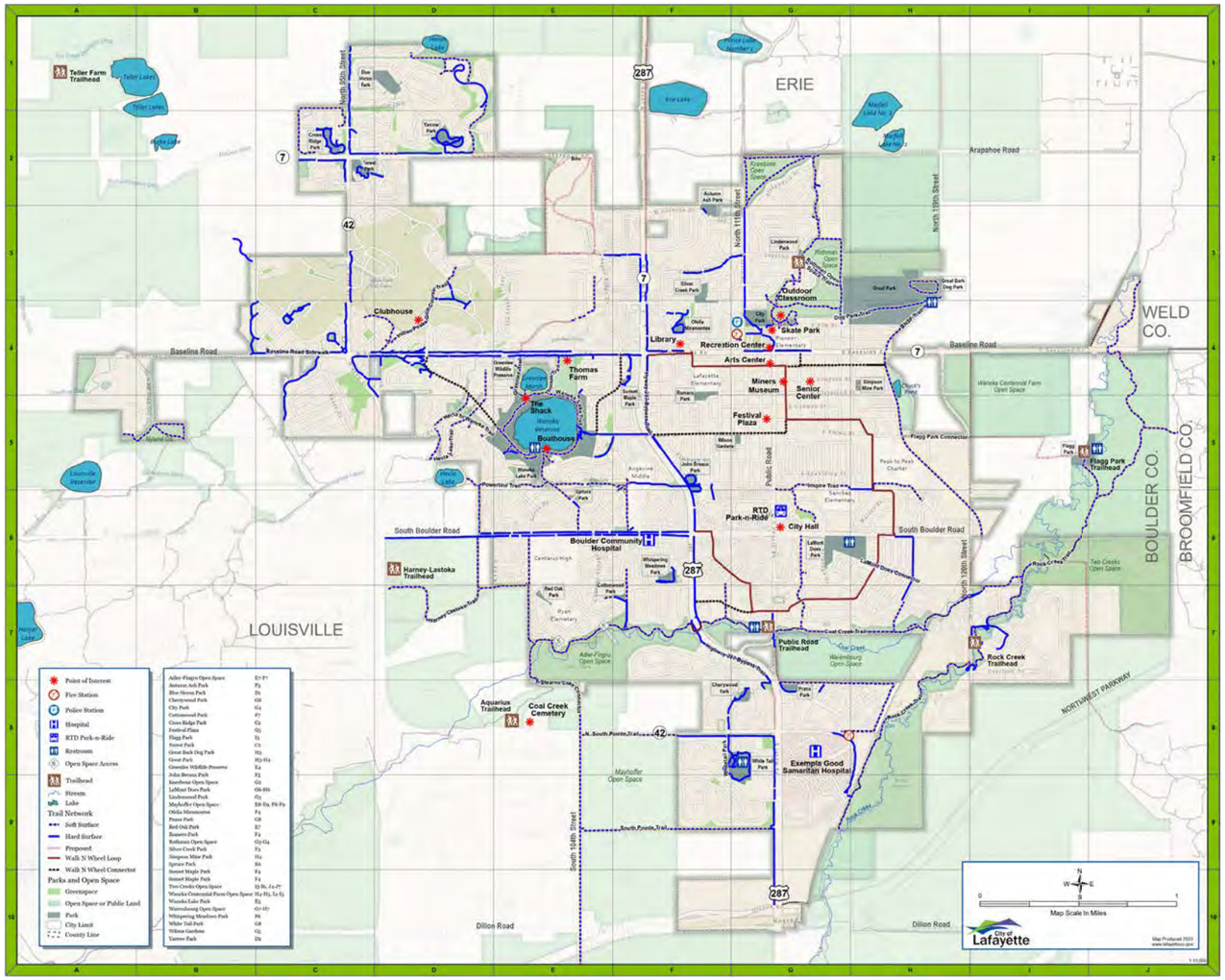
14.1 miles of bikeable shoulders

Trail Facilities At-a-Glance

8.4 miles length of Coal Creek Trail

10.6 miles length of Rock Creek Trail

Figure 6: Trail Network



Sidewalk Network

High-quality pedestrian infrastructure is the foundation of a truly walkable city and every trip in every mode begins and ends as a pedestrian. Without good sidewalk and intersection infrastructure, it can be difficult for people to travel around a city by foot. This becomes increasingly important as we consider every category of equity. The City of Lafayette has a fairly complete network of facilities for pedestrians with the support of its expansive trail network, which often runs parallel to major arterial and collector roadways. Existing sidewalks in Lafayette are either "detached" with a buffer of grass or landscaping between the sidewalk and the roadway or "attached" with no separation between the sidewalk and the street. The city-wide bicycle and pedestrian network is shown in **Figure 7**.

Key Destinations in Lafayette:

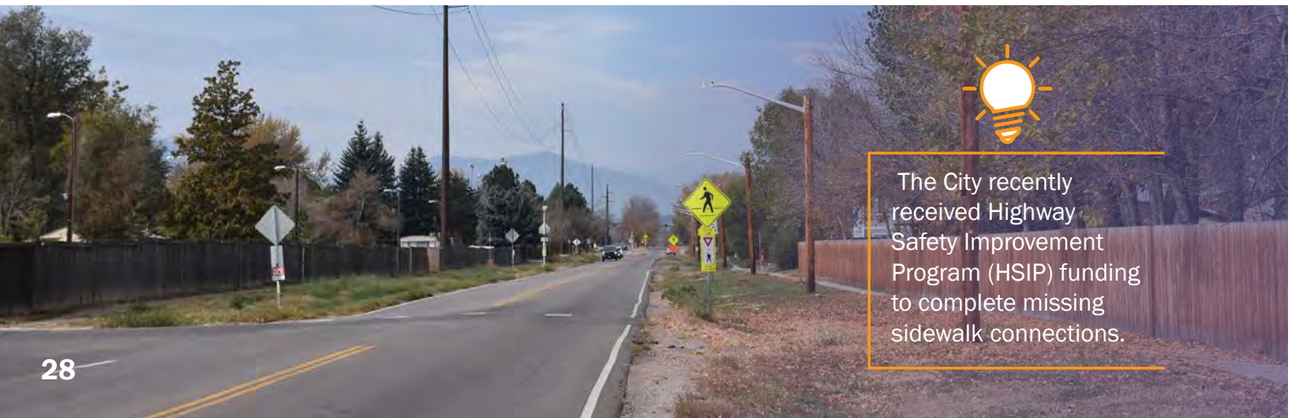
- *Schools*
- *Libraries*
- *Trailheads*
- *Trail entrances into parks*
- *Bus Stops*

Highest Pedestrian Demand Locations

- Arapahoe Rd & 95th St
- Baseline Rd & US 287
- 111th St, between Baseline Rd & Cabrini Dr
- S Boulder Rd between the City boundary & US 287
- Public Rd & Spaulding St
- Old Town Lafayette

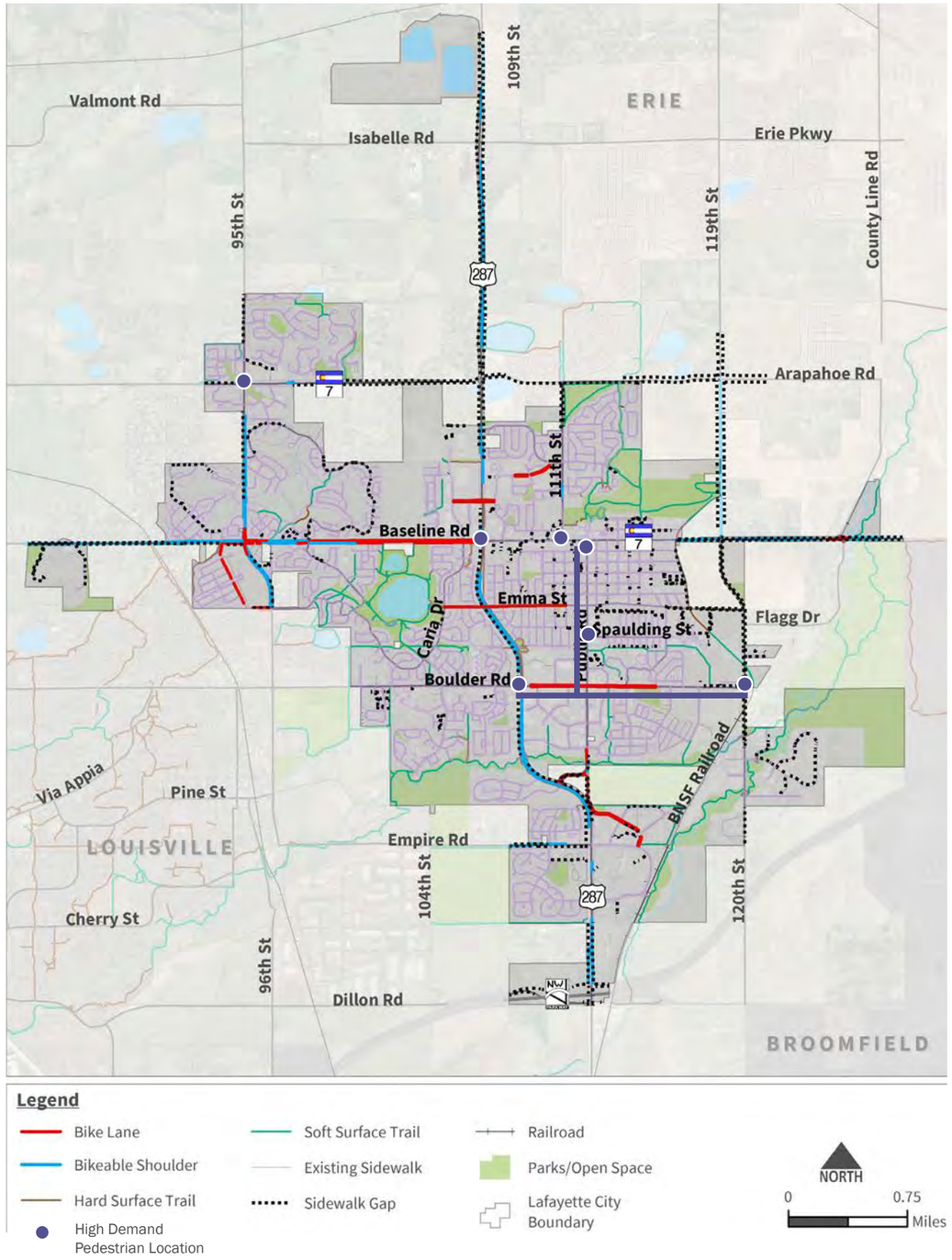
Sidewalk Gaps

There are approximately 40.2 miles of unconstructed sidewalk segments within Lafayette, leaving gaps in the sidewalk network. Many of these gaps are along major arterial roadways such as US 287, Baseline Rd, Arapahoe Rd, 95th St, 111th St, and 120th St. Additionally, many of Lafayette's existing sidewalks may feel uncomfortable to walk along due to narrow widths, incomplete segments within blocks, deteriorating conditions, obstructing objects, or missing/ inadequate curb ramps.



The City recently received Highway Safety Improvement Program (HSIP) funding to complete missing sidewalk connections.

Figure 7: Bicycle and Pedestrian Network



Transit

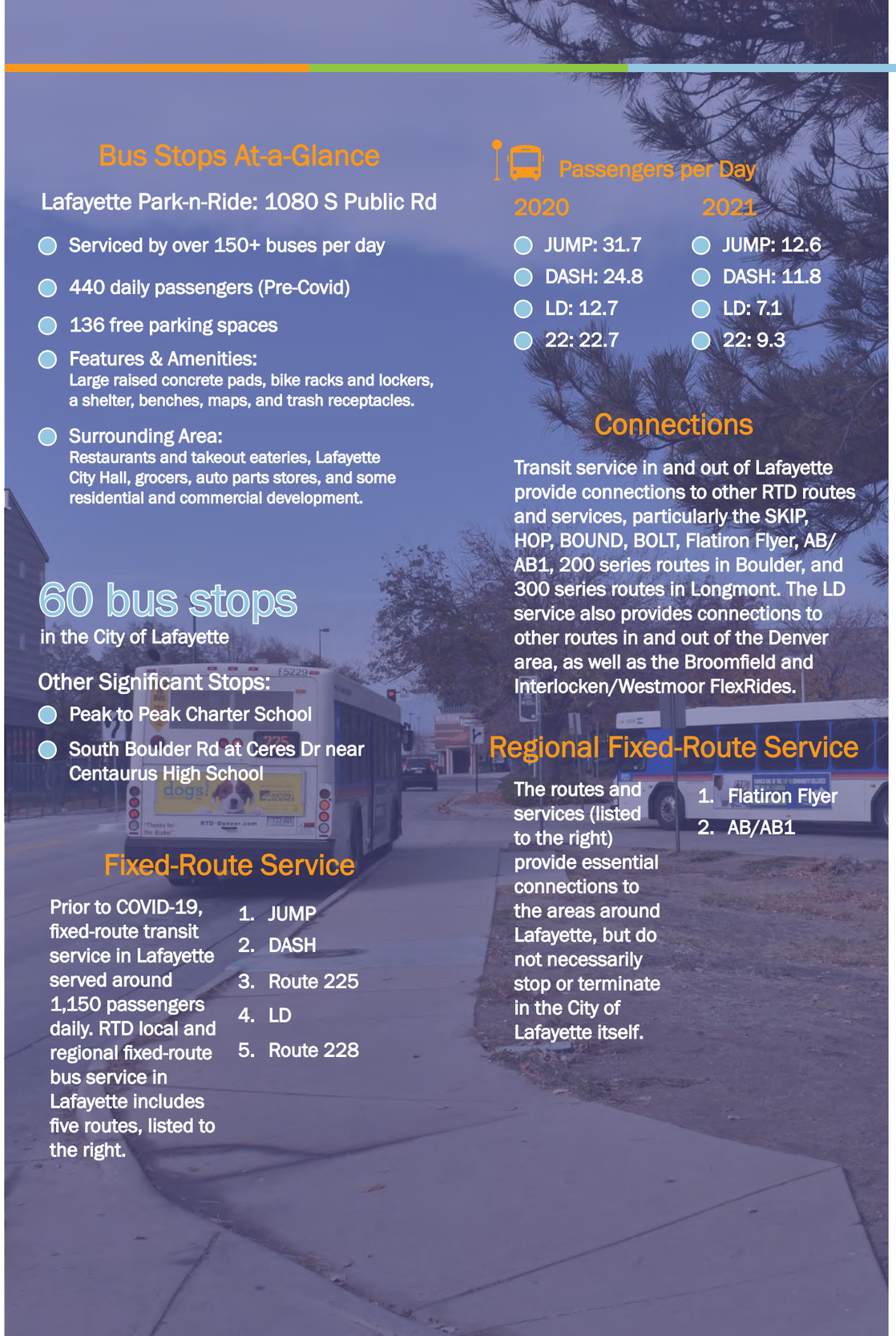
Transit in Lafayette is centered around local bus services that provide both local circulation and regional connections (**Figure 8**). Population and employment densities are an important indication of transit demand and offer a good starting point for understanding where transit may be most effective. Areas that currently have the highest densities in Lafayette indicate support for transit service that operates at 15- to 30-minute frequencies which align with service levels that were operating in Lafayette prior to the onset of the COVID-19 pandemic in early 2020. Many other factors affect demand, such as socio-economic factors of the population, the mix and balance of activities, connectivity enabled through land use and transportation network design, and access to regional destinations. Travel patterns have changed significantly and frequently since the onset of the pandemic; bus service has been altered significantly and service levels will likely return slowly as remote work and service design adapt to reflect new travel patterns.

Bus Service

The Regional Transportation District (RTD), operates the fixed-route bus service in Lafayette, which includes five primary routes. Lafayette does not have direct rail or BRT service currently, though many state and US corridors that run through Lafayette have been identified for enhanced transit service.

On-Demand/Microtransit

On-demand transportation service provides other mobility options in Lafayette. **Table 1** shows Ride Free Lafayette's highest demand locations. Ride Free Lafayette provides general public service, Access-a-Ride provides complementary ADA service to its fixed-route system, and Via Mobility Services provides service to eligible populations.



Bus Stops At-a-Glance

Lafayette Park-n-Ride: 1080 S Public Rd

- Serviced by over 150+ buses per day
- 440 daily passengers (Pre-Covid)
- 136 free parking spaces
- Features & Amenities:
  Large raised concrete pads, bike racks and lockers, a shelter, benches, maps, and trash receptacles.
- Surrounding Area:
  Restaurants and takeout eateries, Lafayette City Hall, grocers, auto parts stores, and some residential and commercial development.

60 bus stops
in the City of Lafayette

Other Significant Stops:

- Peak to Peak Charter School
- South Boulder Rd at Ceres Dr near Centaurus High School

Fixed-Route Service

Prior to COVID-19, fixed-route transit service in Lafayette served around 1,150 passengers daily. RTD local and regional fixed-route bus service in Lafayette includes five routes, listed to the right.

1. JUMP
2. DASH
3. Route 225
4. LD
5. Route 228

Passengers per Day

2020	2021
JUMP: 31.7	JUMP: 12.6
DASH: 24.8	DASH: 11.8
LD: 12.7	LD: 7.1
22: 22.7	22: 9.3

Connections

Transit service in and out of Lafayette provide connections to other RTD routes and services, particularly the SKIP, HOP, BOUND, BOLT, Flatiron Flyer, AB/AB1, 200 series routes in Boulder, and 300 series routes in Longmont. The LD service also provides connections to other routes in and out of the Denver area, as well as the Broomfield and Interlocken/Westmoor FlexRides.

Regional Fixed-Route Service

The routes and services (listed to the right) provide essential connections to the areas around Lafayette, but do not necessarily stop or terminate in the City of Lafayette itself.

1. Flatiron Flyer
2. AB/AB1

Ride Free Lafayette

Ride Free Lafayette is a free, on-demand, door-to-door bus service operated by Boulder County. The service has no eligibility requirements to ride, but trips must start and end within the service area for a booking to occur. Currently, the service operates seven days per week, including holidays, from 7:00 a.m. to 8:00 p.m. The City and County are working to provide sustainable funding, and are working to expand the service to the rest of SE Boulder County. The County received a Transportation Improvement Grant to add service to an expanded area starting in 2025.

Table 1: Ride Free Lafayette's Most Popular Origin-Destination Pairs (July 2022- June 2023)

Pickup Location	Dropoff Location	Trip Count
Dairy Queen	1208 Centaur Village	255
Mountain View Mobile Home Park	King Soopers (US 287)	253
King Soopers (US 287)	Mountain View Mobile Home Park	242
Lafayette Gardens	My Second Home	237
King Soopers (US 287)	Josephine Commons Senior Living	216

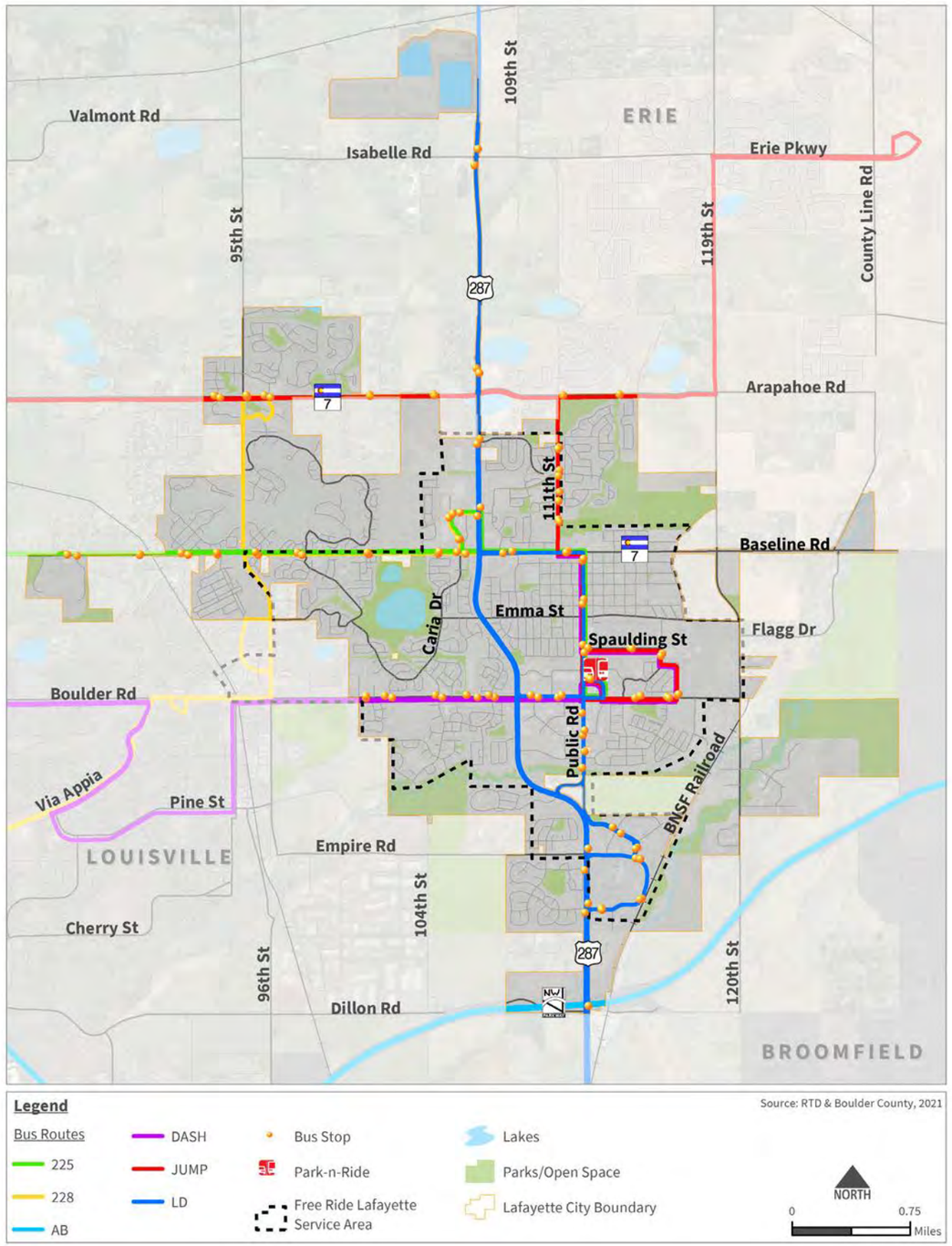
Via Mobility Services

Via is a non-profit organization that provides mobility assistance services and operates an on-demand, door-to-door shared paratransit ride called Via Transportation. Prospective riders must call to determine eligibility.

Access-a-Ride

RTD's complementary ADA paratransit service is available to those who have disabilities and are unable to use the fixed-route buses. Potential riders must apply and complete an interview and transportation assessment. Service is available at the same times and on the same days as the fixed-route bus service in Lafayette.

Figure 8: Existing Transit Network



First & Last Mile Considerations

It is crucial that transit planning considers how riders reach public transit and their final destinations, often called the "first and last mile." Interagency coordination can help ensure that transit riders face as few challenges as possible in reaching a stop or station at the start of their trip or reaching their destination at the end of a trip. High quality pedestrian and biking routes and micromobility are valuable in promoting active transportation to and from destinations and transit. A robust transit system is key to an equitable transportation network. Children, elderly residents, residents without cars, and those with disabilities can benefit from a healthier transit system and direct ways to access it. Previous planning and community surveying have indicated several first-last mile challenges worth considering. These include a lack of comfortable walking and biking networks that may make it difficult to reach and wait for transit in Lafayette. Sidewalks often lack buffers from high-speed traffic and certain areas of the City lack cohesive multimodal connections. Most streets in Lafayette lack bicycle infrastructure, and bicycle lanes tend to be narrow and unbuffered. Personalized and motorized transport, such as taxis, ride hails, or car ownership remain options for first-last mile for facilities with parking but may not be an option for all transit riders.

Transportation Demand Management

Transportation Demand Management (TDM) focuses on understanding how people choose certain modes of transportation and influencing behavior change and mode shift on transportation infrastructure. TDM primarily focuses on encouraging the use of transit, biking, walking, carpooling, and teleworking to reduce the demand on our roads. TDM is typically implemented through strategies, policies, and programs including adopted City plans, public-private partnership agreements, and programs offered through regional transportation associations (e.g. Commuting Solutions).

TDM Programs

Commuting Solutions, in partnership with multiple agencies within Boulder County, recently completed a Northrwest Regional Transportation Demand Management Plan. The top priorities that came out of the plan were to implement local TDM programs to align with the buildout of bus rapid transit service, developing model TDM regulation for cities, and exploring a regional bikeshare program, which is also currently underway.

The Way to Go Program offered by DRCOG, partners with Denver metro communities to provide the following programs:

- Employer Services
- Vanpool
- SchoolPool
- Guaranteed Ride Home

Commuting Solutions provides the following programs:

- Free/subsidized transit passes
- Carpool and vanpool incentives
- Interactive biking and walking map applications
- Employer incentives such as the telework program
- Advocacy and education to encourage sustainable commuting
- Support to local communities on planning initiatives

Table 2: TDM Strategies

Strategy	Feasibility	Impact	Timeliness	Overall
Implement TDM programs to align with the buildout of BRT service, including the formation of EcoPass Districts around key transit stations	Medium	High	High	High
Develop a model TDM regulation for cities in the Northwest Metro Region	Medium	High	High	High
Explore Regional Bike Share Program	Medium	Medium	Medium	Medium

Parking

The City has a variety of parking options available, including public and private on- and off-street spaces. Old Town Lafayette experiences the most parking demand. During major events, people are permitted to use the City Hall parking lot and Flatiron Church parking lot. The on-street parking spaces in Old Town are mostly unrestricted, with the exception of some ADA spaces. Where on-street parking spaces are demarcated, ADA regulations require a certain number of ADA spaces per total number of spaces.

300
off-street parking spaces managed by the Lafayette Urban Renewal Authority (LURA)

| 4. Planning Framework

Introduction

The City's Multimodal Transportation Plan (MMTP) is guided by an overall Planning Framework which includes a vision statement, goals, strategies, actions, and performance measures. This Planning Framework is foundational to the MMTP and served as a lens in the identification and prioritization of the MMTP's multimodal projects.

The development of the MMTP Planning Framework was informed by many sources including:

- Local Boards and Commissions Input
- Comprehensive Plan, Other City Plans
- City Council's Strategies, Priorities, and Guidance
- Community Input
- Regional Partners' Input
- Existing Conditions Data

The Planning Framework includes the following hierarchical elements:

Vision Statement

- **Vision Statement** – an ambitious, overarching statement articulating the desired future

Goals

- **Goals** – well-defined aspirations the City intends to realize in support of the overall vision

Strategies

- **Strategies** – concrete, measurable milestones needed to achieve the goals

Actions

- **Actions** – a specific set of steps that the City must complete to reach the strategies

Performance Metrics

- **Performance Measures** – metrics to track implementation progress over time

Track Implementation Over Time

Vision

Lafayette creates and maintains a multimodal transportation network that is safe, reliable, and accessible by all; the network provides connections to local and regional destinations, while complimenting the natural and built environment.

Goals, Strategies, and Actions

The following sections introduce the goals, along with the supporting strategies and actions needed to achieve the vision. These goals are ordered alphabetically, and not by priority. These goals are ordered alphabetically; and not by priority

1. Collaboration

The City proactively coordinates with adjacent communities, regional stakeholders, and others to advance a cohesive transportation system for all modes of transportation.

1.1 Collaboration Strategies

1.1.1 - The City will engage the community in making transportation policy decisions.

1.1.2 - The City will work with adjacent municipalities, Boulder County, Boulder Valley School District, and other governmental and quasi-governmental agencies on cooperative planning efforts related to all modes of transportation

1.1.3 - Coordinated Land Use – The City will integrate land use and transportation decision-making for local and regional decisions, encouraging transit-supportive development of sufficient density near transit corridors and in proximity to transit stops.

1.2 Collaboration Actions

1.2.1 - The City will proactively coordinate with local and regional partners to provide high-quality, reliable, affordable, and competitive transit options, that are consistent with the Comprehensive Plan.

1.2.2 - The City will collaborate with DRCOG, the Colorado Department of Transportation (CDOT), and other local and regional partners focused on transportation issues to establish regional plans and strategies and identify funding for transportation improvements.

1.2.3 - Work with DRCOG, CDOT, Boulder County, and other partners to provide effective "last mile" connections (the connections between transit routes and the final destinations for people using transit).

1.2.4 - Participate in local and regional transportation committees (e.g., DRCOG committees, organizations).

1.2.5 - In partnership with other agencies, pursue funding for regionally significant projects (e.g. Transit Mobility Hubs) through local, state, and/or federal programs and grants.

1.2.6 - Create and distribute educational material for multimodal safety

2. Connectivity

The City's multimodal transportation system connects neighborhoods, community destinations, and regional destinations.

2.1 Connectivity Strategies

2.1.1 - The City will encourage the completion of connections (trails, sidewalks, etc.) between local neighborhoods, activity centers (e.g., parks and open spaces, schools), and regional destinations.

2.1.2 - As part of the development review process, consider building priority multimodal connections within the greater Lafayette area and the surrounding region.

2.1.3 - The City will work to reduce barriers and build connections for all modes of travel.

2.1.4 - The City will build transportation facilities that support walkable, complete neighborhoods and connections to services.

2.2 Connectivity Actions

2.2.1 - The City will build missing links in the transportation network including sidewalks, trails, and bicycle facilities.

2.2.2 - Identify the priority non-vehicular connections between existing neighborhoods, parks and open space, and commercial and employment centers.

2.2.3 - Program funding for the design and construction of missing trail connections through the annual work program and collaboration with the Parks, Recreation, and Open Space department.

2.2.4 - Create a wayfinding program to create directional connectivity within Lafayette and connecting to other communities, beginning with installation on prioritized bicycle and pedestrian routes.

2.2.5 - Apply bicycle design guidance to capital projects during the design and engineering phase.

2.2.6 - Identify infrastructure needed to promote a safe and pleasant walkable experience within a one quarter-mile walk radius from activity centers and other shared public spaces.

2.2.7 - Develop Mobility Hubs supported by first and last mile connections to these facilities.

3. Equity

People of all ages and abilities can freely choose from mobility options that are accessible, affordable, and best meets their needs.

3.1 Equity Strategies

3.1.1 - The City will develop an equitable and affordable transportation system with accessible facilities for all users, reducing inequities in transportation network availability and quality for the most vulnerable, underserved, and overburdened populations and transportation users.

3.1.2 - The City's transportation infrastructure provides a balanced transportation system for all users.

3.1.3 - The City will track transit needs and will collaborate with other agencies for holistic transit coverage.

3.2 Equity Actions

3.2.1 - Sustain on Demand Transit Service while exploring ways to fill gaps in transit needs.

3.2.2 - Modify street standards to improve accommodation for bicyclists, people using transit, and people of different abilities.

3.2.3 - Update an ADA Transition Plan that includes a citywide self-assessment and ADA inventory in partnership with the Boulder County Mobility for All Coalition.

3.2.4 - Evaluate the Ride Free Lafayette service area and consider expansions that connect to fixed-route transit service. Promote Ride Free Lafayette at bus stops/stations and in locations that can help improve ridership.

3.2.5 - Explore micromobility services and assess potential service model options.

3.2.6 - Create a Neighborhood Speed Mitigation Program to ensure City resources are used equitably and efficiently in responding to requests. A map of candidate streets for speed mitigation and enforcement based on community requests is included as Appendix G.

3.2.7 - Evaluate new Land Development Code requirements for shared and unbundled parking requirements.

4. Efficiency

The City's multimodal transportation system is optimized and offers reliable travel times for people traveling in and through Lafayette.

4.1 Efficiency Strategies

4.1.1 - The City will optimize the performance and reliability of the transportation system and make improvements where necessary.

4.2 Efficiency Actions

4.2.1 - Create a citywide signals optimization plan that improves multimodal level of service at signalized intersections.

4.2.2 - Develop an Intelligent Transportation Systems (ITS) Plan to assess system conditions and identify and prioritize system needs.

4.2.3 - Develop a Transportation Demand Management (TDM) Program for local residents and employers.

4.2.4 - Work with other agencies to implement the Boulder County TDM plan.

4.2.5 - Require development proposals to submit TDM plans as a condition of approval.

5. Environmental

Transportation improvements enhance the City's sustainability, quality of life, and resiliency of the built environment, and reduce transportation-related impacts upon the natural environment.

5.1 Environmental Strategies

5.1.1 - Transportation projects meet the City's Sustainability Plan and DRCOG Greenhouse Gas (GHG) targets set in Metro Vision 2040.

5.1.2 - Sustainability is included in the provision of infrastructure, as outlined in the City's Sustainability Plan, including increased utilization of green energy, water conservation and reuse, and other infrastructure strategies to reduce Lafayette's carbon footprint.

5.1.3 - Environmental impacts are avoided, minimized or mitigated by including environment best practices in project planning, design, and construction.

5.1.4 - The City will promote TDM to encourage mode shift to low/no emission travel options for community members and municipal fleet (e.g. ridesharing, transit, biking, and walking).

5.1.5 - The City will preserve and enhance the character of Old Town, off-road trails, and further promote walkability through aesthetic and safety enhancements.

5.2 Environmental Actions

5.2.1 - Create a low stress bicycle network including on-street routes and bicycle infrastructure that connects to the city's multi-use path and trail system.

5.2.2 - Promote the transition to electric vehicles by supporting EV infrastructure and investments, including community resources, city facilities, and municipal fleet.

5.2.3 - Shift right-of-way usage from car focused to multimodal focus. Local streets will be an attractive and safe travel environment, prioritizing pedestrians and bicyclists.

5.2.4 - Pursue streetscape improvements along the main streets in Old Town (e.g. S. Public Road, East Simpson Street, and Baseline Road) that further develop the eclectic and unique character of Old Town.

5.2.5 - Identify signalized intersection and active transportation projects that are strong candidates for Congestion Mitigation Air Quality (CMAQ) federal funds.

5.2.6 - Coordinate with utility and open space projects to create synergies where possible, and collaborate on combined best management practices.

5.2.7 - Work with CDOT, regional partners, and the Colorado Energy Office to identify future locations of the planned EV fast-charging network in Lafayette.

5.2.8- Collaborate with Boulder County to create a Bicycle Commuting Plan with prioritized commuting routes and programs/incentives for residents to commute by bike.

5.2.9 - Explore the potential use of a sustainability-oriented evaluation framework, such as Envision (a sustainability rating system for infrastructure), to inform more sustainable infrastructure investment.

6. Safety

People are safe walking, bicycling, driving, riding transit, and using mobility devices in all areas of the City.

6.1 Safety Strategies

6.1.1 - Data will drive the prioritization, standards, design, and development of projects and programs.

6.1.2 - The City will pursue opportunities to improve and/or redesign transportation facilities to reduce points of conflict between different modes of travel (vehicular versus pedestrian, bike versus pedestrian, etc.).

Safety Strategies (continued)

6.1.3 - As streets are modified they will be redesigned as complete streets to include facilities for all modes of travel.

6.1.4 - The City will keep up-to-date on best practices and will test and employ new technologies.

6.2 Safety Actions

6.2.1 - Develop more efficient access to collision data and collision analysis. Collision data will be used to analyze trends across the city and identify locations for improvement.

6.2.2 - The City will improve crossings for bikes and pedestrians at high-crash rate and high-risk locations.

6.2.3 - Develop pedestrian crossing guidelines to enhance safety for bicycles and pedestrians particularly around high activity locations, and to prioritize locations for funding (include removal of crossings also).

6.2.4 - Evaluate all existing crossing treatments and create a plan for upgrading and/or enhancing infrastructure (focus crossing treatment investments at prioritized signalized and unsignalized crossing locations).

6.2.5 - Partner with BVSD and Boulder County to create a Safe Routes to School (SRTS) Plan that identifies high-priority projects that can be funded through CDOT's SRTS grant program.

6.2.6 - Improve quality and consistency of crash data to improve decision making and use in external communication efforts.

6.2.7 - Institute a "complete streets" policy and associated design guidelines to steer the design of particular streets and rights of way as improvements and/or adjacent developments are completed.

7. State of Good Repair

Transportation assets are maintained in a state of good repair and new infrastructure is designed to maximize public benefit and leverage funding opportunities.

7.1 State of Good Repair Strategies

7.1.1 - The City will maintain streets, sidewalks, trails, and transit amenities in a state of good repair to maximize the value of transportation assets.

7.1.2 - The City will modify ongoing maintenance programs and projects to increase safety, efficiency, and accesibility.

7.1.3 - The City will focus on consistent safety devices throughout the city to enhance understanding and use of safety devices. The City will collaborate with adjacent and overlapping jurisdictions to provide as much consistency to road users as possible.

7.2 State of Good Repair Actions

7.2.1 - Develop an Asset Management Program to track the life cycles and conditions of assets (e.g., pavement, signal equipment, sidewalks, culverts, curb ramps, signs, and/or other critical transportation infrastructure).

7.2.2 - Update regulatory standards for the City's streets that provide for an enhanced public realm that is functional for all users, reflects the community's aesthetic values, and supports vibrant public spaces.

7.2.3 - Perform a Transportation Conditions Assessment of transportation infrastructure as a part of the Asset Management Program. The Transportation Conditions Assessment should determine issues and determine what level of investment is required to make mobility and safety enhancements.

7.2.4 - Update the City's design standards and municipal codes as they pertain to the design of public spaces.

7.2.5 - Develop a method to track community requests and changes to the system.

7.2.6 - Require developers to provide adequate utilities, drainage, transportation infrastructure, community services, and community facilities to serve any proposed development or redevelopment. Where facilities and services are determined to be inadequate to serve an application for development or redevelopment, the City will require applicants to dedicate proportional funding to expand these elements.

7.2.7 - Increase maintenance resources for innovations with the annual street pavement program such as green pavement markings, and separated bicycle facilities using low cost devices

Performance Measures

Performance measures (PMs) aid in planning, developing policy, prioritizing investments, and measuring progress. Several characteristics are common to good performance measures, including:

- **Available Data** – Measures are often influenced by the availability of data and the ease of obtaining the data regularly.
- **Trackable over Time** – Measures should be based on consistently tracked data that can be compared on a regular basis.
- **Relation to Goals** – In performance-based planning, performance measures should track progress toward stated goals and objectives.
- **Storytelling Potential** – Measures should be meaningful and help to weave a storyline around system performance. They can be an effective communication tool for requesting funds and garnering public support.

The following 18 system-wide transportation performance measures, which align with the seven goals, are recommended. The data source and the desired trend are indicated for each performance measure. These performance measures should be monitored annually to assess trends and inform the City's annual budgeting process.

Collaboration

The City proactively coordinates with adjacent communities, regional stakeholders, and others to advance a cohesive transportation system for all modes of transportation.

PM 1: Number of CIP projects completed with funding contribution from another agency

- Source: Annual CIP
- Desired Trend: Increase

Connectivity

The City's multimodal transportation system connects neighborhoods, community destinations, and regional destinations.

PM 2: Total miles of on-street bicycle facilities

- Source: GIS database
- Desired Trend: Increase

PM 3: Total miles of trails

- Source: GIS database
- Desired Trend: Increase

PM 4: Miles of missing/incomplete sidewalks

- Source: GIS database/CIP project list
- Desired Trend: Decrease

PM 5: Number of crossing improvement projects completed (at-grade and grade-separated)

- Source: GIS database
- Desired Trend: Increase

Efficiency

The City's multimodal transportation system is optimized and offers reliable travel times for people traveling in and through Lafayette.

PM 6: People moving capacity on Regional Connectors and Community Connectors

- Source: TBD
- Desired Trend: Increase

Environmental

Transportation improvements enhance the City's sustainability, quality of life, and resiliency of the built environment, and reduce transportation-related impacts upon the natural environment.

PM 8: Mode split (percent of non-SOV work commuters)

- Source: US Census, American Community Survey
- Desired Trend: Increase

PM 9: Percent of city fleet that is an electric vehicle (EV)

- Source: City assests
- Desired Trend: Increase

PM 9: Number of public electric vehicle charging stations

- Source: TBD
- Desired Trend: Increase

Equity

People of all ages and abilities can freely choose from mobility options that are accessible, affordable, and best meets their needs.

PM 11: Equitable transit access (percent of households in vulnerable communities within a 10-minute walk of transit compared to citywide)

- Source: US Census, American Community Survey (identification of vulnerable communities), replication of MMTP process
- Desired Trend: Increase

PM 12: Equitable access to trails and on-street bikeways (miles of trails and on-street bikeways in vulnerable communities compared to citywide)

- Source: US Census, American Community Survey (identification of vulnerable communities), GIS database
- Desired Trend: Increase

PM 13: Equitable travel time to work (average travel time to work for vulnerable communities compared to citywide)

- Source: US Census, American Community Survey (identification of vulnerable communities and travel time to work)
- Desired Trend: Increase

PM 14: Equitable road conditions (percent of roads with good or better pavement condition in vulnerable communities compared to citywide)

- Source: US Census, American Community Survey (identification of vulnerable communities), pavement condition index
- Desired Trend: Increase

Safety

People are safe walking, bicycling, driving, riding transit, and using mobility devices in all areas of the City.

PM 15: Number of injury and fatal crashes (City facilities, CDOT facilities)

- Source: Crash records
- Desired Trend: Decrease

PM 16: Number of bicycle or pedestrian involved crashes (City facilities, CDOT facilities)

- Source: Crash records
- Desired Trend: Decrease

State of Good Repair

Transportation assets are maintained in a state of good repair and new infrastructure is designed to maximize public benefit and leverage funding opportunities.

PM 17: Percent of City streets with good (or better) pavement condition

- Source: City's pavement condition index
- Desired Trend: Increase

PM 18: Annual federal, state, and other grant money received for transportation projects

- Source: Annual CIP
- Desired Trend: Increase

5. Multimodal Streets Plan

Modal Plan Development

Addressing Lafayette's transportation and mobility needs includes identifying near-, mid-, and long-term multimodal transportation capital and operational/service improvements along corridors and at intersections to improve the connectivity, safety, efficiency, and accessibility of each mode of transportation. Transportation improvement recommendations for Lafayette's MMTP were identified and evaluated through an analysis of the four primary modes of transportation: automobiles, transit, bicycles, and pedestrians. The analysis resulted in the final recommended improvements discussed in the Modal Plans in this Chapter, and the recommended phasing of the projects documented in the Implementation Plan Chapter. While the modes were initially individually assessed, further analysis and resulting recommended improvements collectively create a connected multimodal transportation network.

This Multimodal Transportation Plan represents a more balanced and equitable approach to planning and enhancing Lafayette's streets. The philosophy is to maximize the existing system's capacity, making it function as efficiently as possible for moving people, while addressing critical safety issues and dedicating space for transit, bicycle and pedestrian travel modes. This includes an increased emphasis on dedicating street space for Bus Rapid Transit (BRT) and local bus service, technology such as traffic signal timing coordination, intersection congestion and safety issues, and accommodation of active transportation modes, while allowing construction of critical capital projects and maintaining the City's existing transportation assets.

Street Types

Lafayette has a diverse set of streets, from local residential streets to major regional thoroughfares. These streets provide access to homes and community destinations, support mobility for travelers, and contribute to the character of the different areas of the City.

The City has historically applied a "functional classification" approach to define street function and roadway network hierarchy, which is primarily focused on motor vehicle mobility, capacity, and access. Acknowledging that a street should serve the people that enjoy and use them, the complete streets approach identifies the priority uses of the street and designs the street accordingly. This gives people walking, rolling, bicycling and taking transit appropriate access to the public right of way while supporting and complementing the adjacent land uses.

The multimodal street network, depicted on **Figure 9**, enables City staff and regional partners to balance the safety, comfort, and mobility of all travelers while considering the needs and desired character of the surroundings. Lafayette's multimodal street network is composed of seven street types, with modal priorities as shown in **Table 3**. Descriptions and typical cross-sections for each street type are presented on the following pages.

Community Priorities

- Add or enhance off-street multiuse sidepaths and trails
- Fix broken or missing sidewalks, widen existing narrow sidewalks
- Add or enhance on-street bicycle lanes
- Address increasing traffic congestion
- Improve crossings on major corridors

Regional Complete Streets Toolkit

The concept of a "Complete Street" is centered around creating an environment where walking, bicycling, and taking transit are as safe and comfortable as driving a motor vehicle. The DRCOG Complete Streets Toolkit equips planners, engineers, and decision makers with the tools for planning, designing, and implementing Complete Streets. The tool includes a prioritization analysis to identify priority project candidates and plays a critical role for DRCOG funding via the Transportation Improvement Plan and for other federal grants.

The Toolkit provides a planning framework and approach for implementing a variety of strategies, from Safe Routes to Schools and Vision Zero, to access management and transit-oriented development. It also provides information on how to integrate the findings of the toolkit into a transportation plan. From there, the Toolkit identifies street typologies; these typologies determine what kinds of improvements and which modes should be prioritized. The toolkit also provides "best practice" design elements for safety, comfort, and accessibility. For more information on the Bicycle and Pedestrian Toolkit please see Appendix D.

Source: DRCOG Story Map

Figure 9: Multimodal Street Network

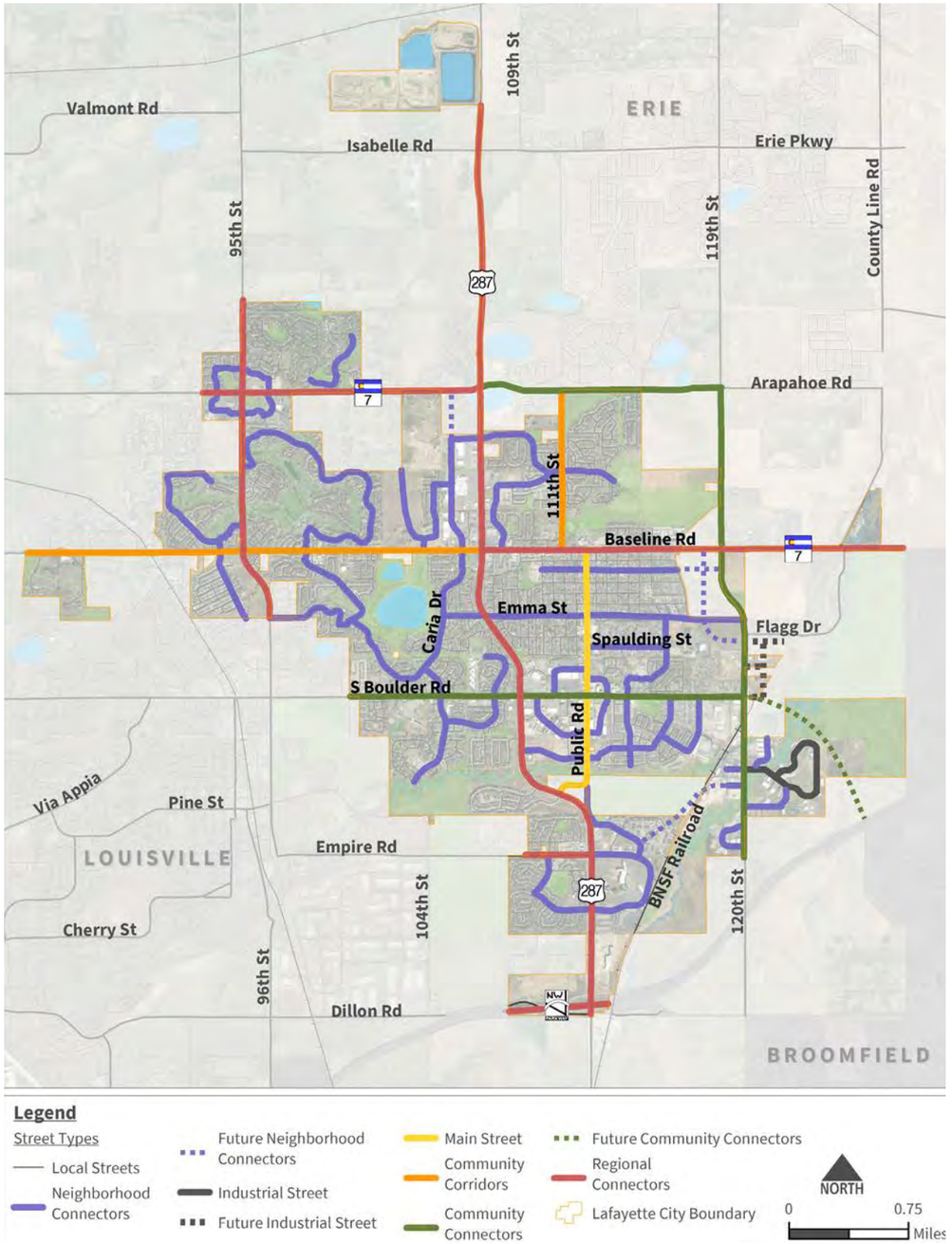
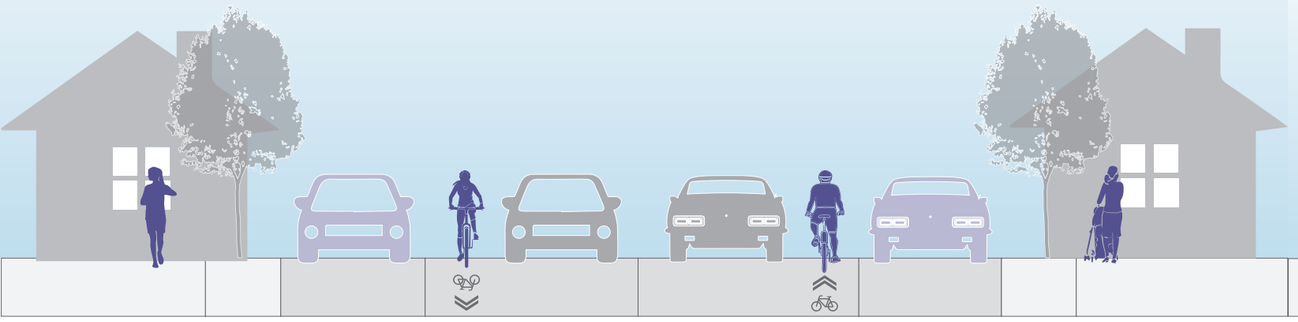


Table 3: Modal Priority by Street Type

Street Type	Pedestrian	Bicycle and Micromobility	Transit	Freight	Vehicular
Local Street	High	High	Low	Low	Low
Neighborhood Connector	High	High	Medium	Low	Low
Industrial Street	High	Medium	Low	High	Medium
Main Street	High	Medium	Medium	Medium	Low
Community Corridor	High	High	High	Medium	Medium
Community Connector	Medium	Medium	High	Medium	Medium
Regional Connector	Medium	Medium	High	High	High

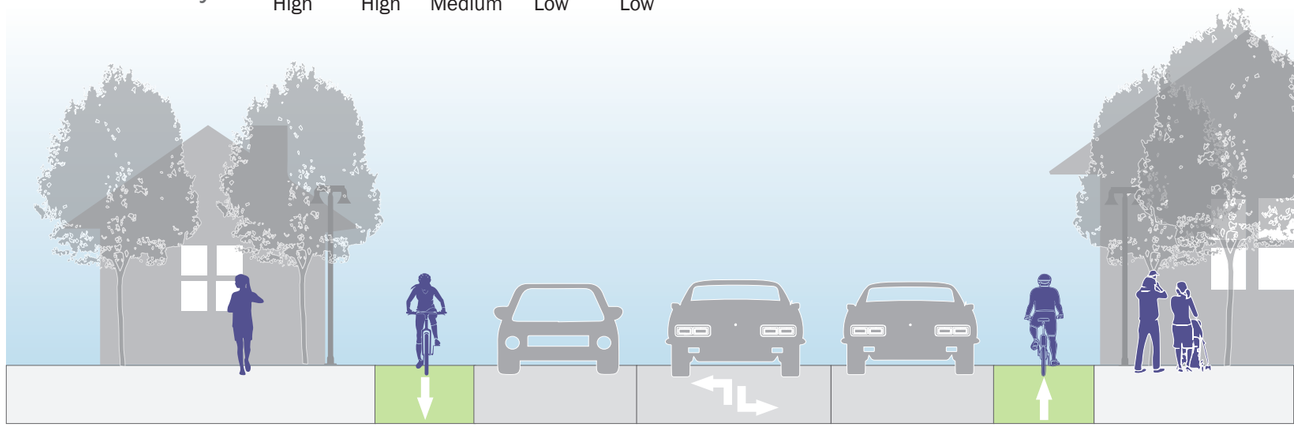
- **Local Streets**–Local Streets connect neighborhoods to more major roadways and areas of interest. The design of Local Streets should encourage the slowest speeds and safe multimodal activity, serving pedestrians, bicyclists, vehicles, and infrequent freight traffic (i.e., deliveries, trash services, etc.). These streets serve short trip lengths at slower speeds and provide the least connectivity but the most amount of access.

Modal Priority: High, High, Low, Low, Low



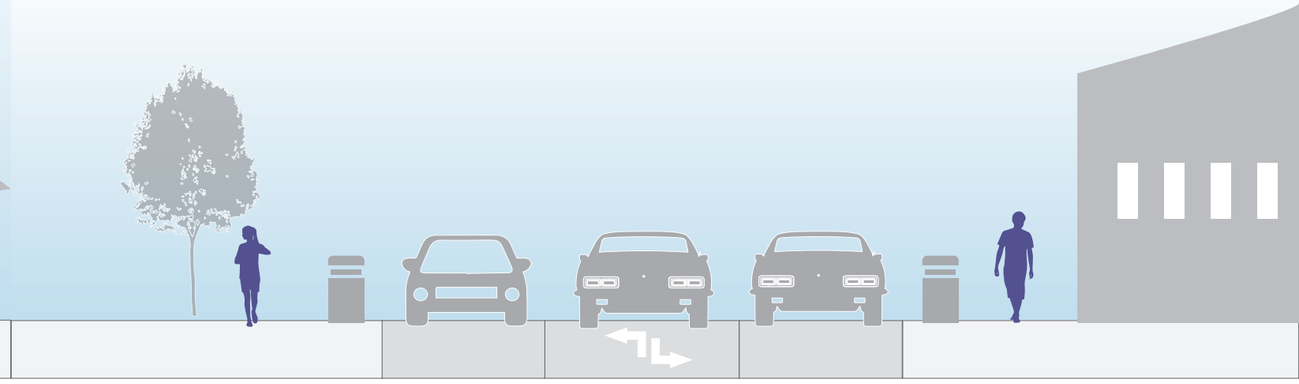
- **Neighborhood Connectors**–Neighborhood Connectors link Local Streets to Community Corridors and support residential neighborhoods, school zones, parks, and small retail locations. Neighborhood Connectors have slower speeds and offer local access to properties. These streets are candidates for on-street multimodal connections, as they will typically have less vehicular and truck traffic, creating a lower stress environment.

Modal Priority: High, High, Medium, Low, Low



- **Industrial Streets**–Industrial Streets serve industrial land uses, including manufacturing and distribution centers, with larger setbacks, larger footprints, and lower-rise buildings. These streets serve shorter trip lengths at slower speeds, minimizing connectivity and maximizing access to the adjacent industrial properties.

Modal Priority: High, Medium, Low, High, Medium

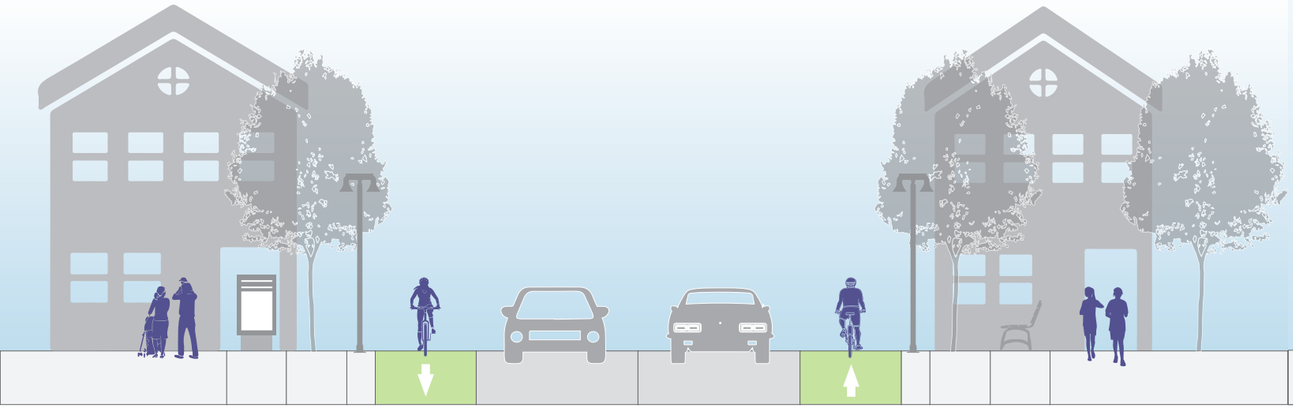


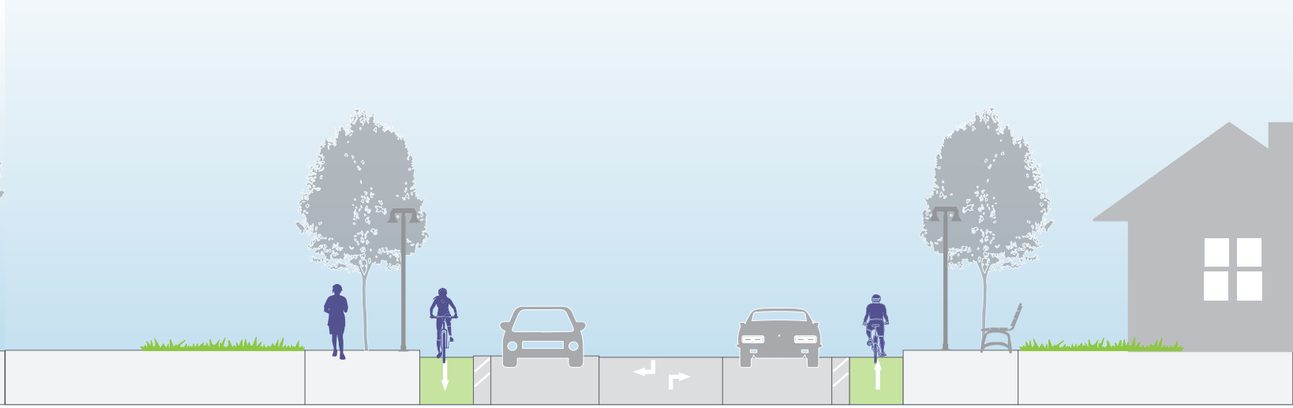
- **Main Streets**–The primary purpose of a Main Street is to be an active community destination. The buildings along these streets should have little to no setbacks, pedestrian-oriented frontages, and first floor retail uses. Vehicular speeds should be slower, and pedestrians should be prioritized. On-street parking may be incorporated, but consideration to other uses of valuable public right-of-way should be given.

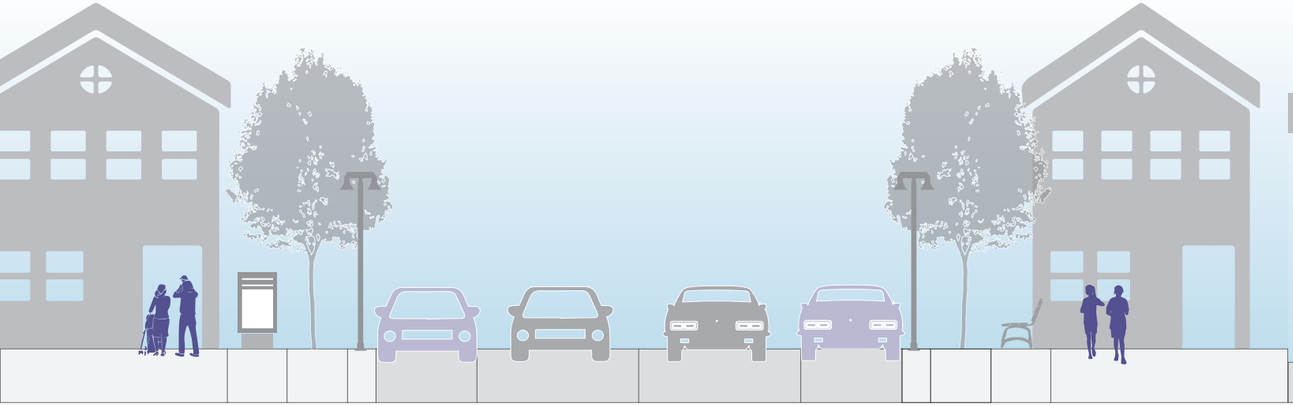
Modal Priority

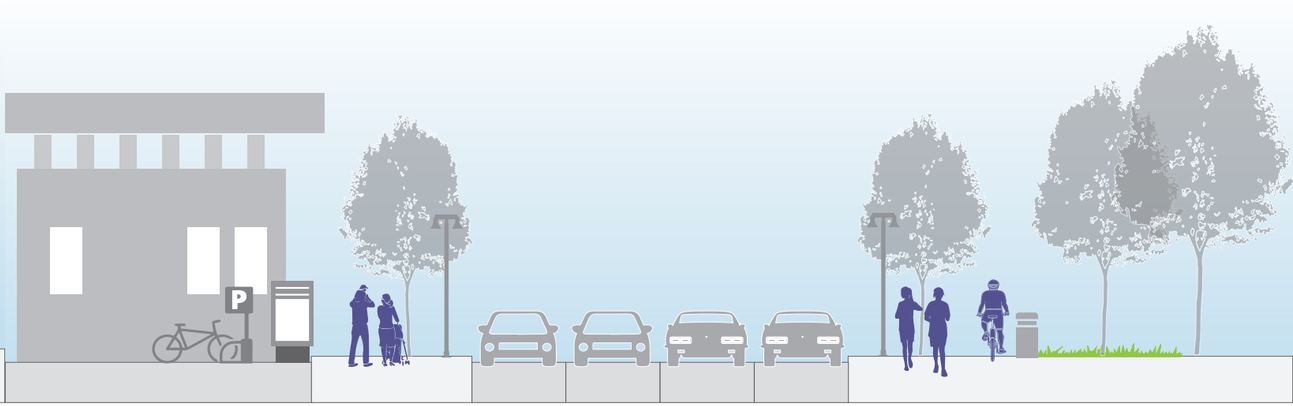
- **Community Corridors**–Community Corridors provide connections through Lafayette and to other cities. These streets provide access to a large variety of uses. These streets are typically moderate speed and may have more than one travel lane in each direction. These facilities still place a high priority on bicycles and pedestrians. Multimodal facilities may require separation (e.g., a buffered bike lane or a detached path) as vehicular speeds may be higher and vehicular traffic may be greater.

Modal Priority









- **Community Connectors**–Community Connectors provide connections through multiple communities. These streets serve more vehicles and freight at higher speeds than Community Corridors, but access is more limited. Transit is prioritized, followed by those walking and biking.

Modal Priority

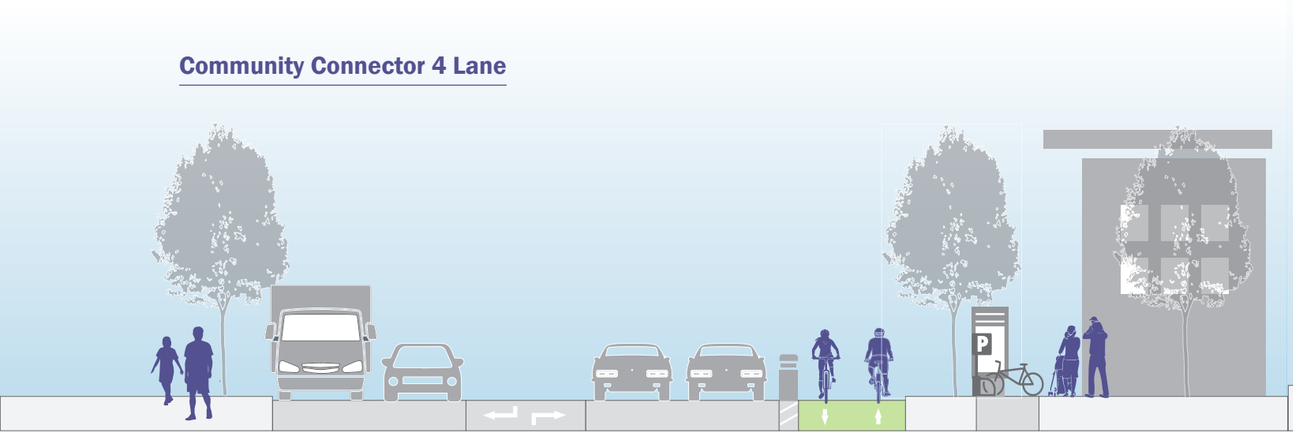
Medium	Medium	High	Medium	Medium

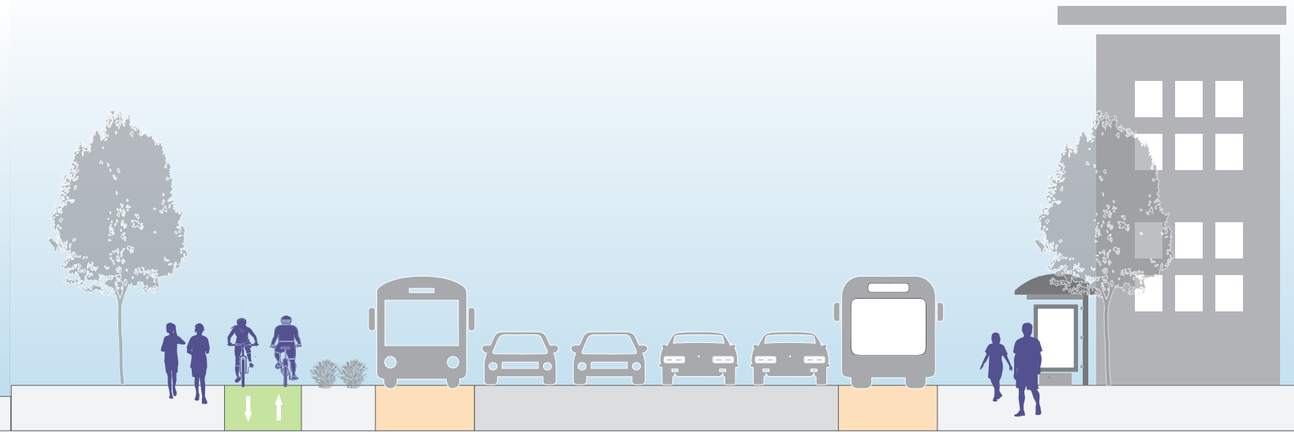
- **Regional Connectors**–Regional Connectors connect the City to destinations in the greater Region. These corridors provide strategic access to commercial uses, including shopping, industrial, offices, medical centers, etc. Regional Connectors typically serve both medium to long trips and through trips. These corridors (often classified as highways) focus on people moving capacity and should be candidates for Bus Rapid Transit (BRT). Multimodal connections to, across, and along these corridors are key to a connected system.

Modal Priority

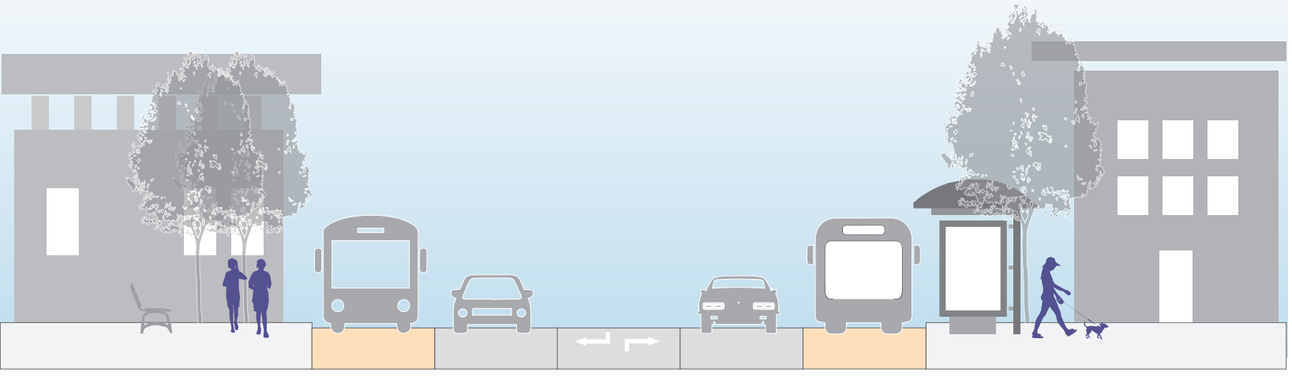
Medium	Medium	High	High	High

Community Connector 4 Lane





Community Connector BRT



Multimodal Street Plan Recommendations

The Multimodal Street Plan represents a mix of solutions to address the varied travel needs of the community. Many of the projects included in the plan are multimodal and will improve the safety and mobility for motor vehicles, transit riders, bicyclists, and pedestrians. The Multimodal Street Plan includes:

- **Local Streets** – projects and **ongoing maintenance** activities to ensure Lafayette's transportation assets (from signs and traffic signals to roads and bridges) are in a state of good repair.
- **Studies and plans** - to understand documented needs along intersections, corridors, and other areas; advance project concepts for future implementation in coordination with regional partners.
- **Intersection improvements** – to address safety and operational needs at critical locations where congestion and traffic crashes most commonly occur.
- **Corridor improvements** - to enhance the efficiency, safety, and multimodal infrastructure along regional and local corridors.
- **Signal enhancements** - to integrate technology upgrades and improve travel time reliability and corridor efficiency through signal timing optimization.

The projects included in the multimodal street plan were developed through a five-step process:

1. Evaluate relevance of previously recommended projects

2. Conduct a technical analysis to identify streets with existing or anticipated safety or operational deficiencies

3. Review public comments by corridor to identify consistent themes

4. Develop list of street improvements ideas

5. Overlay street improvements ideas with bicycle, pedestrian, and transit modal plans to solidify multimodal street plan projects

The resulting multimodal street plan projects are shown on **Figure 10** and list on **Table 4**. These projects are compatible with the bicycle/pedestrian and transit modal plans presented in this Chapter.

Figure 10: Multimodal Street Projects

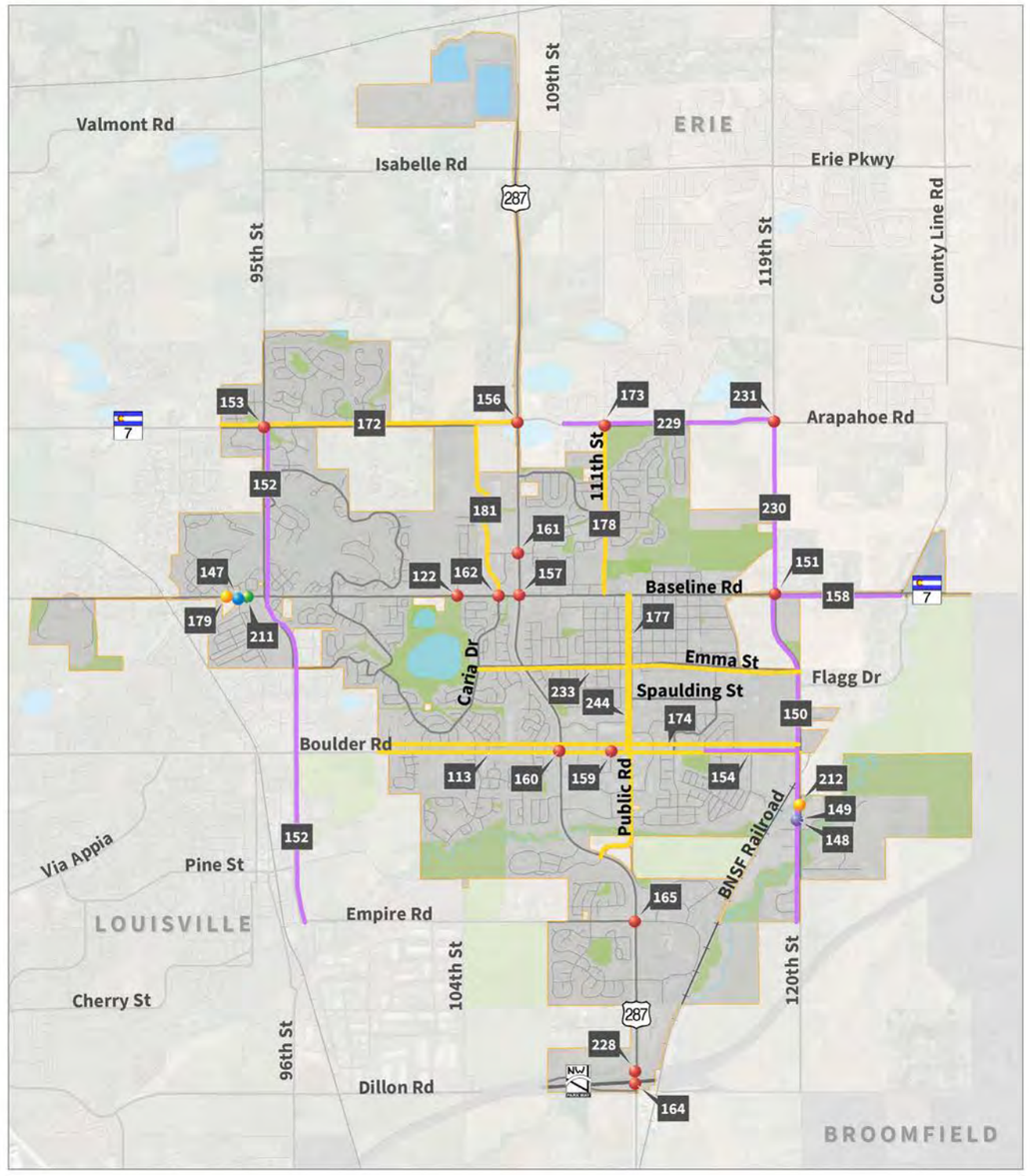


Table 4: Multimodal Street Projects

Project #	Project Type	Location	Project Description
169	Asset Management	Citywide	Replacing deteriorating signal poles
217	Asset Management	Citywide	Asset Management data collection
218	Asset Management	Citywide	Non-destructive testing of signal poles
219	Asset Management	Citywide	Sign inventory with retro-reflectivity
220	Asset Management	Citywide	Sign replacement
146	Bridge repair	120th St over Rock Creek	Bridge repair
148	Bridge repair	120th St over Coal Creek	Short term repairs for bridge deck to give time for full replacement environmental and design
149	Bridge repair	120th St over Coal Creek	Replace current three span bridge with larger structure to pass the 100-year event and allow for improved multimodal access
147	Underpass repair	95th Underpass at Indian Peaks	Underpass repair
150	Corridor Improvements	120th St, Southern City Limits to Baseline Rd (CO 7)	Add center turn lane, bike lanes
152	Corridor Improvements	CO 42	Complete EIS and 60% design for Future 42 recommendations
154	Corridor Improvements	South Boulder Rd, Mallory Drive to 120th St	Widen, signalize intersection, and add 10 foot multi-use path along south side of the Roadway
158	Corridor Improvements	Baseline Rd (CO 7), 119th St to County Line Rd	Rd widening for four travel lanes, widened shoulder, and shared use path
216	Corridor Improvements	Citywide	Alley improvements
151	Intersection Improvements	120th St/119th St and Baseline West (CO 7) intersection	Intersection improvements based on CDOT's intersection design
153	Intersection Improvements	95th St (CO 42) and Arapahoe Rd (CO 7)	Intersection improvements based on CDOT's intersection design
156	Intersection Improvements	US 287 and Arapahoe Rd (CO 7)	Safety, operational, and BRT improvements
157	Intersection Improvements	US 287 and Baseline Rd (CO 7)	Safety, operational, and BRT improvements
159	Intersection Improvements	South Boulder Rd and Dixon Ave	Safety and operational improvements
160	Intersection Improvements	US 287 and South Boulder Rd	Safety and operational improvements
161	Intersection Improvements	US 287 and Diamond Circle	Safety improvements
162	Intersection Improvements	Baseline Rd and Caria Drive	Safety improvements
164	Intersection Improvements	US 287 and Northwest Parkway	Operational improvements, Safety Improvements, Transit stop
165	Intersection Improvements	US 287 and Empire Rd (CO 42)	Operational improvements
173	Intersection Improvements	Arapahoe Rd and 111th St	111th St and Arapahoe Rd Construction of Intersection Improvements
122	Enhanced Crossing	Baseline Rd	Baseline Rd Enhanced Crossing at Anna Thomas Pkwy
167	Signals	Citywide	Arterial signal coordination to implement coordinated signal timing plans on all arterial corridors within the City to minimize stopped delay and improve traffic flow
168	Signals	Citywide	Signalization technology upgrades
211	Signals	Baseline Rd and Roser Dr	Signalize intersection
113	Corridor Improvements	South Boulder Rd	South Boulder Rd Corridor Study (Boulder to 119th)
170	Study/Plan	US 287	US 287 BRT Phase 2/Safety Study and speed limit pilot program (south to north city limits)
172	Study/Plan	Arapahoe Rd (CO 7)	CDOT CO 7 Segment B Study (Arapahoe Rd, west city limit to US 287)
174	Study/Plan	Lafayette to Boulder	South Boulder Rd Visioning Study
175	Study/Plan	County-wide	Safe Streets For All Action Plan
176	Study/Plan	Citywide	Arterial signal coordination to implement coordinated signal timing plans on all arterial corridors within the City to minimize stopped delay and improve traffic flow
177	Study/Plan	Public Rd	Corridor study to address multimodal safety needs between US 287 and Baseline Rd
178	Study/Plan	111th St	Study multimodal safety needs between Arapahoe Rd and Baseline Rd (CO 7)
179	Study/Plan	95th St and Indian Peak Trail	Signal warrant study/design
181	Study/Plan	Aspen Ridge/Caria	Study future multimodal needs between Baseline and Arapahoe
212	Study/Plan	120th St over Coal Creek	FEMA study to identify long-term improvements

Project #	Project Type	Location	Project Description
225	Roadway	Citywide	Annual signal maintenance
226	Roadway	Citywide	Update standards, code, and standard operating procedures
228	Roadway	US 287	US 287 & Dillon safety improvements (out of 287 BRT Phase II)
229	Roadway	Arapahoe East	Multimodal corridor improvements from Beasley St to 119th St
230	Roadway	119th/120th	Multimodal corridor improvements from Baseline to Arapahoe
231	Roadway	Arapahoe East & 119th/120th	Intersection improvements to address safety and multimodal mobility (roundabout or traditional)
233	Roadway	Emma	Corridor study Waneka Lake Trail to 120th St
244	Study/Plan	Public Rd from South Boulder Rd to Baseline	Downtown ROW study to determine ROW use policy (microtransit, parklets, sidwalk width, parking etc) and speed limit pilot program
246	Intersection Improvements	Citywide	Implement recommendations from Safety Action Plan
248	Corridor Improvements	CO 7	Corridor improvements (follow up on corridor study)

Table 4: Multimodal Street Ongoing Projects

Project #	Project Type	Location	Project Description
221	Ongoing Maintenance	Citywide	Striping contract
222	Ongoing Maintenance	Citywide	2 Full Time Equivalents (FTE)
223	Ongoing Maintenance	Citywide	Ongoing non-destructive testing
224	Ongoing Maintenance	Citywide	Annual signal upgrades

$ = $0 to $250,000; $$ = $250,000 to $1M; $$$ = $1M to $5M; $$$$ = $5M to $10M; $$$$$ = $10M+

Policy & Program Recommendations

Successful implementation and the on-going operations and maintenance of the transportation improvements identified in the Multimodal Streets Plan will require building and leveraging partnerships; adoption of transportation-supportive policies; development and administration of transportation-supportive programs; and exploration and integration of technology to increase the efficiency and safety of the transportation network. As technology and innovation continues to advance in the transportation industry, it will be important for Lafayette to have strategies and resources in place to prepare for the exploration and evaluation of the potential integration of each technology into the City's transportation system.

On average, more money is allocated every year to the annual paving and sidewalk replacement than to construction projects.

Currently maintenance projects are replacing in kind and are guided by the city's code, standards, specifications, and guidance documents. Standard operating procedures and guidelines so that things are installed or modified equitably and consistently through the City, which will require additional resources. The update and creation of these documents will allow the City to move forward in implementing the goals and actions of this plan consistently across the board. Having all departments move in the same direction is key to moving the plan forward.

Collectively, these projects, programs, and policies will create a more comprehensive multimodal transportation system for Lafayette. Implementation of programs and technology will require investments from and coordination with local, regional, private, and public partners. Additional next step actions will be defined during TMP implementation, as resources and priorities are identified, and as technology continues to evolve.

Complete Streets

Complete Streets are enhanced streets that are designed and operated to focus on the safety and mobility of all users of all ages, abilities, and traveling modes. The concept of Complete Streets encompasses many approaches to planning, designing, and operating streets with all users in mind to make the transportation network safer and more efficient. While the City has already made progress in implementing some Complete Streets principals, a citywide Complete Streets policy is recommended to expand and support this effort to address needs of all users of the system when planning new streets, improving existing streets, and implementing multimodal transportation infrastructure and technology.

A number of next step actions, informed by industry best practices and existing resources such as DRCOG's Complete Streets Toolkit can be referenced, to ensure successful implementation of the policy in street planning, design, and operations as well as in new development.

Curbside Management

The use of the curb area along a street may have varying competing needs including access, drop-off, deliveries/loading, parking, and transit. It is important to evaluate and define curb use and areas adjacent to the curb in various land use contexts to ensure the highest and best use of the curb space and support safe and accessible multimodal access and connections. Curbside management also manages parking demand, enforcement, and encourages the use of non-single occupancy modes. A Curbside Management Plan should be developed to provide guidance on hierarchies, values of curb uses, education, and enforcement. The plan should:

- Evaluate the potential for repurposing on-street vehicle parking spaces in key locations to other uses such as bicycle parking, parklets, additional restaurant dining space, curbside pick-up/drop off, etc.
- Evaluate and implement parking or time restriction pricing strategies to effectively manage curbside parking demand and encourage the use of non-single occupancy modes.

The City of Lafayette is Partnering with the Lafayette Urban Renewal Authority (LURA) to study how the right of way along Public Road should be used. In addition to the subjects discussed above, the study will look at micromobility, rideshare needs, and waste and streetscaping.

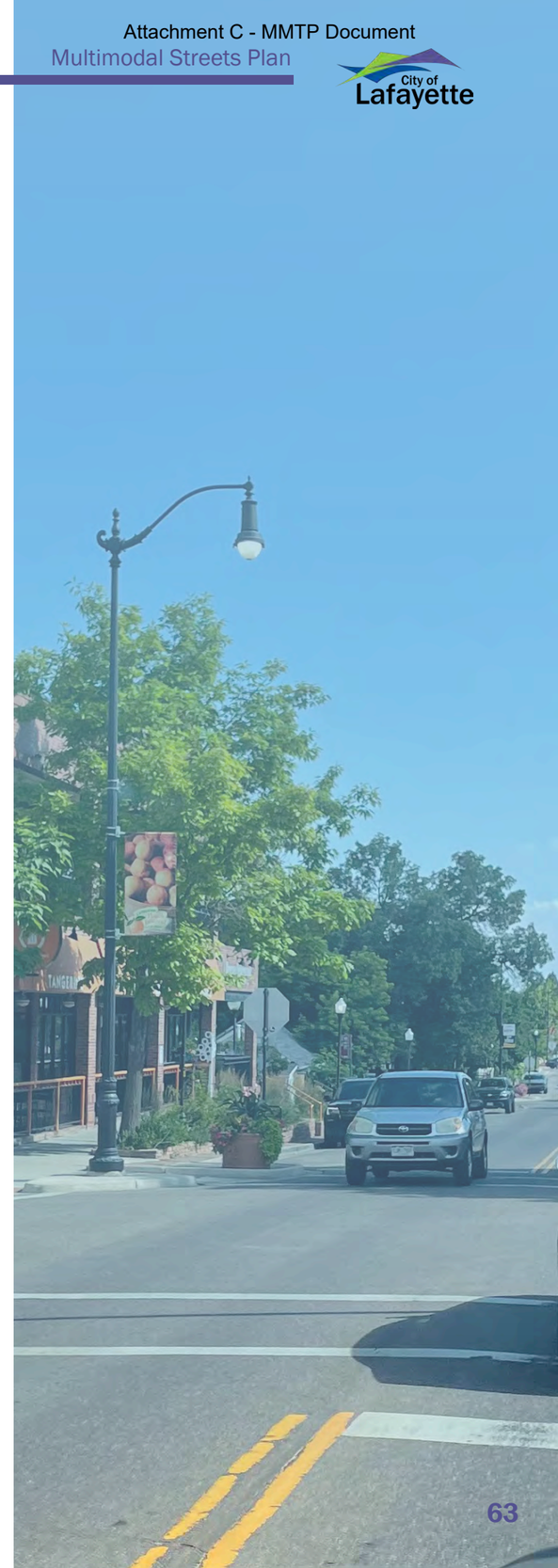
Electric Vehicles & Charging Stations

To support and incentivize electric vehicle adoption, Lafayette has adopted a plan to evaluate expansion of electric vehicle charging stations at City facilities and options for City fleet electrification and the infrastructure required to support the transition to an electric fleet. Additionally, the role of private development and mixed-use communities providing charging facilities is important to support the expansion of electric vehicles.

Intelligent Transportation Systems (ITS)

ITS improves transportation safety and mobility and enhances productivity through the integration of advanced communications technologies into transportation infrastructure and vehicles. ITS encompasses a broad range of wireless and wired communications-based information and electronics technology. Technology upgrades are expensive and will likely require additional funding. Example benefits of ITS include:

- Basic controller and indication upgrades are needed at most intersections in the city. This is a first step in the process and will allow for some improvements with relatively low costs and safety benefits. These will also be needed before more advanced innovations are considered
- Traffic signal upgrades that improve the operational efficiency (travel time and safety of vehicles) along arterial streets, reducing the need to increase street capacity (adding travel lanes/street widening)
- Transit signal priority installed along transit routes that makes transit service faster and more reliable by allowing transit to bypass areas of congestion
- Providing travel information system technology to alert drivers of upcoming roadway conditions
- Traffic signal system equipment and infrastructure upgrades that provide real-time data and information about system issues and traffic delays to Traffic Operations staff and Police
- Providing emergency vehicle priority at signalized intersections



6. Pedestrian and Bicycle Plan

Introduction

The goal of the bicycle and pedestrian component of the MMTP is to strategically build safe bicycle and pedestrian facilities that connect Lafayette's multimodal transportation system.

Bicycle and pedestrian plans often identify priority streets and corridors for travel by bike and foot. In Lafayette's MMTP, bike and pedestrian priorities are set by street typology, with Community Corridors and Neighborhood Connectors both high priority bicycle and pedestrian street types (Figure 11). Ancillary bike routes on local, neighborhood streets connect to the different street types, completing the overall bike network in Lafayette.

A robust, connected bike and pedestrian network is critical to ensure a high quality of life in Lafayette. For active transportation, this means building a network that mitigates the risk of crashes; between 2015 and 2019, bicyclists and pedestrians were involved in 61 crashes, 38 involving bicyclists and 23 involving pedestrians. Most of these crashes occurred on major streets like Baseline Road, South Boulder Road, and Public Road. Further, the high number of state highways often create barriers across communities, this issue is further exacerbated as growth continues along regional corridors.

This plan's prioritization of bike and pedestrian facilities on major streets will help prevent future crashes, increasing the safety and comfort of people traveling by bike, mobility device, or foot in the City.

Development of the Pedestrian and Bicycle Plan

Development of the bicycle and pedestrian plans built on:

- **DRCOG's Complete Streets Toolkit**

The toolkit identifies street types and modal priorities for arterial and collector streets in the city. The street network developed for this plan maintains the modal priorities identified by DRCOG for each street type, with bicycle and pedestrian travel prioritized as high or medium for all street types.

The bicycle and pedestrian plans also incorporate past recommendations from:

- **Lafayette Comprehensive Plan**
- **Lafayette Parks and Recreation, and Open Space Master plan**

This included analysis of development patterns, zoning, and future land uses, and network analysis of existing and planned shared use paths and barriers to accessing facilities. Plan development further accounted for where accessibility was inadequate at intersections crossing major streets like Baseline Road or South Boulder Road. Recommendations for projects in this MMTP are developed based on this analysis and public feedback on proposed project locations. This plan includes a bike and pedestrian toolkit in Appendix E that is intended to be used with annual programs and all projects.

Community Priorities

- **Expand trail network to increase neighborhood connectivity**
- **Maintain trails, bike lanes, and sidewalks across the City**
- **Enhance off-street trail network to increase access to parks and open spaces**
- **Improve safety at crossings along major corridors**
- **Ensure community members can access key destinations by foot or bike**
  - **Community members noted they walk and bike to community events and recreation acitvities at the same rate as driving to each respective location**
- **Ensure pedestrian and bike facilities are ADA accessible**

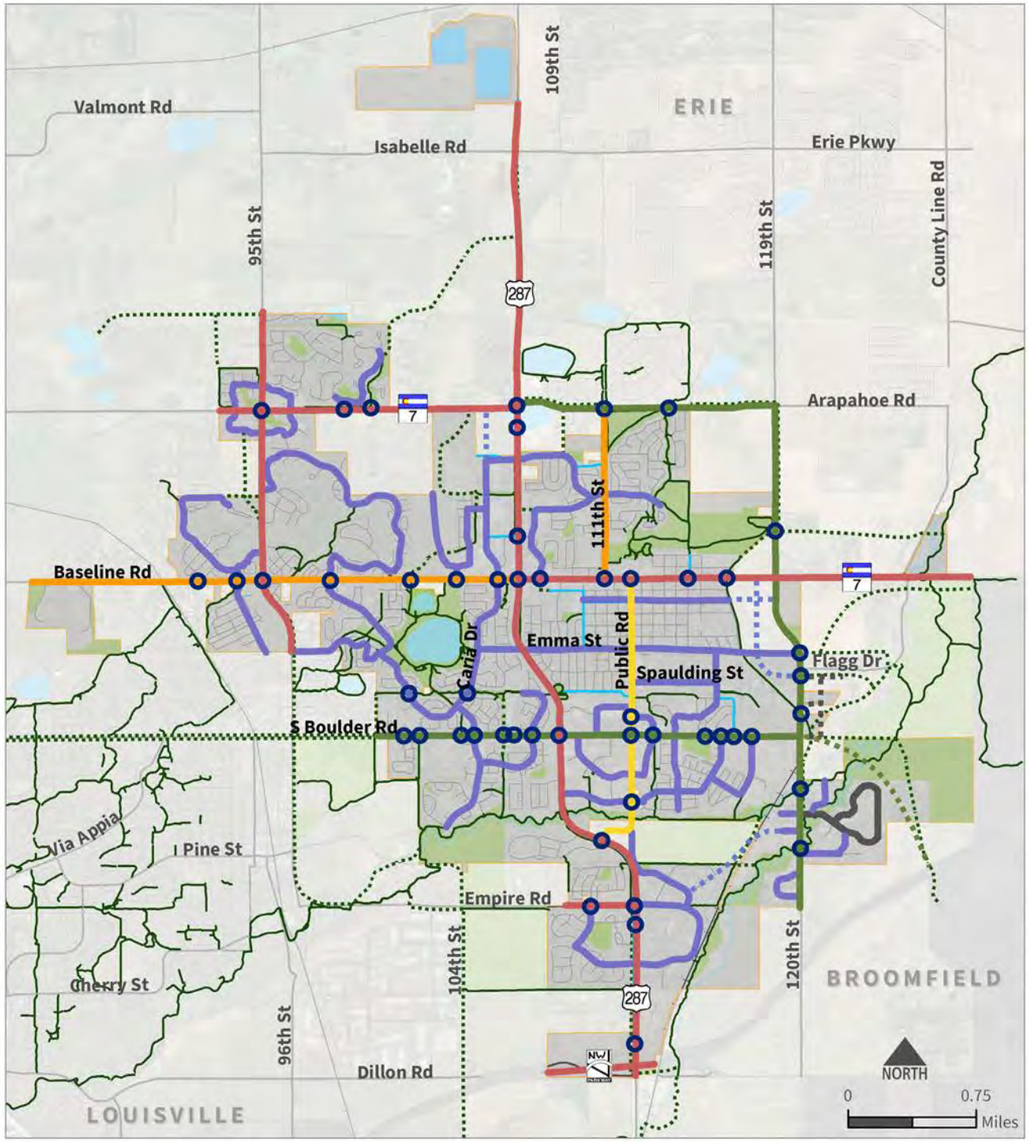
Pedestrian Plan

While development of the pedestrian plan focused on improving facilities nearby and connecting to community destinations, the plan ultimately prioritizes pedestrian infrastructure on the street typology hierarchy (**Figure 11**). The reason this approach is preferred is because all users utilizing the transportation system begin and end trips as pedestrians and should have safe and comfortable facilities. The street typology can help prioritize investments where there may be more pedestrian traffic, but in the long-term City staff can work on completing missing facilities and upgrading substandard ones through policy-driven programs, in partnership with community stakeholders.

Several goals were identified to help guide future sidewalk improvements including:

- **Sidewalks are sufficiently wide, in good condition, clean, unobstructed, and protected**
- Crosswalks are accessible for all pedestrians and safe to cross
- Physical spaces promote walking and physical buffers such as trees and bike racks do not obstruct sidewalks
- Destinations have direct, accessible routes, including transit infrastructure

Figure 11: Lafayette Pedestrian Network



Bicycle Plan

The overall goal of the bicycle plan is to provide for a low-stress network of bike facilities that will accommodate travel for users of all ages and abilities. Lafayette's bicycle network is built on the street typology, however additional neighborhood-based routes were developed to supplement the street type recommendations. These routes are primarily located on local, residential streets, in contrast to the street typology which is based on collectors and arterials. Neighborhood bicycle routes connect to and between collectors and arterials, creating a network of prioritized streets leading to community destinations like schools, libraries, and parks. Neighborhood routes also connect to the existing network, particularly the shared use path system, and is intended to create low-stress bikeways for all ages and abilities. Figure 12 details these neighborhood routes within the overall network plan.

Bicycle Facility Types

The Lafayette Bicycle Network Plan does not include specific facility recommendations. While some general assumptions can guide project development on specific corridors and streets, it is important that City staff approach each project with a contextual understanding of existing street use, geometry, operational and maintenance needs, and available funding. Additionally, it will critical that projects take on a collaborative approach to ensure necessary partnerships, such as coordination with the Sustainability Plan take place. This will better inform necessary improvements and future projects. That said, the following facility types may be appropriate for the recommended network.

Bicycle Network (Neighborhood Based, Local Streets): Shared use lanes (sharrows); consider pairing with traffic calming elements like speed cushions, traffic circles, curb extensions, etc.

Community Corridors: Bike lanes (with higher vehicular speeds and volumes, buffered bike lanes or separated bike lanes should be evaluated)

Neighborhood Connectors: Bike lanes (with higher vehicular speeds and volumes, buffered bike lanes or shared use paths should be evaluated)

Community Connectors: Buffered or separated bike lanes, or shared use paths

Industrial: Depending on vehicle types, speeds, and volumes, bike lanes, or shared use paths should be considered

Main Street: Shared use lanes (sharrows) or bike lanes

Regional Connectors: Separated bike lanes or shared use paths

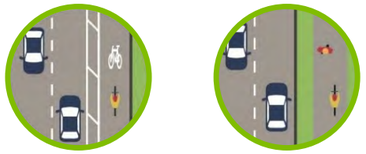
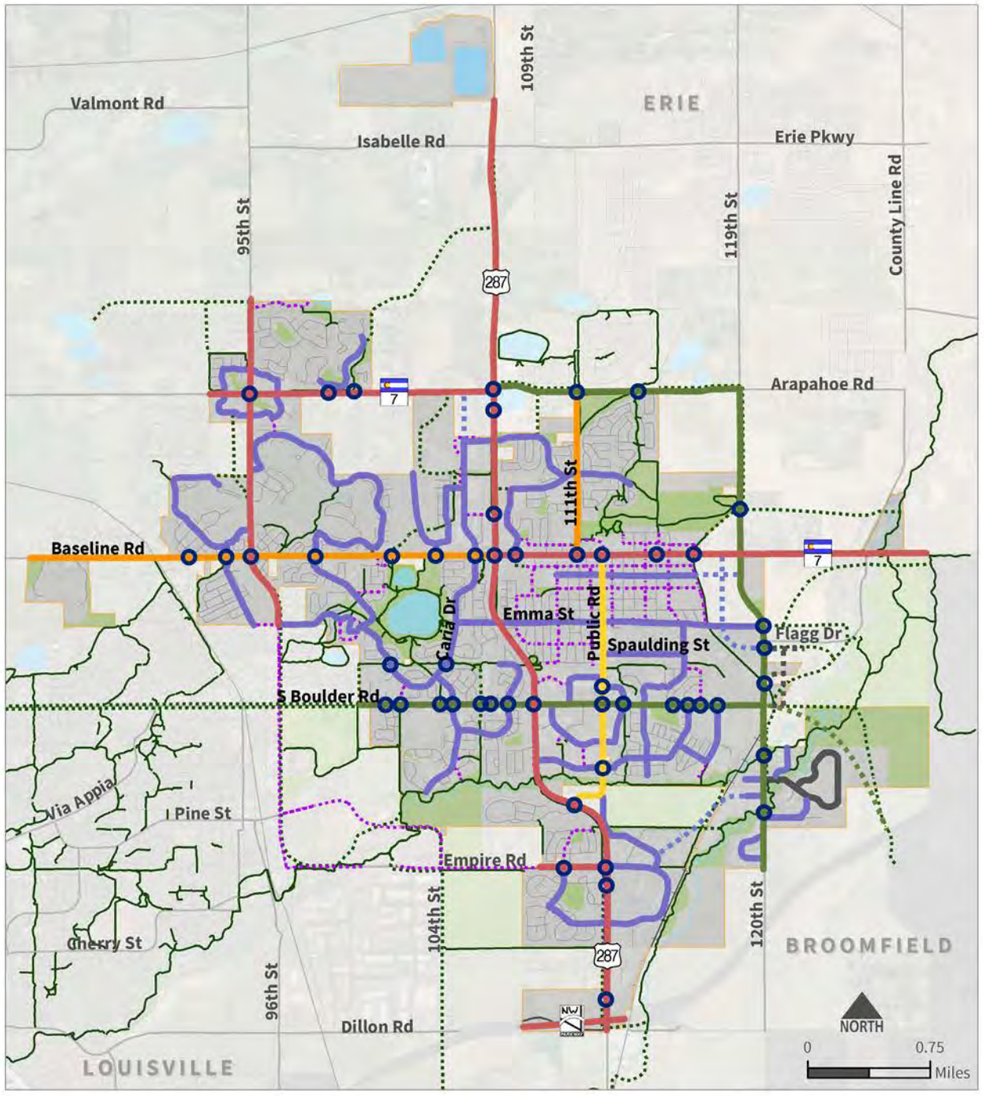


Figure 12: Lafayette Bicycle Network



Pedestrian & Bicycle Projects

Nearly 50 projects have been identified to advance the bicycle and pedestrian networks in Lafayette. While many of these projects will benefit multiple travel modes, the primary objective of these projects is to enhance the safety, comfort and mobility for bicycling and walking in Lafayette. The Bicycle and Pedestrians projects include five primary project types:

- **Corridor Improvements** to enhance the efficiency, safety, and multimodal infrastructure along regional and local corridors. Corridor improvements could include treatments such as bike lanes, separated bike lanes, detached sidewalks, or shared use paths.

- **Enhanced Crossings** to communicate the priority of bicyclists and pedestrians crossing streets and to alert drivers to the likely presence of people walking or biking. Crossing enhancements could include elements such as crosswalk markings, traffic signals or beacons, pedestrian refuge islands, and raised crosswalks.

- **Intersection Improvements** to remove conflict points or separate road users, lower traffic speeds, and reduce conflict angles. A well-designed intersection maintains the desired bikeway or pedestrian pathway through the intersection, including crossing widths and setbacks consistent with the pedestrian pathways and bikeways approaching the intersection. Intersection improvements could include elements such as leading pedestrian intervals (LPI), no right turns on red, protected only left turn phasing, tighter turning radii, extension of bicycle/pedestrian facilities, raised crosswalks, two-stage turn boxes, and protected intersections.

- **Missing Links** to close the gaps in existing bicycle and/or pedestrian facilities. These projects typically involve shorter segments of sidewalks and/or shared use paths.

- **Studies and Plans** to advance project concepts for future implementation in coordination with regional partners.

The bicycle and pedestrian projects are shown on **Figure 13** and list on **Table 5**. These projects are compatible with the multimodal streets and transit modal plans presented in the MMTP.

Figure 13: Pedestrian & Bicycle Projects

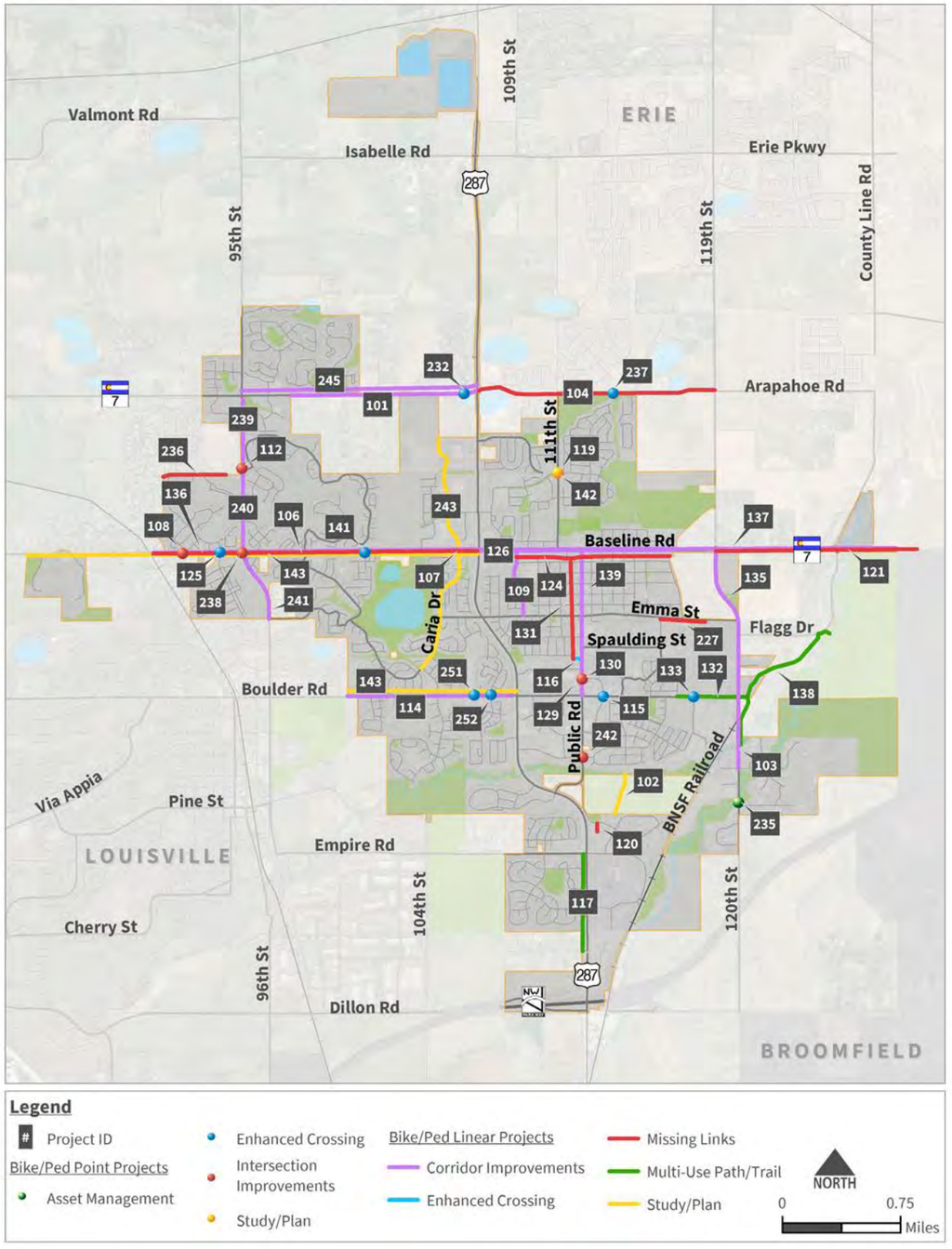


Table 5: Pedestrian and Bicycle Projects

Project #	Project Type	Location	Project Description	Capital Cost Range
101	Corridor Improvements	Arapahoe Rd	Arapahoe Rd Multimodal Improvements (West, west city limit to US 287)	$
109	Corridor Improvements	Carr Ave	Carr Ave Safe Route to School	$
114	Corridor Improvements	South Boulder Rd	South Boulder Rd Buffered Bike Lanes (West, west City Limit to US 287)	$
126	Study/Plan	Baseline Rd	Baseline Rd Corridor Study (East, US 287 to east city limit)	$$
136	Corridor Improvements	Baseline Rd	Baseline Rd Separated Bike Facility (West of US 287)	$$
137	Corridor Improvements	Baseline Rd	Baseline Rd Separated Bike Facility (East of US 287)	$$
139	Corridor Improvements	Public Rd	Public Rd Crossing Improvements Between Baseline Rd and South Boulder Rd	$$
135	Corridor Improvements	120th St	Baseline (CO 7) to Horizon shoulder improvements for bicycle lane	$$$
115	Enhanced Crossing	Miners/City Center Dr	Trail crossing at South Boulder Rd at or just east of City Center and Miners	$
116	Enhanced Crossing	Spaulding St	Spaulding St Enhanced Crossing Between Roosevelt Dr and Public Rd	$
125	Enhanced Crossing	Baseline Rd	Baseline Rd and Indian Peaks Dr Intersection Improvements	$$
133	Enhanced Crossing	South Boulder Rd	South Boulder Rd Enhanced Crossing at Avalon Ave	$
141	Enhanced Crossing	Baseline & Gold Hill	Installation of Pedestrian Hybrid Signal (HAWK)	$
112	Intersection Improvements	CO 42 and Indian Peaks	CO 42 and Indian Peaks Trl Traffic Signal	$$
108	Intersection Improvements	Baseline Rd	Baseline Rd and King St Intersection Improvements	$
119	Intersection Improvements	111th St	111th St and Lucerne Dr Intersection Improvements	$
129	Intersection Improvements	Public Rd	Public Rd and City Center Dr Intersection Improvements (Study/ Design)	$
130	Intersection Improvements	Public Rd	Public Rd and City Center Cir Intersection Improvements (Construction)	$$
104	Missing Links	Arapahoe Rd	Arapahoe Rd Trail Connections Between US 287 and 119th St, including crossing enhancements	$$$
107	Missing Links	Baseline Rd	Baseline Rd Bike and Pedestrian Missing Links (West)	$$
120	Missing Links	112th St	112th St Missing Link Between Bolmstone Dr and Public Rd	$
124	Missing Links	Baseline Rd (Carr to Hopkins)	Baseline Rd Alley Improvements	$
131	Missing Links	South Roosevelt Ave	South Roosevelt Ave Bike and Pedestrian Missing Links	$
210	Missing Links	Citywide	HSIP Missing Sidewalks	$$
103	Multi-Use Path/Trail	120th St	Burlington Trail Extension (East of 120th St)	$
117	Multi-Use Path/Trail	US 287	Coal Creek Connector Trail Between Exempla Cir and Maple St	$$
132	Multi-Use Path/Trail	Sir Galahad St	Peak to Peak Trail Connection Between Burlington Trail and Sir Galahad St	$

$ = $0 to $250,000; $$ = $250,000 to $1M; $$$ = $1M to $5M; $$$$ = $5M to $10M; $$$$$ = $10M+

Project #	Project Type	Location	Project Description	Capital Cost Range
138	Multi-Use Path/ Trail	Flagg Dr	Coal Creek Trail Connection Between Flagg Dr and Burlington Trail	$$
102	Study/Plan	112th St	112th St Corridor Study: Open Space Connection from Luna Bella Apartments to Coal Creek Trail	$
106	Study/Plan	Baseline Rd	Baseline Rd Corridor Study (West City Limit to US 287)	$$
140	Study/Plan	County-wide	Bikeshare Feasibility Study	$
142	Study/Plan	Lucerne & 111th	Uncontrolled Pedestrian Crossing study	$
143	Study/Plan	South Boulder Rd or Baseline - Lafayette to Boulder	Identify routes and next steps for a protected bikeway connecting Lafayette/Louisville and Boulder	$$
144	Study/Plan	County-wide safety study	Vision Zero Plan for Boulder County Schools to develop safety audit and prioritized safety list	$$
214	Study/Plan	Citywide	Uncontrolled Pedestrian Crossing Guidelines	$
215	Study/Plan	Citywide	ADA Transition Plan	$
227	Missing Links	Emma St	Connect Willoughby to the rest of town, from Canterbury to Merlin	$$$
232	Enhanced Crossing	Arapahoe Rd & Boulder Canyon Creek Trail	Pedestrian underpass	$$$$
121	Missing Links	Baseline Rd	Baseline Rd Bike and Pedestrian Missing Links (East)	$
235	Asset Management	Rock Creek and 120th	Rock Creek at 120th underpass reconstruction	$$$$
236	Missing Links	Indian Peaks	Trail along N/Side of Indian Peaks golf course w/o 95th	$
237	Enhanced Crossing	Arapahoe at South Boulder Canyon	South Boulder Canyon Creek @ Arapahoe (E/O 111th)	$$
238	Intersection Improvements	Baseline & CO 42	Construction of Baseline & CO 42	$$$$$
239	Corridor Improvements	CO 42 from North Park/ Dagney to Indian Peaks Trail	Construction of protected bike lanes from CDOT's regional CO & project to Indian Peaks	$$$$$
240	Corridor Improvements	CO 42 from Indian Peaks Trail to Baseline	Construction of protected bike lanes	$$$$$
241	Corridor Improvements	CO 42 from Baseline to Paschal	Construction of protected bike lanes	$$$$$
242	Intersection Improvements	Old Laramie & Public	Study Intersection for Safety and multimodal mobility	$
243	Study/Plan	Caria/Aspen Ridge	Study Caria/Aspen Ridge for bike trail connection to parallel 287 to the west from Coal Creek to Baseline	$$
245	Corridor Improvements	Arapahoe Rd (CO 7) from US 287 to CO 42 (95th)	Implement Bike treatment facility on CO 7 between 95th & 287	$$
247	Corridor Improvements	Emma St	Corridor improvements (follow up on corridor study)	$$$
249	Study/Plan	Citywide	Citywide bike map	$
251	Bike/Ped	South Boulder Road and Angevine	Pedestrian crossing improvements	$
252	Bike/Ped	South boulder Road and Minotaur	Pedestrian crossing improvements	$

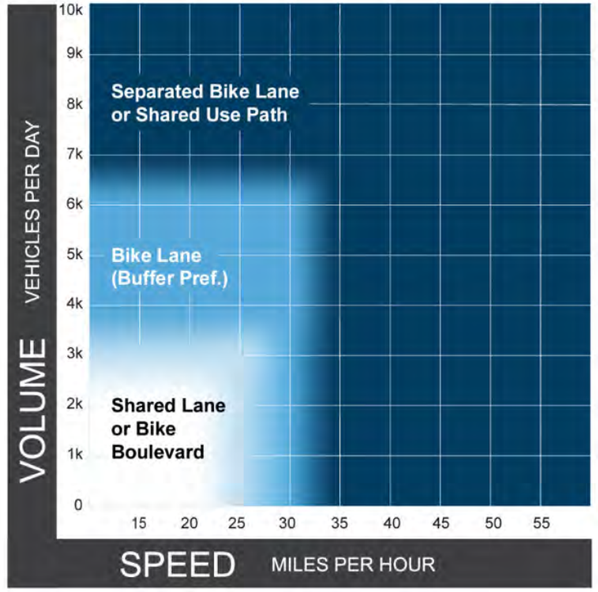
$ = $0 to $250,000; $$ = $250,000 to $1M; $$$ = $1M to $5M; $$$$ = $5M to $10M; $$$$$ = $10M+

Pedestrian and Bicycle Facility Selection

When evaluating different bicycle facilities, all projects and programs should select a facility type based on speed and volume. The City uses the Federal Highway Administrations (FHWA) 2019 BIkeway Design Guidelines for facility design. This may require additional data collection The chart to the right demonstrates how speed and volume data can apply to project streets.

Bike facility selection should also account for maintenance and emergency operations. For maintenance in particular, design considerations should include how maintenance staff can use existing equipment for snow and debris removal. If projects will require additional equipment or staff to ensure open facilities during or after inclement weather, staff should consider these impacts in project budgets.

The Multimodal Transportation Plan includes bicycle and pedestrian toolboxes in the appendices of this report. These toolboxes include further detail about design and implementation considerations for specific facility types, crossing treatments, and safety countermeasures. The information in these toolboxes can be used to help design the prioritized bicycle and pedestrian projects included in this report. For example, staff can design a project by considering one or more treatments included in the pedestrian toolbox (e.g., traffic calming, traffic control devices) at any given identified priority intersection.



1 Schultheiss, Bill; Goodman, Dan; Blackburn, Lauren; Wood, Adam; Reed, Dan; Elbech, Mary (February 2019). Bikeway Selection Guide. Federal Highway Administration. Retrieved from https://safety.fhwa.dot.gov/docs/fhwasa18077

Policy & Program Recommendations

In addition to identifying priority projects, corridors, and locations, this plan also recommends creating specific policies and programs to deliver projects and provide on-going improvement to the overall transportation system. While policies should be proactive and create a framework of expectations and goals for the system, programs should be reactive in so far as they respond to policy direction, but also address issues as they develop like crash trends, degrading infrastructure quality, speeding problems, etc.

Recommended Policies

- **Americans with Disabilities Act (ADA) Transition Plan** – Lafayette needs an updated ADA transition plan. This plan will align city development policies that are consistent with the ADA, and direct staff when and how to evaluate facilities for compliance and improvement as capital projects are programmed. The plan should also identify critical needs that need prioritization for improvement, and analyze departmental budgets for project funding. External funding opportunities may be available to assist the City in plan development and critical needs assessment.

- **Standard Operating Procedures and Guidelines** – Lafayette needs guidelines for standard operating procedures to ensure that treatments, facilities, and all other improvements are consistent across the City, and installed in an equitable and maintable way.

- **Code Update** – Updates to Lafayette's Code of Ordinances may be required to implement some projects. Further analysis of Chapter 90 – Public Improvements, Chapter 105 – Streets and Sidewalks, and Chapter 115 – Traffic should be undertaken when designing projects and/or implementing new programs. For example, the creation of a bike parking program may require legal analysis to guarantee that parking facilities are not in conflict with parking restrictions, ingress or egress requirements, or sidewalk obstruction restrictions.

- **Standards Update** – Design and construction standards updates can help advance the goals of this Multimodal Transportation Plan. Updating these standards can implement policies identified in the ADA Transition Plan, or help deliver successful projects coming out of specific programs by ensuring that city staff and contractors are complying with design expectations during the construction of projects. These standards also give the City recourse to hold parties accountable when work quality is in question.

Recommended Programs

- **Safety Analysis** – A regular safety program that analyzes crash patterns in the City is recommended. Analysis of crashes in five-year periods can give Lafayette critical information about where safety improvements are most needed, and a record to gauge improvement over time. This program should include crash analyses that may be influenced by factors other than infrastructure design, e.g., driver behavior, which can be addressed by non-engineering focused programs like safety campaigns or law enforcement.

- **Maintenance Inventory & Plan** – This inventory and plan should directly inform the City's regular maintenance and operations activities. The plan will create the foundation of an asset management system, through which city staff will be able to prioritize limited staff and operational resources. This plan can also help identify critical capital projects the City needs to address to meet future goals.

- **Standardized Wayfinding** – A strategic, well planned wayfinding program can help bicyclists and pedestrians navigate Lafayette's shared use paths and streets, connecting to employment, services, recreation, and entertainment. As the bicycle and pedestrian systems are built out, the City can add wayfinding signs based on an established program. This program will support active transportation, and support a high quality of life for Lafayette community members.

- **Bicycle Commuting** – In addition to a wayfinding program, a bicycle commuting program can support the growth of bicycle travel through encouragement. This program can work with Lafayette employers to incentivize bike commuting for employees, perhaps through a rewards program, free parking, and/or events that celebrate bike commuting like Bike to Work Day.

- **Bike Parking** – The City can explore the creation of a bike parking program, which may streamline the installation of bike parking infrastructure (like bike racks) in the right-of-way, and/or help subsidize the cost of bike parking facilities. The bike parking program may also include an analysis of parking requirements for development, and could explore incentives for including additional bike parking infrastructure in new development.

- **Bikeshare/Micromobility**– Bikeshare and micromobility programs are growing in many parts of Colorado and the US. Permitting these programs in the right-of-way should coincide with code updates that clearly regulate the responsibilities of vendors and users in operating these vehicles on public streets and sidewalks. City staff may consider incentives for responsible operations, like the creation of parking zones where trips must begin and end to operate a vehicle (e.g., geofences). Program regulations should also address the use of personal micromobility devices like electric scooters in so far as where these vehicles can legally be driven and parked.

- **Speed Management** – To respond to community concerns about speeding, the City should explore the creation of a speed management program. This program can be responsive to direct requests from the community for traffic calming on residential streets, and/or can be proactive in identifying high priority locations based on the street typology or project list in this plan. Speed management may also be prioritized for high-crash corridors where speed may be a significant factor in crash severity. Creation of this program can engage the community to determine where speeding is of high concern, and can determine the appropriate level of support needed for the equitable installation of traffic calming devices on streets.

7. Transit Plan

Introduction

The purpose of the Transit Plan component of the MMTP is to guide the City in the prioritization of transit projects, priorities, and investments. Overall, the goal is to strategically identify opportunities to enhance transit, improve first- and final mile connectivity, and provide services that meet the needs of a broad cross section of community members such as commuters and historically underrepresented populations. Alternative transportation options provide access to jobs, social activities, human services, shopping, and enhance overall quality of life. Given that several demographic shifts will occur in the City, such as the growth in the older adult population, it is critical that transit is planned in an equitable, accessible, and forward-looking manner.

Transit plans often identify high-priority transit routes and services, transit infrastructure improvements, coordination with regional partners, and pilot projects to test new services. Lafayette's transit plan (**Figure 14**) builds upon existing service, including Ride Free Lafayette and local and regional fixed-route RTD service. This plan identifies expansion of services, but also identifies new transit amenities such as mobility hubs and Bus Rapid Transit (BRT). Access to transit stations and stops is critical to making transit attractive and easy to use; ensuring that bicycle and pedestrian projects align with improving access to transit is critical. As a part of a comprehensive transit system, transit is a critical community service that provides social, economic, and environmental benefits.

Transit Service and Infrastructure Considerations

There is no one-size-fits-all solution to meet the mobility needs of those that live, work, visit, and recreate within a community. Currently, transit service operating in Lafayette includes local and regional fixed-route bus service, on-demand transit service, and microtransit. While BRT is not operating in Lafayette today, there are plans for enhanced transit service on key corridors including CO 7 and US 287. It will be critical to align these efforts with planned land use changes and high density development along regional corridors. **Table 6** provides a summary of transit services operating in and around Lafayette.

Current and future infrastructure are also key considerations in developing the Transit Plan. Today, the City has a Park-n-Ride and over 60 bus stops within the community. Ensuring that bicycle and pedestrian projects provide safe and comfortable access to transit will maximize first- and final-mile connectivity to make transit a more viable and attractive mobility solution.

Existing transit service and infrastructure, in conjunction with input from regional partners, findings from data collection, socio-economic analysis, and community engagement provide the foundation for the programs and projects included in Lafayette's Transit Plan. The Transit Plan provides a vision for enhanced mobility for those that may not have access to a car, are unable to drive, or are looking for alternative travel options. **Figure 14** highlights existing and planned transit services and amenities as well as additional improvement opportunities in Lafayette.

Community Priorities

- Add needed amenities at bus stops (i.e., shelters, benches, heated areas)
- Improve connecting infrastructure to bus stops to ensure it is accessible by people of all ages and abilities
- Expand Ride Free Lafayette to outlying neighorhoods within City limits
- Improve service frequency and travel time reliability
- Provide service to connect to regional destinations (i.e., Denver International Airport, Boulder, Denver, and Boulder County towns)
- Ensure service is provided for older adults, veterans, and people with disabilities
- Provide dedicated transit lanes along key corridors

Transit Service Delivery Models

Local Fixed-Route Transit Service is open to the general public and typically operates along a fixed-route and schedule within a city, town or community. Example: JUMP

Regional Fixed-Route Transit Service is open to the general public and typically operates along a fixed-route and schedule and provides connectivity between cities and towns and to major activity centers such as employment centers and airports. Example: RTD Route 225

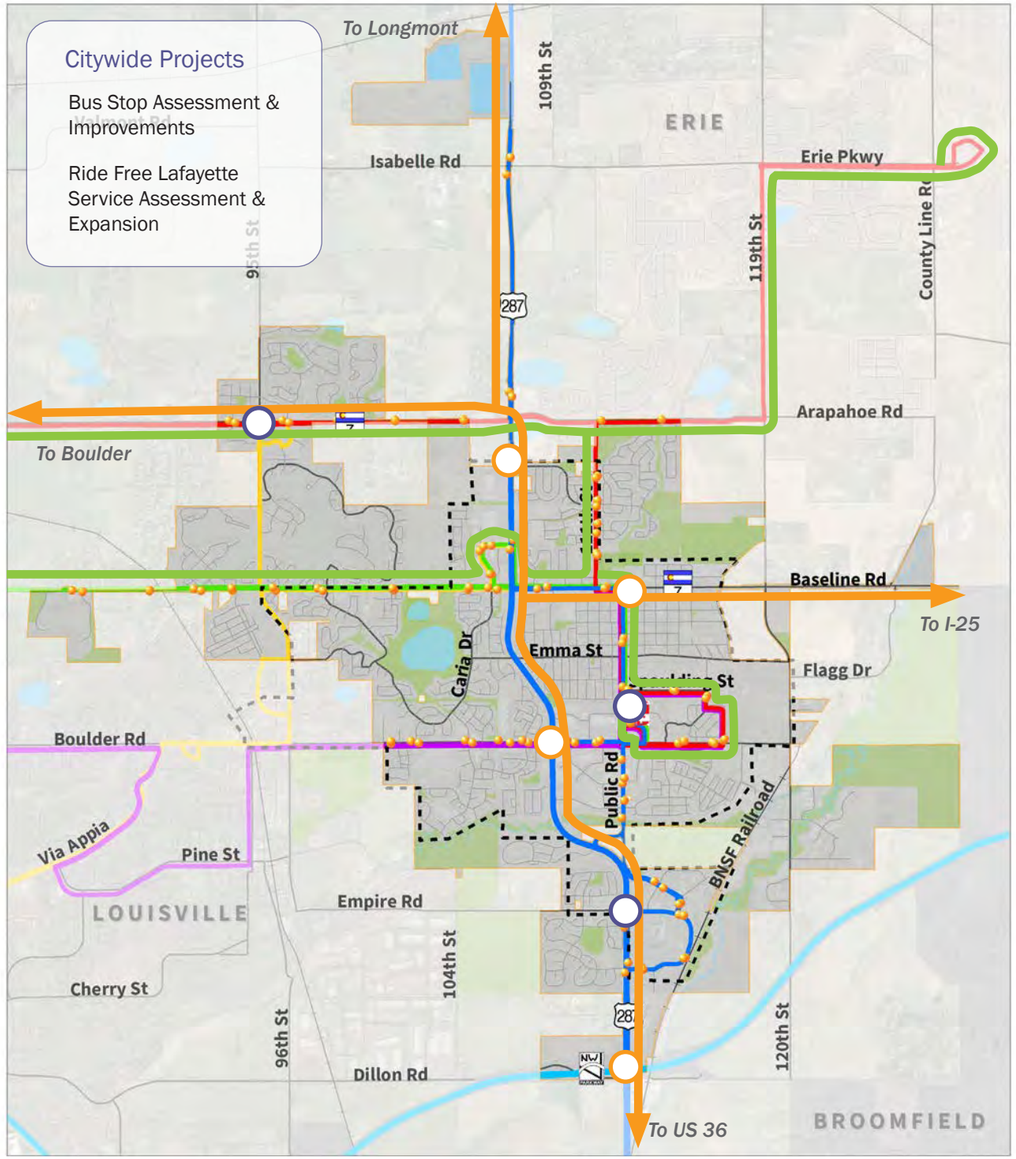
Bus Rapid Transit operates on a fixed-route and schedule that is designed to increase capacity and reliability of the bus. BRT typically operates at least 50 percent of its route in dedicated guideway, has off-board fare payment, and technology to prioritize the bus at intersections. Example: Flatiron Flyer

Microtransit is provided through small, on-demand shuttles to nearby locations within a designated service area. Trips are typically requested through a smartphone application that matches trip requests in real time to dynamic/flexible routes in a defined service area. Example: Ride Free Lafayette

On-Demand Transit/Paratransit is a mode of transit service (also dial-a-ride) characterized by the use of passenger automobiles, vans or small buses operating in response to calls from passengers or their agents to the transit system, who then dispatches a vehicle to pick up the passengers and transport them to their destinations. Example: RTD Access-a-Ride

Human Services Transportation providers offer transportation services for qualifying populations such as older adults, people with disabilities, veterans, low-income populations, etc. Passengers are often required to complete an eligibility screening prior to utilizing the service. Example: Via Mobility Services

Figure 14: Transit Plan



Existing Service

- 225
- 228
- AB
- DASH
- JUMP
- LD
- Free Ride Lafayette Service Area
- Existing Bus Stop

Planned Transit Services & Amenities & Improvement Opportunities

- Local Service Improvement
- Future BRT Corridor
- Future BRT Station
- Future Mobility Hub

Transit Projects

Over 20 projects have been identified to support first- and final-mile connections to transit, transit infrastructure and operations improvements and expansions, and additional plans/studies. While many of these projects will benefit multiple travel modes, the primary objective of these projects is to enhance access and connectivity to transit and to provide safe and reliable alternative transportation options. The Transit Plan projects include six primary project types:

- **Local Bus Stop Improvements** – completing local bus stop improvements including shelters, improved bike/pedestrian access, and other amenities.
- **Microtransit/On-Demand Service**– maintaining Ride Free Lafayette and coordinating with Boulder County on the potential county-wide expansion of the service.
- **Fixed-Route Service Improvements** – coordinating with RTD to implement service improvements for the JUMP X and Route 225/225T from the System Optimization Plan.
- **BRT** – advancing the planning, design, construction, and operations of BRT on US 287, CO 7, and 95th Street.
- **Mobility Hubs** – focusing on improvements at identified mobility hub locations within Lafayette, including at the Lafayette Park-n-Ride, CO 42/95th Street, and US 287 and CO 42/Empire Road/Exempla Circle.
- **Studies/Plans** – conducting station area plans for US 287 and CO 42/Empire/Exempla Circle, US 287 and South Boulder Road, US 287 and Northwest Parkway, Lafayette Park-n-Ride, a bus stop improvement assessment, and supporting Boulder County's development of a County-wide Transit Plan.

The transit projects are shown on **Figure 15** and listed in **Table 6**. These projects are compatible with the multimodal streets and bicycle and pedestrian plans presented in the MMTP.

What is a Mobility Hub

Mobility hubs are community focal points that seamlessly integrate various transportation modes, provide supportive multimodal infrastructure, and serve as a placemaking strategy to activate activity centers. Mobility hubs can vary in size, programming, and design to respond to the context and function of each location. Factors that influence the investment level in a mobility hub include existing transit service, land use characteristics, and population and employment densities.

Mobility hub elements can include multimodal options such as bike share, bike parking, and micromboility options. Vehicle connections, such as carshare and EV charging can also be integrated into the programming of mobility hubs. Additionally, other features can include transit connections and amenities and wayfinding and Wi-Fi connectivity.

Figure 15: Transit Projects

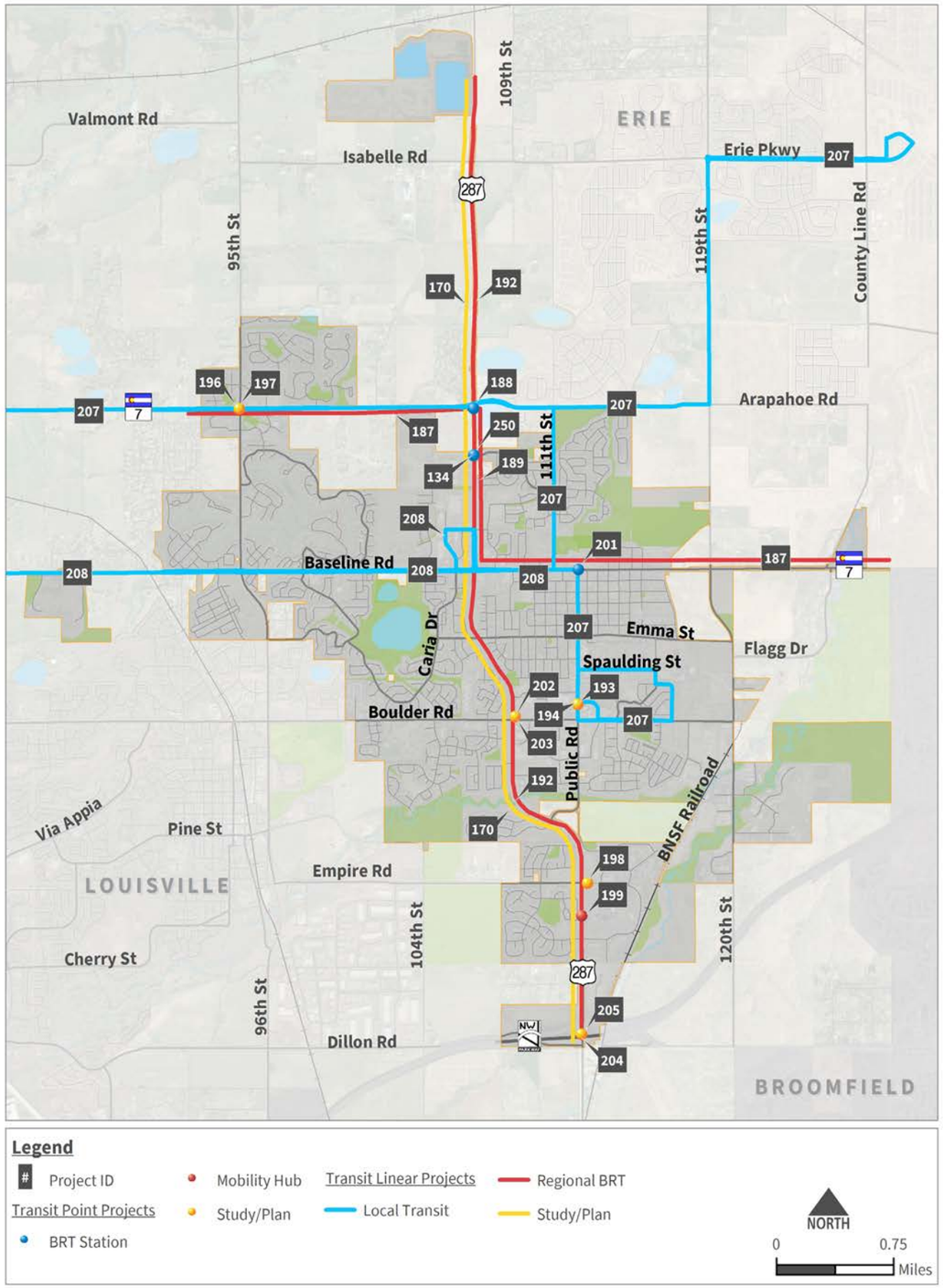


Table 6: Transit Projects

Project #	Project Type	Location	Project Description	Capital Cost Range
134	BRT Station	US 287 at Lucerne Dr	US 287 Superstation design and Intersection Improvements	$$$
184	Study/Plan	Citywide	Transit service assessment (Ride Free Lafayette, consider circulator, key activity centers, consider coordination with adjacent communities)	$
185	Study/Plan	Citywide	Assess bus stops for improvements and additional amenities	$
187	Regional BRT	CO 7	CO 7 BRT start up costs to Boulder County	$$$$
188	Local Transit	CO 7	CO 7 capital investment (bus stops) west of 287 on Arapahoe	$
192	Regional BRT	US 287	US 287 Bus Rapid Transit design and construction	$$$$$
193	Study/Plan	Public Rd	Lafayette Park-N-Ride Station Area Plan	$
194	Mobility Hub	Public Rd	Lafayette Park-N-Ride Improvements	$$$
196	Study/Plan	CO 7, CO 42	CO 7/Arapahoe Rd and CO 42/95th St Station Area Plan	$
197	Mobility Hub	CO 7, CO 42	CO 7/Arapahoe Rd and CO 42/95th St Improvements	$$
198	Study/Plan	US 287	US 287 and CO 42/Empire Rd/Exempla Circle Station Area Plan	$
199	Mobility Hub	US 287	US 287 and CO 42/Empire Rd/Exempla Circle Improvements	$$
201	BRT Station	CO 7	CO 7/Baseline Rd and Public Rd Station design and construction	$$$
202	Study/Plan	US 287	US 287 and South Boulder Rd Station Area planning	$
203	BRT Station	US 287	US 287 and South Boulder Rd Station design and construction	$$$
204	Study/Plan	US 287	US 287 and Northwest Parkway Station Area planning	$
205	BRT Station	US 287	US 287 and Northwest Parkway Station Area design and construction	$$$
206	Microtransit	County-wide	County-wide expansion of Ride Free Lafayette to expand boundary and vehicles	$$$
207	Local Transit	Boulder to Lafayette Park-n-Ride	RTD SOP JUMP X recommendations	$$$
208	Local Transit	Boulder to Lafayette Park-n-Ride & Erie Community Center	RTD SOP 225/225T recommendations	$$$
209	Study/Plan	County-wide	County-wide Transit Plan	$$$
250	BRT Station	US 287 and Lucerne	Mobility hub and underpass (construction)	$$$$$

Table 7: Ongoing Transit Costs

Project #	Project Type	Location	Project Description	Annual Cost
183	Microtransit	Citywide	Maintain Ride Free Lafayette Service	$100,000
186	Local Transit	Citywide	Bus stop amenities and improvements	$50,000
189	Regional BRT	CO 7	CO 7 BRT on-going costs	$50,000

Photo Credit: Daily Camera

8. Implementation Plan

The transportation revenues expected over the 25-year time horizon of the MMTP will not be sufficient to cover the cost of the transportation needs in Lafayette. Careful consideration of investment strategies is needed, along with an understanding of the associated tradeoffs. This Chapter presents an overview of the revenue forecasts, establishes a funding strategy, and presents the 5-Year, 15-Year, and Long-term Plans. This Chapter also depicts the multimodal transportation projects for each of the City's 12 primary corridors and documents performance measures to track progress in achieving the MMTP goals over time.

Transportation Project Costs

The cost of transportation projects ranges from low-cost items like striping bike lanes to multimillion dollar efforts like roadway widening. Below are typical costs for example transportation improvements that do not inlcude lifetime replacement costs:

TRAFFIC SIGNAL
$1M

ROADWAY WIDENING
$11M PER MILE

ADDING SIDEWALK
$500K PER MILE

STRIPING BIKE LANES
$70K PER MILE

IMPROVING STREET CROSSINGS
$100K (FOR PEDESTRIANS)

ADDING A PEDESTRIAN UNDERPASS OR OVERPASS
$5 - 10M

ADDING A BRT STATION
$10 - $15M

Project Development

Transportation projects are typically developed in several phases. The first phase usually involves a corridor study that identifies the needs and opportunities, evaluates options for improvement, and provides conceptual recommendations. Next, a project moves into design, where the engineering plans are developed and the recommendations are refined. The final phase is construction. These phases can occur over many years, depending on the funding. The Implementation Plan includes projects in each of these phases of development to ensure a continual pipeline of priority projects that will benefit the public. This plan is not a complete list of all refined projects in the City with a set timeline. It guides the priorities to move forward on some projects while further refining others, and in some cases identifies where additional resources and processes are needed.

Transportation Funding

Revenue Forecasts

Various revenue sources will be used to fund transportation projects and programs, including federal, state, local, and private resources. The revenue forecasts used to establish the 5-Year, 15-Year, and Long-term Plan for the Lafayette MMTP account only for local funding sources and are based on historic funding levels. Local funding at the level of $2 million per year ($50 million over 25 years) was estimated on average. No other grant or private funds were planned for local projects. It was assumed that Lafayette would only pay a portion of regional projects. However, if additional funds become available, projects from later years of the plan, including the "Future Projects" list can be advanced opportunistically.

Grant Opportunities

Several federal, state, and local grant funding opportunities can provide supplemental funding for transportation improvement projects and increase the number of completed projects. Many grants/funding sources provide funding for a range of projects and/or for large projects that can consist of a group of smaller projects (e.g., corridor projects that combine elements of roadway design, bicycle and pedestrian facilities, transit elements, and stormwater components). The MMTP positions the City to be prepared for funding opportunities by identifying top priority projects. The plan is also structured to allow us to score higher in project readiness on grant applications.

The City is currently working on projects totaling $28 million in value and has leveraged municipal partnership and grant opportunities to fund roughly 50 percent of that total.

Project Priorities

Partnerships & Committed Funding

While the City can complete many projects identified in the MMTP, other projects will still require coordination, investments, and participation of local, regional, and state partners. These partners include adjacent municipalities, Boulder County, CDOT, DRCOG, and RTD, as well as the essential support and participation of businesses, advocacy and non-profit organizations, schools, neighborhood organizations, and the residents of the community. Many of these partners participated in the development of the MMTP. Transportation improvements provided through new development will also help implement recommendations from the MMTP. Key implementing partners have been identified for each project, and additional partners will be identified as planning and implementation evolves. The phasing plan includes assumptions about Lafayette's contribution to projects that will be led by other agencies.

A number of near-term (Near-term Plan) projects, with some already underway, are funded through dedicated resources including the City's Capital Improvement Program and regional or state federally-funded grants. The remaining MMTP projects are currently unfunded, therefore, both staff and funding resources will need to be evaluated. Many projects will be funded on a project-by-project basis, whereas other projects and programmatic actions will require on-going sustainable funding not only for implementation but also for on-going management, operations, and maintenance. Funding and resource decision-making will be informed by the MMTP goals and policies listed in the Planning Framework Chapter.

Project Evaluation

With limited funding available, the process of prioritizing projects must be thoughtful and strive to identify those projects that will most effectively move the City's transportation system toward achieving the transportation goals. In alignment with performance-based planning, the project evaluation was structured to identify those projects that will provide the greatest contribution toward meeting the seven transportation goals and associated performance measures (documented later in this chapter). The projects that comprise the Multimodal Street, Bicycle and Pedestrian, and Transit Modal Plans were qualitatively evaluated to assess their likely contributions to the MMTP goals. While very few projects will address all seven goals, it's important to establish a mix of projects in each 5- or 10-year time horizon that collectively address the transportation goals.

Funding Strategy

The Lafayette MMTP identifies over $100 million of transportation maintenance, operations, and capital project needs, while only $50 million in local funding is estimated to address the City's transportation needs. Due to this funding shortfall, a deliberate funding strategy was developed to guide the City's investments in transportation over the next 25 years. Additional projects will be identified in corridor studies and in the safety action plan which will add to this shortfall. This funding strategy was used in developing the phasing plan described below and should be referenced in the development of the City's Capital Improvement Program and annual budgeting process. The MMTP funding strategy focuses on:

1. Establishing new processes to **meet the transportation goals and best practices** across all departments

2. Enhancing maintainability of existing transportation assets by updating safety protocols and maintenance procedures, standardizing devices, and **creating standard operating procedures to enhance efficiency** and bring assets up to industry standards.

3. **Prioritizing pedestrians** by addressing critical safety concerns, completing gaps in the sidewalk network, and making pedestrian infrastructure Americans with Disabilities Act (ADA) compliant

4. **Leveraging partnership** opportunities to conduct studies and implement improvements on regional corridors

5. Enhancing local and regional **transit service and access** by maintaining local bus stops and contributing to bus operational costs

6. Implementing and maintaining **low cost, high impact bicycle facilities** to encourage active transportation

7. Seeking opportunities to **fund multimodal capital projects** with federal, state, or other grants and through partnerships with regional transportation agencies

8. **Committed projects total over $38M for which the City** would need to fund $14M to ensure the progress. Seeking additional grants will be necessary.

Phasing Plan

The project phasing plan incorporates the annual revenue forecasts, project evaluation, and funding strategy into Near, Mid, and Long-term Plans for implementing the MMTP projects. The resulting plans are presented in **Appendix F** Those projects that cannot be funded within the 25-year time horizon of the plan are listed as "Future" projects to be advanced as funding becomes available. Projects that are currently in progress with funding in the 2023 budget are presented on **Figure 16** The Near, Mid, and Long-term Plans are presented on **Figures 17, 18,** and **19** respectively. Some projects extend beyond a single time horizon due to funding limitations. The citywide projects by time horizon are listed below:

Table 7: Citywide Projects by Time Horizon

Project #	Project Type
In Progress Projects	
140	Bikeshare Feasibility Study (County-wide)
167	Arterial signal coordination
215	ADA Transition Plan
Annual Maintenance, Operations, and Transit Service:	
183	Maintain Ride Free Lafayette service
186	Bus stop amenities and improvements
221	Striping contract
222	Two full time equivalents (FTE) (transportation maintenance staff)
223	Ongoing non-destructive testing
224	Annual signal upgrades
225	Annual signal maintenance
Near-term Plan (0-5 Years)	
144	Vision Zero Plan (County-wide)
169	Replace deteriorating signal poles
175	Safe Streets for All Action Plan (County-wide)
206	Expansion of Ride Free Lafayette (County-wide)
209	Transit Plan (County-wide)
210	HSIP missing sidewalks
214	Uncontrolled pedestrian crossing guidelines
216	Alley improvements
217	Asset management data collection
218	Non-destructive testing of signal poles
219	Sign inventory with retro-reflectivity
220	Sign replacement
226	Update standards, code, and standard operating procedures
249	Citywide Bike Map
Long-term Plan (16-25 Years)	
176	Arterial signal coordination
184	Transit service assessment
185	Assess bus stops for improvements and additional amenities
168	Signalization technology upgrades
246	Implement recommendations from Safety Action Plan

Figure 16: In-Progress Projects

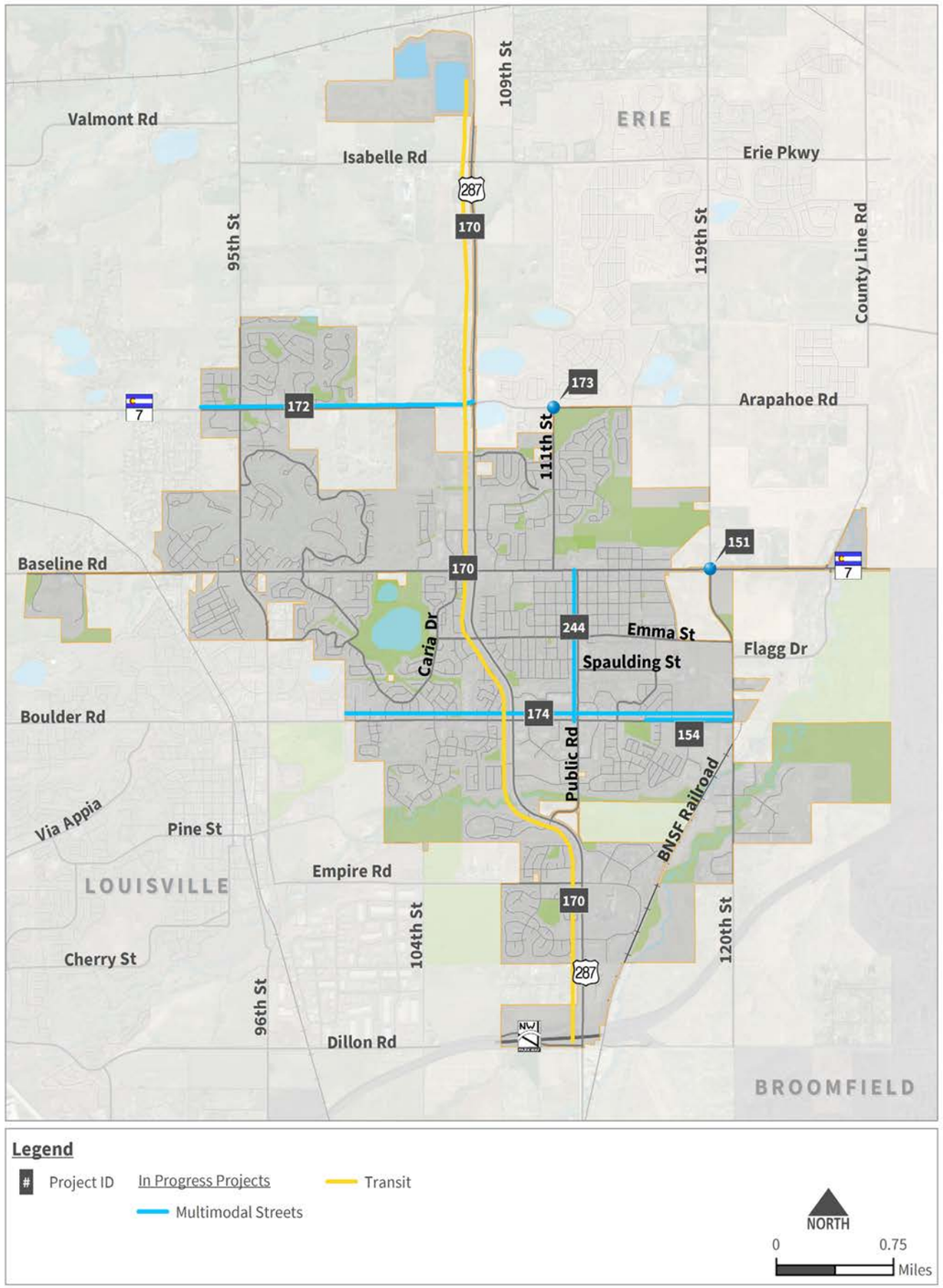
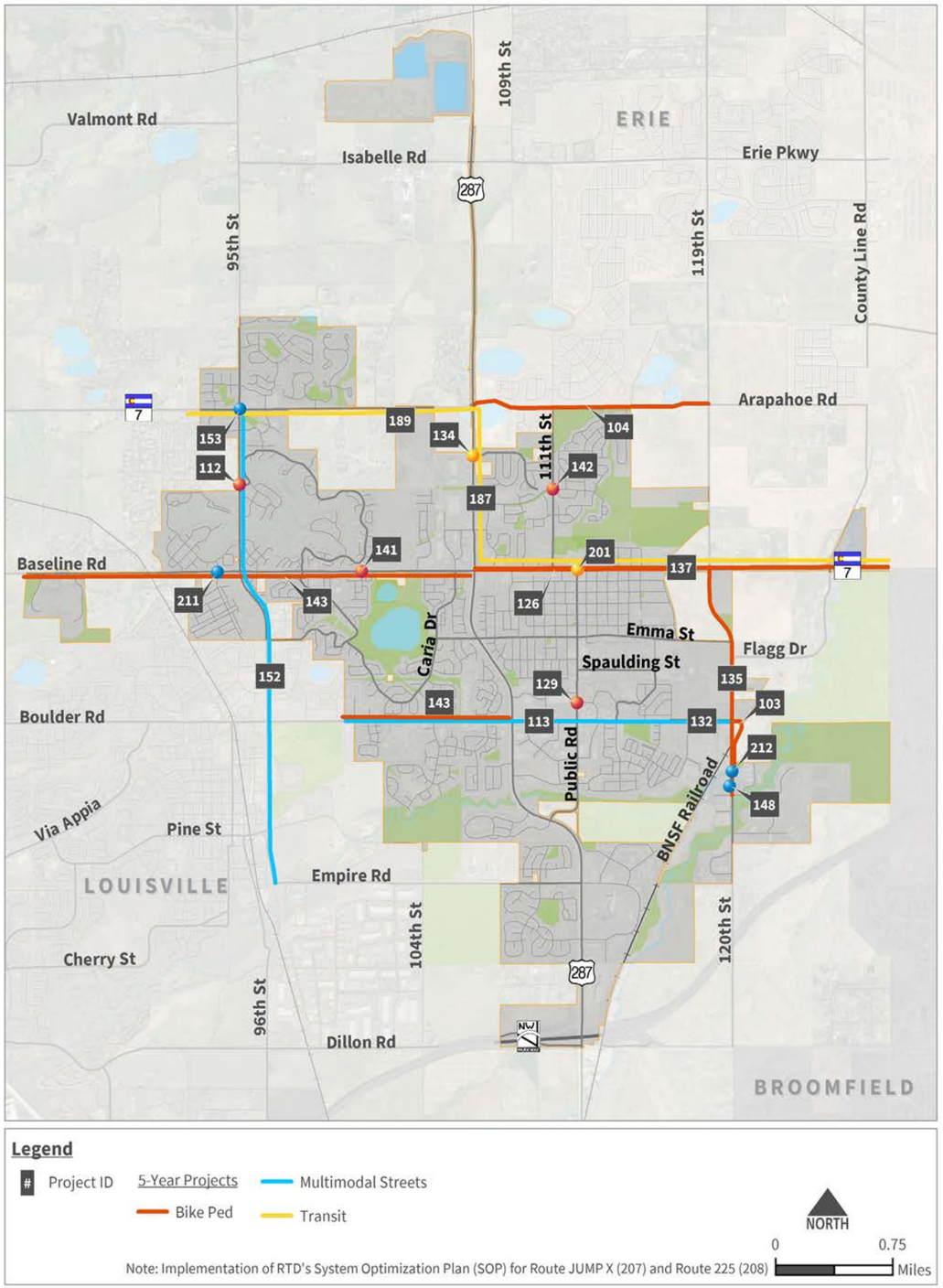


Figure 17: Near-term Plan (0-5 Years)



Note: Implementation of RTD's System Optimization Plan (SOP) for Route JUMP X (207) and Route 225 (208)

Figure 18: Mid-term Plan (6-15 Years)

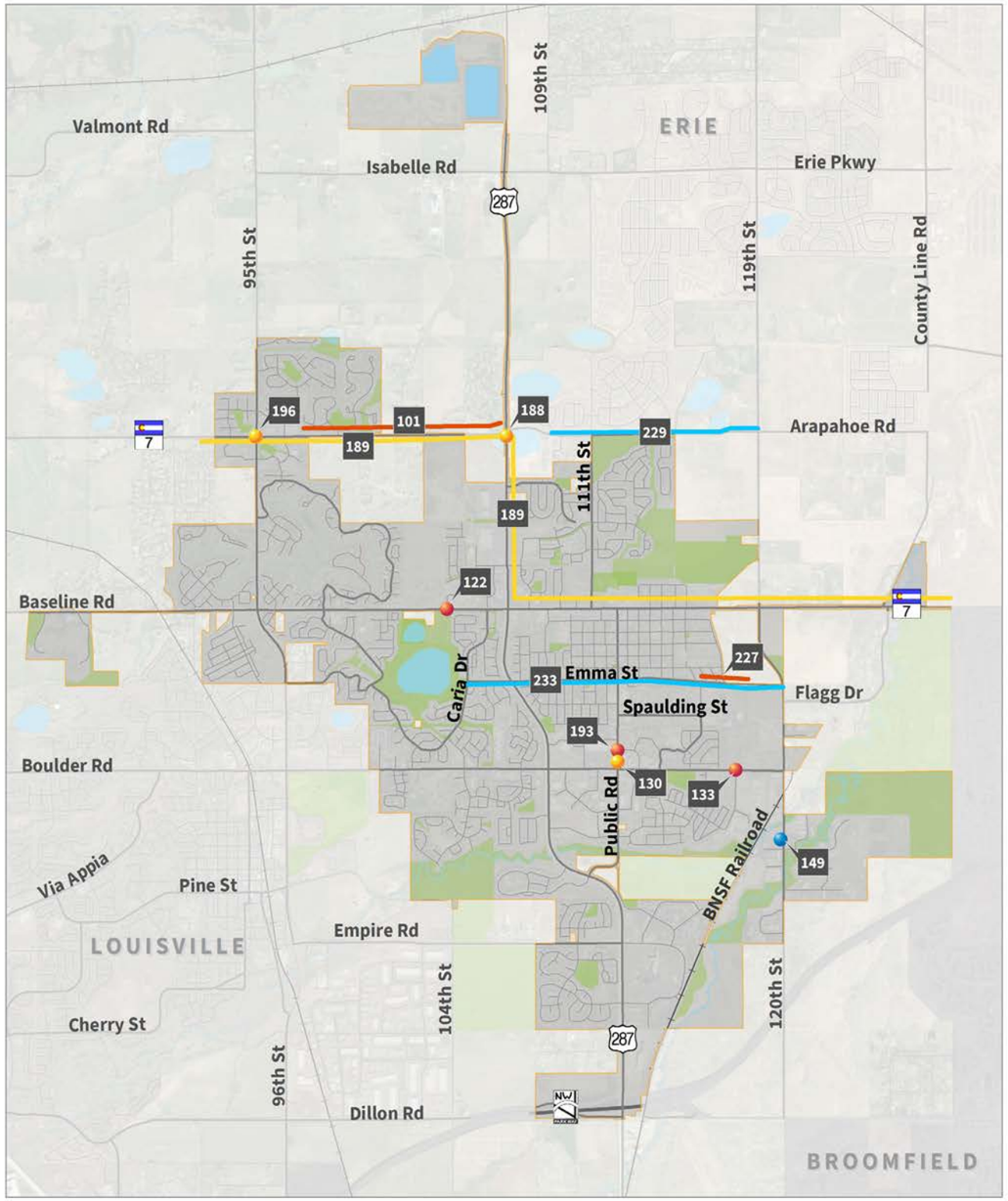
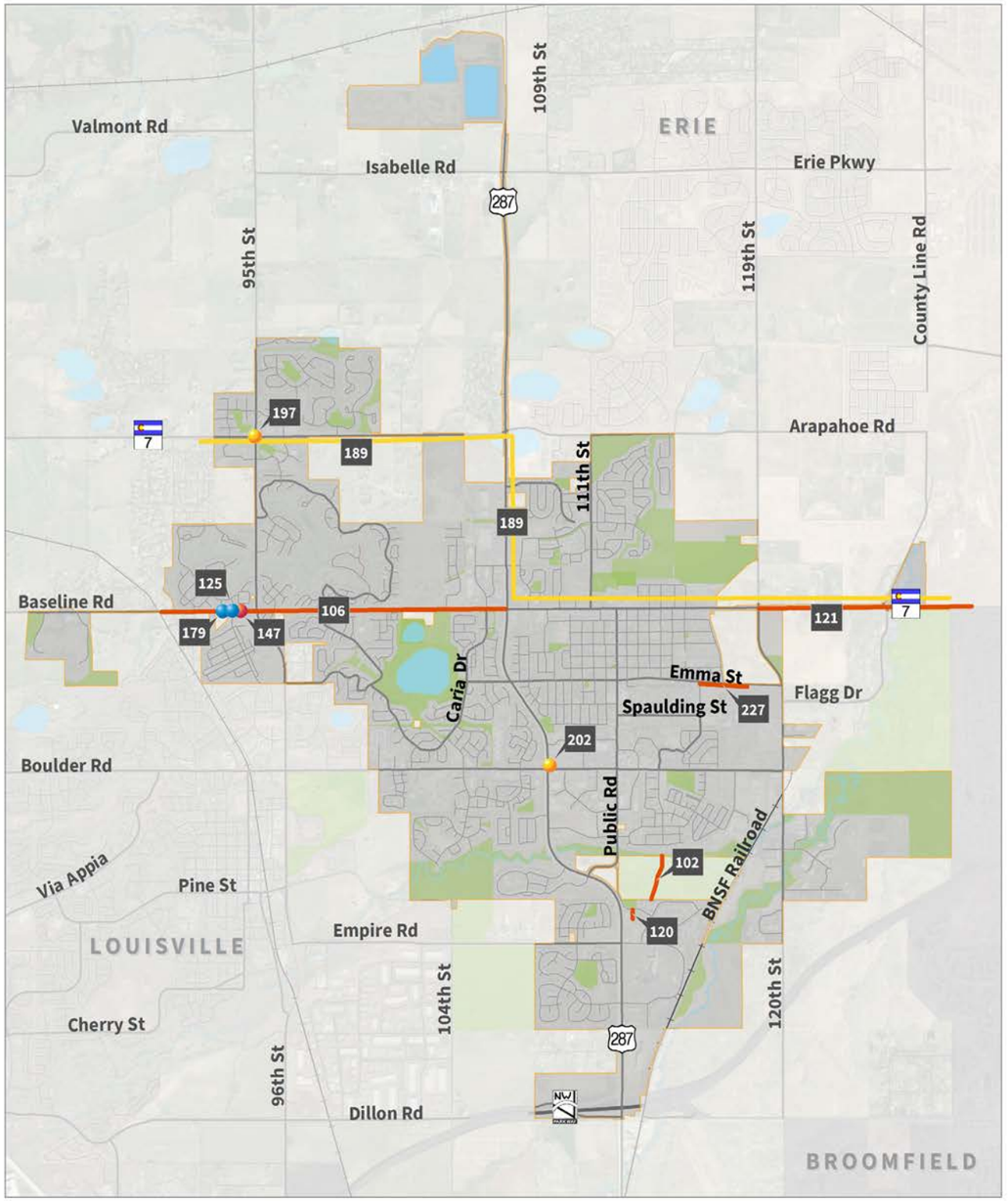
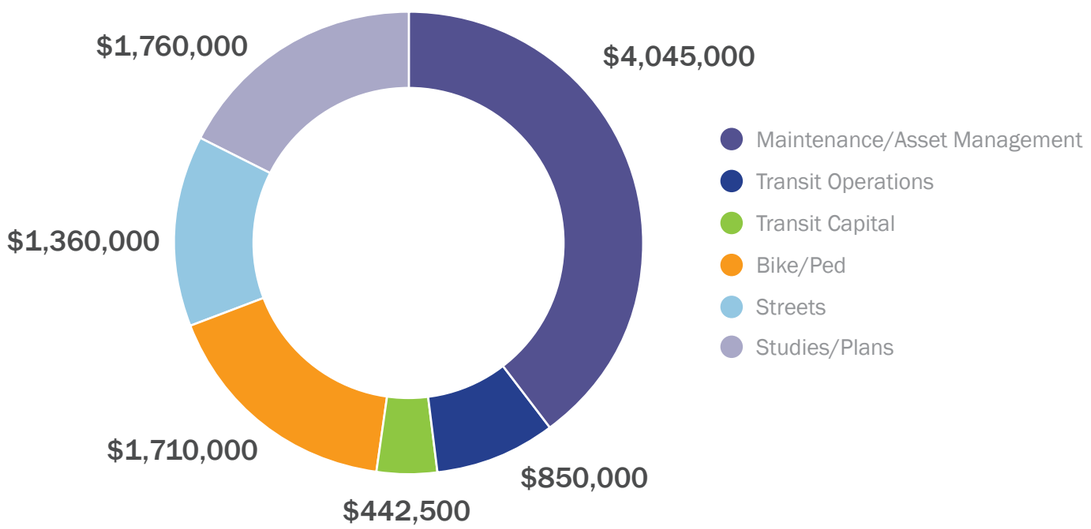


Figure 19: Long-term Plan (16-25 Years)

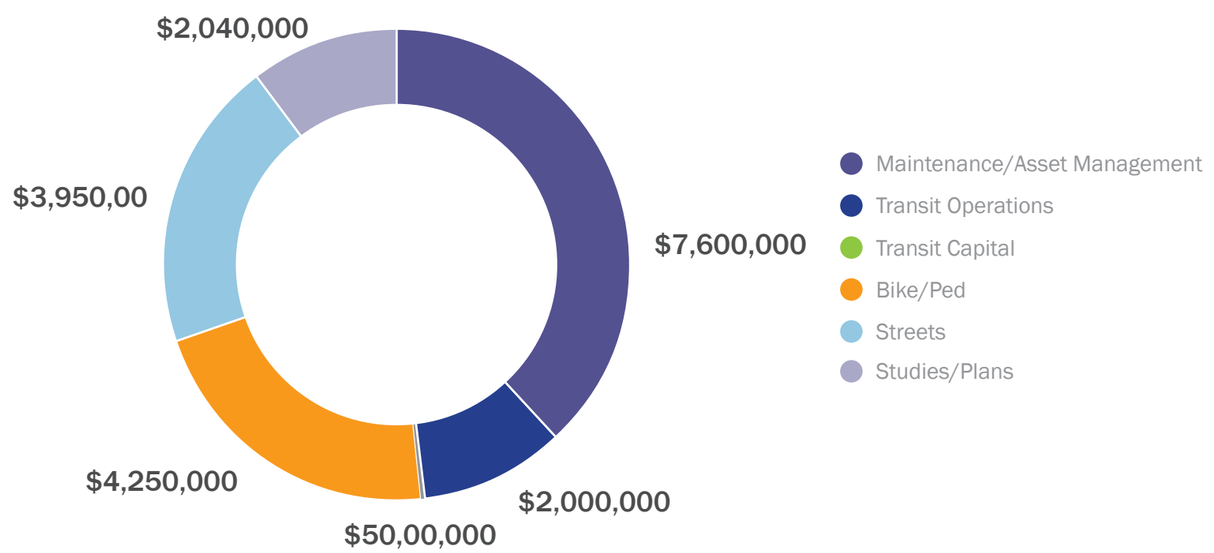


The charts below summarize how funding was allocated to different project categories for the Near, Mid, Long, and Future Plans.

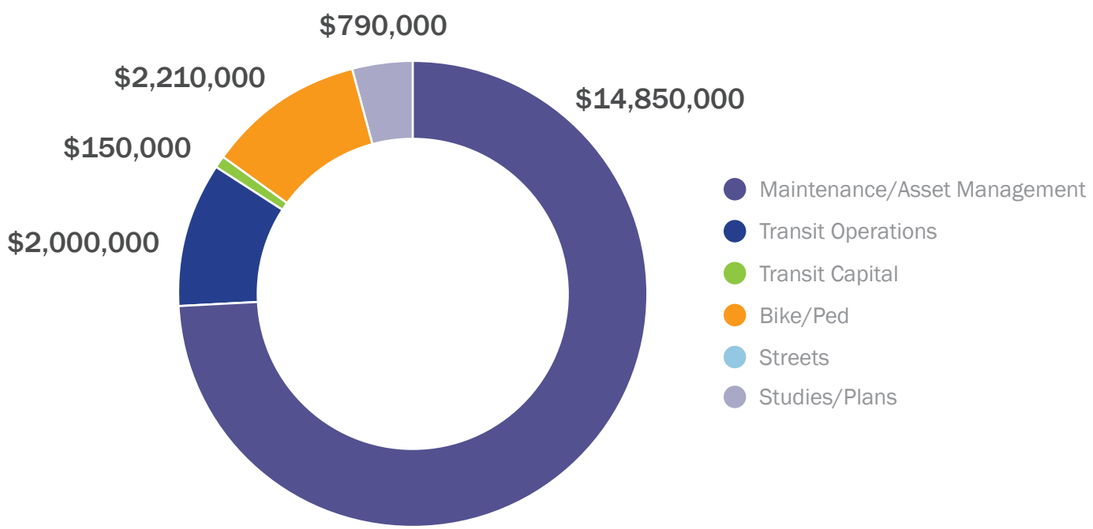
Near-term Plan - 0-5 Years: ($10 million)



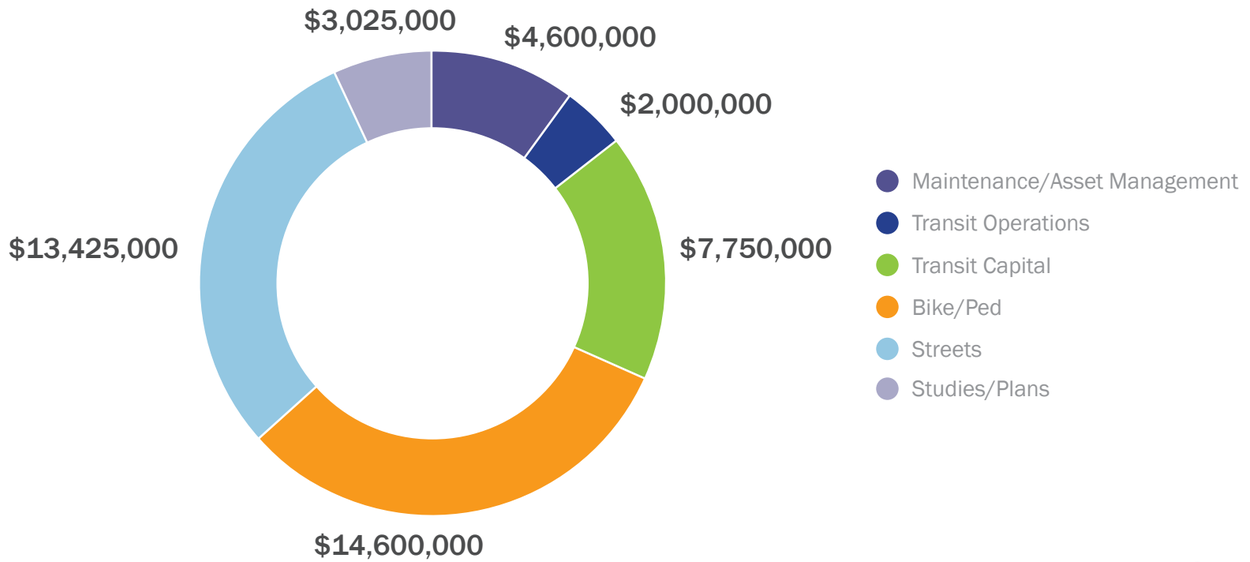
Long-term Plan - 16-25 Years: ($20 million)



Mid-term Plan - 6-15 Years: ($20 million)



Future Plan ($45 million)



Top 10 Next Priority Projects

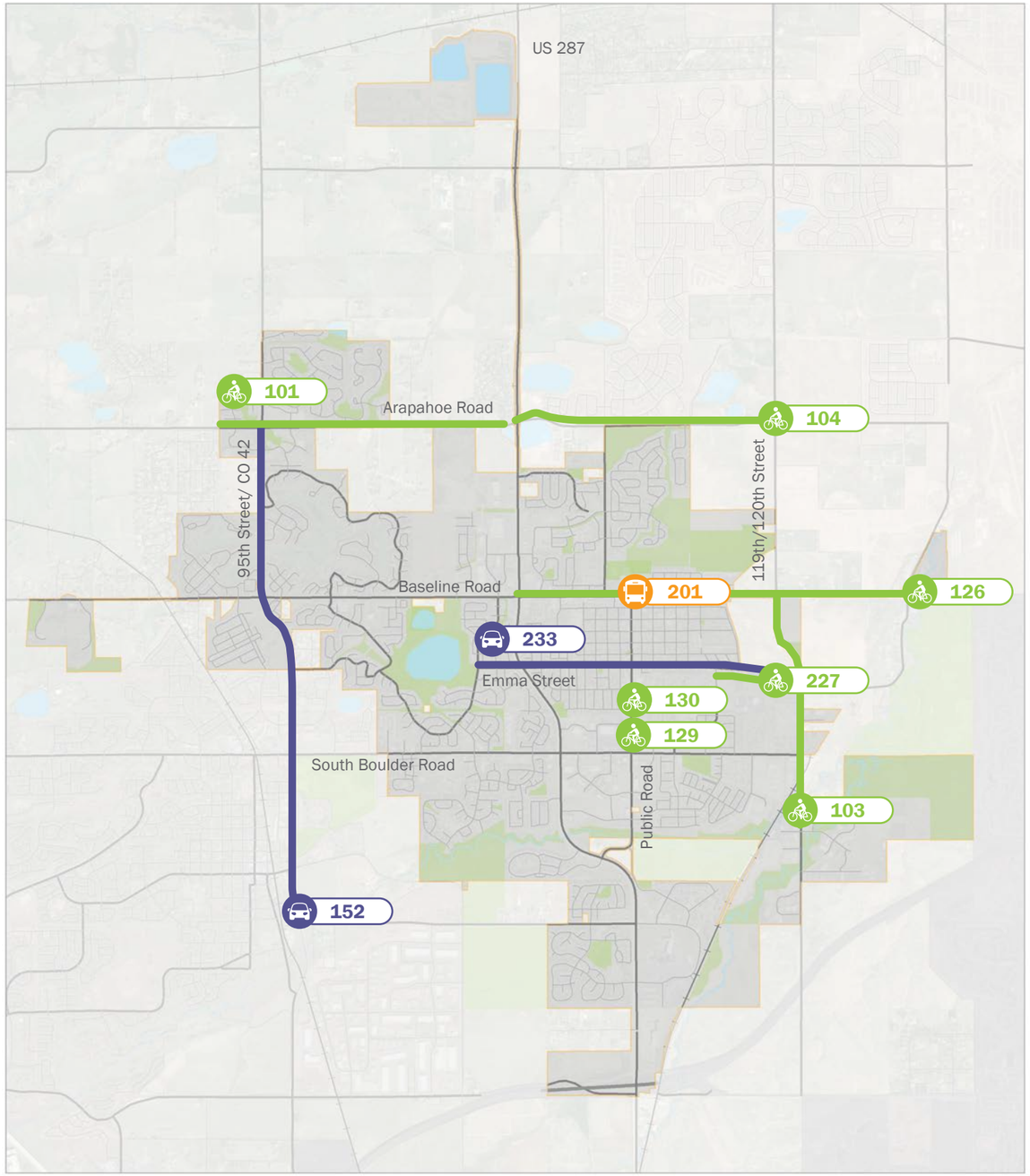
Many of the projects in the Near-term Plan involve bringing Lafayette's transportation infrastructure to a maintainable level, leaving minimal funding to complete capital improvements. The phasing plan presented in the previous section is based on a $2 million annual budget for transportation maintenance and capital projects. If additional transportation funding and staff resources were available, the City could expedite the completion of more projects in the Near-term Plan, beyond maintenance activities and the capital project commitments that are already in place. The "Top 10" projects listed below are candidate projects to move into the Near-term Plan, if additional funding is available. These projects were identified based on their importance in achieving the transportation goals and using the prioritization approach previous described. The next priority project list will evolve following the completion of the Safety Action Plan and various corridor studies. The list of next priority projects should be revisited and prioritized annually during the budgeting process.

Table 8: Top 10 Next Priority Projects

Project #	Modal Plan	Project Type	Location	Project Description	Goals Addressed: Modes Improved	Collaboration	Connectivity	Efficiency	Equity	Environmental	Safety	State of Good Repair
103	Bike Ped	Multi-Use Path/Trail	120th St (Coal Creek to Burlington Trail)	Trail extension	🚶 🚲	✓	✓			✓	✓	
104	Bike Ped	Missing Links	Arapahoe Rd	Arapahoe Rd Trail Connections between US 287 and 119th St including crossing enhancements	🚶 🚲	✓	✓	✓		✓	✓	
126	Bike Ped	Study/Plan	Baseline Rd	Baseline Rd Corridor Study (East, US 287 to east city limit)	🚶 🚲 🚌 🚗	✓	✓	✓	✓	✓	✓	✓
129	Bike Ped	Intersection Improvements	Public Rd	Public Rd and City Center Dr Intersection Improvements (Study/Design)	🚶 🚲 🚌 🚗	✓		✓	✓		✓	✓
152	Street	Corridor Improvements	CO 42	Complete EIS and 60% design for Future 42 recommendations	🚶 🚲 🚌 🚗	✓	✓	✓			✓	
201	Transit	BRT Station	CO 7	CO 7/Baseline Rd and Public Rd intersection station design and construction	🚶 🚲 🚌 🚗	✓	✓		✓	✓	✓	
101	Bike Ped	Corridor Improvements	Arapahoe Rd	Arapahoe Rd Multimodal Improvements (West, west city limit to US 287)	🚶 🚲 🚌 🚗	✓	✓	✓	✓	✓	✓	✓
130	Bike Ped	Intersection Improvements	Public Rd	Public Rd and City Center Cir Intersection Improvements (Construction)	🚶 🚲 🚌 🚗	✓		✓	✓		✓	✓
233	Street	Study/Plan	Emma St	Corridor study Waneka Lake Trail to 120th St	🚶 🚲 🚌 🚗		✓	✓	✓	✓	✓	
227	Bike Ped	Missing links	Emma St	Connect Willoughby to the rest of town, from Canterbury to Merlin	🚶 🚲		✓		✓		✓	

Modes: Street Transit Bicycle Pedestrian

Figure 20: Top 10 Next Priority Projects



Strategy and Action Implementation

The Planning Framework (Chapter 4) establishes Lafayette's transportation goals and identifies supporting strategies and actions. Many of the strategies are ongoing, particularly those involving collaboration. Likewise, many of the actions are underway, or are included in the Near-Term Implementation Plan. Actions that have committed funding are listed below, followed by top priorities for future funding.

In Progress Action

Boulder County Regional Transportation Demand Management (TDM) Plan and Bikeshare feasibility study both address portions of micromobility services, addressing these actions:

- **3.2.5** – Explore micromobility services and assess potential service model options.
- **4.2.3** – Develop a Transportation Demand Management (TDM) Program for local residents and employers.

Land Use Code rewrite project will modernize the City's parking requirements, addressing this action:

- **3.2.7** – Evaluate new Land Development Code requirements for shared and unbundled parking requirements.

DRCOG has agreed to retime a significant number of the signals Lafayette is responsible for along South Boulder Road (Project 176). Additionally, this project will incorporate a new signal at 120th and South Boulder Road. Two other outlying traffic signals will need to be integrated with the City's signal timing program, supporting this action:

- **4.2.1** – Create a citywide signals optimization plan that improves multimodal level of service at signalized intersections.

The Lafayette Urban Renewal Authority is beginning a visioning exercise in late 2023 that will curbside and back-of-curb improvements, addressing this action:

- **5.2.4** - Pursue streetscape improvements along the main streets in Old Town (e.g. S. Public Road, East Simpson Street, and Baseline Road) that further develop the eclectic and unique character of Old Town.

Lafayette's Climate Action Plan will consider incorporating the Envision Framework, addressing this action:

- **5.2.9** - Explore the potential use of a sustainability-oriented evaluation framework, such as Envision (a sustainability rating system for infrastructure), to inform more sustainable infrastructure investment.

The City of Lafayette is just getting an asset management program off the ground. There is currently funding to partially inventory transportation assets, but full implementation is not yet funded. The program is also intended to track requests and changes, and will address these actions:

- **7.2.1** - Develop an Asset Management Program to track the life cycles and conditions of assets (e.g., pavement, signal equipment, sidewalks, culverts, curb ramps, signs, and/or other critical transportation infrastructure).
- **7.2.5** - Develop a method to track community requests and changes to the system.

Near Term Action (funded):

The Highway Safety Improvement Program (HSIP) Missing Links in 2025 will install as many priority sidewalk links as we can with the funding allocation (Project 210) New sidewalks are the adjacent property owners by code. The city will prioritize additional projects as funding allows. The city has over 40 miles of missing links so significant additional funding is needed to complete this action.

- **2.2.1** - The City will build missing links in the transportation network including sidewalks, trails, and bicycle facilities.

There is funding towards a city wide update to the ADA Transition Plan funded in 2023 (Project 215). This is intended to be city-wide and additional resources may be needed to develop a full transition to equitable facilities and will address this action.

- **3.2.3** - Update an ADA Transition Plan that includes a citywide self-assessment and ADA inventory in partnership with the Boulder County Mobility for All Coalition.

Boulder County has been awarded a grant for a Southeast Boulder County Superflex Expansion (Project 206). The service is intended to provide an additional bus to service a larger service area including all of Lafayette and nearby communities. If successful, additional resources will be required to keep the expanded service running, addressing this action:

- **3.2.4** - Evaluate the Ride Free Lafayette service area and consider expansions that connect to fixed-route transit service. Promote Ride Free Lafayette at bus stops/stations and in locations that can help improve ridership.

The Safety Action Plan (Project 175) will determine the need for a Neighborhood Speed Mitigation Project and create it if needed. The entire program will begin by prioritizing city efforts where the safety improvement will be the highest, addressing this action:

- **3.2.6** - Create a Neighborhood Speed Mitigation Program to ensure City resources are used equitably and efficiently in responding to requests.

Boulder County Safe Routes to School Action Plan Grant will use Lafayette Elementary as a primary school to develop a walk audit protocol for Boulder Valley Schools, create a project list including feasibility analysis, and set up the framework for other schools to go through the same process (Project 144). Additional resources may be needed to perform walk audits and project lists on other schools, addressing this action:

- **6.2.5** - Partner with BVSD and Boulder County to create a Safe Routes to School (SRTS) Plan that identifies high-priority projects that can be funded through CDOT's SRTS grant program.

The Land Use Code Rewrite project will update all zoning regulations and will address this action:

- **7.2.4** - Update the City's design standards and municipal codes as they pertain to the design of public spaces.

Near Term Priority Actions (unfunded):

Create a bicycle facility map and low stress network map (Project 249), addressing this action:

- **5.2.1** - Update the City's design standards and municipal codes as they pertain to the design of public spaces.

Pedestrian Crossing Guidelines that are specific to Lafayette need to be created (Project 214). Currently the City does not have staff available for data collection, so this will need to be considered and collaborated with the asset management effort, to address this action:

- **6.2.3** - Develop pedestrian crossing guidelines to enhance safety for bicycles and pedestrians particularly around high activity locations, and to prioritize locations for funding (include removal of crossings also).

The City's Standards/Specifications update may take multiple document updates including our city standards, specifications, and multiple guidelines (including the pedestrian crossing guidelines). Project 226 would be the City's top priority when additional staff or monetary resources become available and would address this action:

- **7.2.2** - Update regulatory standards for the City's streets that provide for an enhanced public realm that is functional for all users, reflects the community's aesthetic values, and supports vibrant public spaces.

- **7.2.4** - Update the City's design standards and municipal codes as they pertain to the design of public spaces.

Future Actions (unfunded):

An effort to create a regional bicycle commuting map would be led by Boulder County with support from Lafayette. This effort is unfunded, but would support this action:

- **5.2.8** - Collaborate with Boulder County to create a Bicycle Commuting Plan with prioritized commuting routes and programs/incentives for residents to commute by bike.

A pavement marking program would be a follow-up action after the City's transportation assets are inventoried, the condition is assessed, and transportation assets have enough maintenance resources allocated to make expansion possible, addressing this action:

- **7.2.7** - Increase maintenance resources for innovations with the annual street pavement program such as green pavement markings, and separated bicycle facilities using low cost devices.

Corridor Profiles

The MMTP identifies 11 key corridors as important mobility corridors that have substantial travel demand, have at least several miles of continuity, and provide important connections between Lafayette and neighboring communities. The 11 corridors are shown on **Figure 21**. Each corridor profile includes an overview of the current transportation facilities and travel patterns, current and future land uses; identifies partners and opportunities; and provides corridor specific public input. The recommended projects are depicted on the corridor map and the anticipated project phasing is presented in a table format.

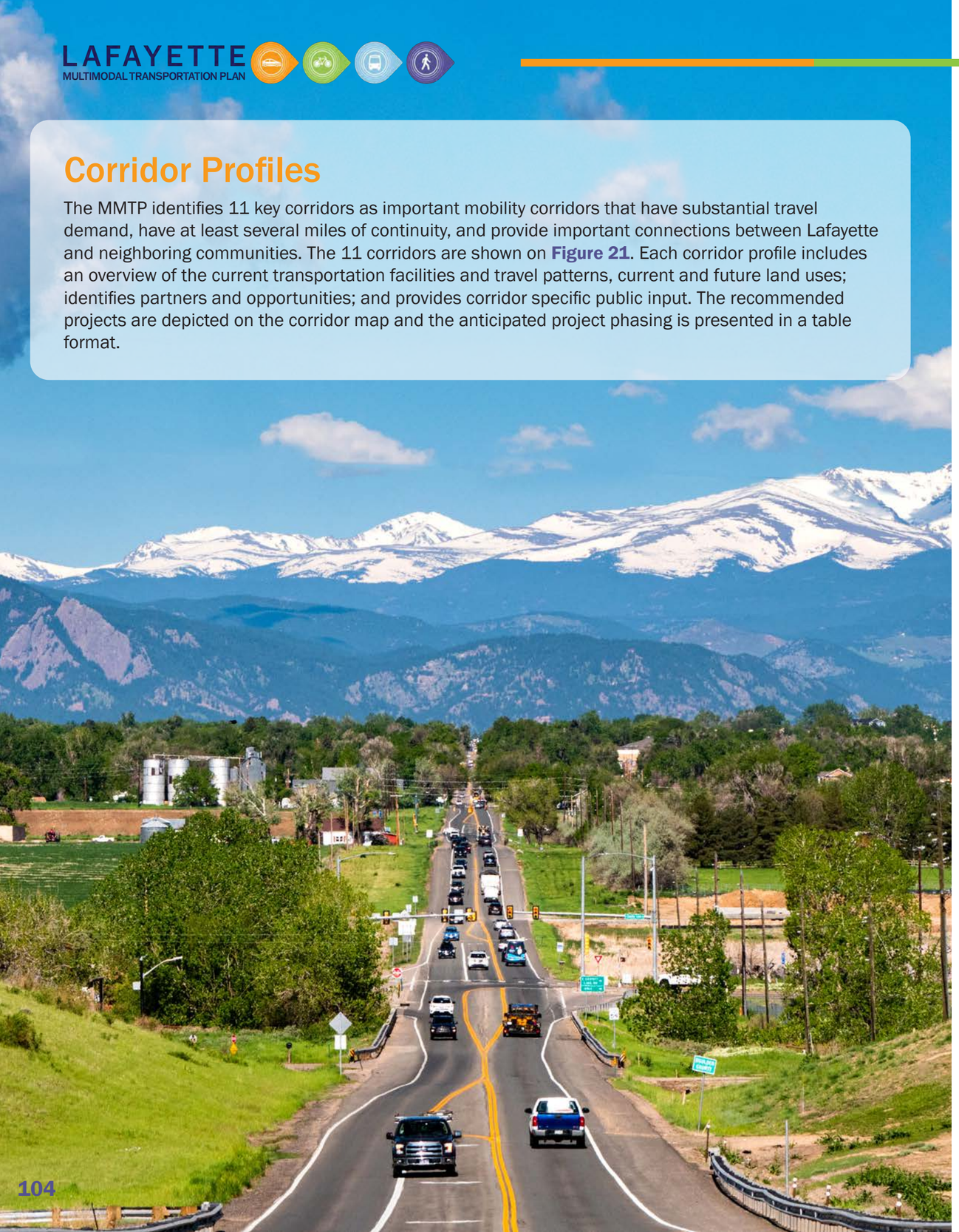
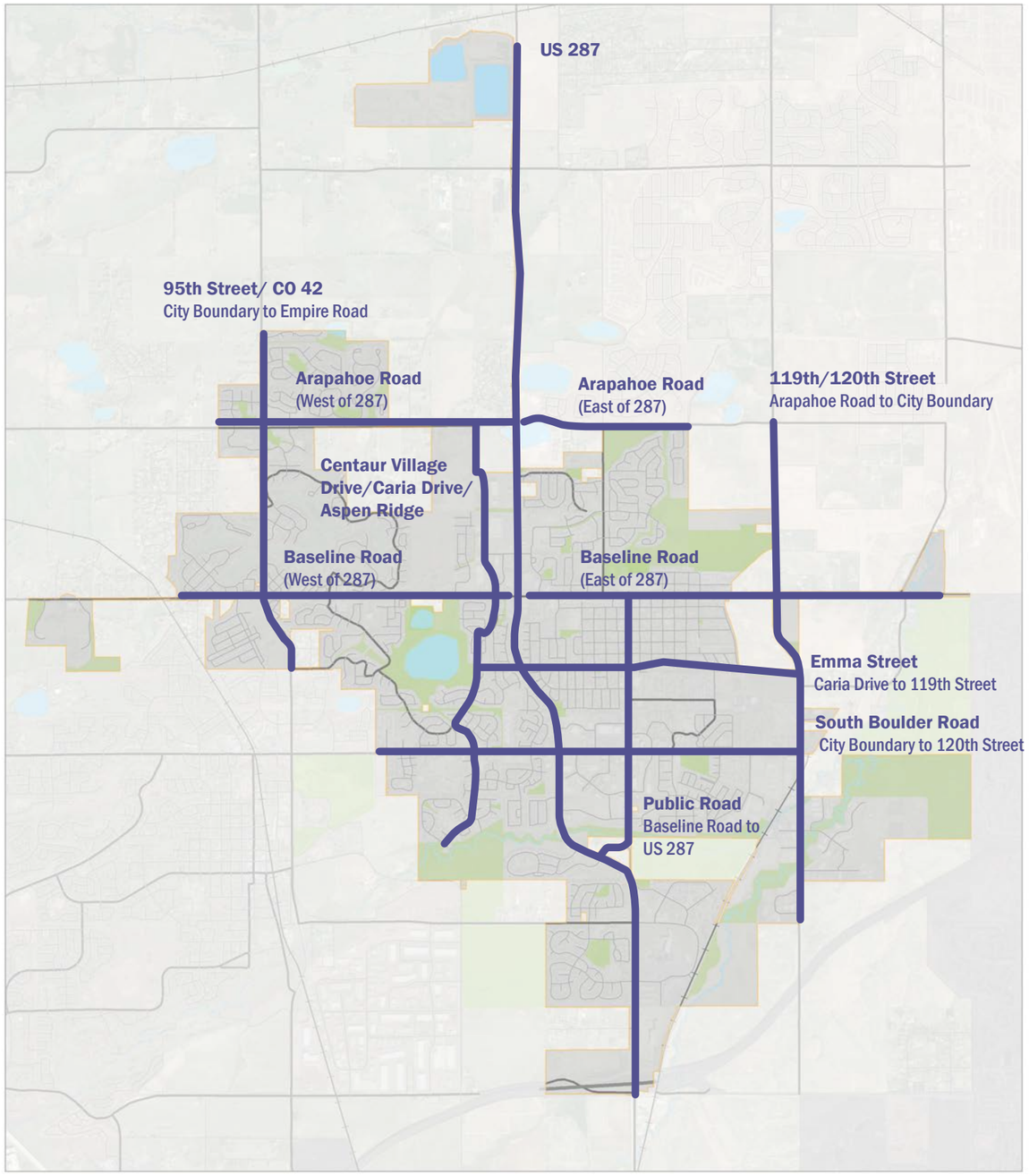
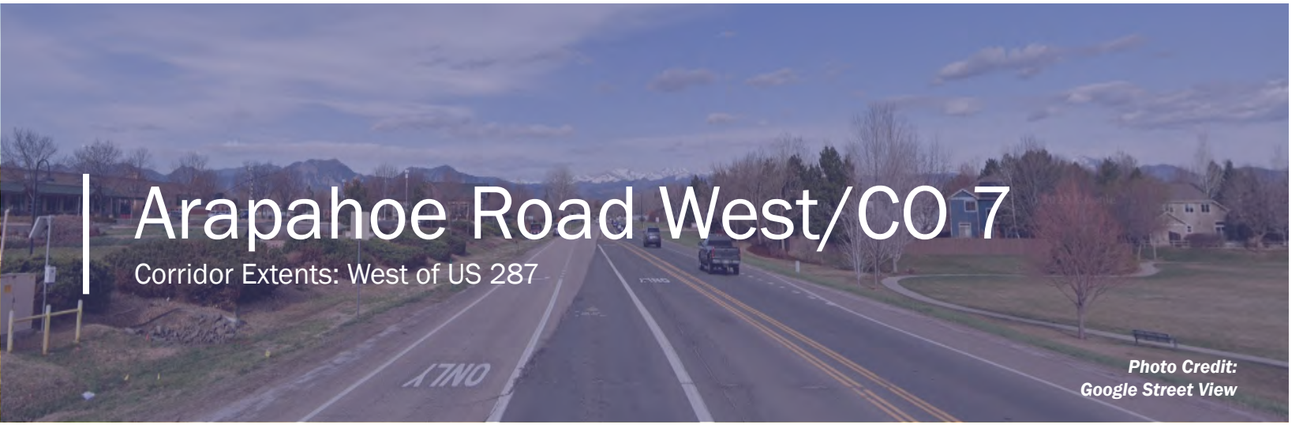


Figure 21: Corridor Profiles





Arapahoe Road West/CO 7

Corridor Extents: West of US 287

Photo Credit: Google Street View

Existing

Overview:

Arapahoe Road/CO 7 (west of US 287) is a state highway owned and maintained by CDOT. The corridor is a primary east-west corridor serving regional travel through Boulder County. The corridor generally includes one vehicular travel lane in each direction with additional turn lanes at the major intersections. Sidewalks are discontinuous and the corridor does not include bicycle facilities. RTD's JUMP route runs along the corridor.

Major Connections:

- 95th Street/CO 42
- US 287

Partners:

- CDOT
- Boulder County

Opportunities:

Completing recommendations from the CO 7 PEL including dedicated multi-use facilities and implementing bus rapid transit (BRT) service.

Public Input:

Arapahoe Road/CO 7 (west of US 287) was rated as the #1 corridor (out of 10) in greatest need of improvement; over 35% of survey respondents rated the corridor as #1, with another 25% rating it as their #2 or #3 corridor.

Street Type

Regional Connector

Modal Priority

Medium	Medium	High	High	High

Surrounding Land Uses:

The central portion of the corridor includes estate homes in the unincorporated county. The far east end includes an undeveloped property on the southwest corner and Silo neighborhood, under construction as of 2023. The west end of the corridor includes suburban neighborhoods with low-scale commercial uses and some attached homes at the intersection of North 95th Street.

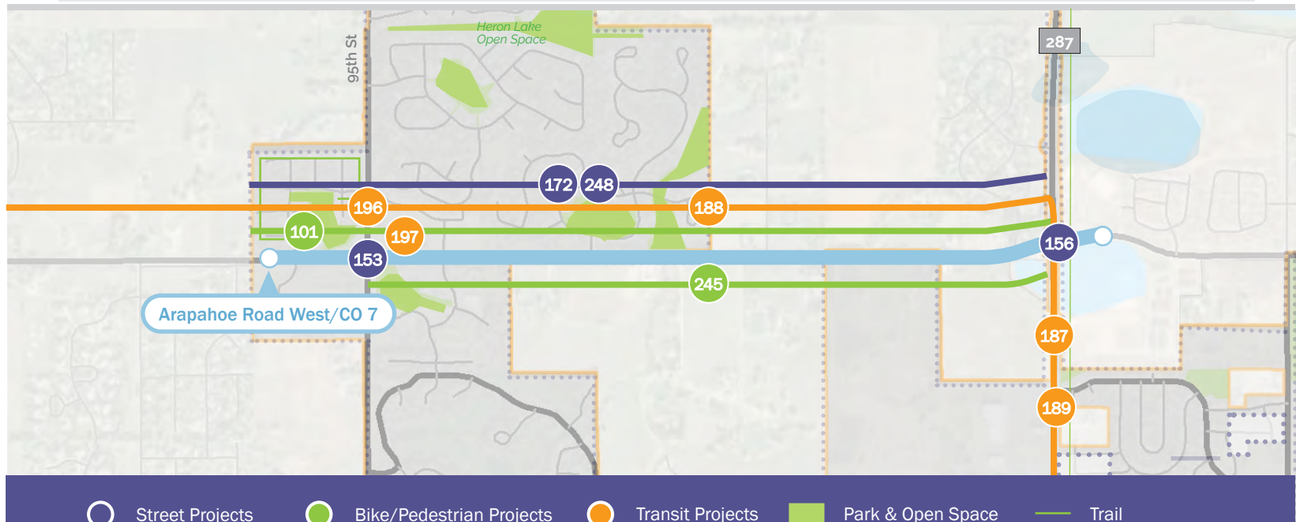
Future Land Use Considerations

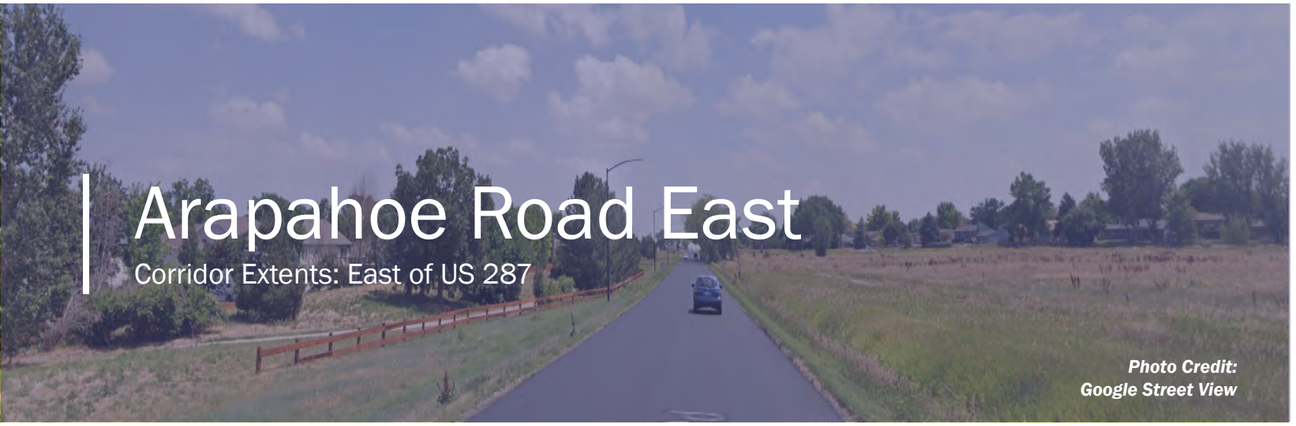
The City anticipates a moderate amount of near-term change along the corridor. The Silo neighborhood includes roughly 80 acres along the south side of Arapahoe a quarter mile west of Highway 287. The Silo neighborhood will include over 400 detached and attached homes. Just east of Silo is the 36-acre Lafayette Marketplace that, if annexed, may include several mid-rise apartment buildings centered around commercial space. The Marketplace neighborhood would be served by the planned Bus Rapid Transit service.

Corridor Recommendations

$ = $0 to $250,000; $$ = $250,000 to $1M; $$$ = $1M to $5M; $$$$ = $5M to $10M; $$$$$ = $10M+

Project # & Modal Plan	Project Type	Location	Project Description	Cost	Lafayette's Role	Partners
			In-Progress Projects			
172	Study/Plan	Arapahoe Rd (CO 7)	CDOT CO 7 Segment B Study (Arapahoe Rd, west city limit to US 287)	$$	Partner	CDOT, Boulder County, Louisville
			Near-term Plan			
189 *Part of Near, Mid, Longterm & Future Plans*	Regional BRT	CO 7	CO 7 BRT on-going costs	-	Support	Boulder County, CDOT, RTD
153	Intersection Improvements	95th St (CO 42) and Arapahoe Rd (CO 7)	Intersection improvements based on CDOT's intersection design	$$$	Support	CDOT, Boulder County
187	Regional BRT	CO 7	CO 7 BRT start up costs to Boulder County	$$$$	Support	Boulder County, CDOT, RTD
			Mid-term Plan			
101	Corridor Improvements	Arapahoe Rd	Arapahoe Rd Multimodal Improvements (West, west city limit to US 287)	$	Support	CDOT, RTD
196	Study/Plan	CO 7, CO 42	CO 7/Arapahoe Rd and CO 42/95th St Station Area Plan	$	Support	Boulder County, CDOT, RTD
188	BRT Station	CO 7	CO 7 capital investment (bus stops) west of 287 on Arapahoe	$	Lead	Boulder County, CDOT, RTD
			Long-term Plan			
197	Mobility Hub	CO 7, CO 42	CO 7/Arapahoe Rd and CO 42/95th St Improvements	$$	Support	Boulder County, CDOT, RTD
248	Corridor improvements	CO 7	Corridor improvements (follow up on corridor study)	$$$$	Support	CDOT, Boulder County
			Future Plan			
156	Intersection improvements	US 287 and Arapahoe Rd (CO 7)	Safety, operational, and BRT improvements	$$	Support	CDOT
245	Corridor Improvements	Arapahoe Rd (CO 7) from US 287 to CO 42 (95th)	Implement Bike treatment facility on CO 7 between 95th & 287	$$	Support	CDOT, Boulder County





Arapahoe Road East

Corridor Extents: East of US 287

Photo Credit: Google Street View

Existing

Overview:

Arapahoe Road (east of US 287) is a rural road, primarily owned and maintained by the Town of Erie. The corridor is an east-west corridor serving the communities of Lafayette and Erie. The corridor includes one vehicular travel lane in each direction with additional turn lanes at the major intersections. Sidewalks are discontinuous and the corridor does not include bicycle facilities. RTD's JUMP route runs along the corridor.

Major Connections:

- US 287
- 111th Street
- 119th Street

Partners:

- Boulder County
- Town of Erie

Opportunities:

Implementing recommendations from the SIU Segment C Study (anticipated completion is June 2023).

Public Input:

Arapahoe Road (east of US 287) was rated as the #7 corridor (out of 10) in greatest need of improvement.

Street Type

Community Connector

Modal Priority

Medium	Medium	High	Medium	Medium

Surrounding Land Uses:

Located in the Town of Erie, the northeast corner of Arapahoe and Highway 287 includes a grocery anchor and the southeast includes a hardware store anchor; each of these incorporated various commercial pad sites along the perimeters. The north side of Arapahoe Road heading east includes residential neighborhoods with suburban, detached homes that transition to open space towards 119th Street. The City of Lafayette's open space spans most of the southern portion of Arapahoe Road from 111th to 119th Streets.

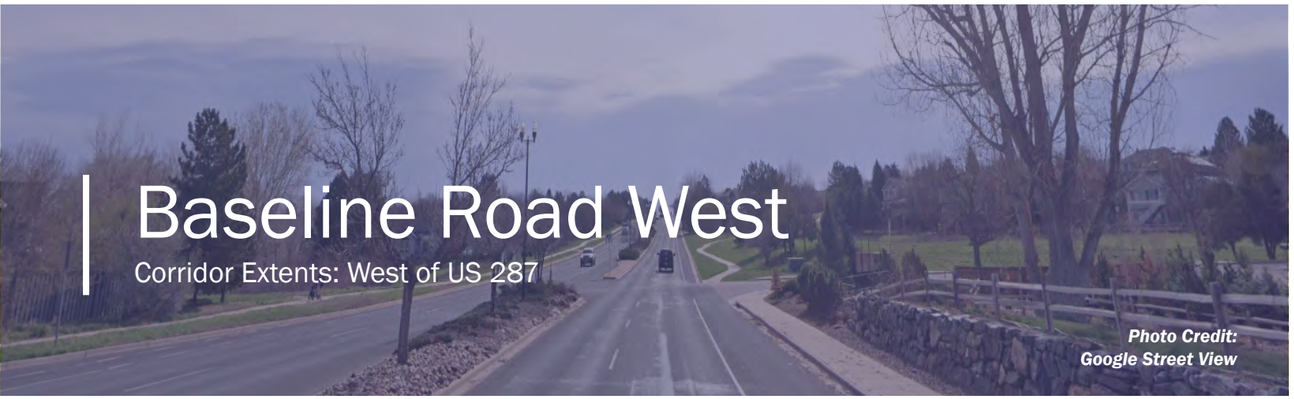
Future Land Use Considerations:

The City's Comprehensive Plan planning area extends to the south portion of Arapahoe between 111th and 119th Streets, and those properties include City-owned open space.

Corridor Recommendations

$ = $0 to $250,000; $$ = $250,000 to $1M; $$$ = $1M to $5M; $$$$ = $5M to $10M; $$$$$ = $10M+

Project # & Modal Plan	Project Type	Location	Project Description	Cost	Lafayette's Role	Partners
In-Progress Projects						
173	Intersection Improvements	Arapahoe Rd and 111th St	111th St and Arapahoe Rd Construction of Intersection Improvements	$$	Support	Erie, CDOT
Near-term Plan						
104	Missing Links	Arapahoe Rd	Arapahoe Rd Trail Connections Between US 287 and 119th St including crossing enhancements	$$$	Support	Boulder County, Erie
208	Local transit	Boulder to Lafayette Park-n-Ride & Erie Community Center	RTD SOP 225/225T recommendations	$$$	Support	RTD
Mid-term Plan						
229	Corridor Improvements	Arapahoe Rd	Multimodal corridor improvements from Beasley St to 119th St	$$$$	Support	Erie, CDOT
Future Plan						
156	Intersection Improvements	US 287 and Arapahoe Rd (CO 7)	Safety, operational, and BRT improvements	$$	Support	CDOT
231	Intersection Improvements	Arapahoe Rd & 119th St	Intersection improvements to address safety and multimodal mobility (roundabout or traditional)	$$$	Support	Erie, CDOT
232	Enhanced Crossing	Arapahoe Rd & Boulder Canyon Creek Trail	Pedestrian underpass	$$$$	Support	Erie, CDOT
237	Enhanced Crossing	Arapahoe at South Boulder Canyon	South Boulder Canyon Creek @ Arapahoe (E/O 111th)	$$	Support	Boulder County, Erie



Baseline Road West

Corridor Extents: West of US 287

Photo Credit: Google Street View

Existing

Overview:

Baseline Road (west of US 287) is a primary east-west corridor serving local and regional travel through the City of Lafayette and Louisville. The corridor generally includes two vehicular travel lanes in each direction with additional turn lanes at the major intersections. Sidewalks are mostly complete along the corridor and the corridor includes on-street bicycle lanes. RTD's 225 and 228 routes service the corridor.

Major Connections:

- 95th Street/CO 42
- Indian Peaks Drive
- Aspen Ridge Drive/Caria Drive
- US 287

Partners:

- City of Louisville
- Boulder County

Opportunities:

Enhancing bicycle and pedestrian crossings of Baseline Road.

Public Input:

Baseline Road (west of US 287) was rated as the #8 corridor (out of 10) in greatest need of improvement.

Street Type

Community Corridor

Modal Priority

High	High	High	Medium	Medium

Surrounding Land Uses:

The corridor includes a mix of larger-scale and neighborhood-scale commercial uses around the Highway 287 intersection. The corridor generally includes suburban neighborhoods with attached homes at the Courtney Intersection. The west end of the corridor includes a handful of large-lot, rural estate homes adjacent to a clustered co-housing development that includes a mix of attached and detached homes.

Future Land Use Considerations:

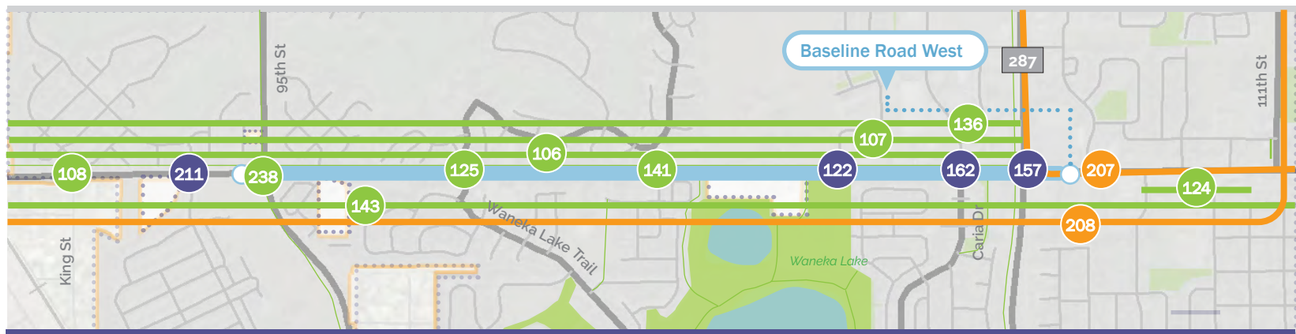
The corridor is envisioned to include a mix of commercial and neighborhood-scale businesses at the intersections of Highway 287 and the southwest corner of N. 95th Street. The remaining portions of the corridor are envisioned as residential neighborhoods.

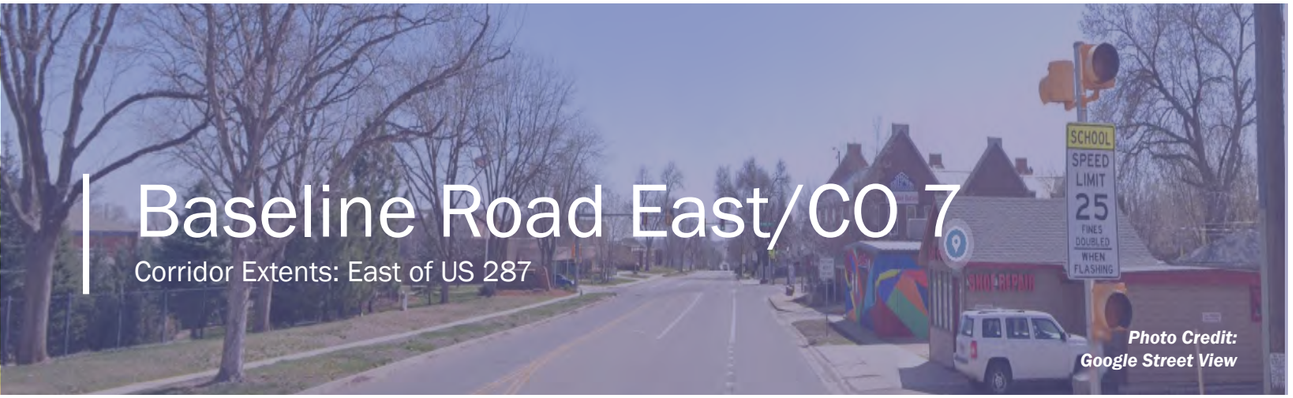
The proposed 40 North neighborhood is located on the north side of Baseline Road approximately a quarter mile west of Highway 287. This neighborhood would include several hundred residential units and a 10-acre school site.

Corridor Recommendations

$ = $0 to $250,000; $$ = $250,000 to $1M; $$$ = $1M to $5M; $$$$ = $5M to $10M; $$$$$ = $10M+

Project # & Modal Plan	Project Type	Location	Project Description	Cost	Lafayette's Role	Partners
Near-term Plan						
141	Enhanced Crossing	Baseline & Gold Hill	Installation of Pedestrian Hybrid Signal (HAWK)	$	Lead	None
143	Study/Plan	South Boulder Rd or Baseline - Lafayette to Boulder	Identify routes and next steps for a protected bikeway connecting Lafayette/Louisville and Boulder	$$	Support	Boulder County, Louisville, Boulder
207	Local transit	Boulder to Lafayette Park-n-Ride	RTD SOP JUMP X recommendations	$$$	Support	RTD
208	Local transit	Boulder to Lafayette Park-n-Ride & Erie Community Center	RTD SOP 225/225T recommendations	$$$	Support	RTD
211	Signals	Baseline Rd and Roser Dr	Signalize intersection	$$	Lead	None
Mid-term Plan						
122	Intersection Improvement	Baseline Rd	Baseline Rd Enhanced Crossing at Anna Thomas Pkwy	$$	Lead	Primrose School of Lafayette
Long-term Plan						
106	Study/Plan	Baseline Rd	Baseline Rd Corridor Study (West City Limit to US 287)	$$	Lead	Boulder County, RTD
125	Enhanced Crossing	Baseline Rd	Baseline Rd and Indian Peaks Dr Intersection Improvements	$$	Lead	RTD
Future Plan						
107	Missing Links	Baseline Rd	Baseline Rd Bike and Pedestrian Missing Links (West)	$$	Lead	Boulder County, RTD
108	Intersection Improvements	Baseline Rd	Baseline Rd and King St Intersection Improvements	$	Lead	RTD
124	Missing Links	Baseline Rd (Carr to Hopkins)	Baseline Rd Alley Improvements	$	Lead	None
136	Corridor Improvements	Baseline Rd	Baseline Rd Separated Bike Facility (West of US 287)	$$	Lead	Boulder County, RTD
238	Intersection Improvements	Baseline & CO 42	Construction of Baseline & CO 42	$$$$$	Support	CDOT, Boulder County
157	Intersection Improvements	US 287 and Baseline Rd (CO 7)	Safety, operational, and BRT improvements	$$	Support	CDOT, Boulder County
162	Intersection Improvements	Baseline Rd and Caria Drive	Safety improvements	$$	Lead	Boulder County





Baseline Road East/CO 7

Corridor Extents: East of US 287

Photo Credit: Google Street View

Existing

Overview:

Baseline Road/CO 7 (east of US 287) is a state highway owned and maintained by CDOT. The corridor is a primary east-west corridor serving local travel in Lafayette and regional travel through Boulder County. The corridor generally includes one vehicular travel lane in each direction with a center turn lane and additional turn lanes at the intersections. Some gaps in the sidewalks exist and the corridor does not include bicycle facilities. RTD's 225, LD, JUMP and DASH routes runs along the corridor.

Major Connections:

- US 287
- Crossing Drive
- 111th Street
- Public Road
- 119th Street

Partners:

- CDOT
- Boulder County

Opportunities:

Completing recommendations from the CO 7 PEL including dedicated multi-use facilities and implementing bus rapid transit (BRT) service.

Public Input:

Baseline Road (east of US 287) was rated as the #2 corridor (out of 10) in greatest need of improvement; over 15% of survey respondents rated the corridor as #1, with another 28% rating it as their #2 or #3 corridor.

Street Type

Regional Connector

Modal Priority

Medium	Medium	High	High	High

Surrounding Land Uses:

The corridor includes a large commercial anchor with various pad sites at the northeast corner of Highway 287. Low-scale commercial and some attached and detached homes are located along the south side of Baseline Road, with detached homes and public uses along the north side (e.g., library, recreation center, school). The east end of the corridor includes a mix of townhomes and an assisted living center.

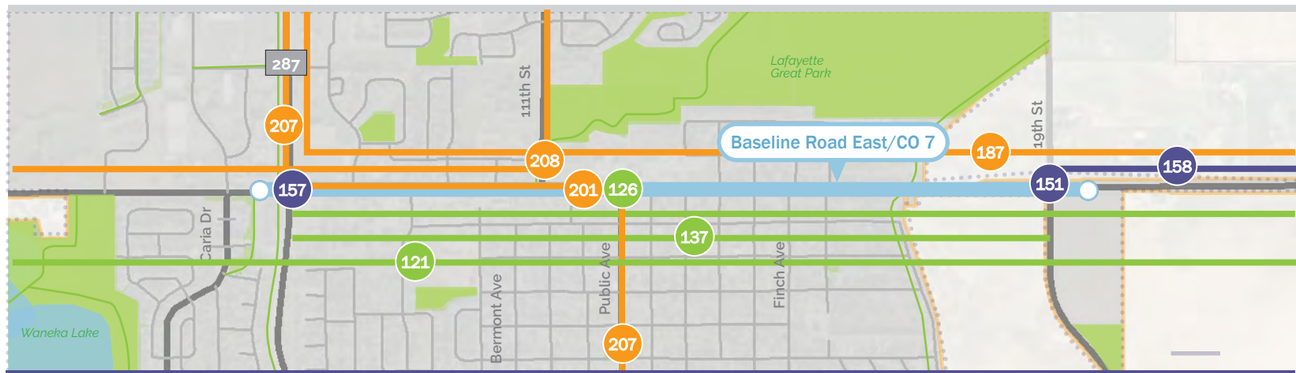
Future Land Use Considerations:

Two parcels on the east end of the corridor (approximately 80 acres outside the city) are envisioned as new, walkable neighborhoods with varying housing types with neighborhood-serving mixed-use areas at the intersection of 119th Street. These properties will form a future edge and gateway into the city, and be served by Bus Rapid Transit service.

Corridor Recommendations

$ = $0 to $250,000; $$ = $250,000 to $1M; $$$ = $1M to $5M; $$$$ = $5M to $10M; $$$$$ = $10M+

Project # & Modal Plan	Project Type	Location	Project Description	Cost	Lafayette's Role	Partners
In-Progress Projects						
151	Intersection Improvements	120th St/119th St and Baseline Rd (CO 7) intersection	Intersection improvements based on CDOT's intersection design	$$	Lead	CDOT, Erie
Near-term Plan						
121	Missing Links	Baseline/CO 7 East	Baseline Rd Bike and Pedestrian Missing Links (East)	$	Support	CDOT
126	Study/Plan	Baseline Rd	Baseline Rd Stscape Improvements (East, US 287 to east city limit)	$$	Support	CDOT
187	Regional BRT	CO 7	CO 7 BRT start up costs to Boulder County	$$$$	Support	Boulder County, CDOT, RTD
207	Local transit	Boulder to Lafayette Park-n-Ride	RTD SOP JUMP X recommendations	$$$	Support	RTD
208	Local transit	Boulder to Lafayette Park-n-Ride & Erie Community Center	RTD SOP 225/225T recommendations	$$$	Support	RTD
Mid-term Plan						
137	Corridor Improvements	Baseline Rd	Baseline Rd Separated Bike Facility (East of US 287)	$$	Support	CDOT
201	BRT Station	CO 7	CO 7/Baseline Rd and Public Rd station design and construction	$$$	Support	Boulder County, CDOT, RTD
Future Plan						
157	Intersection Improvements	US 287 and Baseline Rd (CO 7)	Safety, operational, and BRT improvements	$$	Support	CDOT
158	Corridor improvements	Baseline Rd (CO 7), 119th St to County Line Rd	Rd widening for four travel lanes, widened shoulder, and shared use path	$$$$	Support	CDOT, Town of Erie



Emma Street

Corridor Extents: Caria Drive to 119th Street

Photo Credit: Google Street View

Existing

Overview:

Emma Street is a primary street serving local travel in Lafayette. The corridor connects Waneka Lake Park at Caria Drive to 120th Street, through downtown Lafayette. The corridor generally includes one vehicular travel lane in each direction with a center turn lane and on-street parking. Minor gaps in the sidewalks exist and the corridor includes bicycle lanes between Caria Drive and Longmont Avenue. Emma Street is one of the few grade-separated crossings of US 287. No transit runs along the corridor.

Major Connections:

- US 287
- Crossing Drive
- 111th Street
- Public Road
- 119th Street

Partners:

- CDOT
- Boulder County

Opportunities:

Given Emma Street's central location and connections to Waneka Lake Park, downtown Lafayette, and neighborhoods, there is an opportunity to improve multimodal facilities along Emma Street.

Public Input:

Emma Street was rated as the #9 (out of 10) corridor in greatest need of improvement. Many survey respondents indicated the desire reduce vehicular travel speeds, and enhance the sidewalks, bike lanes, and overall condition of Emma Street.

Street Type

Neighborhood Connector

Modal Priority

High	High	Medium	Low	Low

Surrounding Land Uses:

The corridor primarily includes detached homes with some attached homes along the west end and manufactured homes along the east end. The center of the corridor includes low-scale commercial uses at the intersection of Public Road.

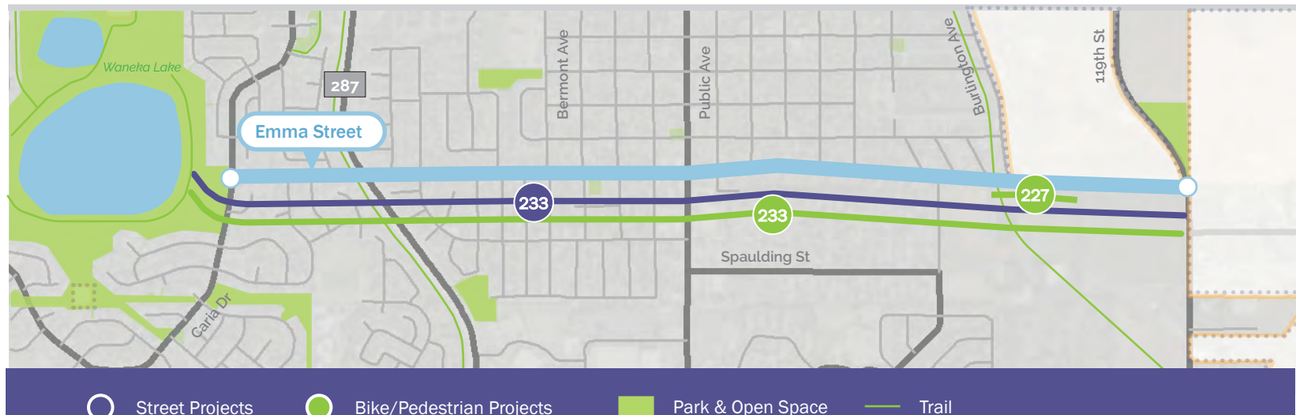
Future Land Use Considerations:

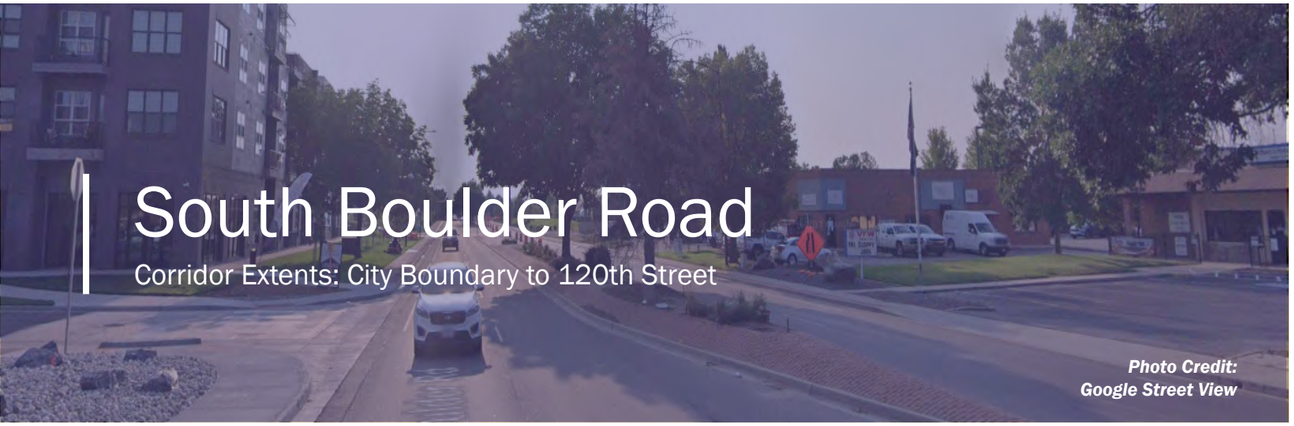
The intersection of Public Road and Emma Street is envisioned as a mixed-use, either reusing buildings or transforming them with active ground-floor uses and residential and other second-floor uses. The east end of Emma Street will see the most activity through a new affordable housing neighborhood (Willoughby Corner) and a new neighborhood at the northwest side of the 119th Street intersection. The new neighborhood is envisioned as a new, walkable neighborhood with varying housing types with neighborhood-serving mixed-use areas at the intersection of 119th Street and Baseline Road.

Corridor Recommendations

$ = $0 to $250,000; $$ = $250,000 to $1M; $$$ = $1M to $5M; $$$$ = $5M to $10M; $$$$$ = $10M+

Project # & Modal Plan	Project Type	Location	Project Description	Cost	Lafayette's Role	Partners
Near-term Plan						
227 *Part of Near and Midterm Plans*	Missing Links	Emma St	Connect Willoughby to the rest of town, from Canterbury to Merlin	$$$	Lead	None
Mid-term Plan						
233	Study/Plan	Emma St	Corridor study Waneka Lake Trail to 120th St	$$	Lead	None
Long-term Plan						
247	Corridor Improvements	Emma St	Corridor Improvements (follow up on corridor study)	$$$	Lead	None





South Boulder Road

Corridor Extents: City Boundary to 120th Street

Photo Credit: Google Street View

Existing

Overview:

South Boulder Road is a primary east-west corridor serving local and regional travel through the City of Lafayette. The corridor generally includes two vehicular travel lanes in each direction with additional turn lanes at the major intersections. Sidewalks are mostly complete along the corridor and the corridor includes on-street bicycle lanes. RTD's DASH route services the corridor.

Major Connections:

- Centaur Village Drive
- US 287
- Public Road
- 120th Street

Partners:

- City of Louisville
- Boulder County

Opportunities:

Enhancing bicycle and pedestrian crossings, particularly near schools and parks. Lafayette is currently conducting a visioning study for South Boulder Road that will set the stage for future improvements.

Public Input:

South Boulder Road was rated as the #5 corridor (out of 10) in greatest need of improvement.

Street Type

Community Connector

Modal Priority

Medium	Medium	High	Medium	Medium

Surrounding Land Uses:

The west side of the corridor includes a mix of neighborhood-scale businesses, two schools, and varying housing types (including apartments in the westernmost area.) The east corners of Highway 287 include a mix of regional and local-scale businesses, with some that are neighborhood-scale (e.g., a small grocer at Public Road). The east end of the corridor mostly includes manufactured housing neighborhoods and industrial uses.

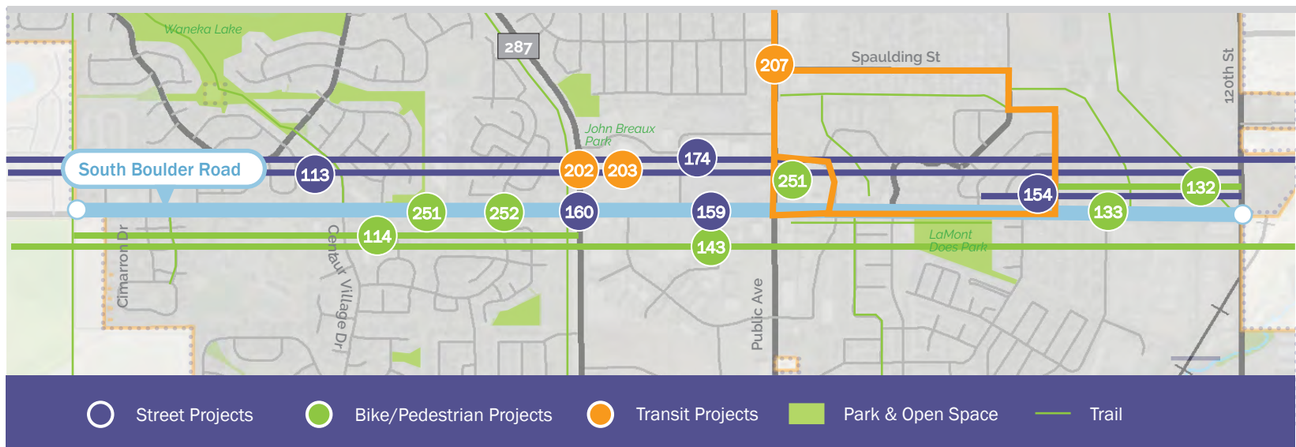
Future Land Use Considerations:

The City's new development regulations, anticipated to be complete in 2024, may lead to redevelopment opportunities for commercial neighborhoods on three corners of Highway 287 and neighborhood centers at Public Road, Centaur Village Drive, and Cimarron Drive. Industrial areas along the east end will have greater flexibility, ideally creating areas of activity centered around outdoor recreation and entertainment. The new regulations will also provide for more protections and stability for the manufactured housing neighborhoods.

Corridor Recommendations

$ = $0 to $250,000; $$ = $250,000 to $1M; $$$ = $1M to $5M; $$$$ = $5M to $10M; $$$$$ = $10M+

Project # & Modal Plan	Project Type	Location	Project Description	Cost	Lafayette's Role	Partners
			In-Progress Projects			
154	Corridor Improvements	South Boulder Rd, Malory Drive to 120th St	Widen, signalize intersection and add 10 foot multi-use path along south side of the roadway	$$$	Lead	**Boulder County, CDOT**
174	Study/Plan	Lafayette to Boulder	South Boulder Rd Visioning Study	$	Support	DRCOG, Boulder County, Louisville, Boulder
			Near-term Plan			
113	Corridor Improvement	South Boulder Rd	South Boulder Rd Corridor Study (Boulder to 119th)	$	Support	DRCOG, Boulder County, Louisville, Boulder
132	Multi-Use Path/Trail	Sir Galahad	Peak to Peak Trail connection between Burlington Trail and Sir Galahad Street	**$**	Lead	Boulder County
143	Study/Plan	South Boulder Rd or Baseline - Lafayette to Boulder	Identify routes and next steps for a protected bikeway connecting Lafayette/ Louisville and Boulder	$$	Support	Boulder County, Louisville, Boulder
207	Local transit	Boulder to Lafayette Park-n-Ride	RTD SOP JUMP X recommendations	$$$	Support	RTD
			Mid-term Plan			
133	Enhanced Crossing	South Boulder Rd	South Boulder Rd Enhanced Crossing at Avalon Ave	$	Lead	RTD
			Future Plan			
114	Corridor Improvements	South Boulder Rd	South Boulder Rd Buffered Bike Lanes (West, west City Limit to US 287)	$	Lead	Louisville, RTD, Boulder County
159	Intersection Improvements	South Boulder Rd and Dixon Ave	Safety and operational improvements	$$	Lead	**None**
160	Intersection improvements	US 287 and South Boulder Rd	Safety and operational improvements	$$	Support	CDOT
202	Study/Plan	US 287	US 287 and South Boulder Rd Station Area planning	$	Support	Boulder County, CDOT, RTD
203	BRT Station	US 287	US 287 and South Boulder Rd Station design and construction	$$$	Support	Boulder County, CDOT, RTD
251	Enhanced Crossing	South Boulder Road and Angevine	Pedestrian crossing improvement	$	Lead	None
252	Enhanced Crossing	South Boulder Road and Minotaur	Pedestrian crossing improvements	$	Lead	None



95th Street/CO 42

Corridor Extents: City Boundary to Empire Road

Photo Credit: Google Street View

Existing

Overview:

95th Street/CO 42 is a north-south corridor on the western side of Lafayette. The corridor is a state highway, owned and maintained by CDOT, between Arapahoe Road/CO 7 to US 287. The corridor includes one vehicular travel lane in each direction with additional turn lanes at the major intersections. Sidewalks are mostly complete within Lafayette. Short segments of the corridor include on-street bike lanes. RTD's 228 route runs through Lafayette.

Street Type

Regional Connector

Modal Priority

Medium	Medium	High	High	High

Major Connections:

- Arapahoe Rd/ CO 7
- Baseline Road

Partners:

- CDOT
- City of Louisville
- Boulder County

Surrounding Land Uses:

The corridor primarily includes suburban neighborhoods, bookended by neighborhood-serving commercial to the north (Arapahoe Road) and south (Baseline Road and Paschal Drive).

Future Land Use Considerations:

Roughly 50 acres of land south of Arapahoe Road is eligible for annexation and anticipated to be a new residential neighborhood with a mix of housing types. Some neighborhood-scale commercial uses are anticipated at the east corners of Baseline Road and Pascal Drive.

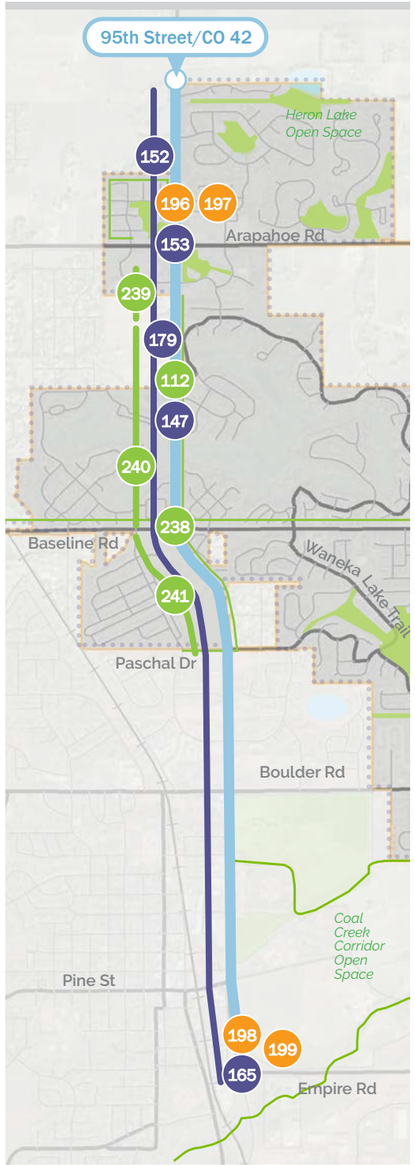
Opportunities:

Implement recommendations from the Future 42 study, including detached sidewalks, protected bike lanes, two travel lanes in each direction, and center raised medians

Public Input:

CO 42 was rated as the #6 corridor (out of 10) in greatest need of improvement.

Corridor Recommendations



$ = $0 to $250,000; $$ = $250,000 to $1M; $$$ = $1M to $5M; $$$$ = $5M to $10M; $$$$$ = $10M+

Project # & Modal Plan	Project Type	Location	Project Description	Cost	Lafayette's Role	Partners
Near-term Plan						
179	Study/Plan	95th St and Indian Peak Trail	Signal warrant study/design	$	Lead	CDOT
112	Intersection Improvements	CO 42 and Indian Peaks	CO 42 and Indian Peaks Trl Traffic Signal	$$	Support	CDOT
153	Intersection Improvements	95th St (CO 42) and Arapahoe Rd (CO 7)	Intersection improvements based on CDOT's intersection design	$$$	Support	CDOT, Boulder County
Mid-term Plan						
152	Corridor improvements	CO 42	Complete EIS and 60% design for Future 42 recommendations	$$$	Support	CDOT, Louisville, Boulder County
196	Study/Plan	CO 7, CO 42	CO 7/Arapahoe Rd and CO 42/95th St Station Area Plan	$	Support	Boulder County, CDOT, RTD
197	Mobility Hub	CO 7, CO 42	CO 7/Arapahoe Rd and CO 42/95th St Improvements	$$	Support	Boulder County, CDOT, RTD
Long-term Plan						
147	Underpass repair	95th Underpass at Indian Peaks	Underpass repair	$$$	Lead	CDOT
Future Plan						
165	Intersection Improvements	US 287 and Empire Rd (CO 42)	Operational improvements	$$	Support	CDOT
198	Study/Plan	US 287	US 287 and CO 42/Empire Rd/ Exempla Circle Station Area Plan	$	Support	Boulder County, Louisville, CDOT, RTD
199	Mobility Hub	US 287	US 287 and CO 42/Empire Rd/ Exempla Circle Improvements	$$	Support	Boulder County, Louisville, CDOT, RTD
238	Intersection Improvements	Baseline & CO 42	Construction of Baseline & CO 42	$$$$$	Support	CDOT, Boulder County
239	Corridor Improvements	CO 42 from North Park/ Dagney to Indian Peaks Trail	Construction of protected bike lanes from CDOT's regional CO & project to Indian Peaks	$$$$$	Support	CDOT, Boulder County
240	Corridor Improvements	CO 42 from Indian Peaks Trail to Baseline	Construction of protected bike lanes	$$$$$	Support	CDOT, Boulder County
241	Corridor Improvements	CO 42 from Baseline to Paschal	Construction of protected bike lanes	$$$$$	Support	CDOT, Boulder County

Centaur Village Drive/Caria Drive/ Diamond Circle

Photo Credit: Google Street View

Existing

Overview:

Centaur Village Drive/Caria Drive/Diamond Circle is a series of local streets serving local travel in Lafayette. Centaur Village Drive provides a key connection to the Coal Creek Trail. The corridor generally includes one vehicular travel lane in each direction and on-street parking. Sidewalks are nearly complete on both sides of the street. The corridor does not include bicycle facilities and no transit runs along the corridor.

Major Connections:

- South Boulder Road
- Baseline Road

Street Type

Neighborhood Connector

Modal Priority

High	High	Medium	Low	Low

Surrounding Land Uses:

The corridor includes a mix of housing types, from single-family homes to apartment complexes. There are neighborhood-scale businesses at the South Boulder Road intersection, Ryan Elementary School, and Centarus High School (within close proximity.) North of Baseline Road, the corridor is home to large-scale commercial and light industrial businesses. There are also several large-format retail stores and streetside pad sites.

Future Land Use Considerations:

The City expects that the corridor will see a moderate amount of change in the near future. The Silo neighborhood, which will include over 400 detached and attached homes, is currently under construction. Just east of Silo is the Lafayette Marketplace, which is a proposed commercial neighborhood that could include several mid-rise apartment buildings centered around commercial space. The Marketplace neighborhood would be served by the planned BRT service. The City expects that the housing areas along the corridor will largely remain stable into the foreseeable future. The City anticipates the commercial and industrial areas to gradually evolve over time to provide a mix of employment, retail, services, and housing, depending on the location.

Opportunities:

Enhance crossings at large intersections and enhanced multimodal facilities to connect the Coal Creek Trail and the Mobility Hub near Arapahoe Road/CO 7. Provide an enhanced parallel route to US 287 for multimodal users.

Public Input:

Many survey respondents indicated the desire reduce vehicular travel speeds on these corridors. Survey respondents would like to see enhance biking facilities, especially along these corridors to connect to nearby schools and community destinations.

Corridor Recommendations

$ = $0 to $250,000; $$ = $250,000 to $1M; $$$ = $1M to $5M; $$$$ = $5M to $10M; $$$$$ = $10M+

Project # & Modal Plan	Project Type	Location	Project Description	Cost	Lafayette's Role	Partners
Future Plan						
162	Intersection Improvements	Baseline Rd and Caria Drive	Safety improvements	$$	Lead	Boulder County
181	Study/Plan	Aspen Ridge/Caria	Study future multimodal needs between Baseline and Arapahoe	$$	Lead	None
243	Study/Plan	Caria/Aspen Ridge	Study Caria/Aspen Ridge for bike trail connection to parallel 287 to the west from Coal Creek to Baseline	$$	Lead	None

US 287

Photo Credit: Google Street View

Existing

Overview:

US 287 is a federal highway owned and maintained by CDOT. The corridor is the primary north-south corridor serving regional travel through Lafayette. The corridor generally includes two vehicular travel lanes in each direction with additional turn lanes at the major intersections. A detached shared use path parallels the roadway to the east. RTD's regional LD service runs along the corridor.

Street Type

Regional Connector

Modal Priority

Medium	Medium	High	High	High

Major Connections

- Arapahoe Rd/ CO 7
- Baseline Road
- South Boulder Road
- Empire Road/CO 42

Partners:

- CDOT

Surrounding Land Uses:

The corridor includes the most intense retail and commercial establishments in Lafayette, which are concentrated along the north end of the corridor and at South Boulder Road. The south end of the corridor includes medical establishments with supporting commercial areas.

Future Land Use Considerations:

The areas of potential near-term change may include the annexation of the 36-acre Lafayette Marketplace (commercial neighborhood), the redevelopment or reuse of the northeast corner of Baseline Road, and the build-out of a commercial area north of the hospital on the south end of the corridor.

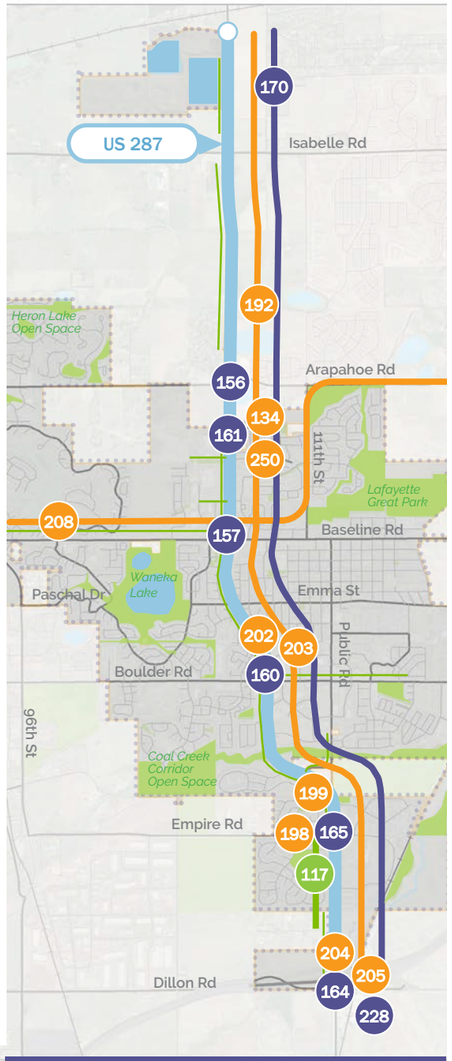
Opportunities:

Implement recommendations from the US 287 Bus Rapid Transit Feasibility Study and the US 287 Vision Zero Safety + Mobility Study (ongoing) including bus rapid transit (BRT) service and safety improvements; grade-separated crossings to connect western and eastern Lafayette.

Public Input:

US 287 was rated as the #4 corridor (out of 10) in greatest need of improvement; over 11% of survey respondents rated the corridor as #1. Many respondents noted how US 287 is a barrier, dividing the community.

Corridor Recommendations



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Project # & Modal Plan	Project Type	Location	Project Description	Cost	Lafayette's Role	Partners
In-Progress Projects						
170	Study Plan	US 287	US 287 BRT Phase 2/Safety Study and speed limit pilot program (south to north city limits)	$$$	Partner	CDOT, Boulder County, Erie
Near-term Plan						
134	BRT Station	US 287 at Lucerne Dr	US 287 Superstation design and Intersection Improvements	$$$	Support	CDOT, RTD
208	Local transit	Boulder to Lafayette Park-n-Ride & Erie Community Center	RTD SOP 225/225T recommendations	$$$	Support	RTD
Future Plan						
117	Multi-Use Path/Trail	US 287	Coal Creek Connector Trail Between Exempla Cir and Maple St	$$	Support	CDOT
156	Intersection improvements	US 287 and Arapahoe Rd (CO 7)	Safety, operational, and BRT improvements	$$	Support	CDOT
157	Intersection Improvements	US 287 and Baseline Rd (CO 7)	Safety, operational, and BRT improvements	$$	Support	CDOT
160	Intersection Improvements	US 287 and South Boulder Rd	Safety and operational improvements	$$	Support	CDOT
161	Intersection Improvements	US 287 and Diamond Circle	Safety improvements	$$	Support	CDOT
164	Intersection Improvements	US 287 and Northwest Parkway	Operational improvements, Safety Improvements, Transit stop	$$$$	Support	CDOT, Boulder County
165	Intersection Improvements	US 287 and Empire Rd (CO 42)	Operational improvements	$$	Support	CDOT
228	Intersection Improvements	US 287 & Dillon	US 287 & Dillon safety improvements (out of 287 BRT Phase II)	$$$	Support	CDOT
192	Regional BRT	US 287	US 287 Bus Rapid Transit design and construction	-	Support	Boulder County, CDOT
198	Study/Plan	US 287	US 287 and CO 42/Empire Rd/ Exempla Circle Station Area Plan	$	Support	Boulder County, Louisville, CDOT, RTD
199	Mobility Hub	US 287	US 287 and CO 42/Empire Rd/ Exempla Circle Improvements	$$	Support	Boulder County, Louisville, CDOT, RTD
202	Study/Plan	US 287	US 287 and South Boulder Rd Station Area planning	$	Support	Boulder County, CDOT, RTD
203	BRT Station	US 287	US 287 and South Boulder Rd Station design and construction	$$$	Support	Boulder County, CDOT, RTD
204	Study/Plan	US 287	US 287 and Northwest Parkway Station Area planning	$	Support	Boulder County, CDOT, RTD
205	BRT Station	US 287	US 287 and Northwest Parkway Station Area design and construction	$$$	Support	Boulder County, CDOT, RTD
250	BRT Station	US 287 and Lucerne	Mobility hub and underpass (construction)	$$$$$	Support	CDOT

Public Road

Corridor Extents: Baseline Road to US 287

Photo Credit: Google Street View

Existing

Overview:

Public Road is primarily Lafayette's downtown main street. Public Road provides a front door to many local businesses. The corridor generally includes one vehicular travel lane in each direction and on-street parallel parking. Sidewalks are complete on both sides of the street. The corridor does not include bicycle facilities. RTD's 225, LD, and JUMP services run along Public Road and RTD's Park-n-Ride is located on Public Road.

Street Type

Main Street

Modal Priority

High	Medium	Medium	Medium	Low

Major Connections

- Baseline Road/CO 7
- Emma Street
- South Boulder Road
- Empire Road/CO 42

Surrounding Land Uses:

The north end of the corridor includes small-scale retail and businesses mostly intended to capitalize on the downtown visitors. The corridor transitions to large and smaller-format commercial businesses to the south.

Future Land Use Considerations:

The City seeks to preserve the eclectic, funky, and small-street nature of the Old Town commercial areas. Future development should fit within the existing fabric of the district. The most significant change may take place around South Boulder Road. The City anticipates facilitating a small area planning process in the area that, combined with a complimentary corridor planning effort by DRCOG, will establish a vision of a cohesive corridor with a mix of neighborhood centers and commercial neighborhoods.

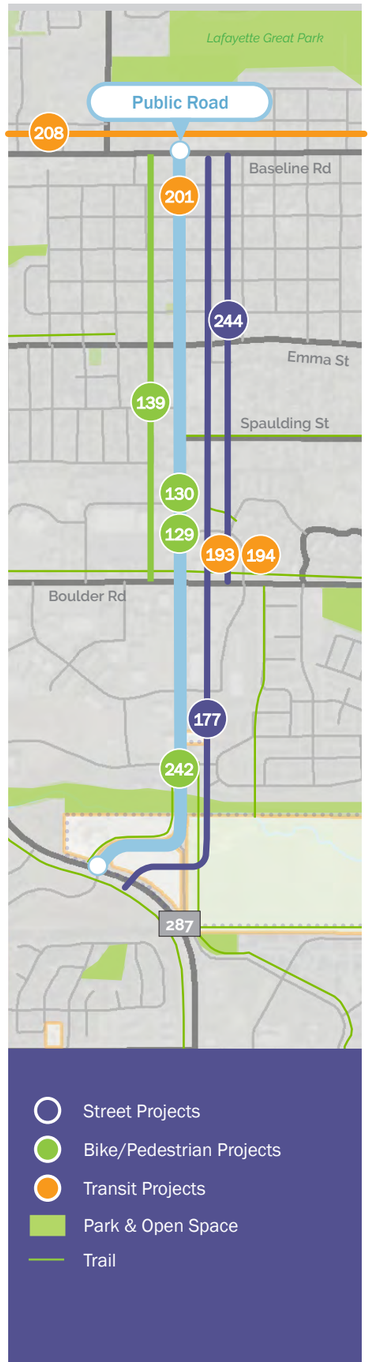
Opportunities:

Public Road has a wide right of way (ROW), and there is an opportunity for rightsizing the street to enhance the Main Street character and prioritize pedestrian comfort and placemaking. Continue to support a vibrant downtown core, easily and safely accessible by walking and biking; extend the downtown core south of South Boulder Road.

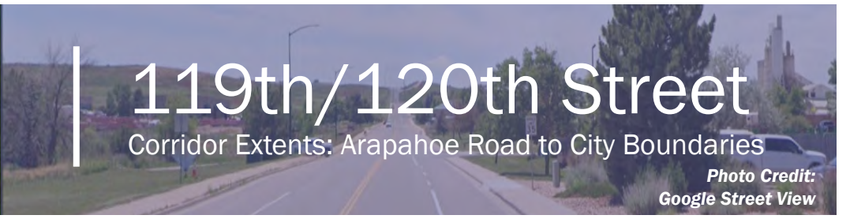
Public Input:

Public Road was rated as the #3 corridor (out of 10) in greatest need of improvement. Many respondents noted how Public Road is the heart of Lafayette and voiced their appreciation for recent corridor improvements.

Corridor Recommendations



Project # & Modal Plan	Project Type	Location	Project Description	Cost	Lafayette's Role	Partners
In-Progress Projects						
244	Study/Plan	Public Rd from South Boulder Rd to Baseline	Downtown ROW study to determine ROW use policy (microtransit, parklets, sidwalk width, parking etc) and speed limit pilot program	$	Lead	None
Near-term Plan						
208	Local transit	Boulder to Lafayette Park-n-Ride & Erie Community Center	RTD SOP 225/225T recommendations	$$$	Support	RTD
Mid-term Plan						
129	Intersection Improvements	Public Rd	Public Rd and City Center Dr Intersection Improvements (Study/ Design)	$	Lead	RTD
130	Intersection Improvements	Public Rd	Public Rd and City Center Cir Intersection Improvements (Construction)	$$	Lead	RTD
201	BRT Station	CO 7	CO 7/Baseline Rd and Public Rd station design and construction	$$$	Support	Boulder County, CDOT, RTD
Long-term Plan						
193	Study/Plan	Public Rd	Lafayette Park-N-Ride Station Area Plan	$	Lead	RTD
Future Plan						
139	Corridor Improvements	Public Rd	Public Rd Crossing Improvements Between Baseline Rd and South Boulder Rd	$$	Lead	None
177	Study/Plan	Public Rd	Corridor study to address multimodal safety needs between US 287 and Baseline Rd	$$	Lead	CDOT
194	Mobility Hub	Public Rd	Lafayette Park-N-Ride Improvements	$$$	Lead	RTD
242	Intersection Improvements	Old Laramie & Public	Study Intersection for Safety and multimodal mobility	$	Lead	None



119th/120th Street

Corridor Extents: Arapahoe Road to City Boundaries

Photo Credit: Google Street View

Existing

Overview:

119th Street/120th Street is a primary north-south corridor on the eastern side of Lafayette. The rural corridor provides regional connections to Erie and Broomfield with primarily one vehicular travel lane in each direction and additional turn lanes at the intersections. Sidewalks and bicycle facilities are not present for most of the corridor. However, the Coal Creek Trail and the Rock Creek Trail both cross 120th Street. No transit is provided along 119th/120th.

Street Type
Community Connector

Modal Priority

Medium	Medium	High	Medium	Medium

Major Connections

- Baseline Road/CO 7
- South Boulder Road

Partners

- Erie
- Boulder County

Surrounding Land Uses:

The south end of the corridor includes a manufactured housing neighborhood and industrial businesses. The north end includes undeveloped land (both in and outside the city limits) and open space.

Future Land Use Considerations:

The south end of the corridor is envisioned to include a mix of business parks, industrial, and service areas. A new affordable housing neighborhood (Willoughby Corner) is planned on the southwest corner of Emma Street. A new neighborhood is envisioned on the undeveloped properties on the east side of Baseline Road and will be planned as a new, walkable neighborhood with varying housing types and neighborhood-serving mixed-use areas at the intersection of 119th Street and Baseline Road.

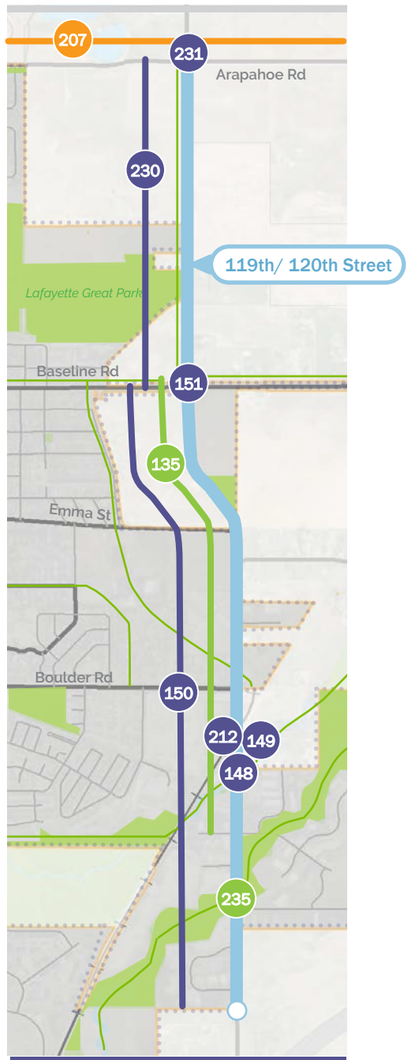
Opportunities:

Enhance the Coal Creek Trail and the Rock Creek Trail crossings; implement recommendations from the SIU Segment C study for 119th Street (anticipated completion is June 2023). Construct the intersection improvements at 119th Street/120th Street and Baseline Road/CO 7.

Public Input:

120th Street was rated as the #10 corridor (out of 10) in greatest need of improvement. Many respondents would like to see improvements made to the trail crossings.

Corridor Recommendations



Project # & Modal Plan	Project Type	Location	Project Description	Cost	Lafayette's Role	Partners
In-Progress Projects						
151	Intersection Improvements	120th St/119th St and Baseline Rd (CO 7) intersection	Intersection improvements based on CDOT's intersection design	$$	Lead	CDOT, Erie
Near-term Plan						
135	Corridor Improvements	120th St	Baseline (CO 7) to Horizon shoulder improvements for bicycle lane	$$$	Support	Boulder County, Open Space
148	Bridge repair	120th St over Coal Creek	Short term repairs for bridge deck to give time for full replacement environmental and design	$$$	Lead	Boulder County
212	Study/Plan	120th St over Coal Creek	FEMA study to identify long-term improvements	$$$	Lead	Boulder County, FEMA, Mile High Flood District
207	Local transit	Boulder to Lafayette Park-n-Ride	RTD SOP JUMP X recommendations	$$$	Support	RTD
Long-term Plan						
149	Bridge repair	120th St over Coal Creek	Replace current three span bridge with larger structure to pass the 100-year event and allow for improved multimodal access	$$$$$	Lead	Boulder County
Future Plan						
150	Corridor improvements	120th St, Southern City Limits to Baseline Rd (CO 7)	Add center turn lane, bike lanes	$$	Lead	Boulder County, Broomfield
230	Corridor Improvements	119th St	Multimodal corridor improvements from Baseline to Arapahoe	$$$	Support	Erie, CDOT
231	Intersection Improvements	Arapahoe Rd & 119th St	Intersection improvements to address safety and multimodal mobility (roundabout or traditional)	$$$	Support	Erie, CDOT
235	Asset Management	Rock Creek and 120th	Rock Creek at 120th underpass reconstruction	$$$$	Lead	Boulder County