



Livable Cities: EcoMobility in Boulder, CO, USA

**EcoMobility Congress 2017
Kaohsiung, Taiwan
October 2, 2017**

About Boulder



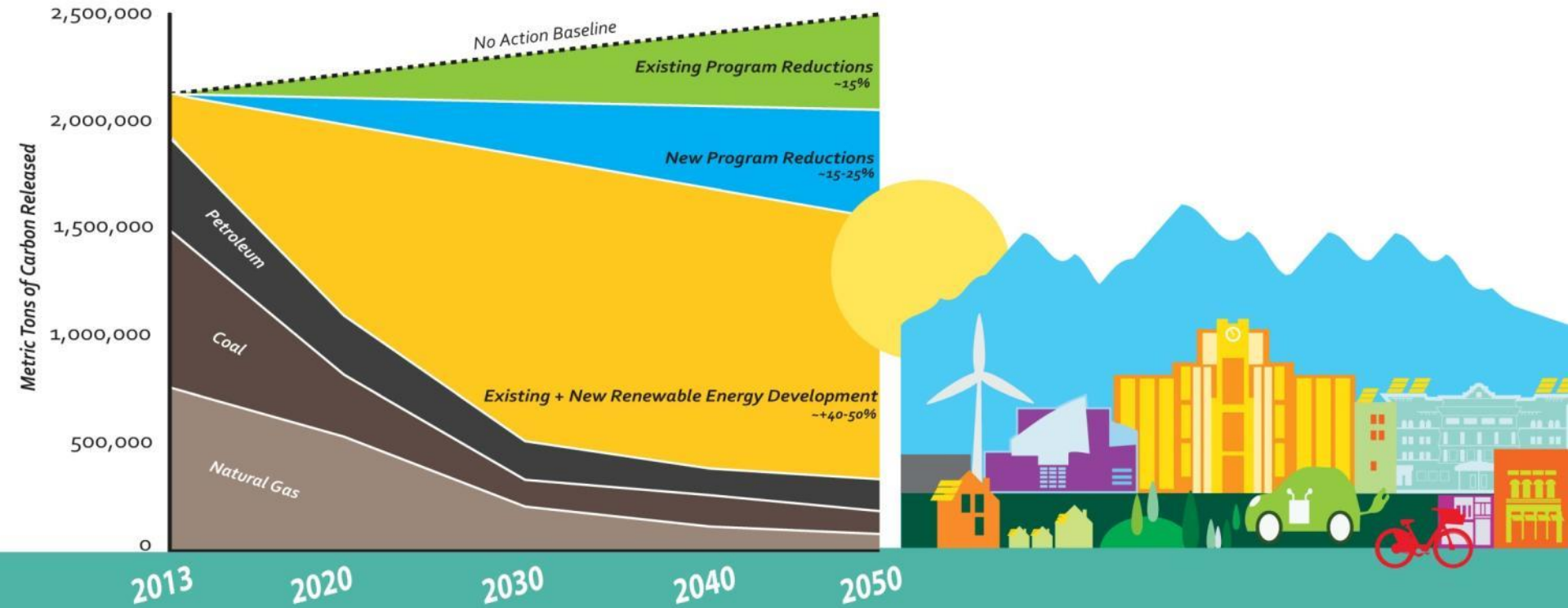


GOALS FOR CREATING A MORE LIVABLE CITY

SUSTAINABILITY IN BOULDER

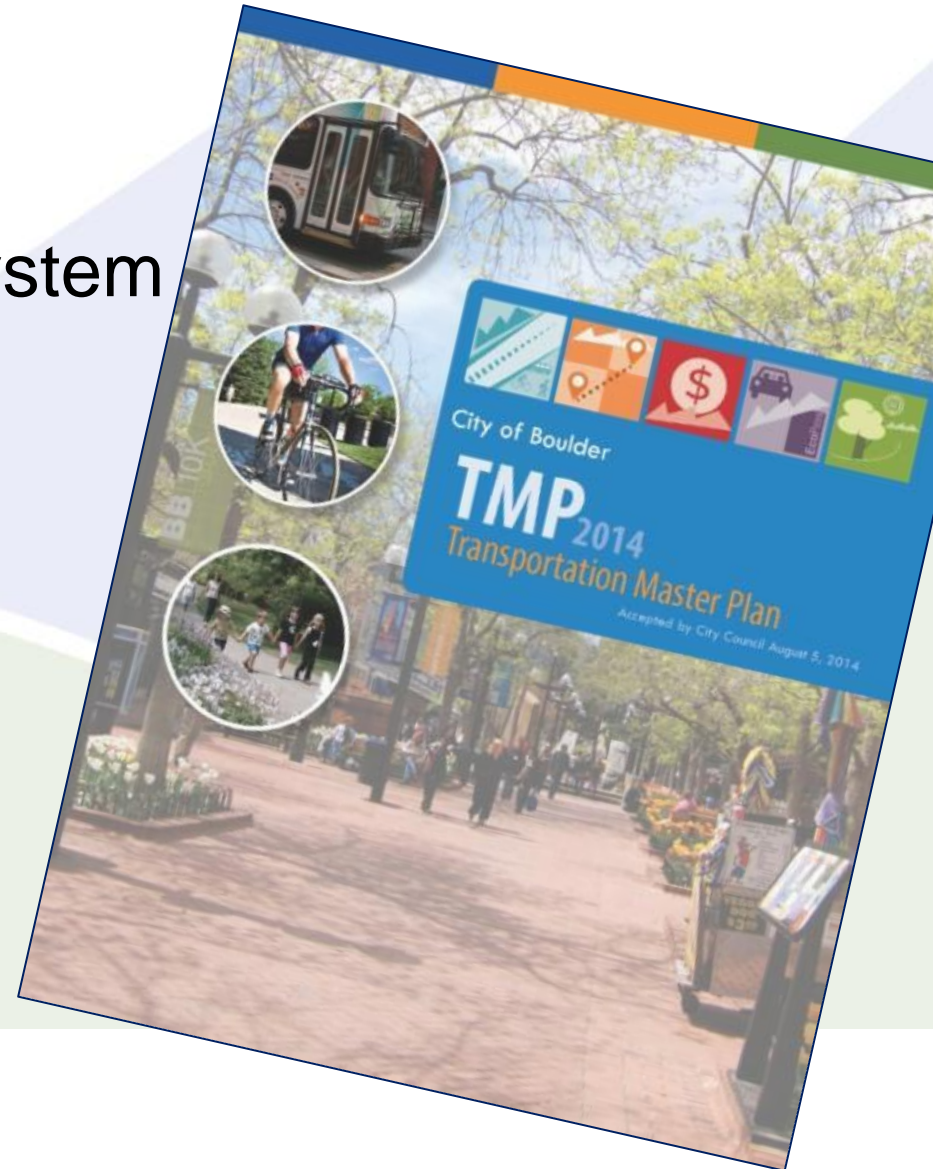


Setting Course for a Low-Carbon Future: Boulder's Climate Commitment



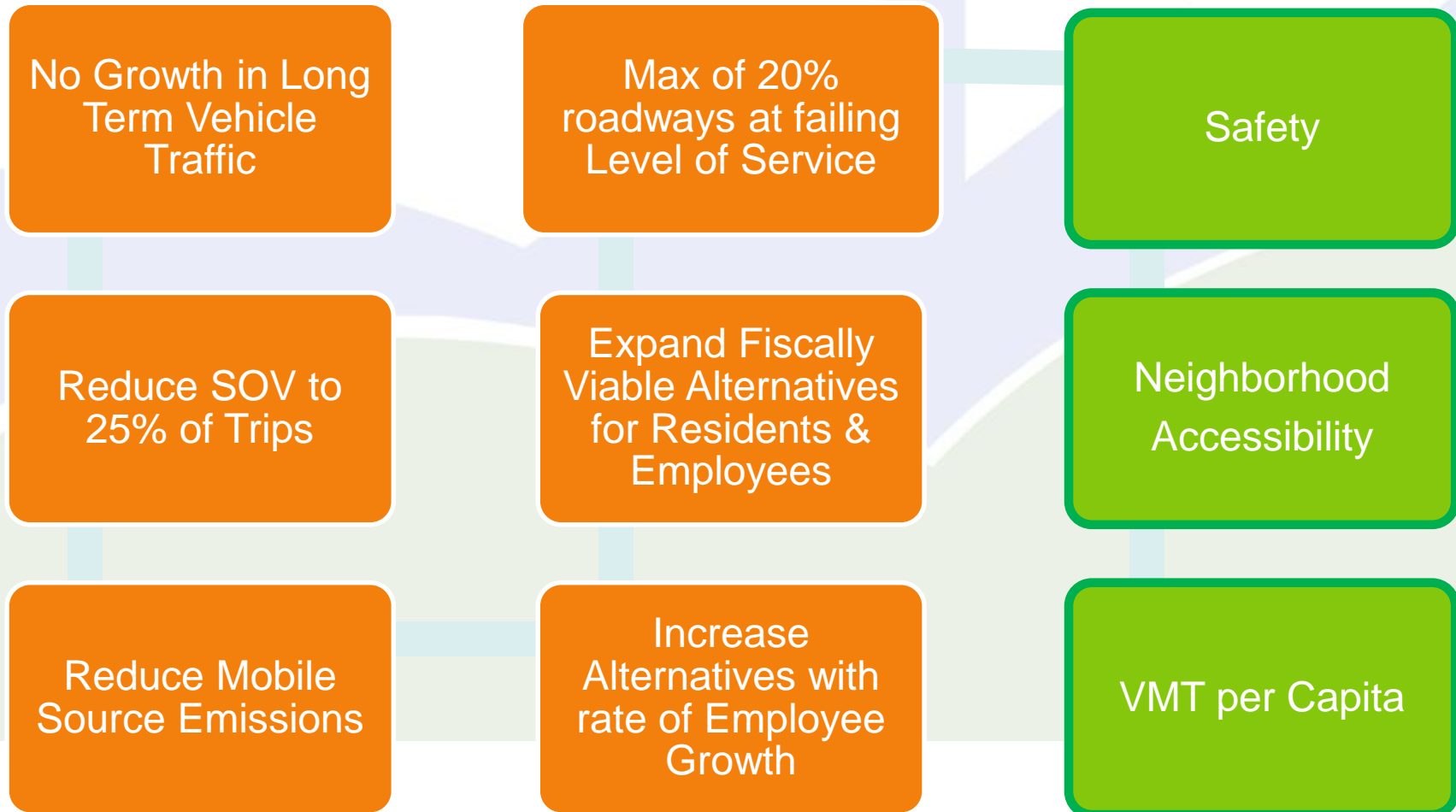
Transportation Master Plan (TMP)

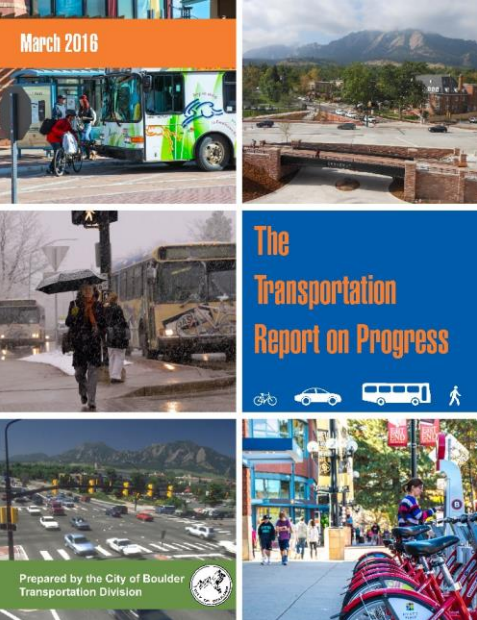
- Policy foundation for:
 - multimodal transport system
 - integrate with land use
 - climate commitment
 - Vision Zero





Monitoring How We Are Doing

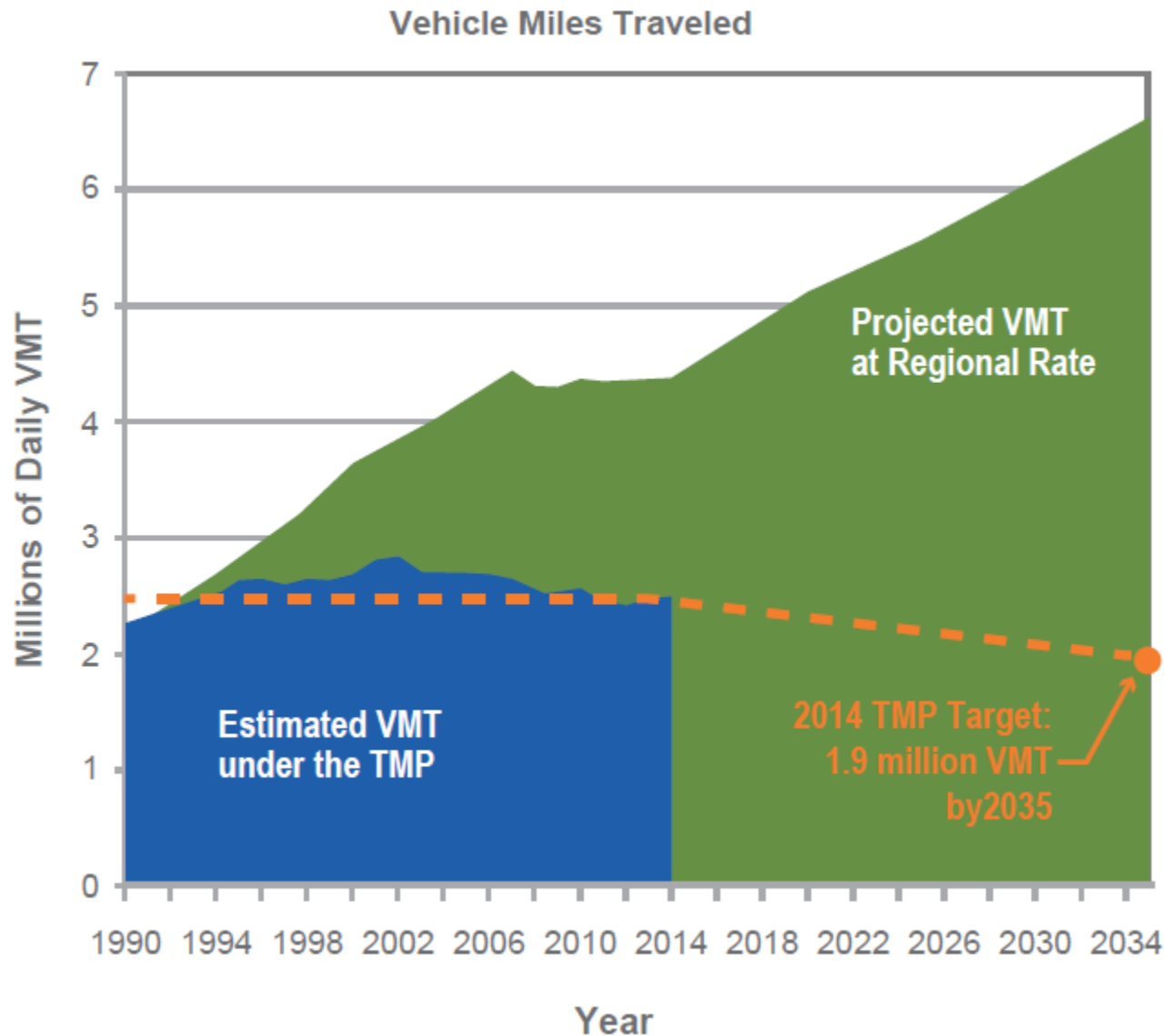




TMP Objectives for 2035	Baseline	Progress	Trend		
1 Reduce vehicle miles of travel (VMT) in the Boulder Valley by 20 percent by 2035	1994 level of 2.44 million daily VMT for the Boulder Valley; target now 1.9 million daily VMT	Est. 2.42 million daily VMT for the Boulder Valley in 2014	Static, needs 20 percent further reduction in daily VMT		
2 Reduce single occupant vehicle travel to 20 percent of all trips for residents and to 60 percent of work trips for nonresidents	1990 44 percent SOV mode share for residents	Reduced to 36.5 percent in 2015 for residents	Positive but needs to accelerate		
	1991 81 percent nonresident SOV commute mode share	Remains at 80 percent in 2014 for nonresident employees	Static, needs significant change		
3 Achieve a 16 percent reduction in greenhouse gas emissions and continued reduction in mobile source emissions of other air pollutants	310,749 million metric tons of GHG in 2013	New objective	To be determined in next 2017/18 report		
4 No more than 20 percent of roadways congested at level of service F	23 percent in 1998	9 percent in 2015	Positive		
5 Expand fiscally viable transportation options for all Boulder residents and employees, including older adults and people with disabilities	2002 - \$160,000 city support to Via	2015 - \$290,546 city support to Via	6.3 percent annual increase		
	2002 - 3,822 est. residents eligible for Neighborhood EcoPass	2015 - 11,922 est. residents eligible for Neighborhood EcoPass	16.3 percent annual increase		
6 Increase transportation alternatives commensurate with the rate of employee growth	2002	2015			
	Estimated Boulder Employees	84,530	Estimated Boulder Employees	98,510	
	Local Transit Service Hours	215,074	Local Transit Service Hours	196,205	
	Avg. Local Weekday Ridership	18,631	Avg. Local Weekday Ridership	20,347	
	Regional Transit Service Hours	100,956	Regional Transit Service Hours	131,402	
	Avg. Regional Weekday Ridership	7,446	Avg. Regional Weekday Ridership	11,713	
Centerline miles of bike system	138	Centerline miles of bike system	163		

Community Report Card

Vehicle Miles Traveled



The TMP sets ambitious yet realistic mode share goals of:

30%
BIKE 

25%
WALK 

10%
TRANSIT MODE SHARE 
for all trips taken within the city



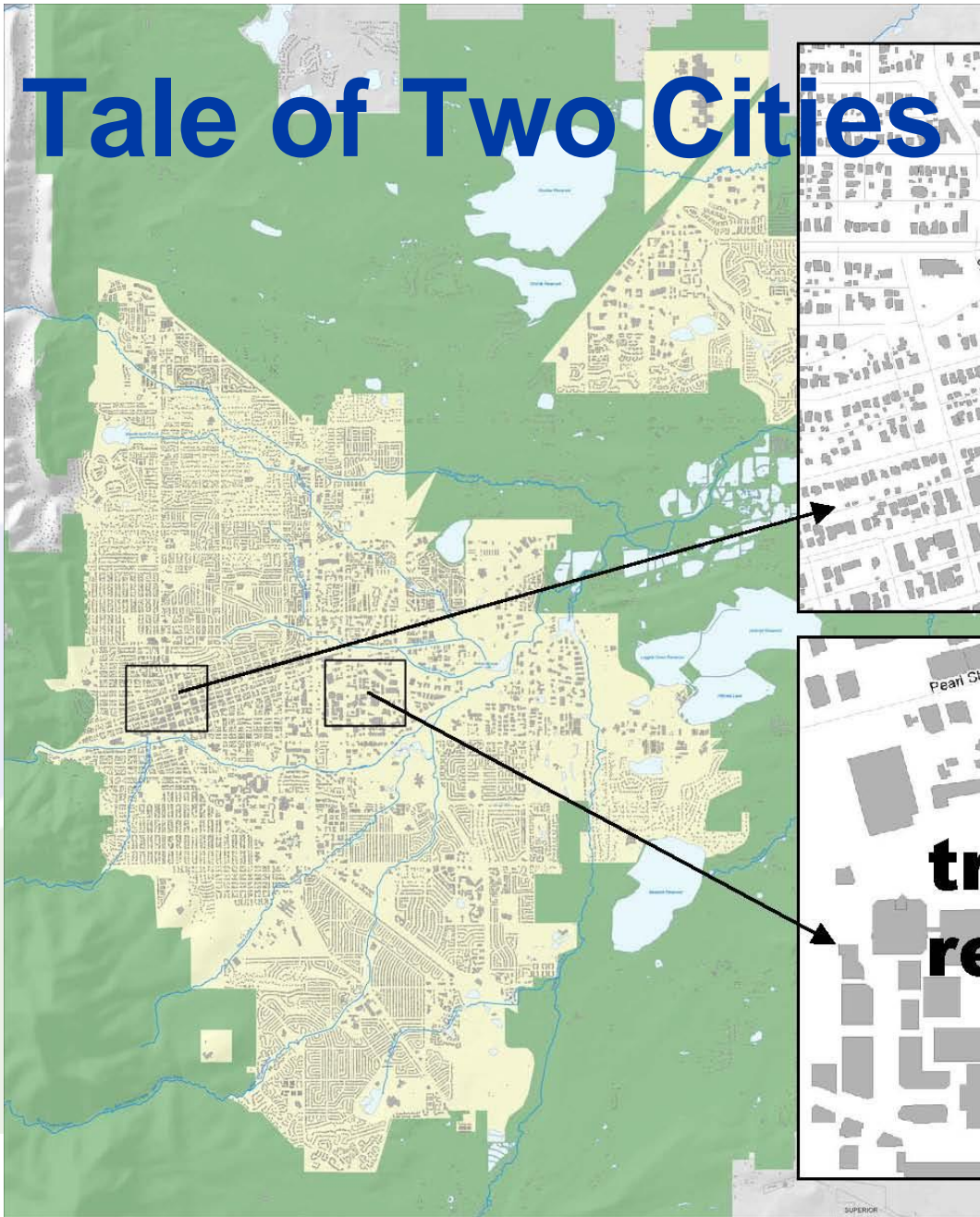
Examples of Mode Shares Across the World

	Bike	Walk	Transit
Boulder, CO, USA	11%	20%	9%
London, UK	2%	21%	44%
Auckland, AU	1%	3%	6%
Amsterdam, NL	40%	4%	29%
Portland, OR, USA	7%	6%	13%
Vienna, Austria	7%	26%	39%



CREATING BETTER STREETS & MOBILITY OPTIONS FOR PEOPLE

Tale of Two Cities



Transformative Redevelopment:

Accessibility *AND* Mobility

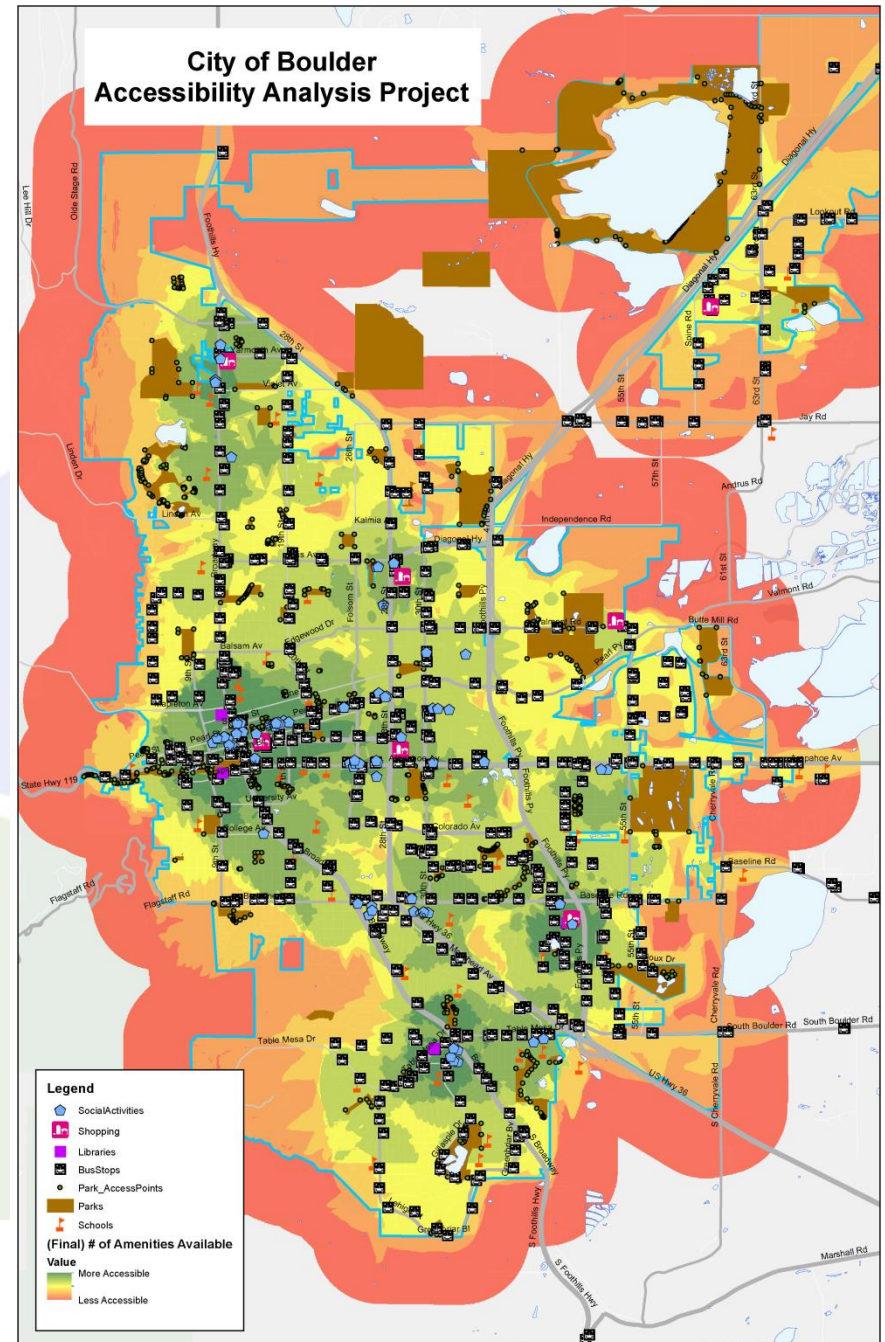
- Parking and TDM districts
- Integration of land use & transportation
- Public Private Partnership



15-minute Neighborhoods

Accessibility measure

- Ease by which people can travel to daily activities using different modal systems
- Green = best access
- Orange = least access



Bike and Walking – off street



Biking and Walking – at grade

- Over 160 centerline miles of bike facilities
- 95% of Boulder's arterial streets accommodate bicycles



Bike Low Stress Network

Attracting the “Interested But Concerned Cyclists”



Safe Streets Boulder *Moving Toward Vision Zero*

*Engineering
Education
Enforcement
Evaluation*



From 2009-2014, approximately **3,275 COLLISIONS** were reported to the Boulder Police Department each year

Collisions that resulted in a **SERIOUS INJURY** or **FATALITY** have been relatively flat at **2%** of total collisions in the past six years

BICYCLISTS & PEDESTRIANS

are overrepresented in collisions that result in serious injuries or fatalities, **ONLY 8%** of all traffic collisions in the City of Boulder involve bicyclists or pedestrians.

They account for approximately **60%** of serious injuries and fatalities

IMPAIRED PERSONS are overrepresented, especially those involving bicyclists and pedestrians resulting in serious injuries or fatalities

Approximately **3%** of total collisions involve an impaired person

12% of serious injuries and **38%** of fatalities involve an impaired person

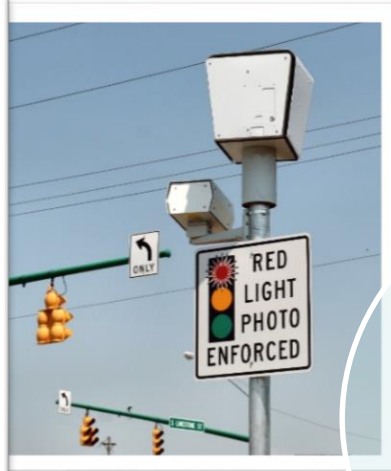
Safety: Vision Zero Action Items

ENGINEERING

ENFORCEMENT

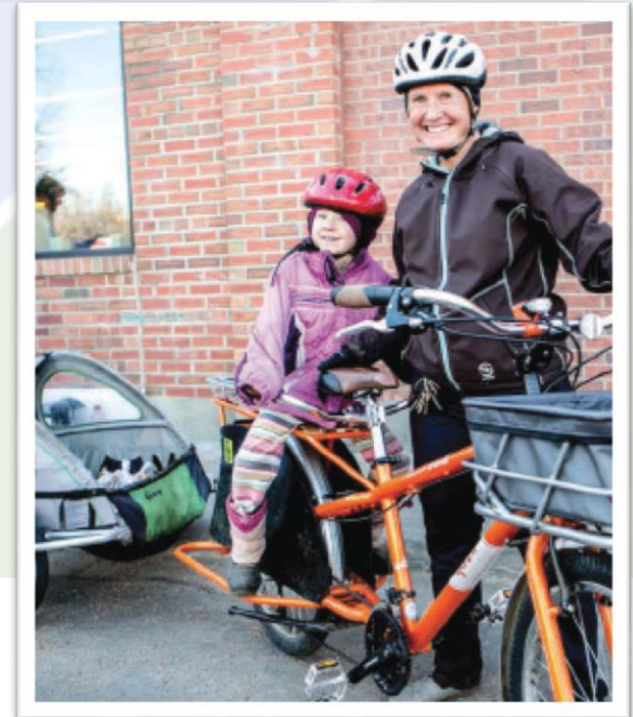
EDUCATION

EVALUATION





- Enhance on-street system to be more **safe and comfortable** to all users
- Test **innovative** engineering treatments and programs
- Provide **interactive 'real world'** user experience



Community Transit Network



Transit – What's Next



Transportation Challenges & Opportunities

- Diminishing returns, no more “low-hanging fruit” for mode shift
- Overcoming local and regional land use patterns
- Finding new funding sources
- Integrating with city-wide sustainability & Climate Commitment goals
- Learning from each other



By the Community, for the Community, to Create Community

- Extensive Engagement
- Coalition Approach



Thank You

Contact Information:

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