

# 4 TRANSPORTATION

## A. TRANSPORTATION VISION

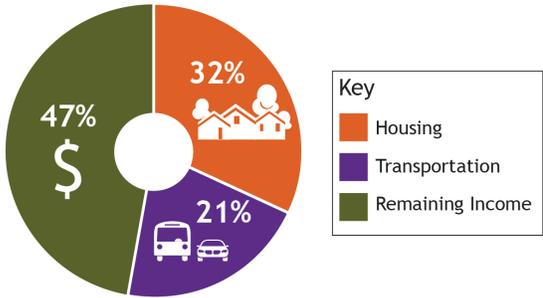
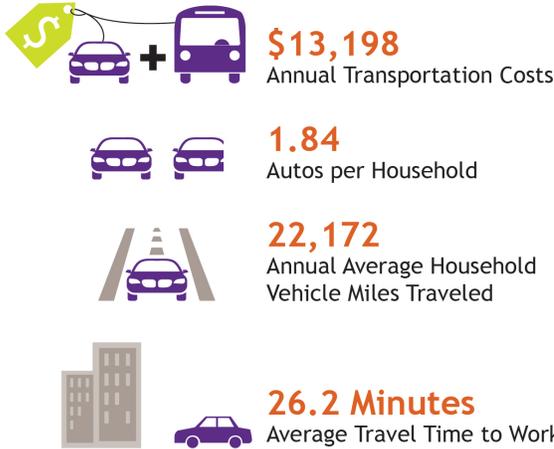
BROOMFIELD PROVIDES A WELL CONNECTED AND WELL MAINTAINED MULTIMODAL TRANSPORTATION SYSTEM THAT SAFELY AND EFFECTIVELY ACCOMMODATES ALL MODES (PEDESTRIAN, BICYCLE, AUTOMOBILE, BUS, RAIL AND FREIGHT) PROVIDING MOBILITY FOR GOODS AND PEOPLE OF ALL AGES AND ABILITIES WHILE SUPPORTING ECONOMIC DEVELOPMENT, REDUCING DEPENDENCE ON THE SINGLE OCCUPANT VEHICLE, AND MINIMIZING ENVIRONMENTAL IMPACTS.

## B. CURRENT SITUATION & FUTURE TRENDS

Transportation is a basic human need that affects daily quality of life. Broomfield residents require transportation to get to work, school, medical facilities, recreational amenities, shopping, and community and social activities. A well-connected and efficient transportation network allows for access to higher-paying and varying job types, education, a wider selection of housing options, and more convenient health and human services. An integrated multimodal transportation system allows residents, employees and visitors of Broomfield the freedom of personal mobility and choice of how to travel—whether it’s walking, biking, driving, carpooling, or riding public or private transportation. Increasingly, thriving cities have an extensive and expanding transportation network that includes integrated transit, biking, and walking facilities in addition to efficiently operated and maintained roads and trails.

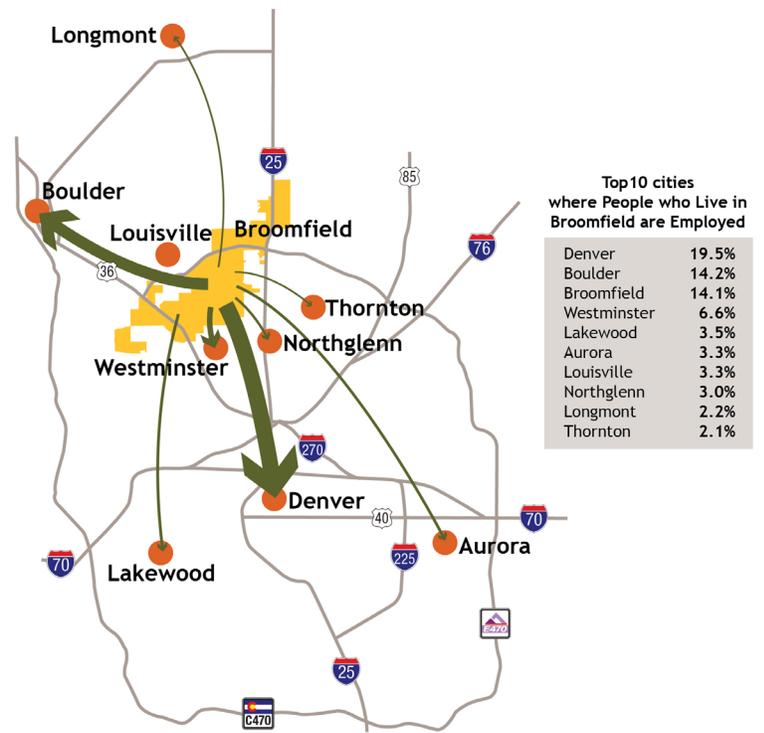
**Broomfield residents pay approximately 53 percent of their household income to cover the cost of their housing and transportation. The Center for Neighborhood Technology’s research indicates that these costs should remain below 45 percent of the household income to be affordable.**

### Transportation in Broomfield

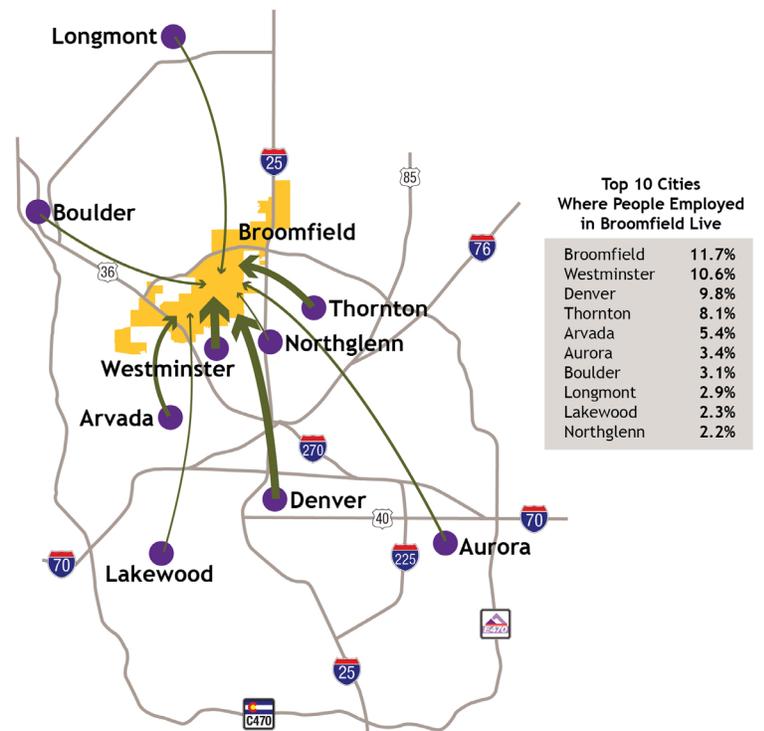


Source: Center for Neighborhood Technology H+T Fact Sheet

There are a number of emerging trends influencing transportation in Broomfield and the Denver metropolitan area. Trends influencing the demand for travel include travel patterns, mode choice, and route selection. Colorado's vehicle miles traveled (VMT) per capita decreased by over 11 percent between 2005 and 2012. This decrease has been, in part, attributed to the lower auto ownership rates by the Millennial generation and the increase in their preference for living in an urban, car-optional environment, favoring travel modes of walking, biking, and riding transit. Mobility hubs and shared-use mobility options (e.g., Uber and Lyft) are growing in popularity and serve a valuable role in closing first- and last-mile connectivity gaps. Mobility hubs are specific locations created in a community providing intermodal connectivity. Successful mobility hubs create a sense of place, provide a high-quality user experience, and seamlessly integrate all modes.



**85.9** percent of employed Broomfield residents work outside of Broomfield.



**88.3** percent of Broomfield employees reside outside of Broomfield.

Source: U.S. Census Bureau Longitudinal Employer-Household Dynamics Tool

Across the United States, older adults (65+) are putting more emphasis on how and where they choose to age. While many older adults want to “age in place,” many are also now making purposeful decisions about where they want to spend their retirement years based on the availability of public transportation, mobility options and access to goods and services. While traditional mobility options of biking, walking and transit are often considered, planning for the future also requires consideration of emerging trends such as shared-use mobility, autonomous vehicles and electric bikes. When older adults and other vulnerable populations are able to easily and safely access public transportation, they are able to continue to meet their basic needs, medical appointments, shopping, social and recreational activities without having to drive or rely on others.

## REGIONAL CONTEXT .....

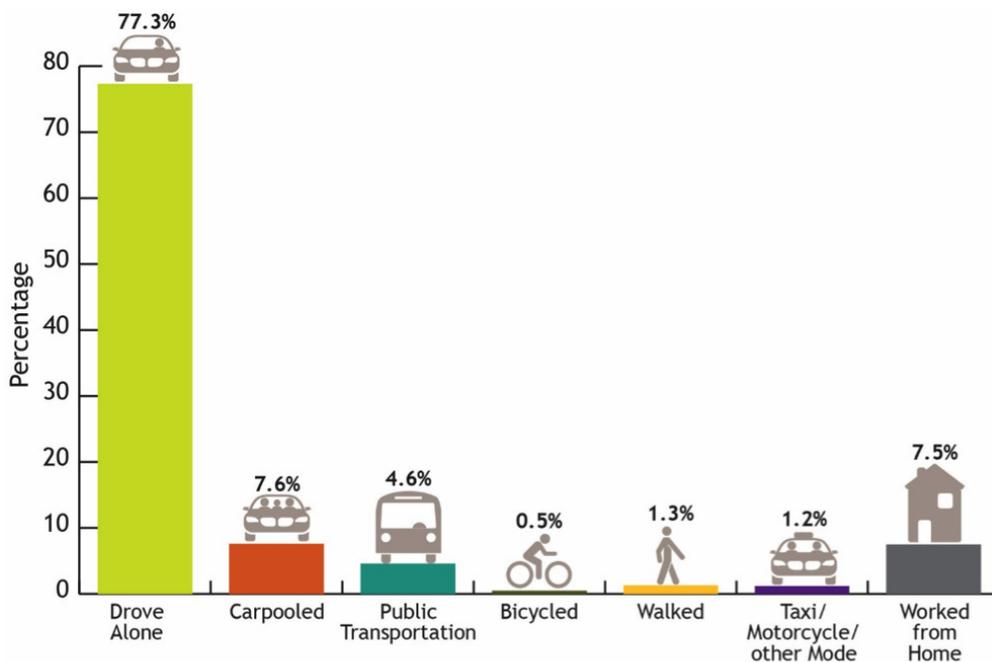
The City of Broomfield was founded in its current location in part because of the regional transportation system. The original homes were built along U.S. Highway 287 near the junction of two railroad lines. Broomfield grew significantly after the Boulder-Denver Turnpike (now known as U.S. Highway 36) was constructed in the 1950s. The Turnpike’s only interchange and tollbooth were located in Broomfield. Equidistant from Denver and Boulder, Broomfield continues

to have strong ties to both communities, and Broomfield has emerged as a destination for regional employment and shopping. As in the past, the future health of Broomfield will depend on the quality of the transportation system serving the area. As Broomfield and the Denver metro area continue to experience population and employment growth, traffic and mobility needs will also increase. Many parts of Broomfield are not adequately served by Regional Transportation District (RTD) routes, and evening and weekend service is minimal. Alternatives to driving are critically important to members of the community who have difficulties with mobility, including older adults, persons with disabilities and young people. Regional growth is creating pressure on roadways internal to Broomfield, as well as on the state highway system serving the Broomfield area. Broomfield and Weld County are two of the fastest-growing counties in the nation, creating significant traffic impacts on our regional highways.

## MODE SPLIT .....

The automobile remains the predominant means of travel to work for Broomfield residents - over 77 percent drive alone to work and 7.6 percent carpool. Alternative travel modes account for 6.4 percent of work trips—4.6 percent by public transportation, 0.5 percent by bike, and 1.3 percent by foot. Regional growth is creating pressure on roadways internal to Broomfield, as well as on the state highway system serving the Broomfield area. Broomfield and Weld County are two of the fastest-growing counties in the nation, creating significant traffic impacts on our regional highways.

Chart 12. Means of Travel to Work (2009-2013)



Source: US Census Bureau - American Community Survey

## SAFETY

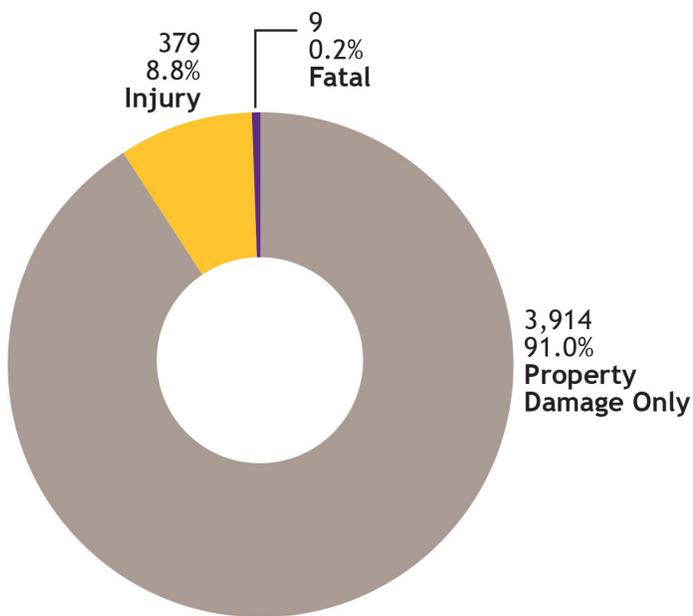
Over the past three years, there have been over 4,300 crashes in Broomfield. The vast majority of these crashes (over 90 percent) have resulted in property damage only. However, nearly 380 crashes have resulted in injury, and nine crashes were fatal.

Broomfield’s engineering staff regularly monitors the crash rates and patterns throughout the City and County to identify counter measures to improve roadway safety for drivers, bicyclists, and pedestrians. Over the 3-year time period, the intersections with the highest crash rates were:

- U.S. Highway 36 & Wadsworth Boulevard
- 160th Avenue & Huron Street
- 136th Avenue & Zuni Street
- 120th Avenue & Wadsworth Boulevard
- U.S. Highway 36 & Flatiron Crossing Drive



Chart 13. Crash History in Broomfield (2012-2014)



Source: City and County of Broomfield 2015

### Crashes Involving Bicyclists or Pedestrians (2012-2014)

**16** Crashes involved a pedestrian  
**27** Crashes involved a bicyclist  
**7%** of injury crashes involved a bicyclist or pedestrian  
**22%** of fatal crashes involved a bicyclist or pedestrian

## VEHICULAR MOBILITY

In the [2015 Broomfield Citizen Survey](#), 81 percent of residents rated the ease of travel by car as “good or excellent.” As Broomfield experiences residential and employment growth over the next 25 years, traffic volumes are expected to increase. Today, approximately 13 miles (16 percent) of the arterial street system are congested (over capacity). By 2040, approximately 20 miles (roughly 20 percent) of the arterial street system is expected to be congested with the anticipated local and regional growth. Street segments that are over capacity may indicate a need for widening, operational improvements, and/or increased investment in alternative modes.

Conversely, 45 miles of arterial streets have excess capacity and will remain well under capacity in 2040. These street segments represent a potential opportunity for repurposing to better accommodate alternative travel modes—bicycling, walking, and transit. [Map 17](#) shows the future Roadway Plan.



## BICYCLE AND PEDESTRIAN SYSTEM

The current bicycle system in Broomfield includes multiuse paths, on-street bike lanes, and unpaved trails. The community trails are extensive, well used, and highly valued by the community. The trail system includes many grade-separated crossings of major roads, enabling safe and efficient crossings for bicyclists. The recently constructed U.S. Highway 36 Bikeway extends from Boulder to Westminster, providing a regional “highway for cyclists” parallel to US 36. The Broomfield Trail is the spine of the trail system. Ultimately the Broomfield Trail will provide connections from the southwestern to northeastern areas of Broomfield. The alignment follows the community ditch corridor and offers scenic and wildlife viewing opportunities. Access to the major shopping centers, employment centers, schools, city hall, parks, recreation centers and open space are provided along the route (22 miles upon completion). The extensive trail network in Broomfield (as envisioned in the [Open Space, Parks, Recreation, and Trails Master Plan](#)) presents an opportunity to create a cohesive bicycle network that integrates on-street bikeways with the trail system, serving bicyclists of all ages and abilities. Other major community trails include the Lake Link Trail, which connects water features throughout Broomfield (10.5 miles completed) and the Southeast Community Loop Trail, which connects the Civic Center to the southwestern edge of the city and to the new neighborhoods to the north (11 miles upon completion).

Seventy-one percent of Broomfield’s arterial street system includes bike lanes providing excellent point A to B opportunities for travel. Broomfield looks for opportunities to expand the on-street network during construction of new roads and when repaving existing roads to create new and improved lanes. Broomfield’s current street standards include bike lanes for minor and major arterial streets, and connector streets through multifamily residential and commercial areas. Interest from diverse cyclists will help develop new options to provide opportunities for families and more tentative cyclists to travel in the community. Wayfinding signage and connections between the existing bike and trail network can create seamless and fun travel.

### Broomfield’s Bicycle Network

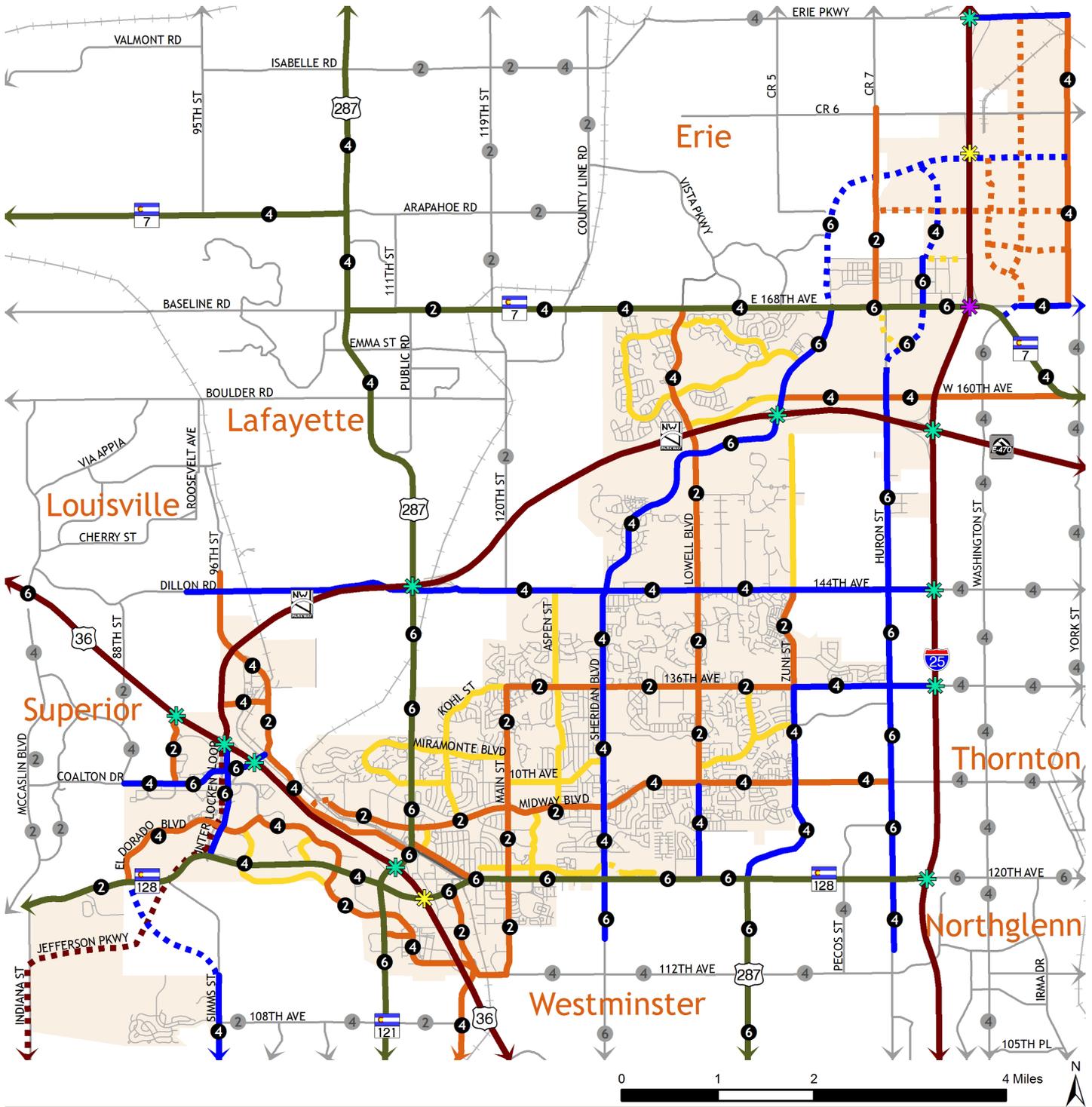
**72** miles of on-street bike lanes

**88** miles of multiuse paths

**26** miles of soft surface trails

**36** grade-separated trail crossings

Map 17. Roadway Plan



**LEGEND**

Source: Broomfield GIS Department; CDOT; FHU GIS Department

- |  |   |  |   |
|--|---|--|---|
|  Existing Interchange                       |  Freeway/Tollway                           |  Minor Arterial                             |  Streets                       |
|  Future Diverging Diamond Interchange (DDI) |  Future Freeway/Tollway                    |  Future Minor Arterial                      |  Railroad                      |
|  Future Interchange                         |  Regional Arterial (State or U.S. Highway) |  Connector (2 Lanes Unless Otherwise Noted) |  City and County of Broomfield |
|  No. of Lanes                               |  Major Arterial                            |  Future Connector                           |   |
|  |  Future Major Arterial                     |  |   |

Broomfield’s pedestrian network includes multiuse trails and sidewalks and is used for recreation, as a means of transportation, and as a way to access transit. As Broomfield continues to grow, development standards are guiding new development to ensure adequate pedestrian infrastructure is included. These requirements have successfully created more walkability and connectivity in residential and commercial areas, improving the overall mobility for residents and employees. The existing and proposed trail and on-street bike networks, shown on [Maps 18](#) and [19](#) are complementary networks.

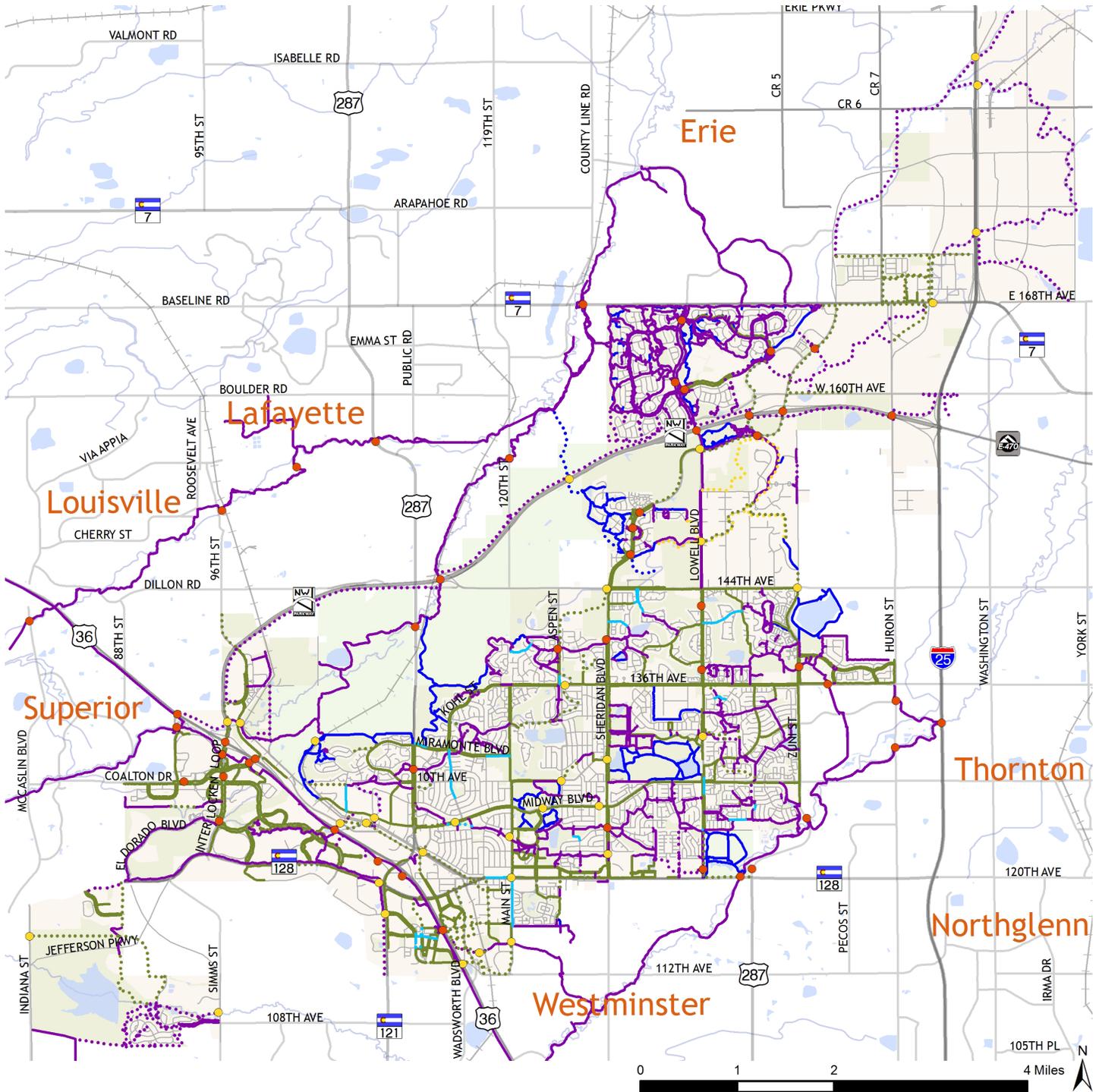


## TRANSIT

The public transit system in Broomfield is provided by RTD and consists of a variety of service delivery models, including Bus Rapid Transit (BRT) along U.S. Highway 36 (which is operated in the express lane), traditional fixed-route transit, and the more flexible Call-n-Ride providing transport to destinations within specific geographic areas. Seventy-one percent of Broomfield is served by Call-n-Ride. The City and County of Broomfield operates the Easy Ride service, providing quality transportation for all Broomfield residents 60 years and older and residents with disabilities. The Seniors’ Resource Center provides access to additional transportation resources. The addition of the Flatiron Flyer BRT service along U.S. Highway 36 connects Broomfield to our neighboring communities to the west, and to Denver Union Station’s FasTracks rail hub, taking people to the airport and throughout the Denver metro area.



Map 18. Existing and Proposed Trail Network (Excluding On-Street Bike Lanes)

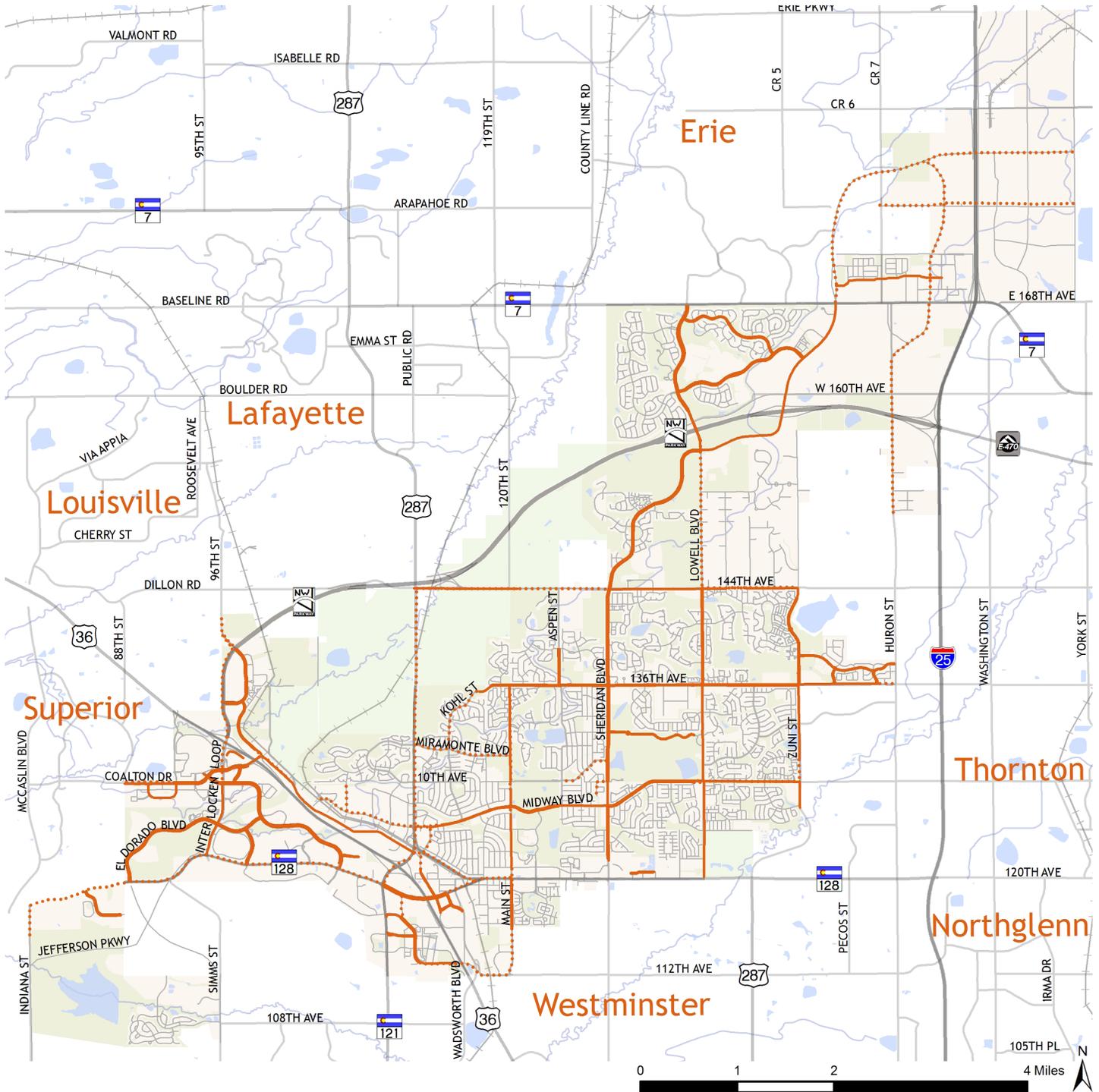


**LEGEND**

- Existing Bike/Ped Underpass/Overpass
- Proposed Bike/Ped Underpass/Overpass
- Existing 8ft Attached Sidewalk
- Proposed 8ft Attached Sidewalk
- Existing 8ft Detached Sidewalk
- Proposed 8ft Detached Sidewalk
- Existing Multi-Use Path
- Proposed Multi-Use Path
- Existing Soft Surface Trail
- Proposed Soft Surface Trail
- Existing Equestrian
- Proposed Equestrian
- Railroad
- Creeks, Ditches, and Canals
- Waterbody
- Open Lands
- City and County of Broomfield
- Highways
- Streets

Source: Broomfield GIS Department; DRCOG; CDOT

Map 19. Existing and Proposed On-Street Bike Network



**LEGEND**

- Existing On-street Bike Lane
- Proposed On-street Bike Lane
- Highways
- Streets
- Railroad
- Creeks, Ditches, and Canals
- Waterbody
- Open Lands
- City and County of Broomfield

Source: Broomfield GIS Department; DRCOG; CDOT

currently unfunded. Similarly, RTD’s North Metro Rail line (commuter rail) is under construction and will open from Denver Union Station to Northglenn in 2018. The FasTracks Plan continues the North Metro Rail line north to State Highway 7, but it is currently unfunded. Developing areas in northeastern Broomfield would benefit from extending rail service to employment hubs and connecting to regional activity in the northern part of the state.

RTD’s [North Area Mobility Study](#), identifies potential BRT corridors in the northern metro area to increase transit access locally and regionally. BRT is a high-frequency, high-quality transit service that is travel-time competitive and that can use a variety of rights-of-way—including mixed traffic, dedicated lanes, and separate busways. Within Broomfield, BRT is identified for three major corridors: U.S. Highway 287, 120th Avenue, and State Highway 7. Each of these lines serve existing and emerging activity centers key to Broomfield’s future. The future transit framework is shown on [Map 20](#).

Transportation alternatives are especially important for young people, older adults, people with disabilities, and low-income individuals in Broomfield. As of 2013, approximately 10 percent of the population is 65 years and older, but this number is expected to double by 2040. Preparing for the Millennials’ shift to using alternative modes and the need for alternative transportation for older adults in the decades to come will be critical to Broomfield’s success. Currently, there are seven specialized transportation providers operating in Broomfield that offer provide transportation services for older adults, low-income individuals, people with disabilities, and young people. [Map 21](#) shows the future human services transportation framework.

### Transit Services

- 1** Bus Rapid Transit Route
- 10** Fixed-Routes
- 3** Call-n-Ride Areas
- 7** Human Services Providers



### Transit Dependency Indicators

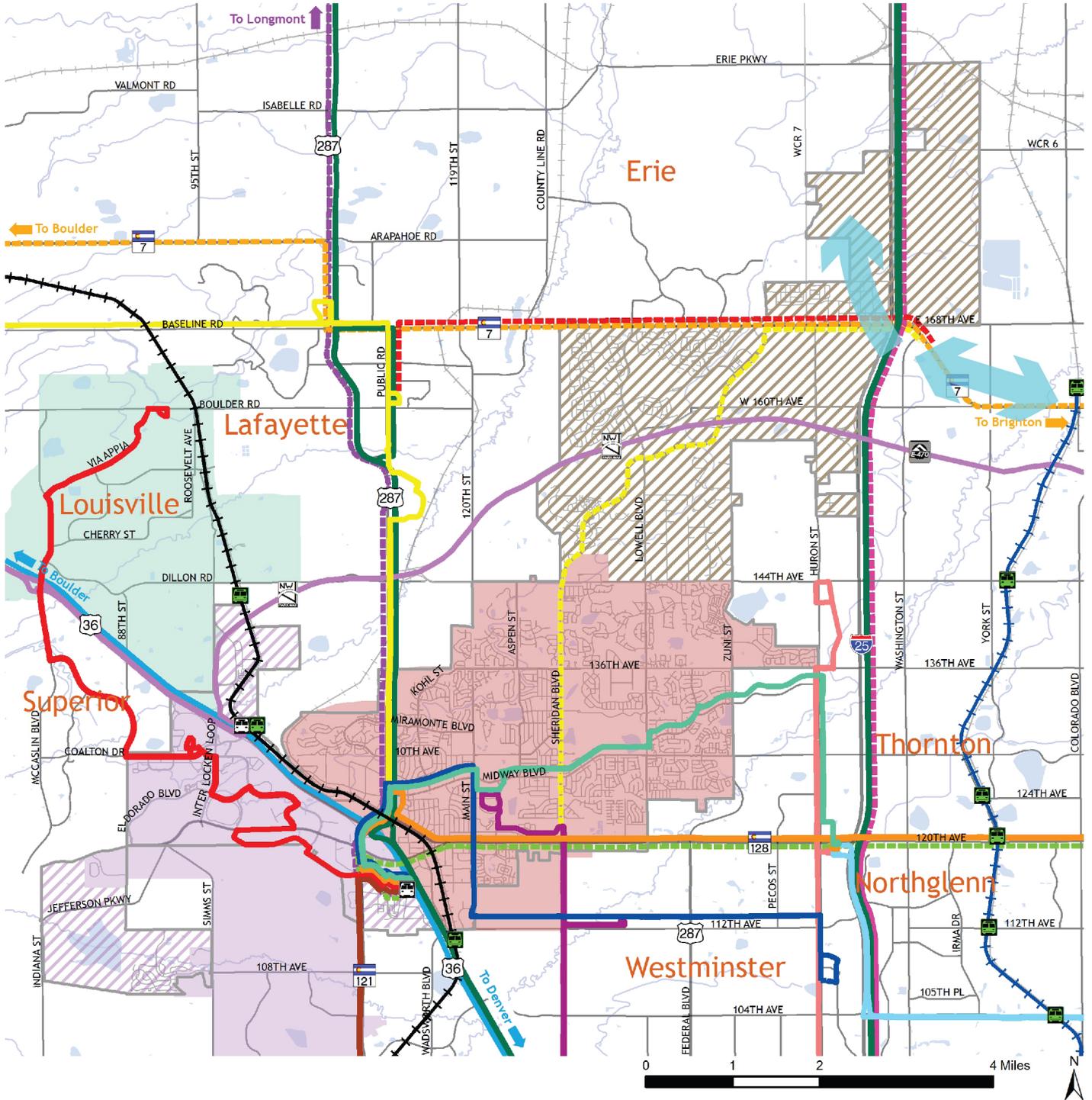
- 3.6%** of population without a vehicle
- 7.8%** of population with a disability
- 10.4%** of population 65 years and older
- 7.1%** of population living below 150% of poverty

*Source: U.S. Census American Community Survey - 2009-2013*

## KEY CORRIDORS AND MOBILITY HUBS.....

As Broomfield continues to grow and evolve, several key transportation corridors will be important to realizing the community’s transportation, land use, housing and economic goals. The key corridors will be complemented by mobility hubs and micro-mobility hubs (shown on [Map 22](#)), which should be designed to provide a high-quality user experience to create a sense of place, to focus development activities around transit, and to seamlessly integrate all transportation modes.

Map 20. Future Transit Services Framework

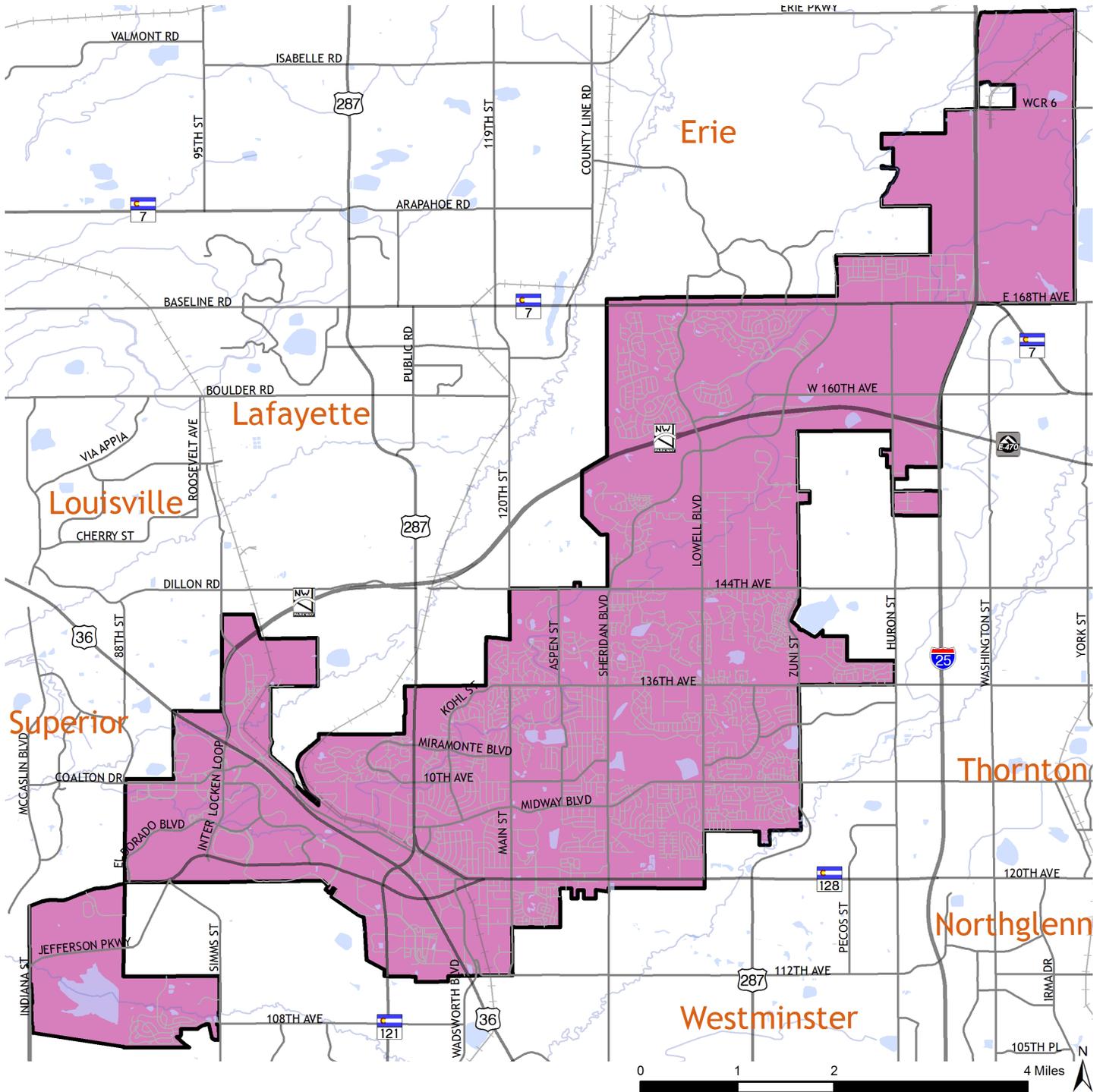


Source: Broomfield GIS Department; CDOT; RTD; FHU GIS Department

**LEGEND**

Existing BRT Station	Route 120	I-25 Express Lanes/BRT	Potential 120th Avenue BRT	City and County of Broomfield
Future Rail Station	Route 128	Future I-25 Express Lanes/BRT	Potential US 287 BRT	<b>Call-n-Ride Areas</b>
<b>RTD Bus Routes</b>	Route 225	Flatiron Flyer BRT (FF1-FF6)	Potential Route 51/Sheridan Blvd Extension	Broomfield
Route 8	Route 228	Potential SH7 BRT	Potential SH 7 Local Bus Route	Interlocken/Westmoor
Route 51	Route AA	Future North Metro Rail	Potential North Metro Rail Extension	Interlocken/Westmoor Expansion
Route 76	Route AB	Future Northwest Rail	Louisville	Future Shared-Use Mobility Area
Route 112	Route L			

Map 21. Future Human Services Transportation Framework



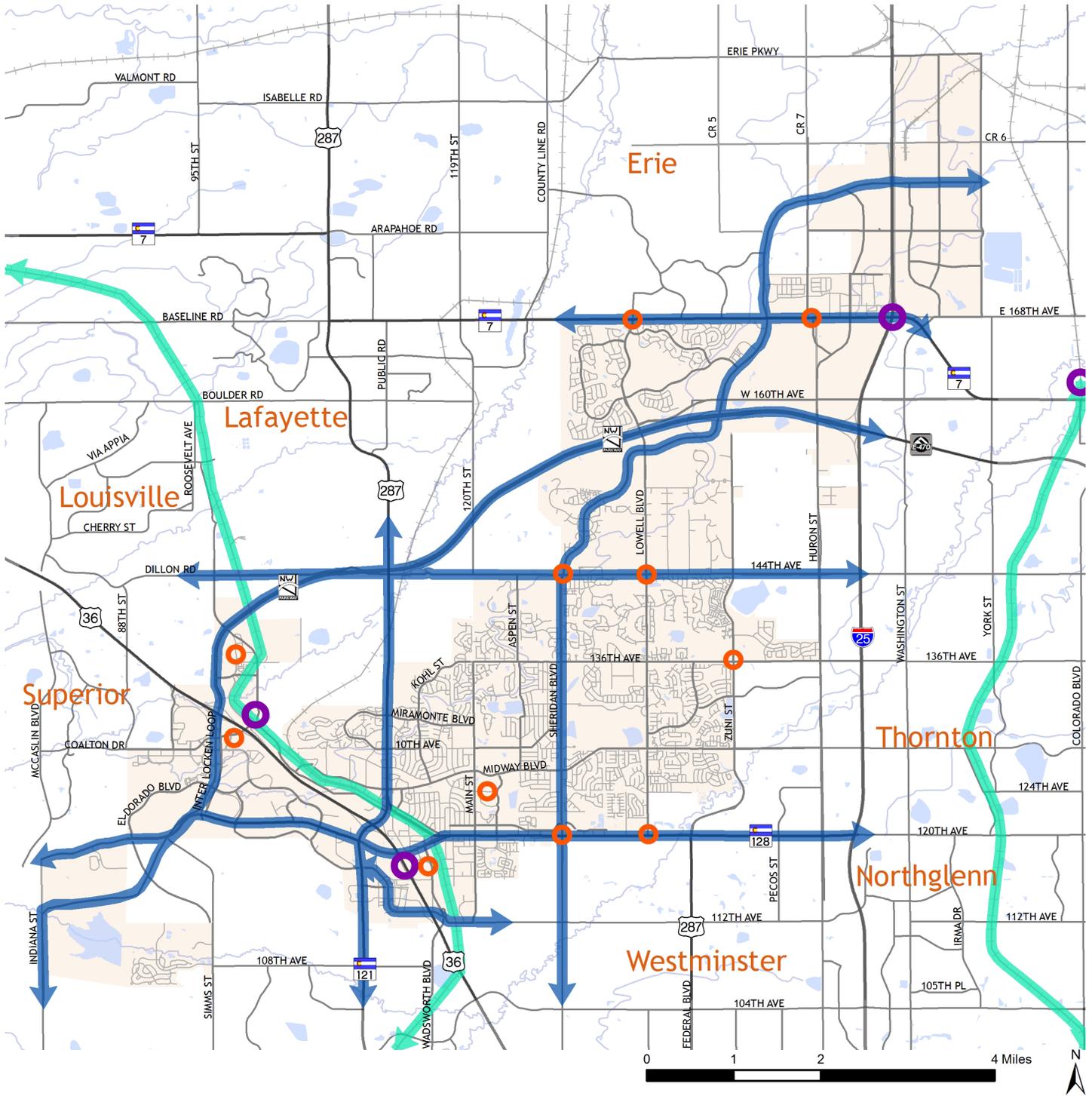
**LEGEND**

- Highways
- Streets
- Railroad
- ~ Creeks, Ditches, and Canals
- Waterbody
- Easy Ride/Seniors' Resource Center Service Area
- City and County of Broomfield

Source: Broomfield GIS Department; CDOT

**NOTE:**  
 Easy Ride is operated by the City and County of Broomfield and serves Broomfield residents age 60+ and/or those with disabilities. Easy Ride operates within the County boundaries and provides limited service for medical trips outside of Broomfield.

Map 22. Key Corridors and Mobility Hubs



**LEGEND**

- Mobility Hub
- Micro-Mobility Hub
- Key Corridors
- Key Rail Corridors
- Highways
- Streets
- Railroad
- Waterbody
- Creeks, Ditches, and Canals
- City and County of Broomfield

Source: Broomfield GIS Department; CDOT; FHU GIS Department

## C. GOALS & POLICIES

### Goal TS-A: People and Goods Moving Capacity

*Optimize the capacity of the multimodal transportation system to handle existing and projected travel demands associated with moving people and goods.*

**Policy TS-A.1:** Evaluate and influence the need for additional multimodal capacity on Broomfield’s streets to improve mobility and relieve congestion. Additional capacity could include general-purpose lanes, bus-only lanes, tolled lanes, bike lanes, sidewalks, or shared-use paths.

**Action Step TS-A.1.1:** Engage the community to identify priorities for improvement.

**Action Step TS-A.1.2:** Anticipate future transportation needs in undeveloped areas of Broomfield.

**Action Step TS-A.1.3:** Developers should fund and construct transportation improvements with new development.

**Action Step TS-A.1.4:** Seek and coordinate federal and state funding to pay for or offset Broomfield costs for improvements and to accelerate construction of such improvements.

**Policy TS-A.2:** Consider the impacts that emerging technologies in transportation (e.g., autonomous cars and online goods delivery by trucks or by drones) may have on the future capacity needs of the transportation network.

**Action Step TS-A.2.1:** Assess existing regulations that may be incompatible with driverless cars and identify regulations needed to support emerging technologies.

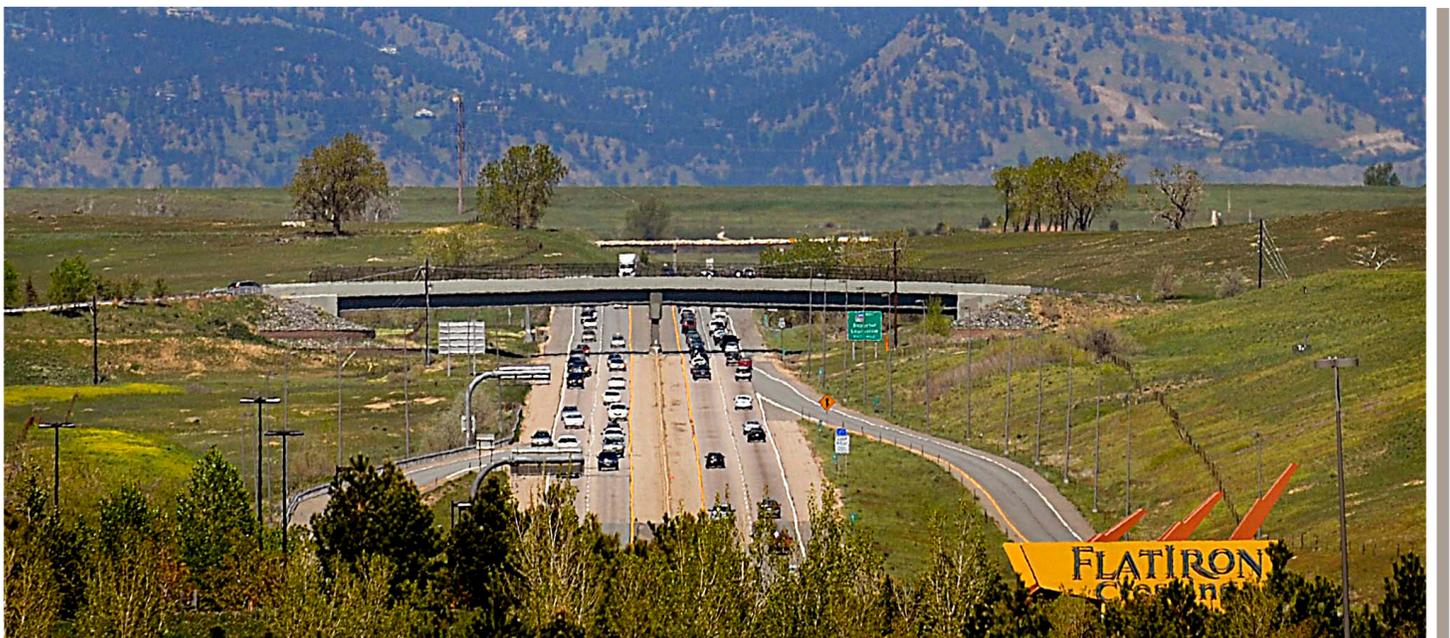
**Action Step TS-A.2.2:** Ensure Broomfield’s infrastructure is compatible with driverless-car technology.

**Action Step TS-A.2.3:** Participate in regional and state discussions related to driverless-car regulations and integration of driverless cars into the transportation network.

**Action Step TS-A.2.4:** Proactively plan for the social and land use implications of driverless cars such as increased drop-off/pick-up space requirements, and complementary housing options.

**Policy TS-A.3:** Minimize and mitigate the barriers presented by major transportation corridors such as Interstate 25, U.S. Highway 36, and railroad corridors by providing safe and convenient multimodal crossings.

**Policy TS-A.4:** Maximize the existing capacity through operational improvements such as state-of-the-art traffic signal systems and communication and emerging trends.



## Goal TS-B: Alternative Modes

*Promote and develop transportation alternatives to provide travel choices and mobility for people of all ages and abilities.*

**Policy TS-B.1:** Continue working with the RTD and neighboring jurisdictions to implement commuter rail and BRT to serve Broomfield’s major corridors and employment centers.

**Action Step TS-B.1.1:** Partner with RTD to plan and implement bus feeder service, and pedestrian and bike connections serving the existing and future Park-n-Rides and future commuter rail and BRT stations.

**Policy TS-B.2:** Advocate for additional and/or expanded transit services that support the mobility needs of young people, older adults, and people with disabilities including Call-n-Ride, Access-a-Ride, Broomfield’s “Easy Ride” and other community-based and private transportation services.

**Action Step TS-B.2.1:** Integrate transit, pedestrian and bikeway improvements into existing and new streetscape improvements.

**Action Step TS-B.2.2:** Work with RTD and other transit providers to ensure continuing Call-n-Ride and Access-A-Ride services. Advocate for expansion of Call-n-Ride services, which serve both general and special-needs populations.

**Action Step TS-B.2.3:** Continue to finance and expand city services like “Easy Ride,” providing mobility options for transportation-disadvantaged populations.

**Action Step TS-B.2.4:** Leverage opportunities to improve efficiencies and use of local and regional transit systems.

**Action Step TS-B.2.5:** Evaluate and explore options to provide public, private, and emerging technology-based transportation options to areas of Broomfield that are not currently served (southwestern and northeastern Broomfield).

**Policy TS-B.3:** Evaluate the viability and partnership potential for privately sponsored shuttle routes (e.g., Lone Tree’s public/private shuttle route).

**Policy TS-B.4:** Leverage transportation network companies (TNCs) such as Uber and Lyft to meet community mobility needs.

**Policy TS-B.5:** Support transportation demand management (TDM) strategies and policies, including carpooling, vanpooling, telecommuting and flexible work schedules to reduce demands on the transportation system.

**Action Step TS-B.5.1:** Encourage the use of alternative modes by partnering with regional organizations to promote options and incentives to driving alone. Support and promote web sites providing information on carpooling and vanpooling and regional campaigns to encourage people to try alternatives to driving alone.

**Action Step TS-B.5.2:** Consider a pilot project to encourage and support employee use of alternative modes, telecommuting and flexible work schedules.

**Action Step TS-B.5.3:** Consider reducing parking requirements for businesses instituting TDM policies and actions.

**Action Step TS-B.5.4:** Encourage carpool, car-share, and ride-share programs such as those provided by DRCOG and the private sector.

**Action Step TS-B.5.5:** Consider incentive programs (such as subsidizing EcoPasses) for young people and older adults.

**Policy TS-B.6:** Encourage biking by creating a network that takes advantage of the trail system, streets with low traffic volumes and low speeds, wayfinding signage, and existing connectivity to provide options for less confident riders.

**Action Step TS-B.6.1:** Provide and integrate electric-assist options for disabled cyclists into the bike network.

**Policy TS-B.7:** Evaluate and prepare for the effect that new technologies (such as TNCs and autonomous vehicles) will have on parking demands in Broomfield.

**Policy TS-B.8:** Enhance community information about the availability and benefits of alternative travel modes.



## Goal TS-C: A Connected Transportation System

*Create and collaborate on an interconnected transportation system that facilitates safe travel for all modes, allows for seamless connections between modes, and provides linkages between neighborhoods and to neighboring communities.*

**Policy TS-C.1:** Identify and complete “missing links” in the bike and pedestrian infrastructure.

**Action Step TS-C.1.1:** Annually assess opportunities and community support to complete “missing links” in the bike and pedestrian infrastructure identified in the Open Space, Parks, Recreation and Trails Master Plan and the Transportation Plan Update.

**Action Step TS-C.1.2:** Provide sidewalk and trail connections to facilitate quick access to bus service or mobility centers, explore retrofitting existing neighborhoods, and require connections for new developments.

**Action Step TS-C.1.3:** Evaluate how to provide accessibility and infrastructure that supports the use of electric carts for older adults and people with special-needs.

**Policy TS-C.2:** Utilize existing natural or human-made corridors (e.g., drainage ways, ditch corridors, and utility corridors) to provide trail connections where feasible. Where off-street trail connections are not feasible, create safe and user-friendly on-street connections that maximize separation between pedestrians/cyclists and vehicles.

**Policy TS-C.3:** Ensure connectivity between the trail system and on-street bicycle facilities and sidewalks by providing physical connections, implementing way-finding signage, and using technology (e.g., smartphone app) for trail information and routing.

**Action Step TS-C.3.1:** Enhance regional trail connectivity.

**Action Step TS-C.3.2:** Work with the Open Space and Trails Advisory Committee to consider and implement policy changes that allow electric bikes on trails to enhance mobility options.

**Policy TS-C.4:** Facilitate connections between travel modes and improve first- and last-mile access to transit.

**Action Step TS-C.4.1:** Provide covered and secured bike parking at transit stations, integrate bike share and work with RTD to ensure adequate space for bikes on buses.

**Action Step TS-C.4.2:** Implement mobility hub and micro-mobility hub concepts at identified locations.

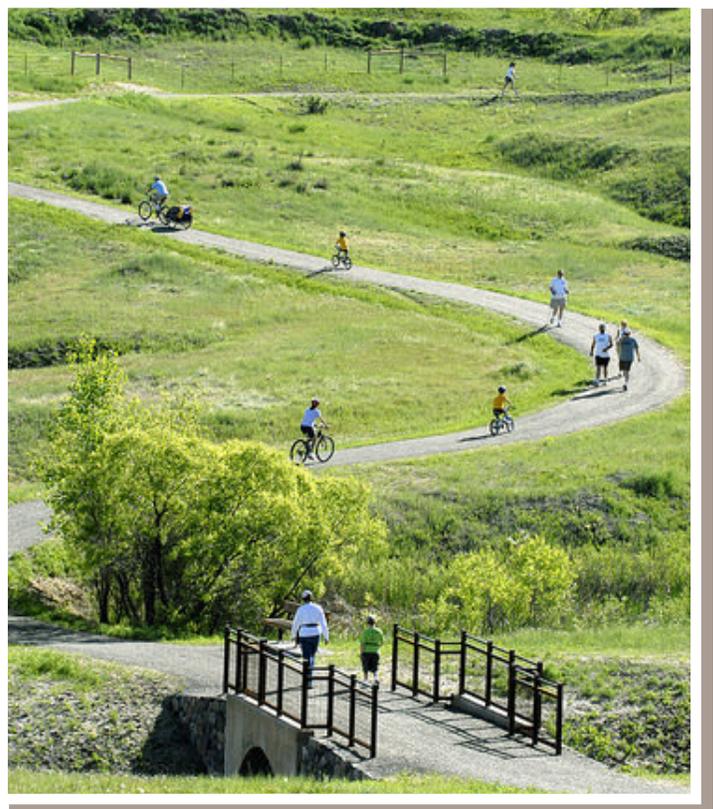
**Action Step TS-C.4.3:** Utilize and consider public/private partnerships for shared-use mobility options (e.g., Uber and Lyft) to provide access in areas that currently do not have transit service.

**Action Step TS-C.4.4:** Leverage new technologies at transit stations and mobility hubs to provide access to real-time passenger information and to improve wayfinding.

**Action Step TS-C.4.5:** Evaluate opportunities to encourage the use of alternative vehicles such as electric neighborhood vehicles, electric bicycles and other technologies.

**Policy TS-C.5:** Enhance connectivity for existing neighborhoods by investing in multimodal improvements and requiring connections for new developments; work with affected residents/property owners to plan for transportation improvements.

**Policy TS-C.6:** Provide leadership to collaborate with neighboring jurisdictions to ensure compatibility between multimodal transportation improvements and connectivity of the regional trail and transit networks.



## Goal TS-D: Livable Streets

*Encourage livable streets that are accessible, safe, efficient, and enjoyable for all people.*

**Policy TS-D.1:** Design streets to be safe for all modes of transportation. Minimize traffic volumes and unsafe travel speeds on neighborhood streets through traffic management and traffic mitigation.

**Action Step TS-D.1.1:** Continue to review and enforce appropriate speed limits along neighborhood streets.

**Action Step TS-D.1.2:** Continue to review and maximize the capacity and functioning of the existing transportation system by timing traffic signals to facilitate safe travel conditions and smooth traffic flow and by adding right- and left-hand turn lanes where warranted.

**Policy TS-D.2:** Encourage property owners to use a grid system for the street network that distributes traffic, provides routing options, and enhances walkability in new developments.

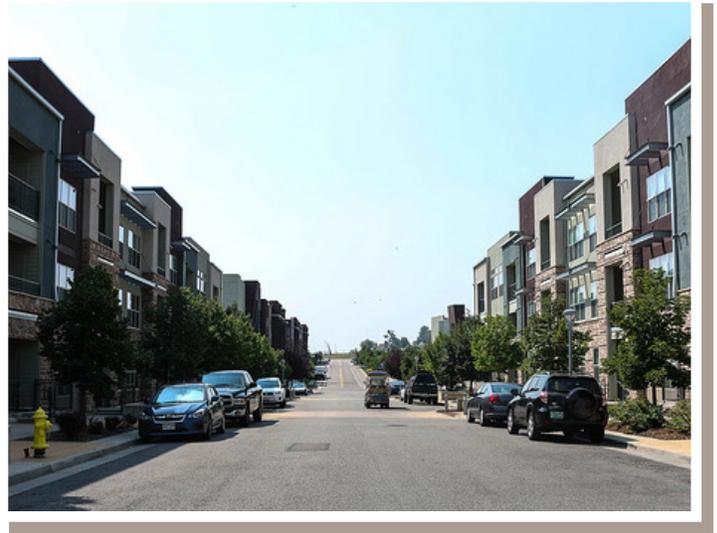
**Policy TS-D.3:** Incorporate best practices into streetscape design for existing and new streets, including the integration of transit, pedestrian and bikeway improvements.

**Policy TS-D.4:** Consider current national innovations for safe and efficient bike travel such as protected bikeways, buffered bike lanes, and bike boulevards. Target streets with underutilized capacity to expand the on-street bike network with high-quality bike facilities.

**Policy TS-D.5:** Tailor landscaping, streetscape, public facilities, cultural features and other programs to heighten the individual identity of distinct neighborhoods.

**Policy TS-D.6:** Anticipate and require bike and pedestrian facilities in new development and between new and existing development and adjacent communities, through mechanisms that include crosswalks, raised crossings, overpasses and underpasses and signalized intersections.

**Action Step TS-D.6.1:** Work with developers and business owners to ensure bicycle and pedestrian amenities (such as bike racks, benches, and pedestrian-scaled lighting) are incorporated into development plans and current business locations.



**Policy TS-D.7:** Connect existing neighborhoods and activity centers with streets, trails and pedestrian ways and bikeways where the community supports these investments.

**Action Step TS-D.7.1:** Review opportunities to repurpose streets in existing neighborhoods to better accommodate all modes of transportation.

**Policy TS-D.8:** Increase understanding among different transportation mode users through education to create a culture of courtesy.

**Action Step TS-D.8.1:** Continue and enhance the implementation of the Open Space, Parks, Recreation, and Trails Master Plan wayfinding signage for trails to increase understanding and ease of use.

**Action Step TS-D.8.2:** Continue to provide and expand online community information regarding the trail system.

**Action Step TS-D.8.3:** Develop an educational program (e.g., brochure, signage) related to the rules of the road for bicyclists, pedestrians, and others, and encourage bicycle safety training through the school district.

## Goal TS-E: Regional Transportation Planning

*Participate in and influence regional transportation planning efforts and Broomfield's accessibility to the regional multimodal network, while coordinating with neighboring communities to promote an efficient and integrated transportation system.*

**Policy TS-E.1:** Encourage staff and elected officials to seek appointments and leadership roles on key committees in various organizations and actively participate to ensure that Broomfield projects are prioritized, coordinated, and funded.

**Action Step TS-E.1.1:** Continue regional and national relationships with transportation bodies and encourage Broomfield staff and officials to take even more leadership roles in regional transportation issues.

**Policy TS-E.2:** Proactively work with regional and state transportation agencies to encourage completion of regional transportation infrastructure projects. Key projects include Jefferson Parkway, Interstate 25/State Highway 7 interchange, U.S. Highway 36/State Highway 128 (120th Avenue) interchange and Interstate 25/Sheridan Parkway interchange. Seek to influence the final configuration of the Northwest Rail/B Line and North Metro Rail/N Line. These projects will shape future land use and regional connectivity in Broomfield.

## Goal TS-F: Land Use and Transportation

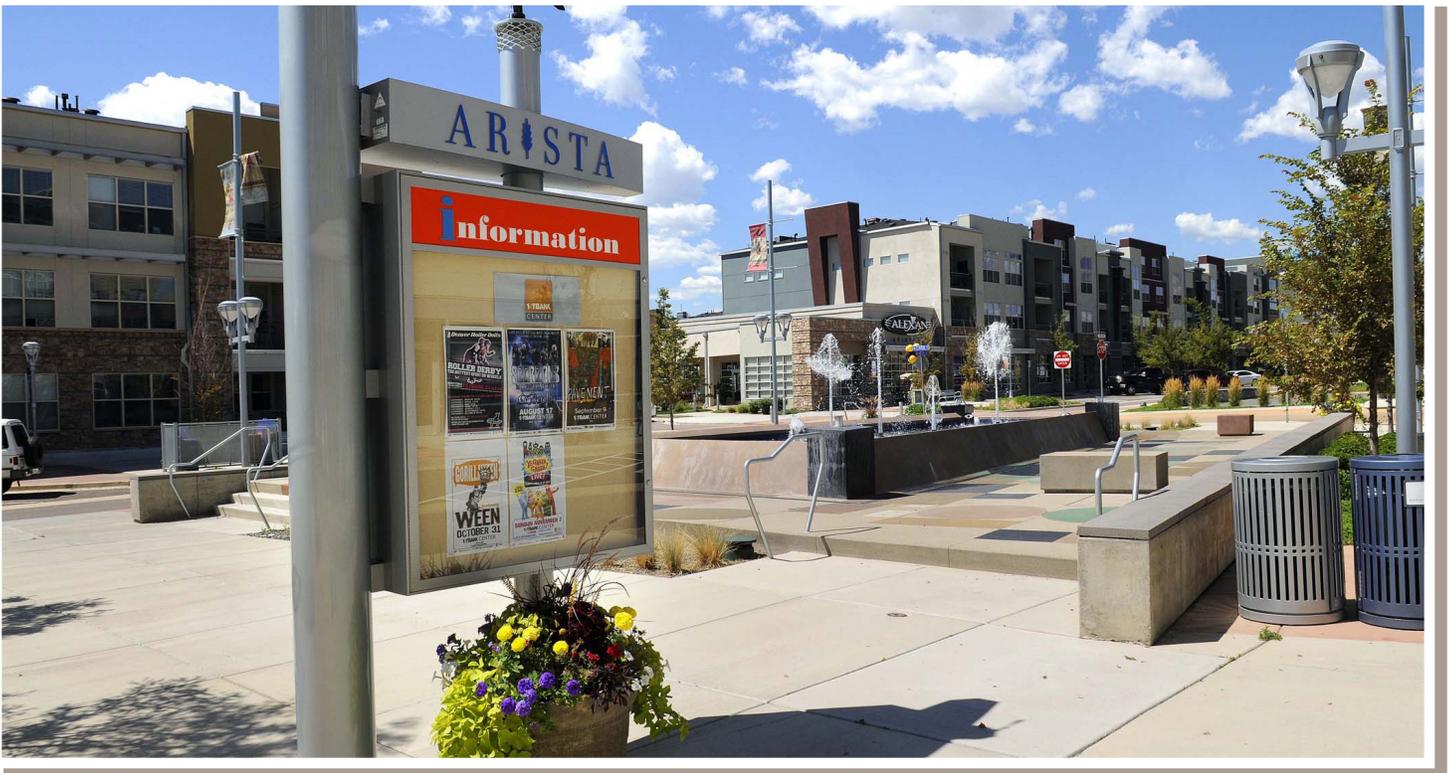
*Integrate the multimodal transportation system to support and complement Broomfield's economic development plans and policies.*

**Policy TS-F.1:** Coordinate development and redevelopment to maximize and take advantage of regional and local transportation corridors.

**Policy TS-F.2:** Create compact and mixed-use development in targeted locations to provide options that reduce dependency on automobiles.

**Policy TS-F.3:** Advocate connecting the North Metro Rail/N Line to Broomfield at or near the Interstate 25/State Highway 7 interchange.

**Policy TS-F.4:** Establish appropriate setbacks for major arterials to mitigate negative impacts such as noise, air quality, and light impacts on existing and future residences.



## Goal TS-G: Sustainability

*Maintain and improve existing transportation infrastructure in a socially, environmentally, and fiscally sustainable manner.*

**Policy TS-G.1:** Seek regional, state, federal, and public/private partnership funding opportunities for multimodal transportation improvements.

**Action Step TS-G.1.1:** Pursue grant and/or other outside funding for alternative transportation improvements.

**Action Step TS-G.1.2:** Pursue opportunities for public/private partnerships to advance the multimodal transportation network through the development/redevelopment process.

**Action Step TS-G.1.3:** Coordinate with the Northwest Parkway Authority to maximize the capacity of the tollway to relieve east/west congestion on local streets (e.g., by using variable pricing).

**Policy TS-G.2:** Fund and maintain the existing transportation infrastructure in coordination with other departments.

**Action Step TS-G.2.1:** Coordinate utility improvements with transportation infrastructure updates.

**Action Step TS-G.2.2:** Continue to evaluate opportunities to improve bicycle and pedestrian accommodation as a part of street maintenance projects.

**Policy TS-G.3:** Promote and support vehicle charging and fueling stations (e.g., electric vehicle charging stations, CNG/biodiesel fueling stations).

**Action Step TS-G.3.1:** Advance increased funding for alternative vehicles and transportation improvements.

**Policy TS-G.4:** Avoid, minimize, and mitigate or improve environmental impacts of transportation projects to the extent reasonably practical.

**Policy TS-G.5:** Encourage transportation investments and projects that promote community health and wellness and encourage social connections.

