

Chapter 8: Boulder County

Similar to Larimer County, Boulder County has a mixture of incorporated and unincorporated areas along the US287/SH119 corridor. As a result, Boulder County is broken into two sections to make discussion more understandable. The FLEX Route travels along US287, crossing Boulder County’s northern boundary and travels for 3.5 miles to Longmont’s northern boundary. Longmont is discussed in **Chapter 9: Longmont**. From the southern City of Longmont boundary, FLEX continues along SH119 toward Boulder, passing the census-designated places of Niwot and Gunbarrel. Because the communities of Gunbarrel and Niwot are census-designated places and not incorporated, they are included in the Boulder County chapter. In this section, the FLEX operates on SH119 for approximately 9.1 miles.

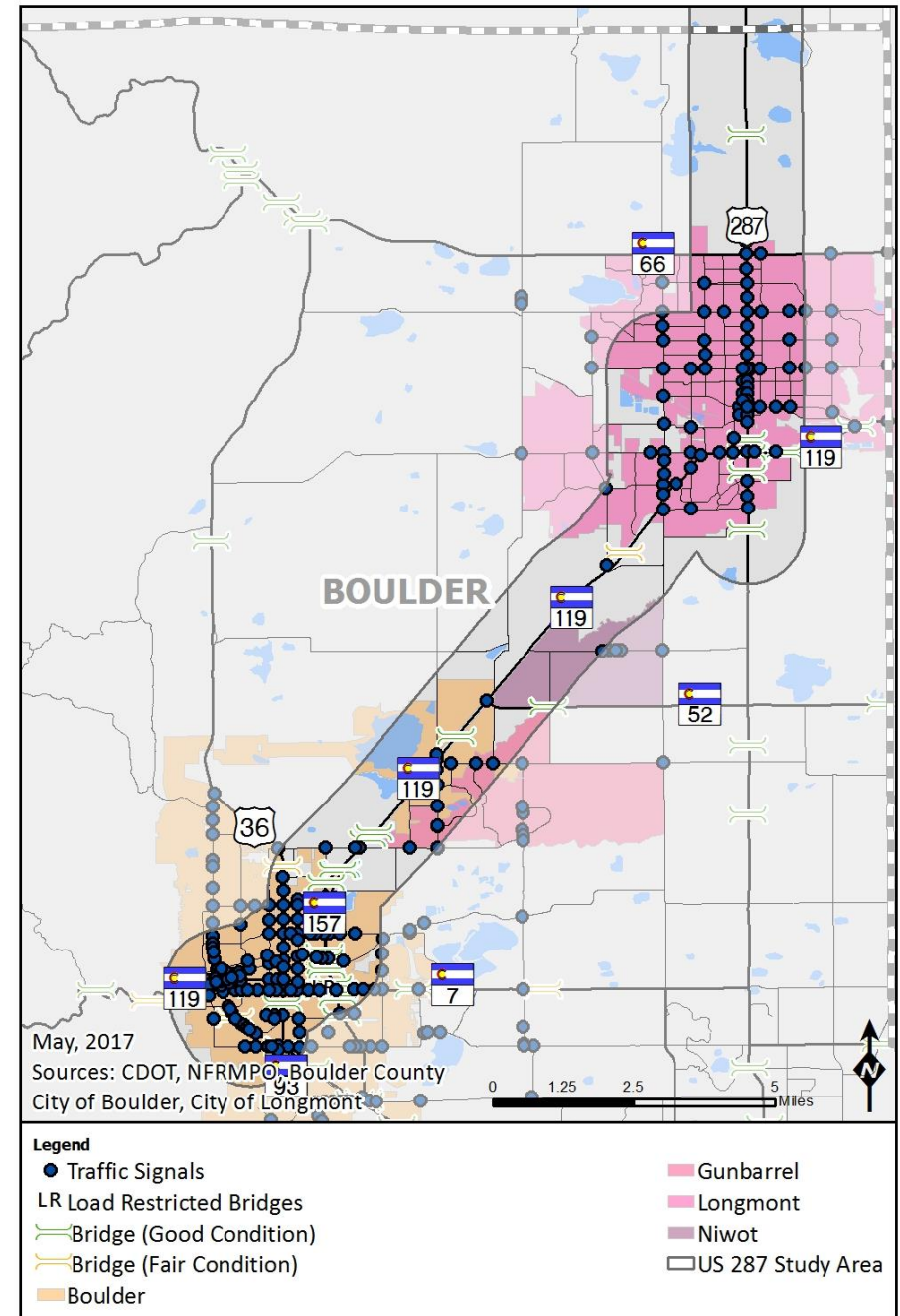
Road Network

Figure 8-1 shows bridges on state and US highways and traffic signals on US287 north of Longmont, and on SH119 southwest of Longmont.

There are twelve bridges on state-maintained highways within the Study Area in unincorporated Boulder County. All but one bridge is rated to be in good condition by CDOT. The bridge rated as “fair” is located at SH119 and Left Hand Creek. The bridges rated as “good” are located at: US287 and Wasatch Road; SH119 and Dry Creek; SH119 and Beasley Ditch; SH 119 and Four Mile Creek; SH119 and Four Mile Canyon Creek; and SH119 and 47th Street.

No traffic signals exist on US287 between the Boulder County boundary and the northern City of Longmont boundary. CDOT owns and maintains the traffic signals on SH119 south of Longmont. Due to the rural nature of SH119 and the road being built to limited-access highway standards, SH119 and US287 do not have many signals within

Figure 8-1 Boulder County Bridges and Traffic Signals



Boulder County. Traffic signals are located at SH119 and Airport Road, SH119 and SH52, SH119 and Niwot Road, SH119 and 63rd Street, and SH119 and Jay Road.

Figure 8-2 shows the active railroads and crossings in Boulder County. Two railroads operate track within the Study Area. BNSF Railway operates a corridor parallel to US287 north of Longmont, and a corridor parallel to SH119 south of Longmont. The Great Western Railway (GWR) operates a route east from downtown Longmont, but this extends outside of the Study Area.

Figure 8-3 illustrates Annual Average Daily Traffic (AADT) for the US287 and SH119 corridors. Between 19,000 and 27,000 vehicles travel daily north of Longmont, and between 28,000 and 38,000 travel on the corridor between Longmont and Boulder.

Figure 8-4 displays Annual Average Daily Truck Traffic. Between 120 and 500 trucks travel on US287 north of Longmont, and between 520 and 840 trucks travel daily on SH119 from the southern Longmont boundary to SH52. From SH52 to the City of Boulder boundary, between 890 and 1,250 trucks travel daily.

There are consistently four travel lanes on both corridors as illustrated on **Figure 8-5**. At the SH119 and SH157 junction, a brief portion of the corridor expands to six lanes.

Speed limits are shown on **Figure 8-6**. North of Longmont, US 287 has a speed limit of 65MPH. South of Longmont, SH119 has a speed limit of 65MPH to Niwot Road, but slows to 55MPH from Niwot Road to the northeastern City of Boulder limits.

US287 north of Longmont is rated as medium Drivability Life, consistent with the portion of SH119 south of Longmont. Drivability Life is illustrated on **Figure 8-7**, and is a rating system used by CDOT to grade pavement condition.

Figure 8-2 Boulder County Active Railroads and Crossings

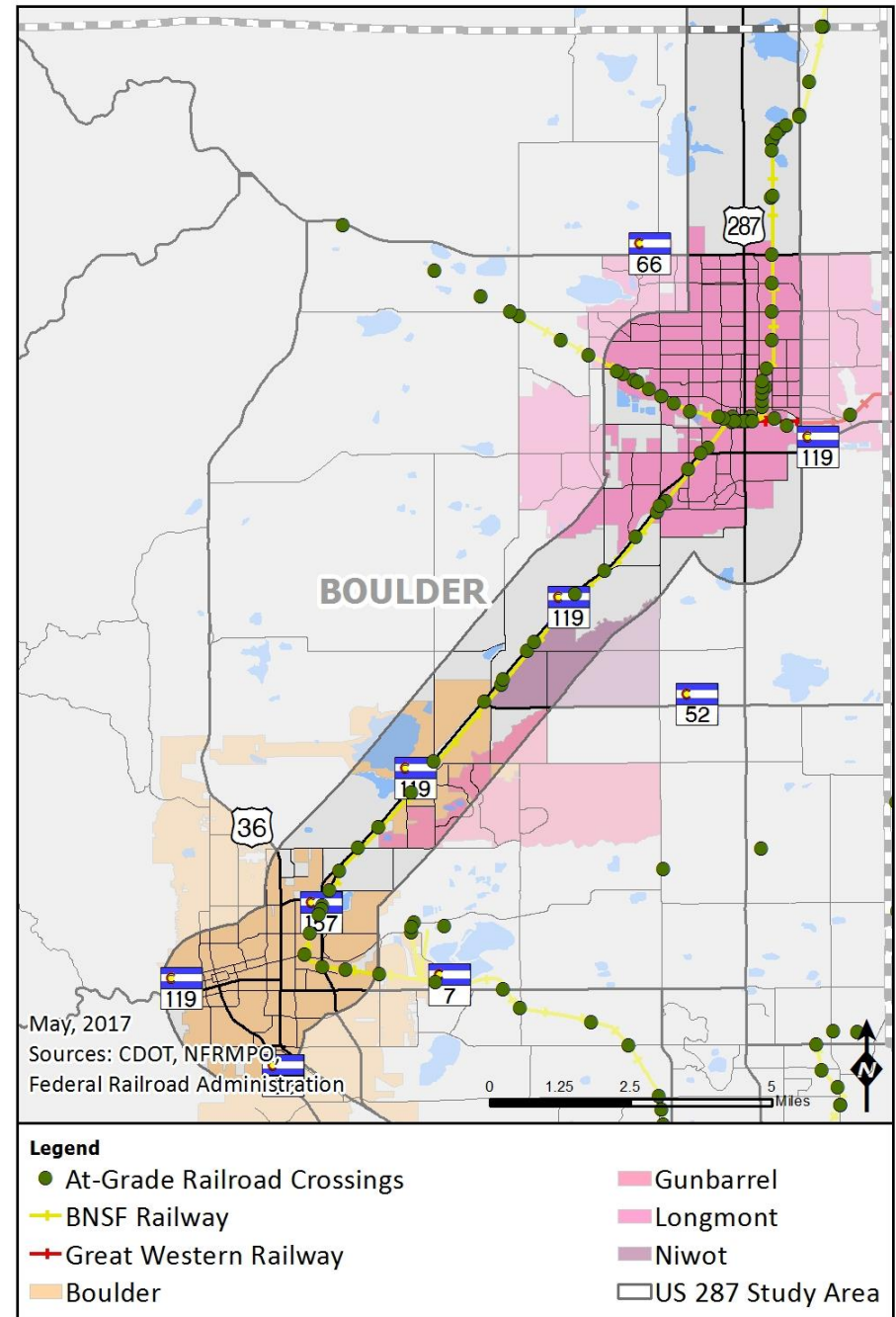


Figure 8-3 Boulder County Annual Average Daily Traffic

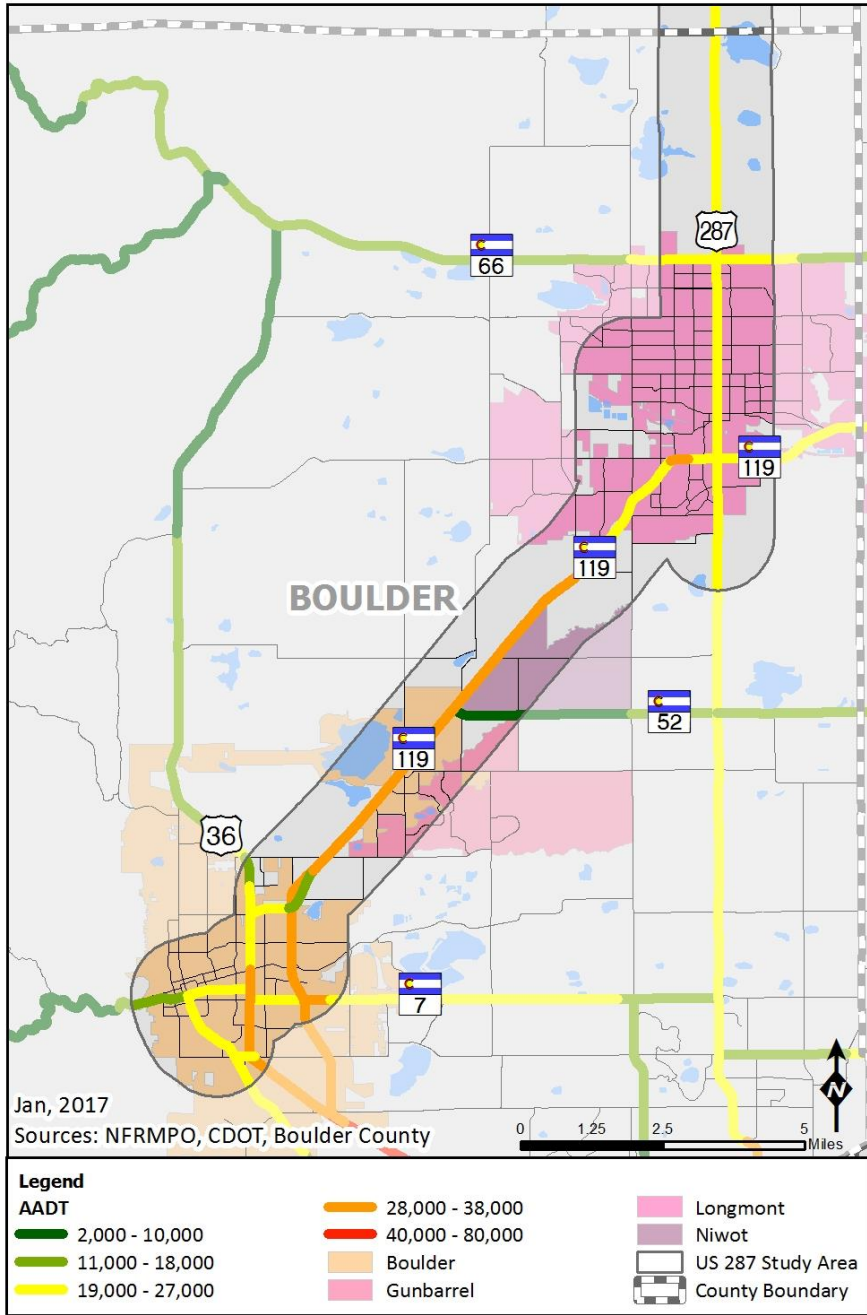


Figure 8-4 Boulder County Annual Average Daily Truck Traffic

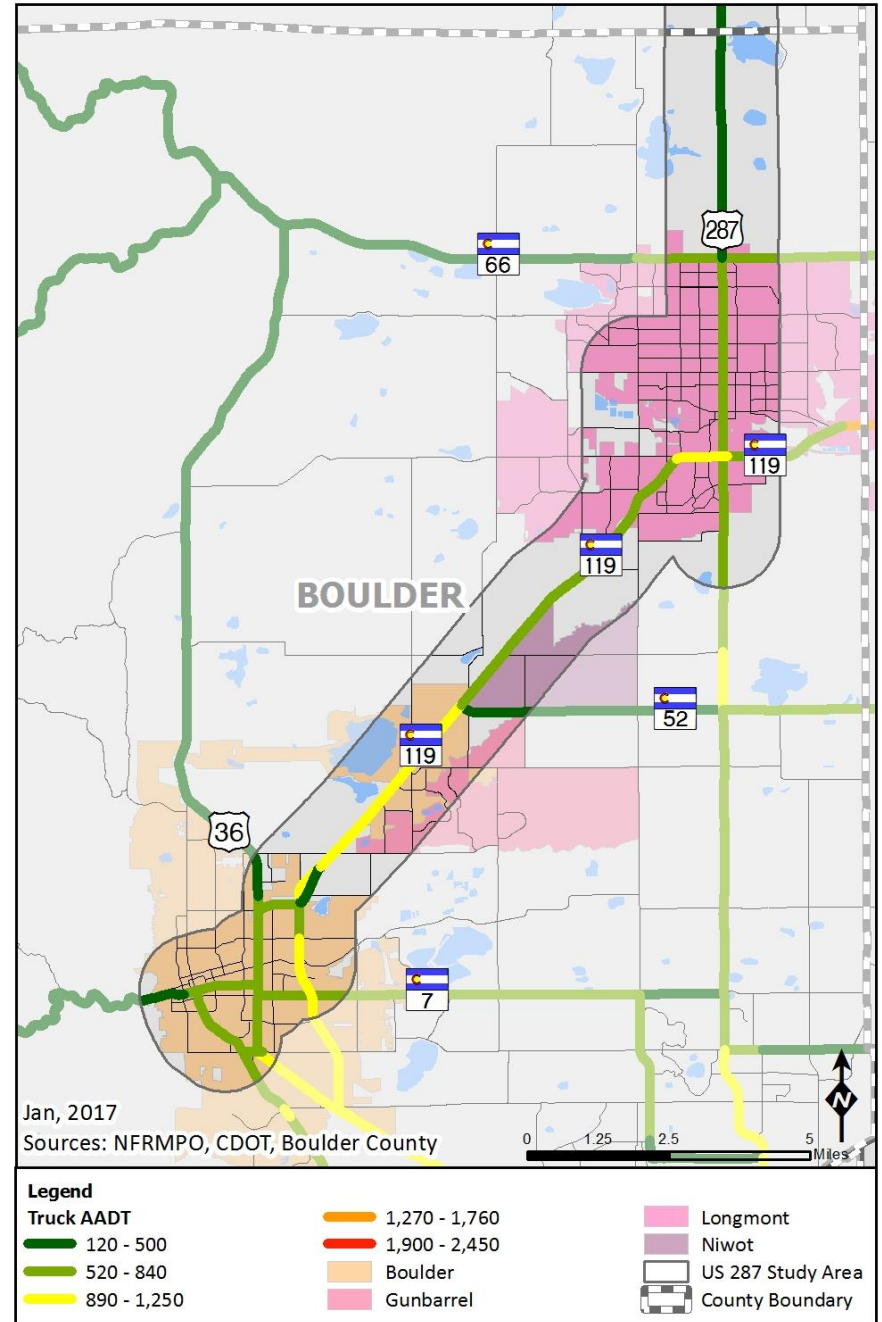


Figure 8-5 Boulder County Number of Through Lanes

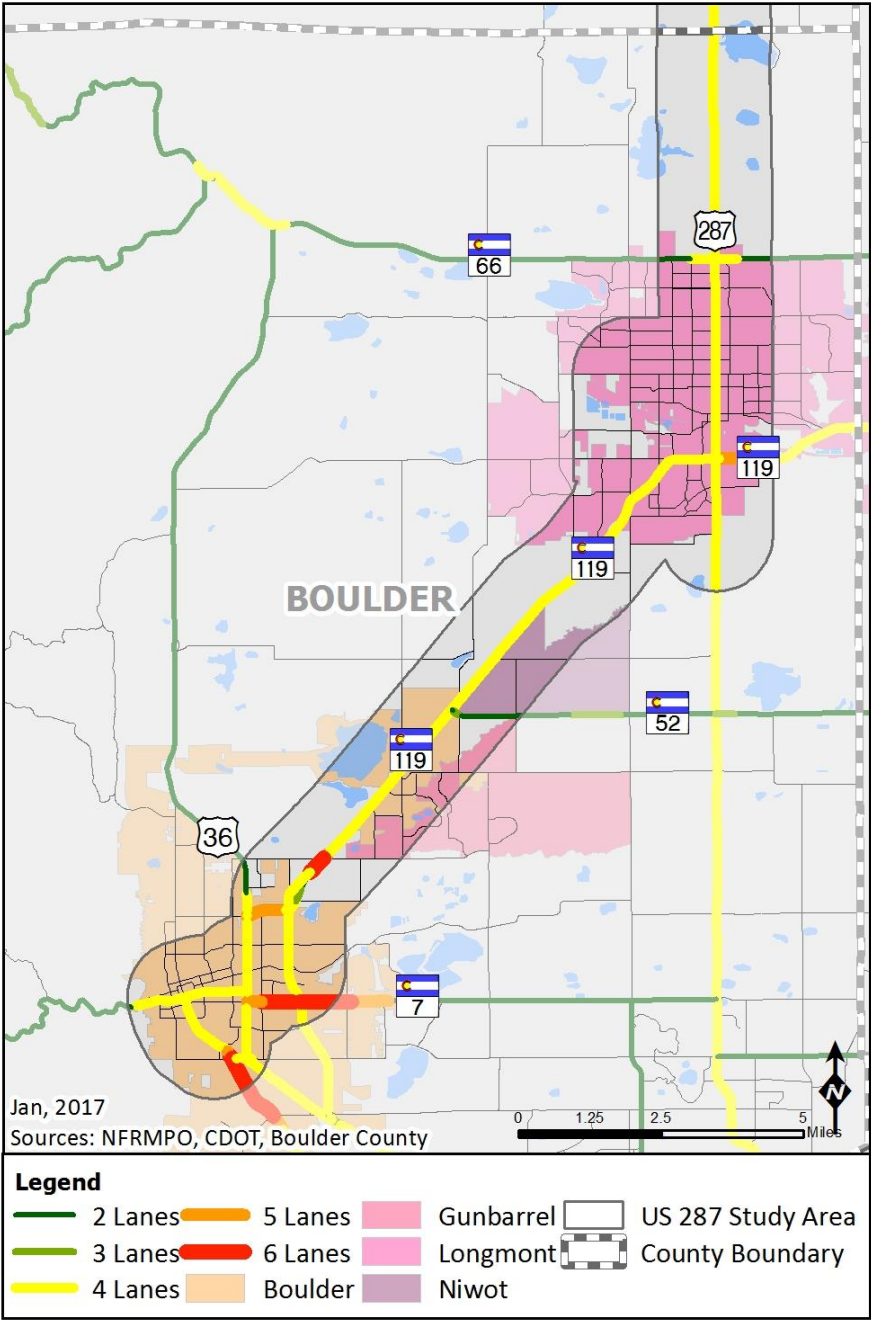


Figure 8-6 Boulder County Speed Limits

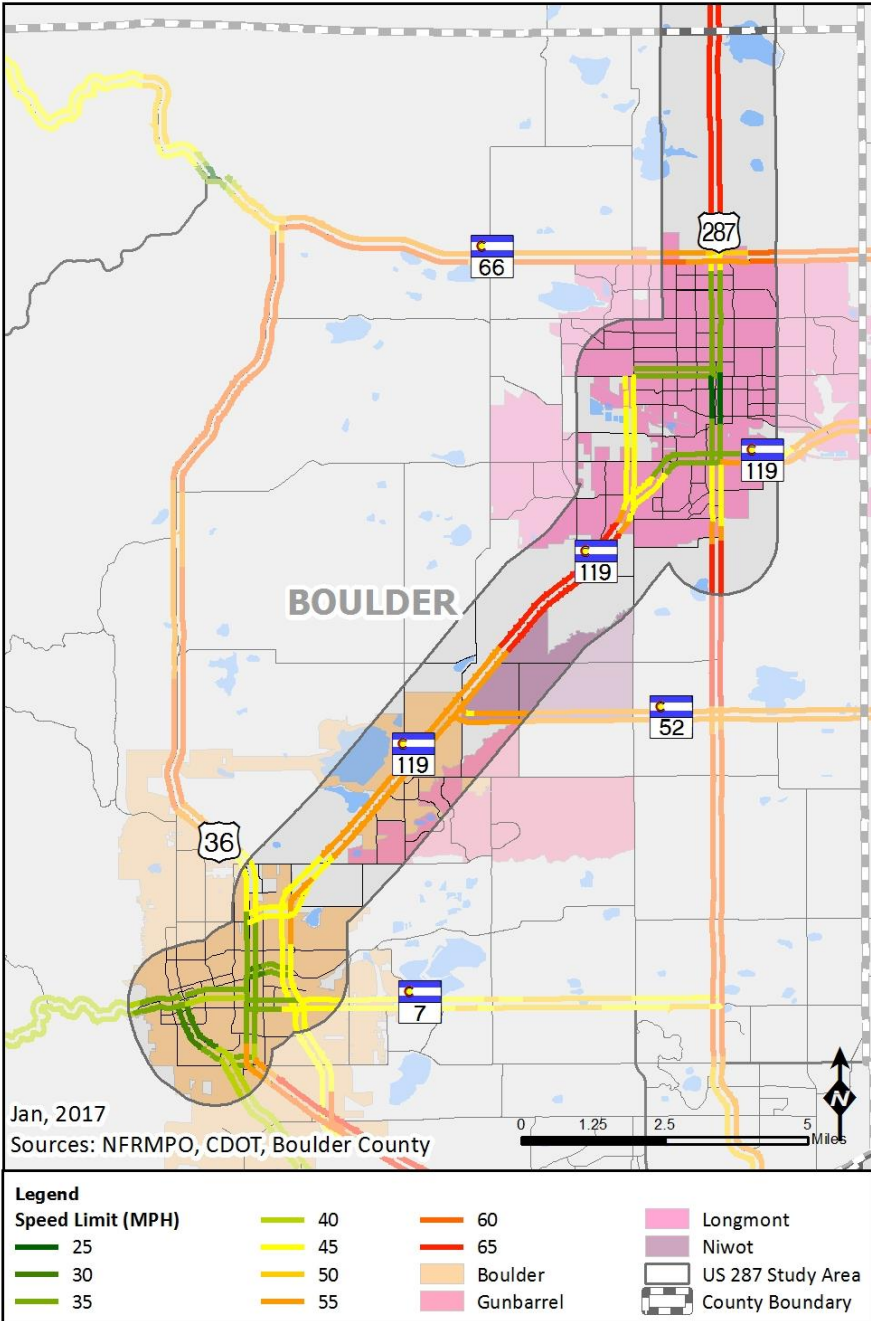
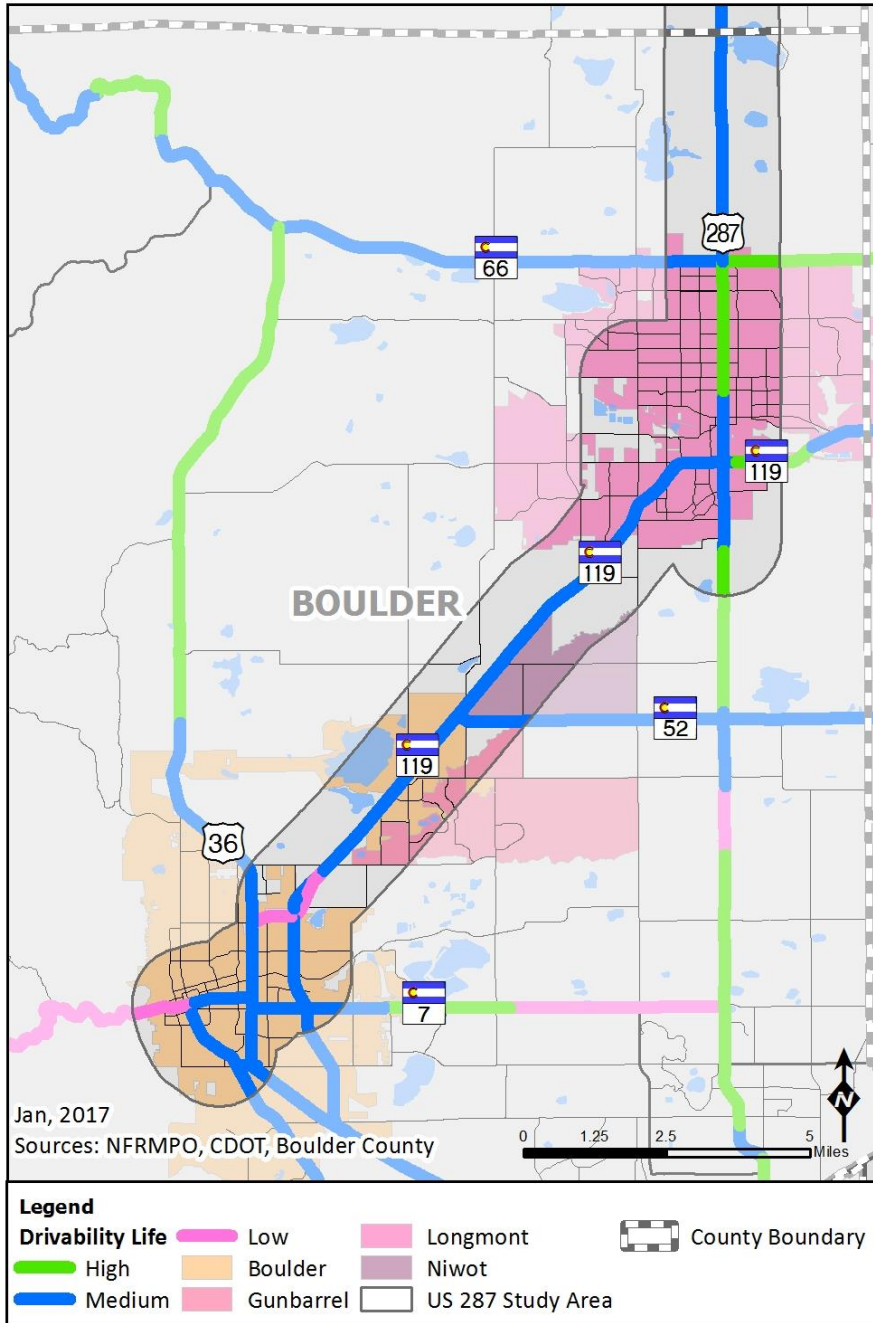


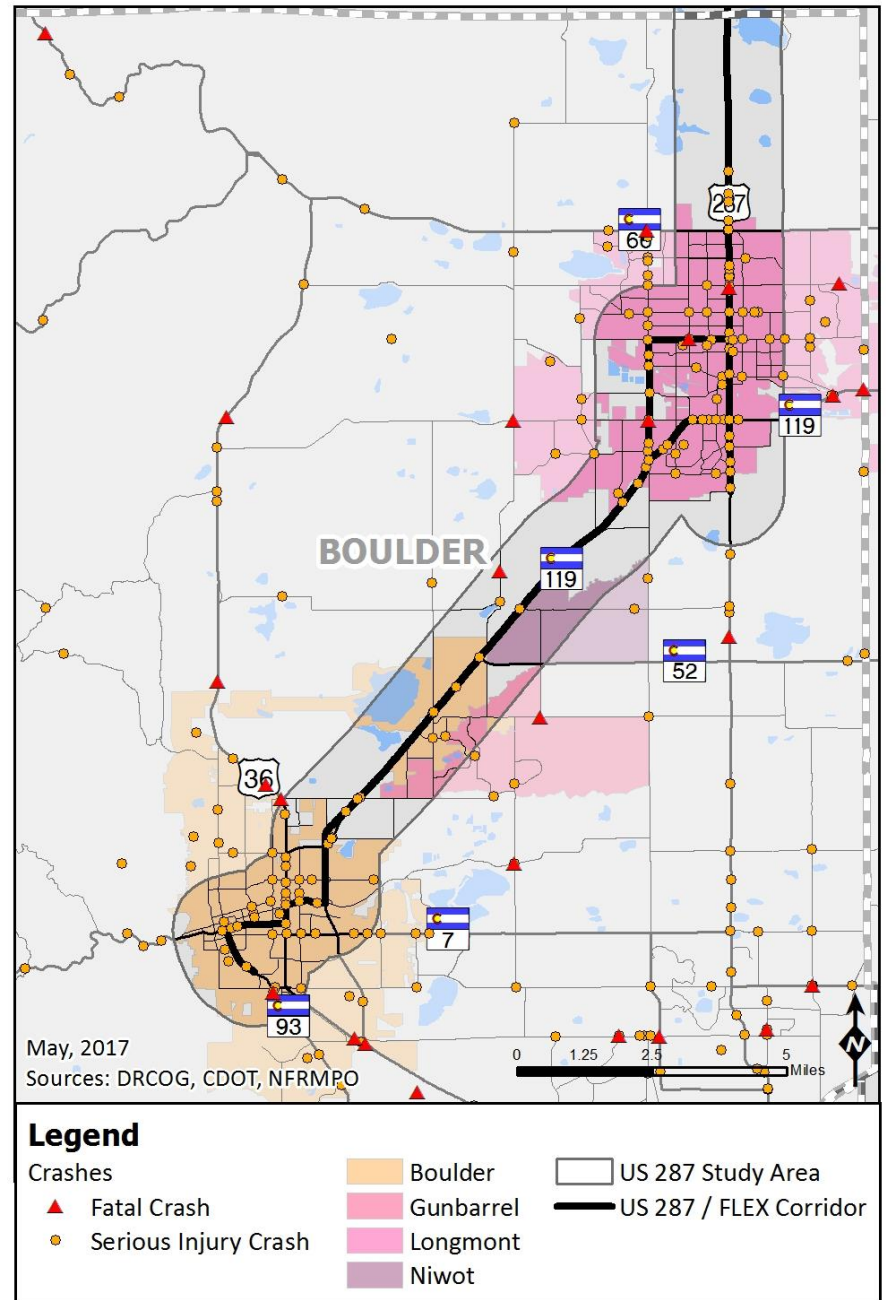
Figure 8-7 Boulder County Drivability Life



Crash Data

Figure 8-7 shows the serious injury and fatal crashes from 2009 through 2013 in the Boulder County Study Area. There were five fatal crashes and 147 serious injury crashes in the Boulder County Study Area during the five year time period.

Figure 8-8 Boulder County Serious Injury and Fatal Crashes (2009-2013)

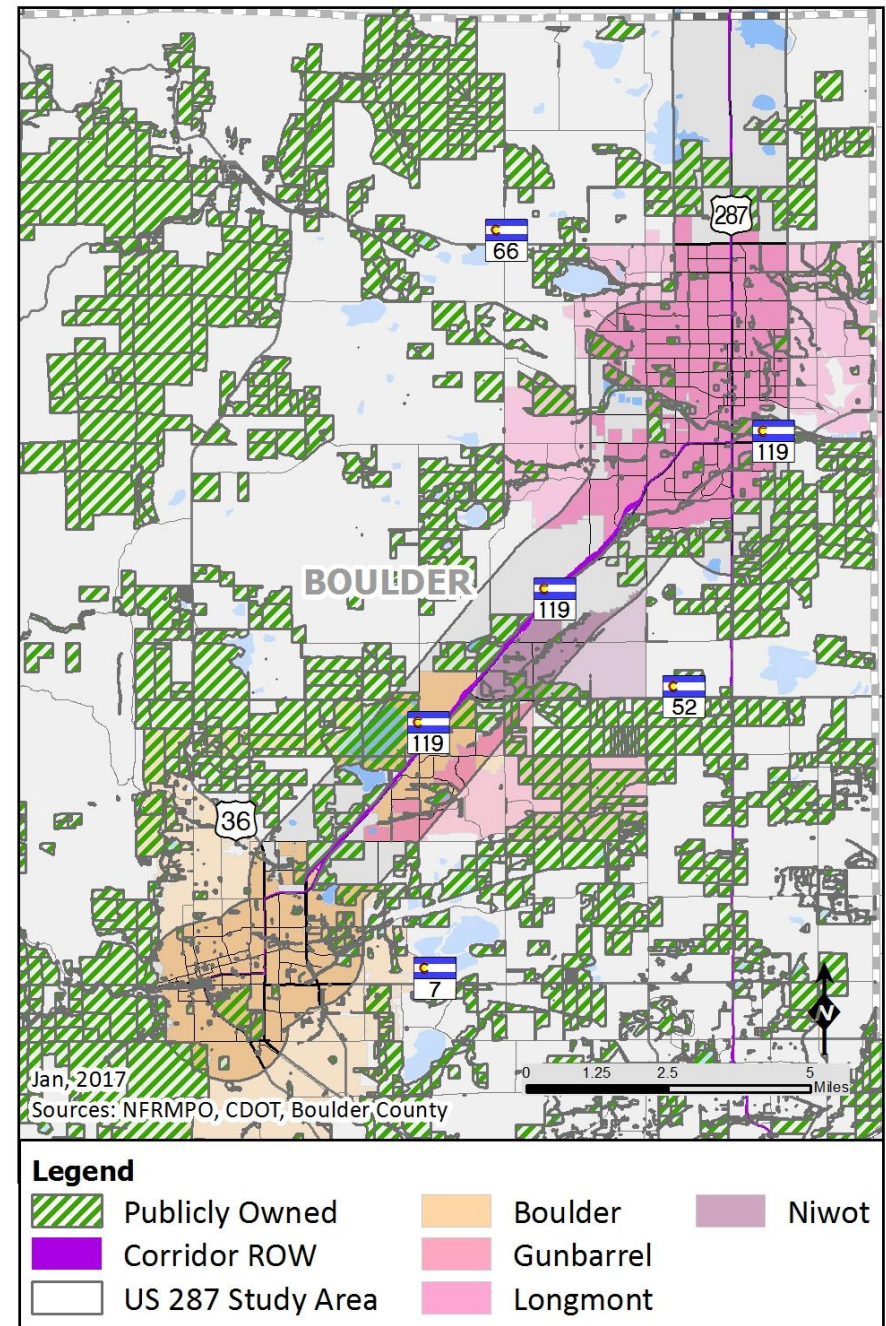


Right-of-Way

An estimate of US287 right-of-way is shown on **Figure 8-8**. Based on Boulder County parcel data, the right-of-way is colored in between the parceled land. The width of the right-of-way estimate along US287 ranges from 70-241 feet in unincorporated Boulder County. Along SH119, the width of the right-of-way estimate ranges from 315-640 feet. Due to the irregular borders of the right-of-way, a general map is presented in the figure. In-depth maps are available upon request.

Also shown is the land owned by the City of Longmont, City of Boulder, Boulder County, the State of Colorado, or the United States. CDOT is in the process of creating a right-of-way database, which will be available in the future. The expected timeline is three to five years.

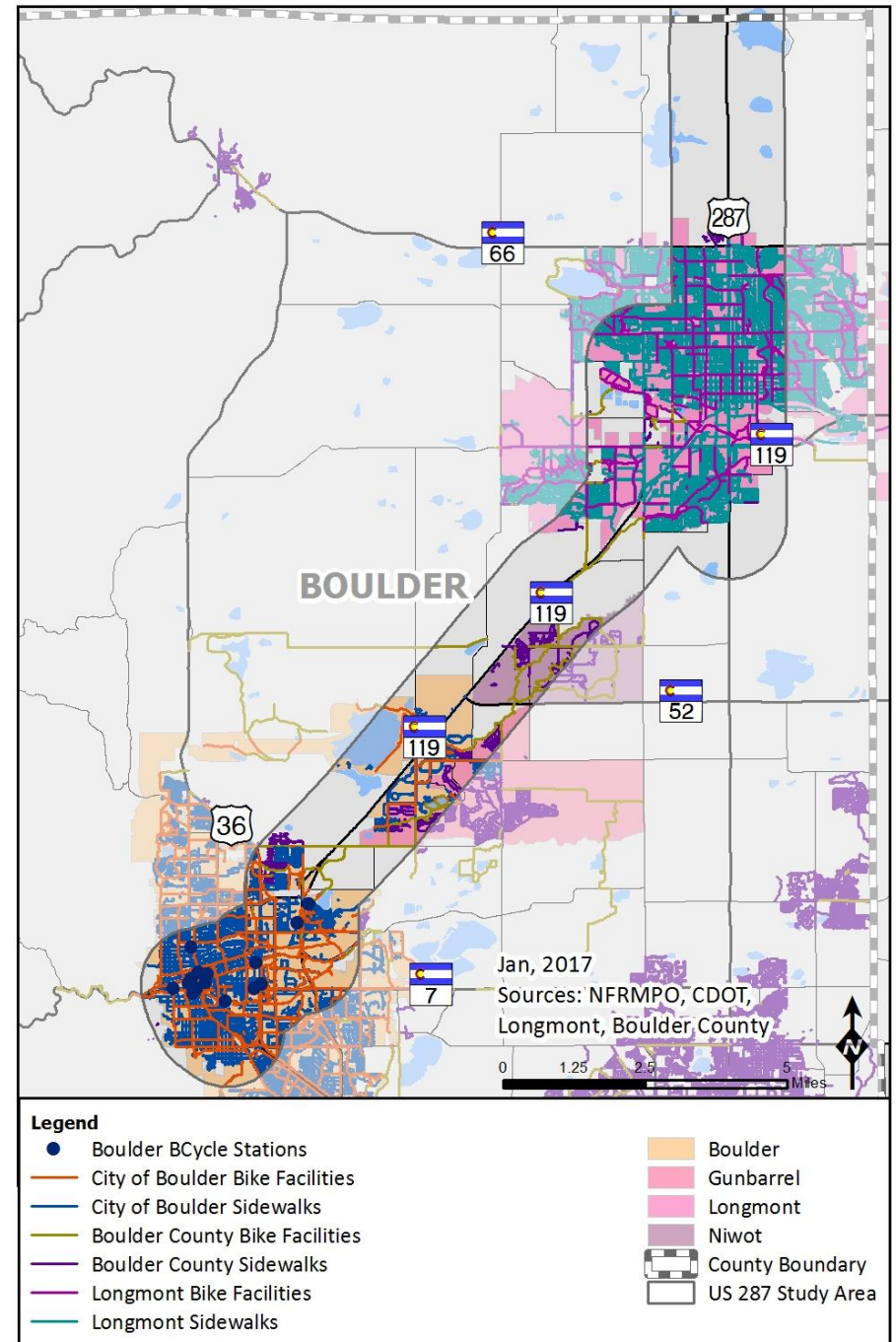
Figure 8-9 Boulder County US287 Right-of-Way and Publicly Owned Land



Bicycle and Pedestrian

Boulder County is known for its access to outdoor activities, and a variety of trails and bicycle facilities exist in unincorporated portions to make this possible. These facilities are shown on **Figure 8-9**. These facilities connect with the dense networks in the Cities of Longmont and Boulder. Wide shoulders exist on SH119, and more experienced cyclists can often be seen riding on them. A bicycle-sharing system called Boulder BCycle exists in the city, but no stations exist in unincorporated Boulder County.

Figure 8-10 Boulder County Bicycle and Pedestrian Infrastructure



Transit

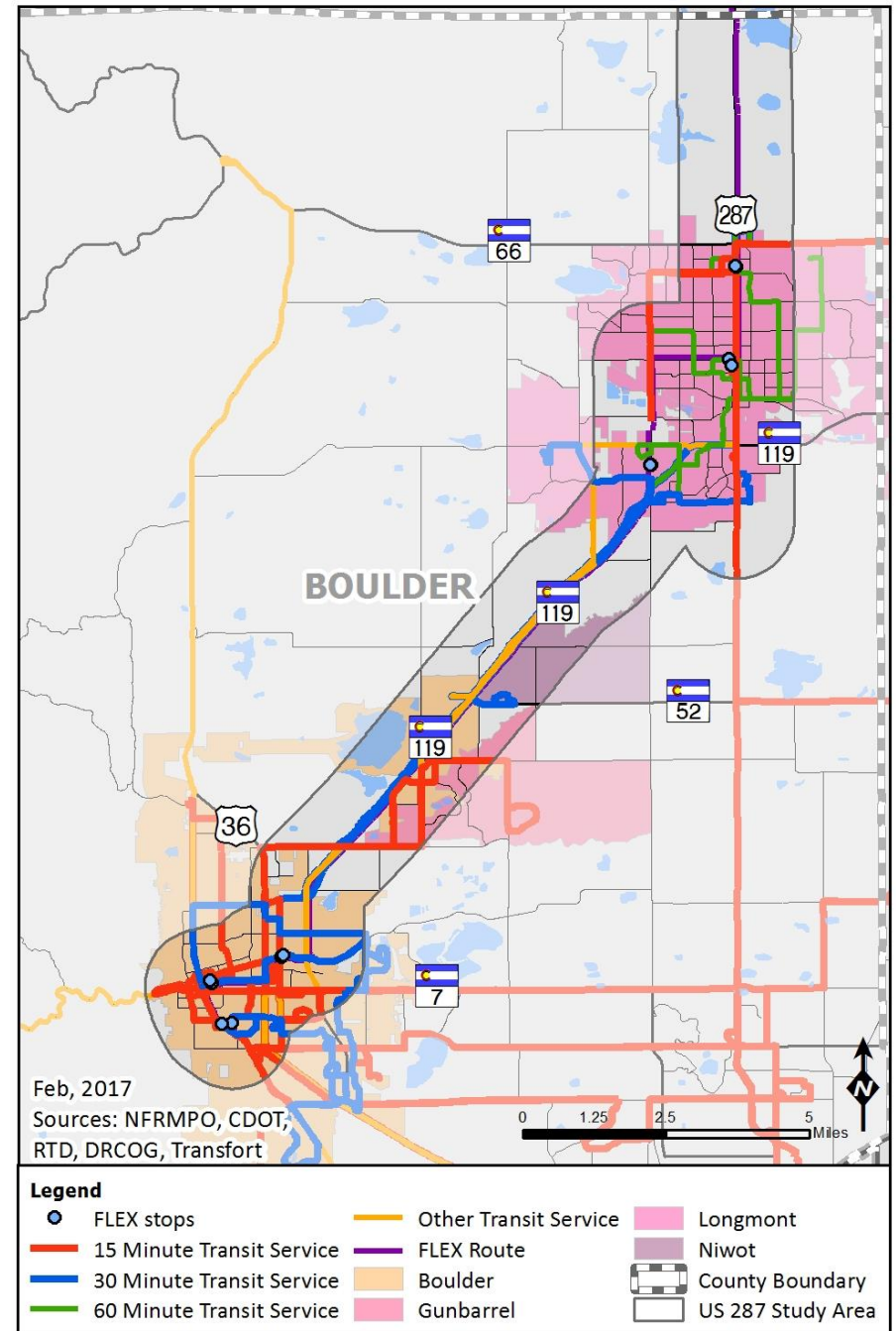
Boulder County does not operate any transit directly. Services on SH119 are operated by the Regional Transportation District (RTD). Though Transfort provides FLEX to Boulder service along SH119, it does not have any local stops on the highway. RTD operates regional buses that connect Boulder and Longmont along SH119 with local stops.

The FLEX to Boulder and FLEX to Longmont route enter Boulder County on US287 and travel to downtown Longmont. FLEX to Longmont route terminates in downtown Longmont, while the FLEX to Boulder continues on 9th and Hover streets to SH119, and on to the City of Boulder. This service does not stop on SH119. FLEX to Boulder service limits pickups and drop-offs in Boulder County to reduce ridership impacts on RTD routes.

Figure 8-10 displays all transit operating within the County. Services portrayed with a red line operate at least every 15 minutes at peak hour; blue lines denote 30-minute service; and green routes operate hourly. Lines denoted in gold, such as the route to Lyons operate at irregular frequencies.

Information about RTD schedules and routes can be accessed at www.rtd-denver.com.

Figure 8-11 Boulder County Transit Routes



Environmental Features

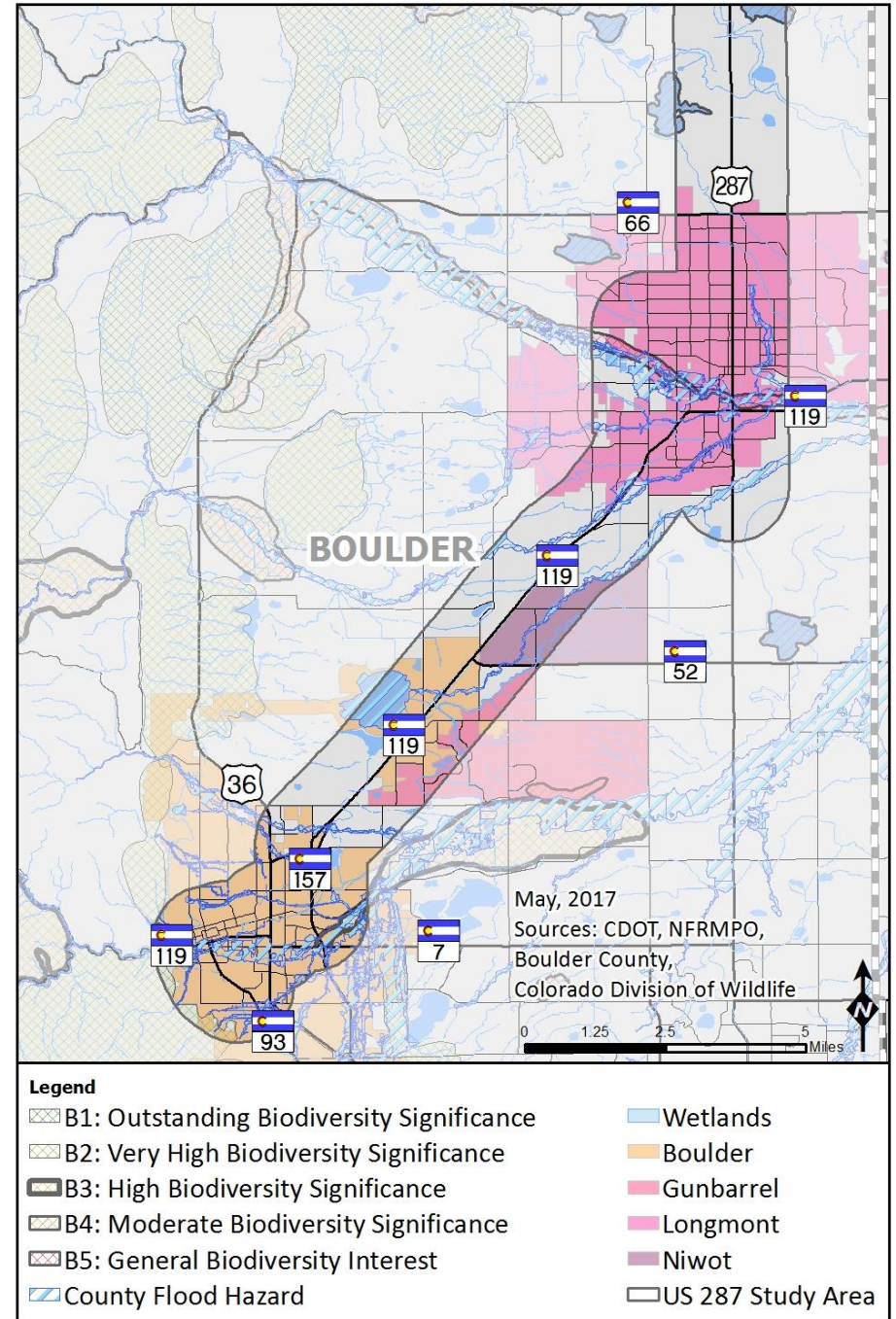
Figure 8-11 shows the environmental features for Boulder County. Due to its location in the Rocky Mountain foothills, Boulder County has a diverse environment and landscape.

FEMA rated the St. Vrain Creek, Left Hand Creek, the Boulder Reservoir, and the Boulder and Left Hand Ditch as potential flood hazards within unincorporated Boulder County.

Multiple irrigation ditches and reservoirs are described as wetlands throughout the county.

Colorado Division of Wildlife uses a system to define environmentally sensitive areas as part of the Potential Conservation Area program. The rating system ranges from general biodiversity to outstanding biodiversity. The St. Vrain Creek corridor is considered to have General Biodiversity Interest as it approaches Longmont. The South Platte River corridor is considered to have Moderate Biodiversity Significance. A High Biodiversity Significance exists for the Fourmile Creek as well.

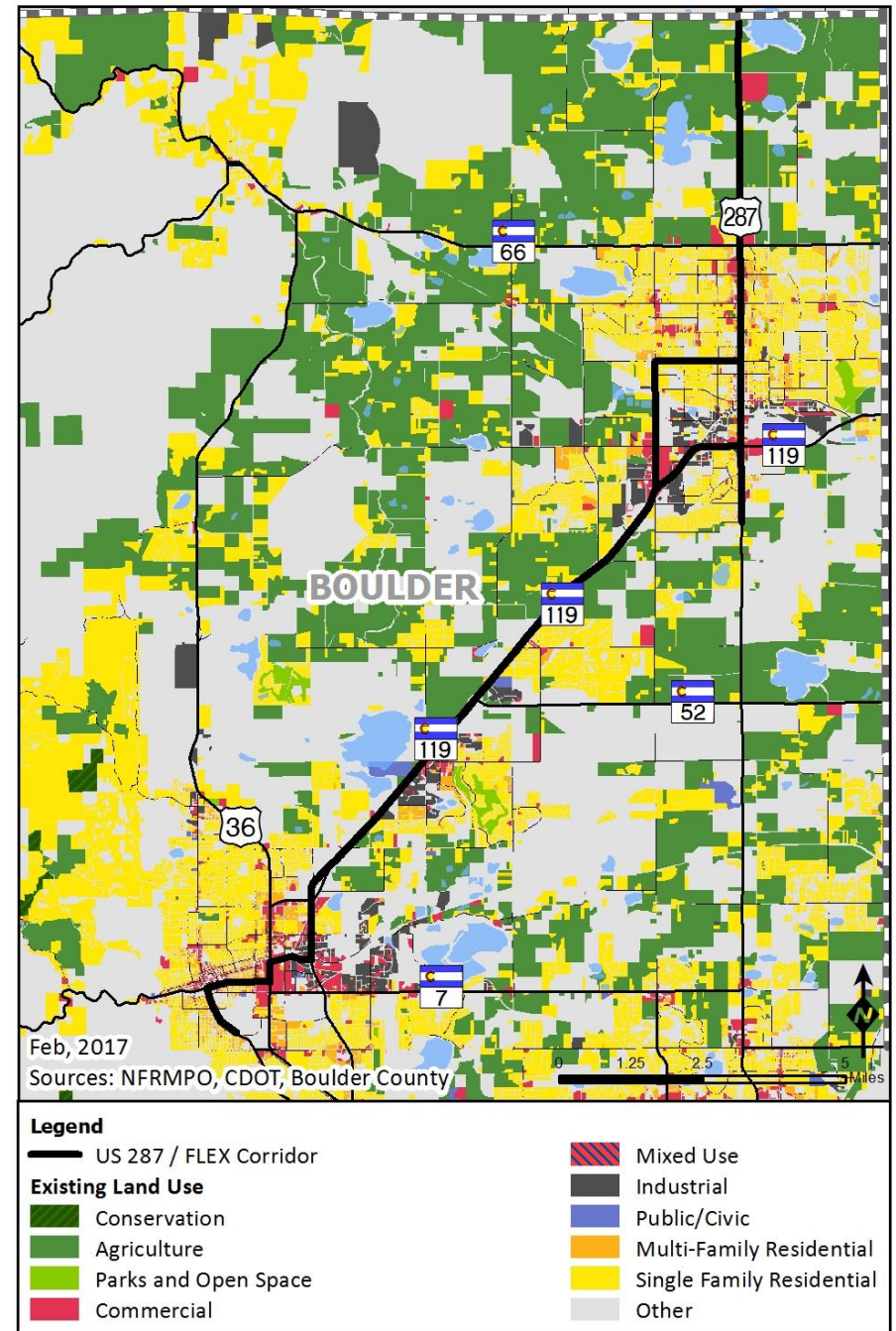
Figure 8-12 Boulder County Environmental Features



Existing Land Use

The land uses displayed on **Figure 8-12** represent 2017 land uses from the Boulder County Assessor’s office. Land uses were consolidated into a smaller number of categories. Parcels categorized as “other” include vacant lots and some parcels exempt from property taxation without a clearly identified land use. The Study Area in unincorporated Boulder County primarily consists of Agricultural, Industrial, Single Family Residential, and Other land uses.

Figure 8-13 Boulder County Existing Land Use



Future Land Use

The land uses displayed on **Figure 8-13** represent future land uses consolidated from Boulder County Zoning (as of November 2016); the City of Longmont’s 2016 Comprehensive Plan, Envision Longmont; and the City of Boulder’s 2010 Boulder Valley Comprehensive Plan. The future land uses represent built out conditions identified by local communities, and do not adhere to a specific forecast year. Within the Study Area in unincorporated Boulder County, future land uses primarily include Agricultural land uses, which include very low density residential uses, as well as Single Family Residential, Multi Family Residential, Parks and Open Spaces, Industrial, and Commercial land uses.

Figure 8-14 Boulder County Future Land Use

