



28th Street Multi-Modal Improvements



Pedestrian and Bicycle
Information Center

Problem

28th Street is a major roadway in Boulder, Colorado that provides a regional connection to Rocky Mountain National Park and Denver. It also functions as the major gateway to central Boulder and the main campus of the University of Colorado. Everyday 30,000 to 50,000 vehicles traveled along 28th Street on up to seven travel lanes. The traffic volumes and speeds combined with a lack of infrastructure left no convenient way for pedestrians, bicyclists and bus transit users to move along or across the street.

Background

Boulder is widely known as a pedestrian and bicycle friendly city and transforming the automobile dominated 28th Street into a “Complete Street” quickly became a priority. A Complete Street is a street that is designed and operated to enable safe access for all users including pedestrians, bicyclists, motorists, and bus riders.

Solution

To begin redesigning 28th Street, a multi-level community involvement process was used. A design advisory committee was organized with representatives from organizations such as adjacent businesses, transit riders, college students, motorists, and bicycle commuter groups. Once design alternatives were identified, a citywide, 3-day design workshop was assembled to bring all interested citizens together to review the issues, envision the options for enhancements, and develop concept master plans for all the 28th Street’s transportation and adjacent land uses. Improvements of 28th Street was divided into three sections, the southern most section known as the “Hello Boulder” section is the first to begin construction. This section will be completed in four phases to provide new regional bus stops, sidewalks, multi-use paths, bike lanes, landscaping and roadway improvements. 28th Street uses functional art, water-wise landscaping and improved signage and landmarks to draw pedestrians, transit users and bicyclists to use the corridor to move between work, school, shops, and home.



A new bus stop along 28th Street with functional art.

Results

Since the completion of the first two phases of the “Hello Boulder” section of 28th Street pedestrian activity has increased and more bicyclists use the on-street bicycle lanes and multi-use paths that connect University of Colorado with the regional shopping district. The most positive result of the multi-modal improvements along 28th Street is the change of land use and residential density adjacent to the corridor. Five new multi-family housing developments featuring housing for seniors and students are under construction next to 28th Street. The proximity of regional transit and improvements to pedestrian and bicycle mobility, the city planning board and city council approved new zoning that allows increases to housing density.

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Cost

The cost for the project is \$10,800,000 with 37% of it coming from federal funds.

Contact

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Web site: 28th Street Improvement Project



A new pedestrian and bicycle tunnel along 28th Street.

For more information, please visit the Pedestrian and Bicycle Information Center Web site at www.walkinginfo.org.

