



Bus Rapid Transit Feasibility Study

Public Meeting 1 | November 12, 2020



VIRTUAL MEETING FORMAT

- This meeting will be recorded. All comments are public record.
- Attendees are muted.
- Please ask questions via Q&A throughout the presentation.
- Please keep comments, concerns, and questions as specific as possible and relevant to the project.

WEBINAR PARTICIPATION

Q&A

You asked: 19:41
Type your questions and comments here!

Please input your question

☐ Send Anonymously Send

Audio Settings ^



Chat



Raise Hand

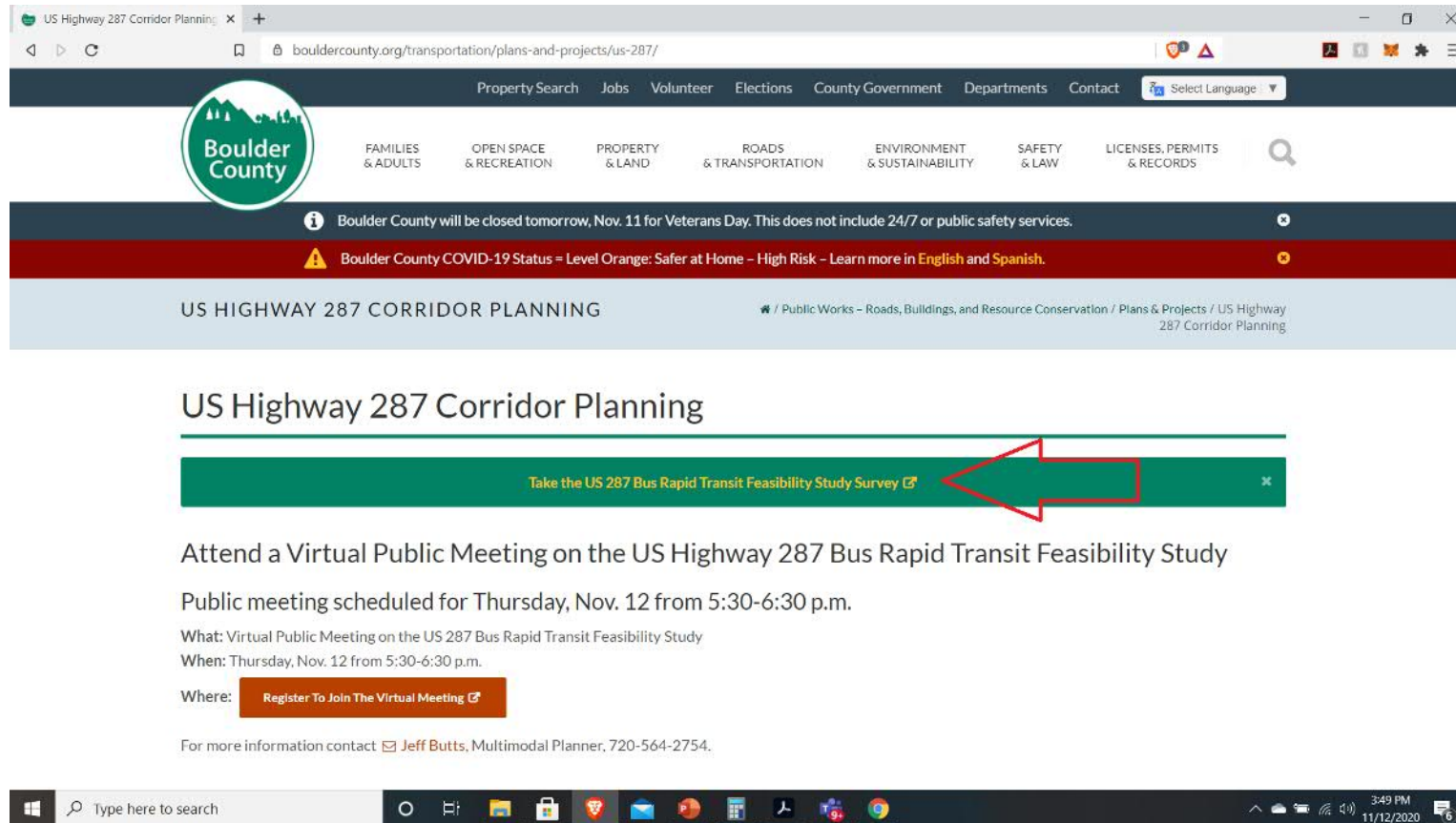


Q&A

Leave Meeting

WE NEED YOUR INPUT!

- Visit project website to take survey: boco.org/287planning



MEETING AGENDA

1. Introductions
2. Project Overview
3. Existing Conditions Assessment
4. Defining Vision and Values
5. Schedule and Next Steps



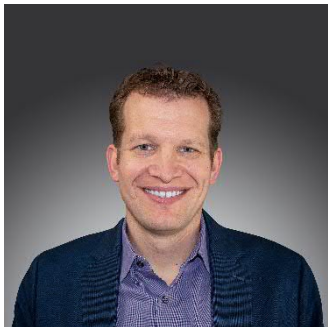
PRESENTERS



- **Jeff Butts**, Boulder County Project Manager
jbutts@bouldercounty.org



- **Kathleen Bracke**, Boulder County Deputy Director – Transportation Planning
kbracke@bouldercounty.org



- **Nick VanderKwaak**, AECOM Project Manager
Nick.vanderkwaak@aecom.com

BOULDER COUNTY TRANSPORTATION MASTER PLAN

Strategy 1:

Develop a Multimodal Transportation System



Strategy 2:

Create the Complete Trip



Strategy 3:

Invest in Key Transportation Corridors



Strategy 4:

Increase Accessibility



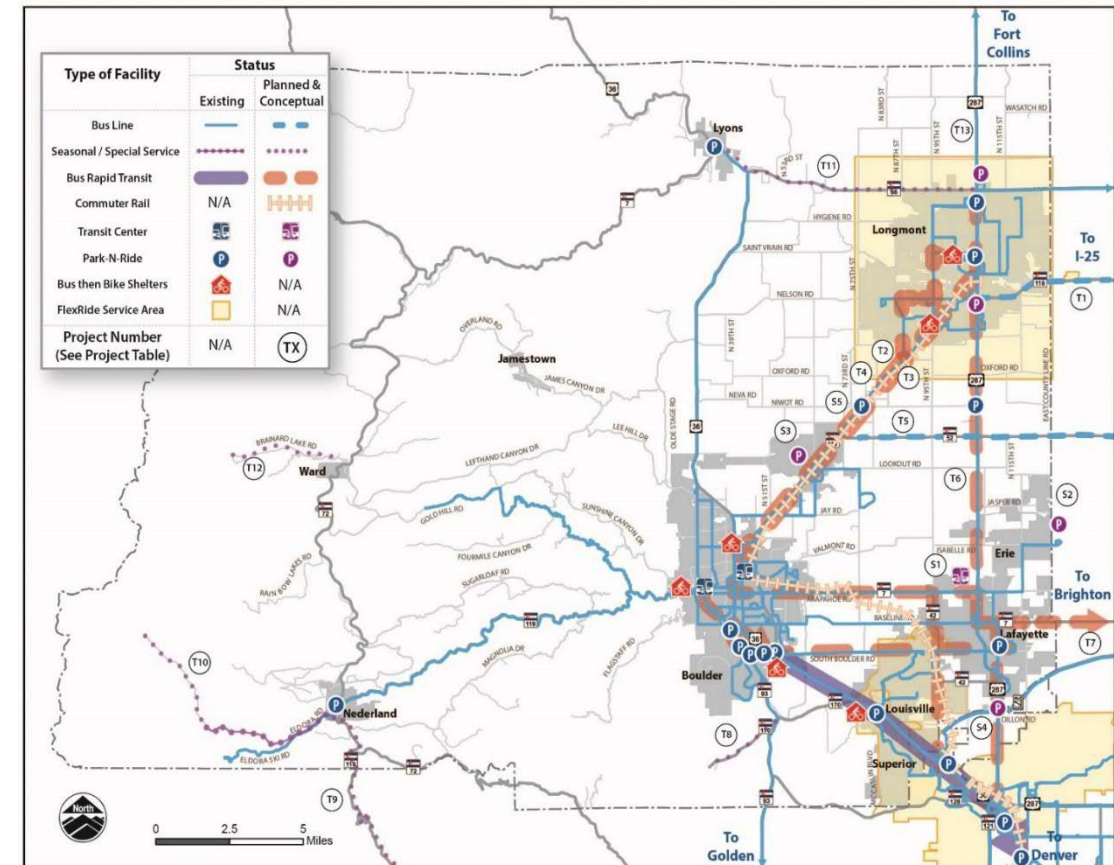
Strategy 5:

Enhance Mountain Area Connections



Key Action Items

- Prioritize moving people
- Advance Northwest Area Mobility corridors
- Explore funding options and innovative partnerships



US 287 BRT

FEASIBILITY

PROJECT OVERVIEW



OBJECTIVE

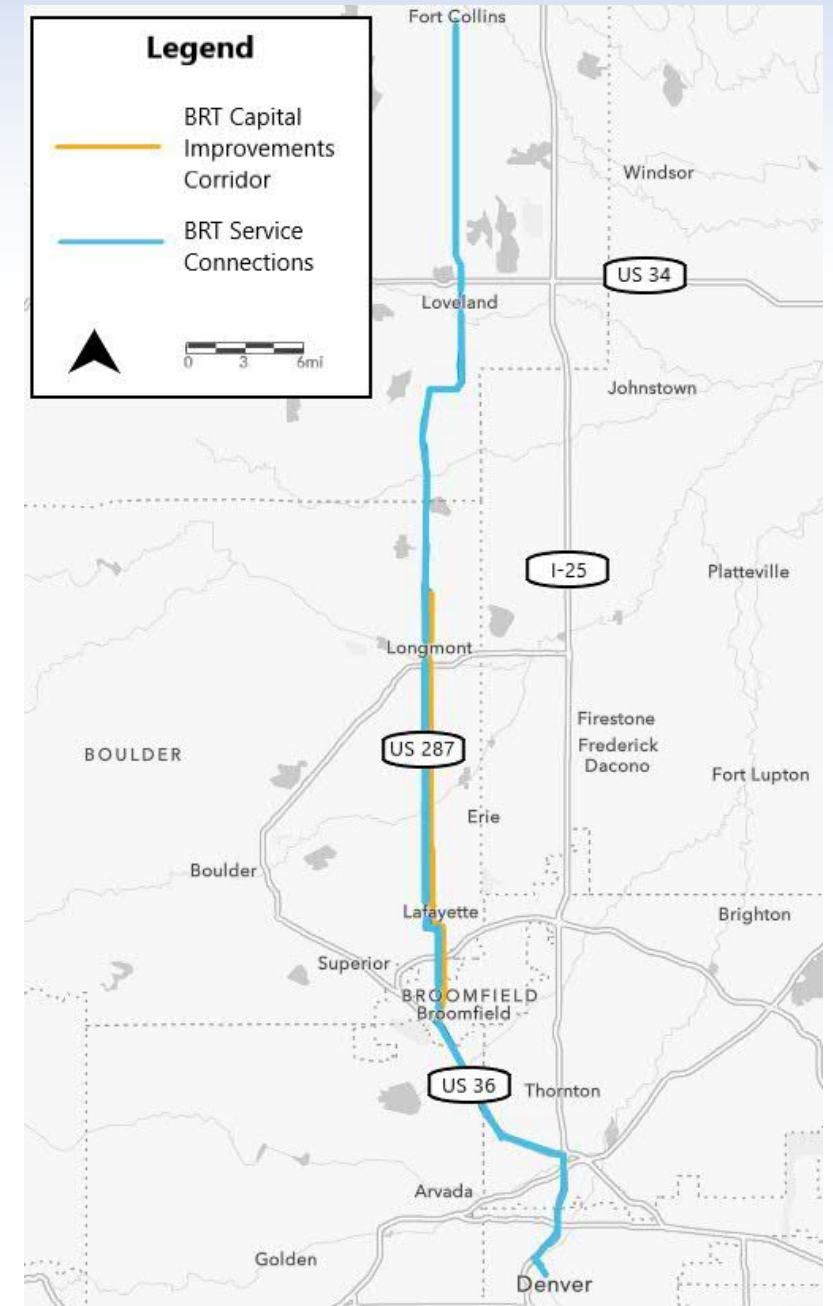
The US 287 Bus Rapid Transit Feasibility Study intends to study and understand north/south mobility needs along US 287 and recommend specific capital improvements and transit service enhancements for the corridor.

Communities on Capital Investment Corridor:

- Longmont
- Erie
- Lafayette
- Broomfield

One Seat Ride Service to:

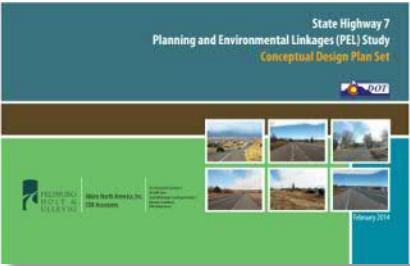
- Fort Collins
- Downtown Denver



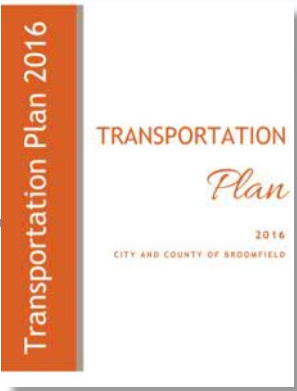
BUILDING ON PREVIOUS PLANS



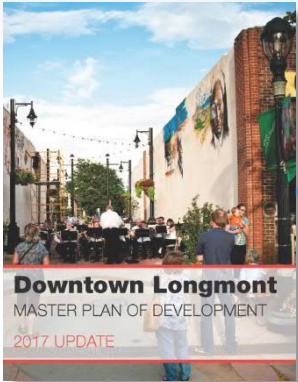
August
2014



February
2014



July
2016



April
2017



February
2020



October
2019

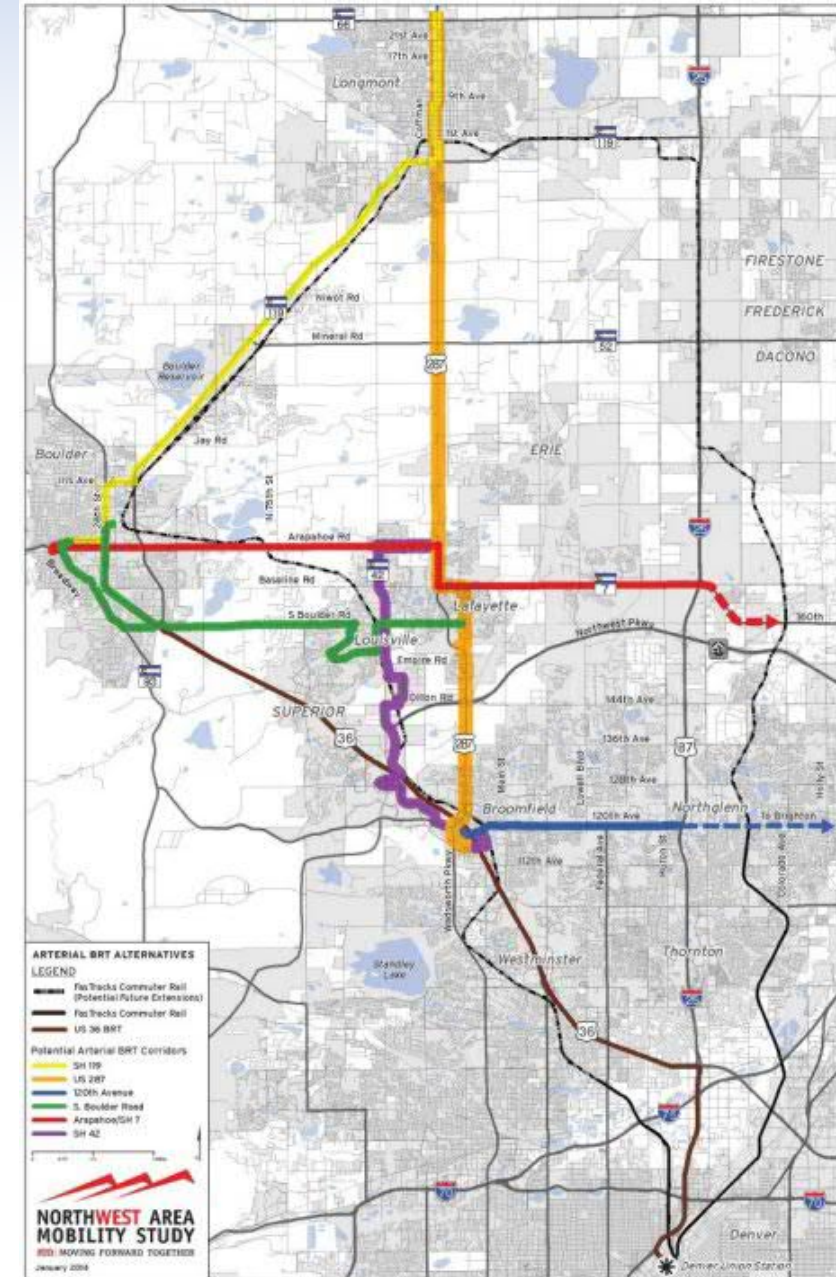


October
2019

ADVANCING THE NAMS

US 287 showed strongly for BRT Feasibility

- 22 major and 16 minor stops
- 9,000 Daily Boardings (2035)
- \$56 Million Capital Cost
- \$7.2 million annual O&M
- 39 minute BRT travel time (Longmont to Broomfield)
- Bus on Shoulder potential



SCOPE OF THIS STUDY

Phase I: Feasibility Study

- Building a Community Inspired Vision
- Document Existing Conditions
- Evaluate BRT Feasibility & Cost Estimates
- Conceptual Design Preparation
- Develop Station Area Toolkit

Phase II & Longer Term Objectives

- BRT Concept Design
- Safety, Signals & Intersections
- Prioritization of Improvements
- Design & Environmental Analysis
- Federal and Other Funding
- Implementation

WHAT IS BRT?

- Different than local bus service. It is:

Faster

More
Reliable

Moves More
People

- Can offer similar amenities and travel times to rail, and is:

Cost
Effective

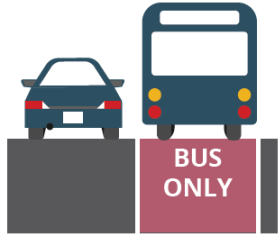
Flexible

Scalable

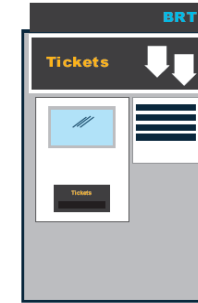
- Often run along high ridership bus corridors and connect riders to major regional destinations.



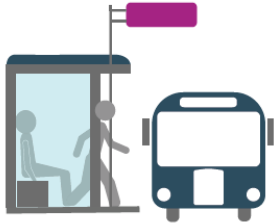
TYPES OF BUS RAPID TRANSIT IMPROVEMENTS



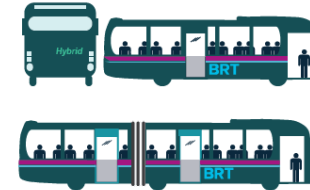
Dedicated Transit Lanes



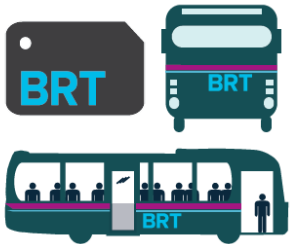
Off-Board Fare Collection



Near-Level Boarding



Vehicles



Branding



Intersection Enhancements

POLLING #1

- Why are you interested in the US 287 Project? (Select all that apply)



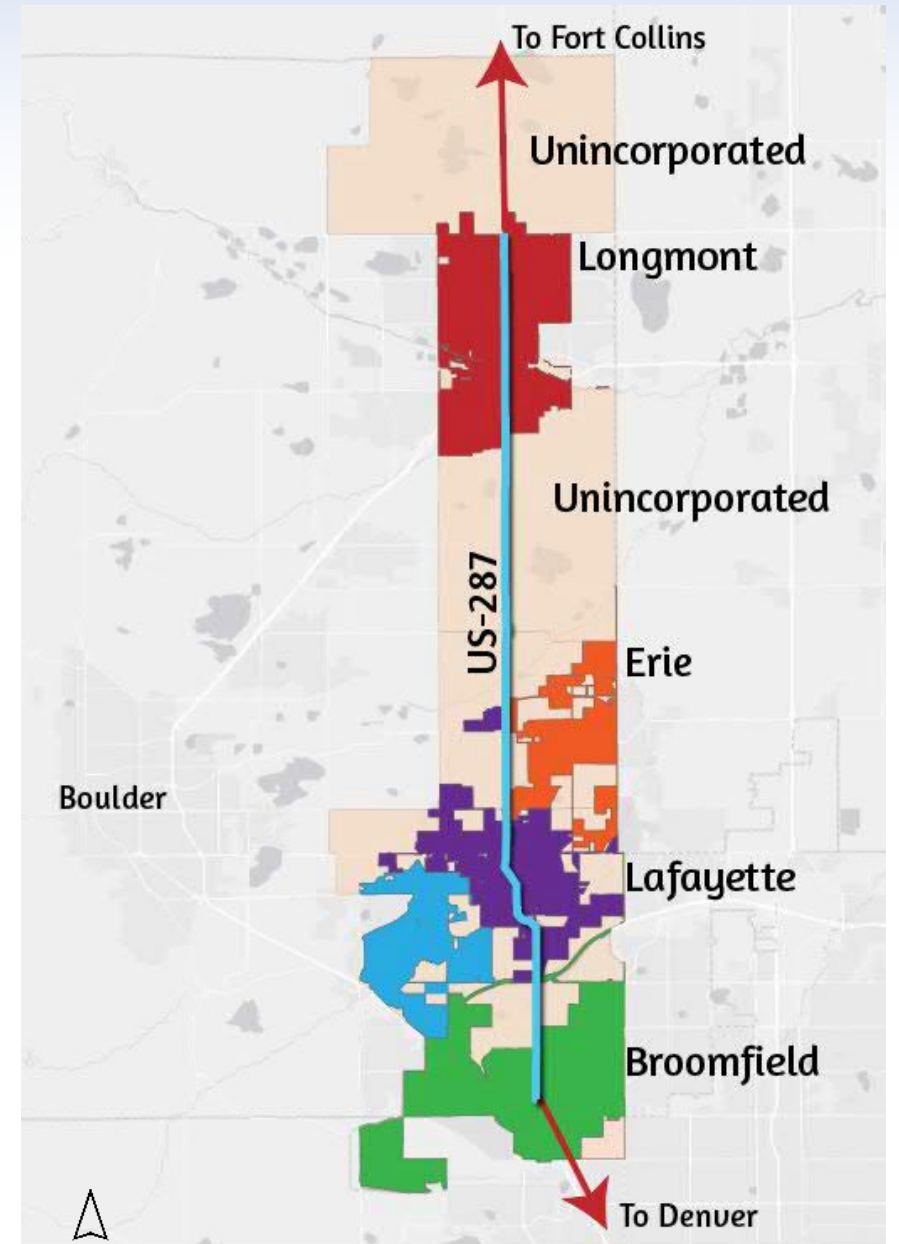
EXISTING

CONDITIONS

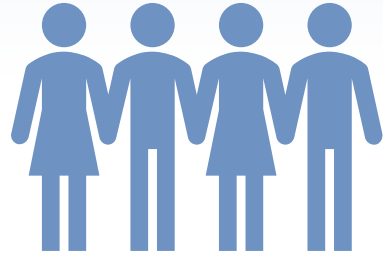
CORRIDOR CONTEXT



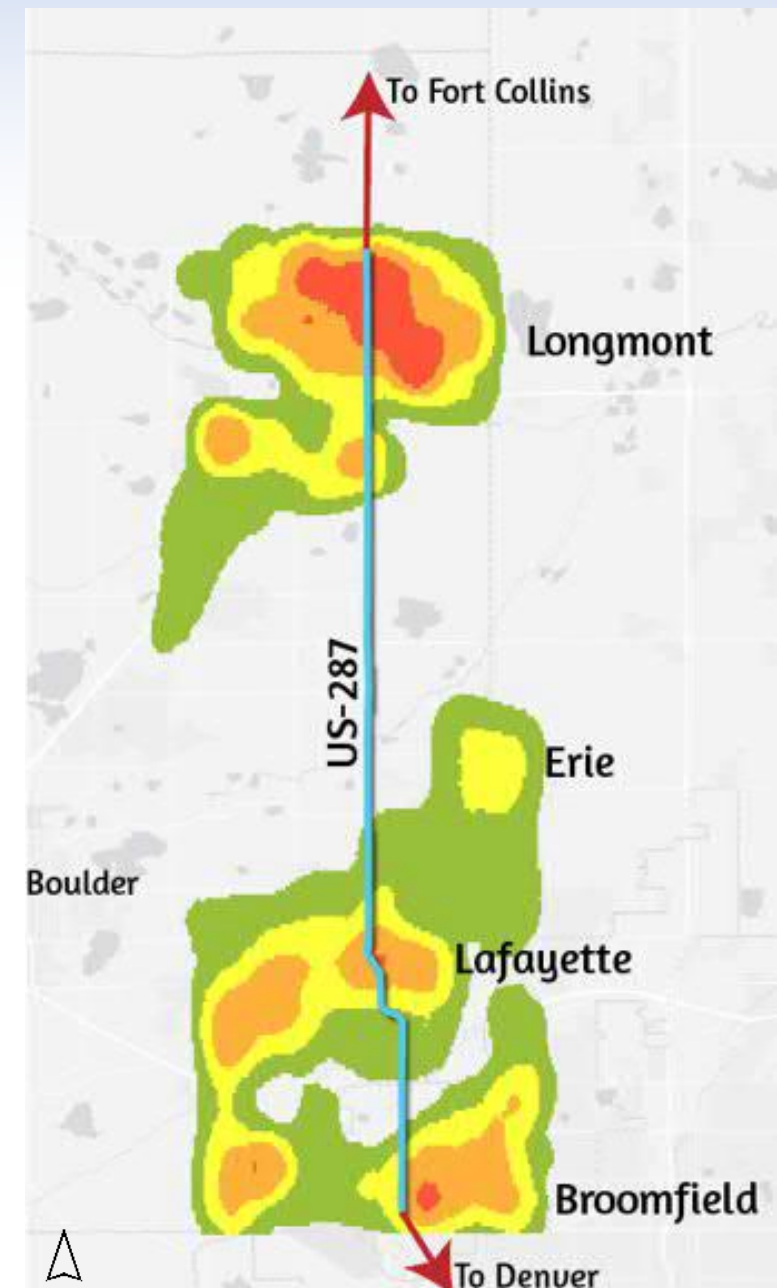
- Four municipalities within physical study limits
- 20 miles from State Highway 66 to Broomfield Park & Ride



CORRIDOR POPULATION DENSITY



- People within 2 miles : **147,897**
- Households within 2 miles : **59,399**
- Corridor Household Size: **2.24**
- Boulder County Household Size: **2.46**

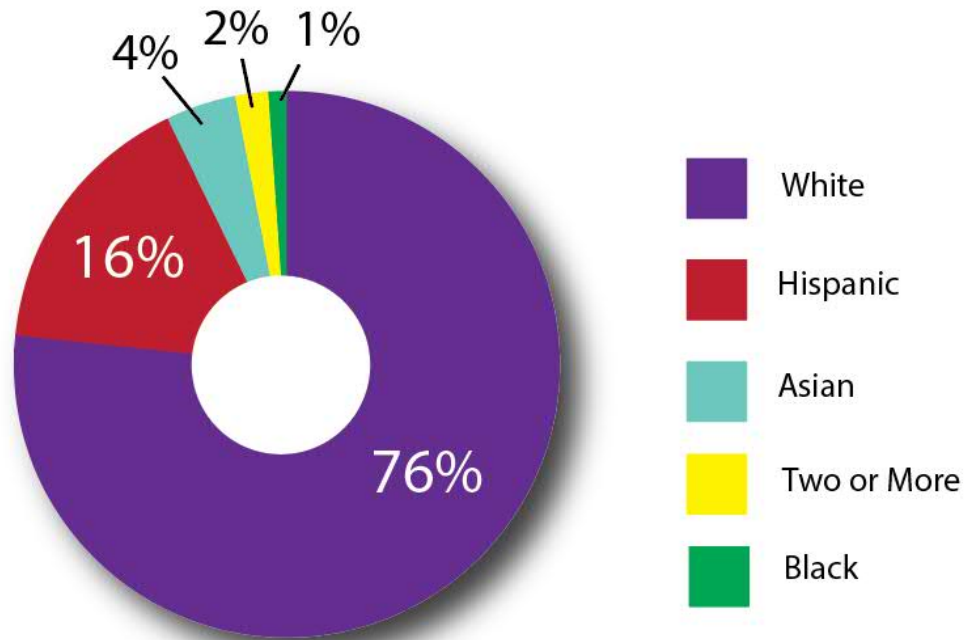


POLLING #2

- Where do you live?

MINORITY POPULATION & LANGUAGES

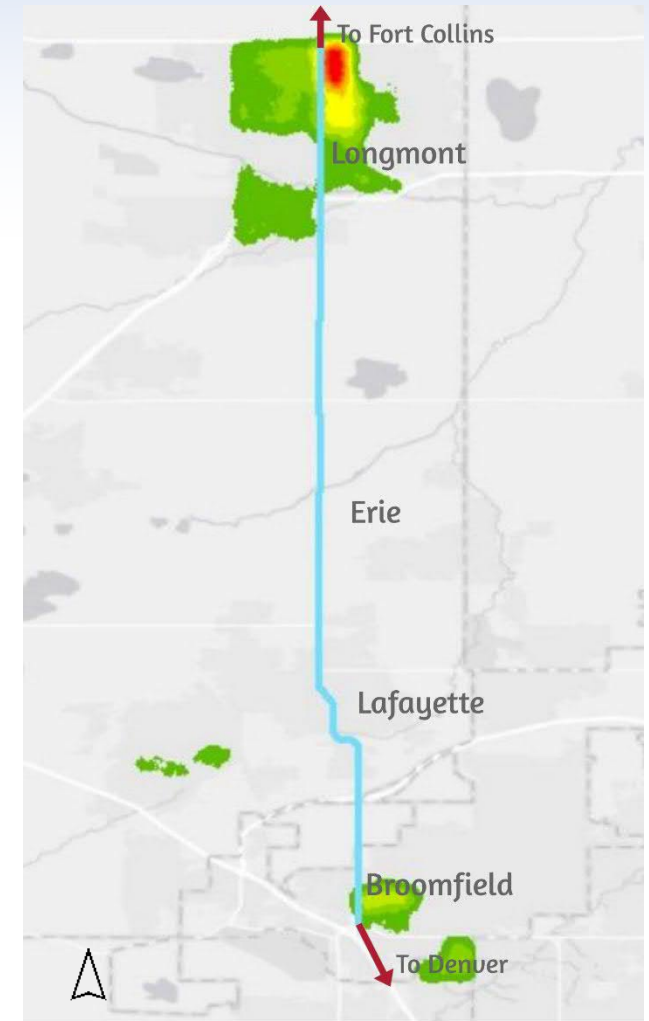
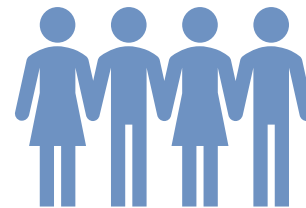
Racial Breakdown



Total Population: **147,897**

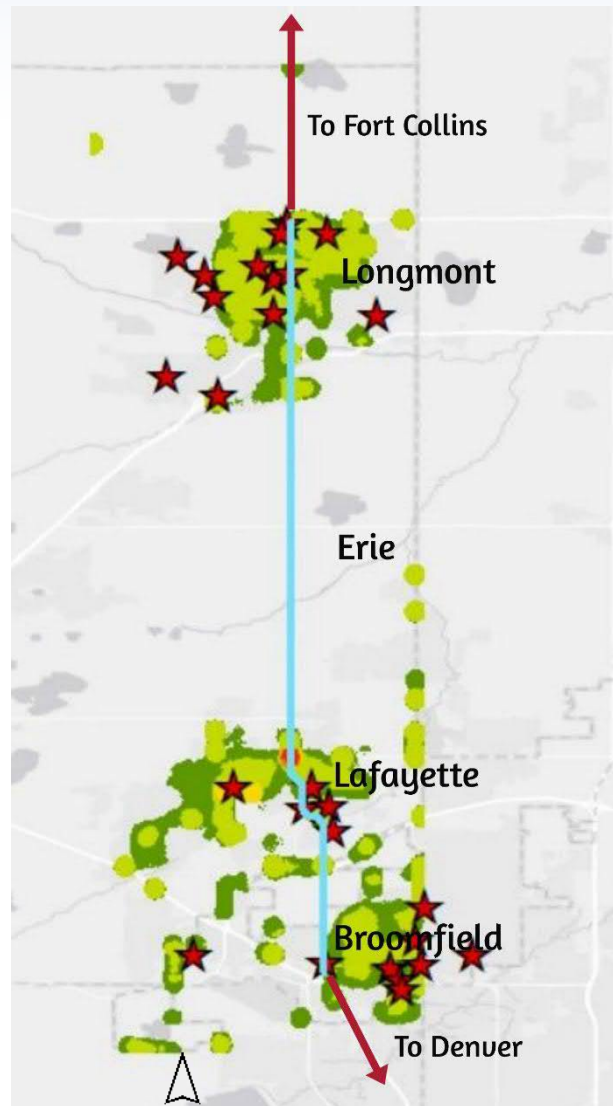
Language Spoken at Home

- **5%** of households on the corridor population speaks English "**Less than Very Well**"
- **16,488** people speak primarily Spanish at home



Density of people who speak English less than very well

AGING POPULATION



Presence of Senior Facilities

Density of Aging Populations on the Corridor



Very Low



Low



Moderate



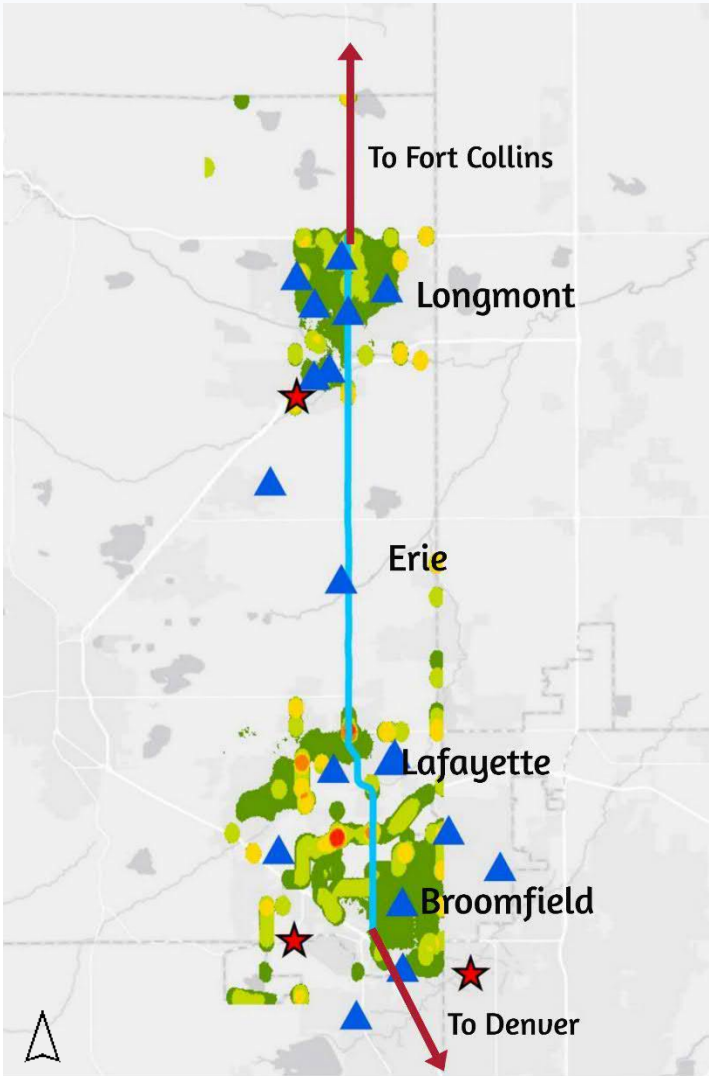
High



Very High

14% of people on the corridor are 65+

HIGH SCHOOL AND COLLEGE STUDENTS



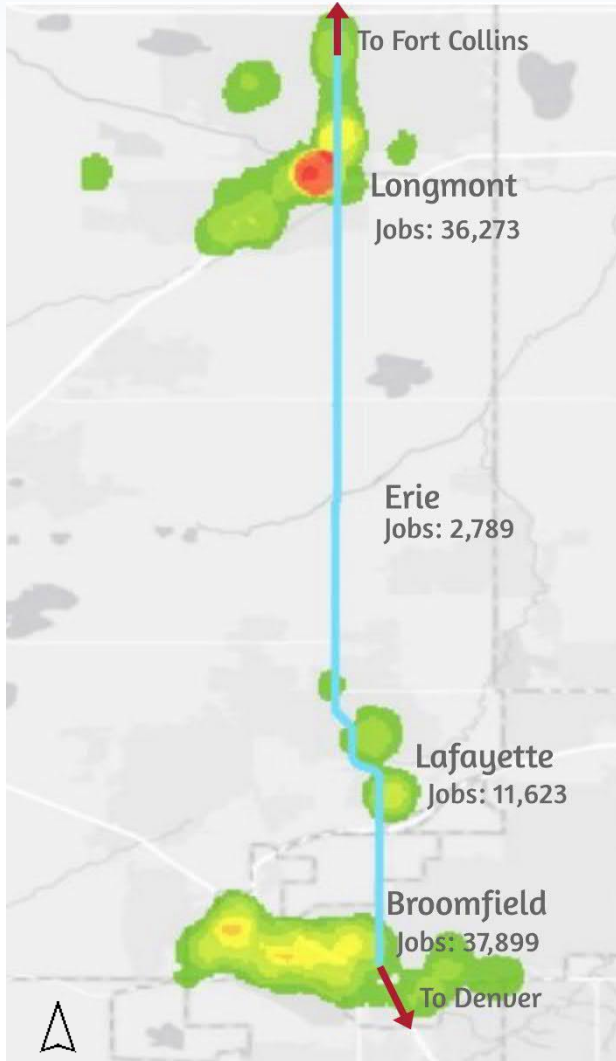
- ★ College
- ▲ High School

9% high school or undergraduate aged

Density of Students Enrolled in High School or College

- Very Low
- Low
- Moderate
- High
- Very High

EMPLOYMENT DENSITY



LONGMONT

36,273

Total Jobs

ERIE

2,789

Total Jobs

BROOMFIELD

37,899

Total Jobs

LAFAYETTE

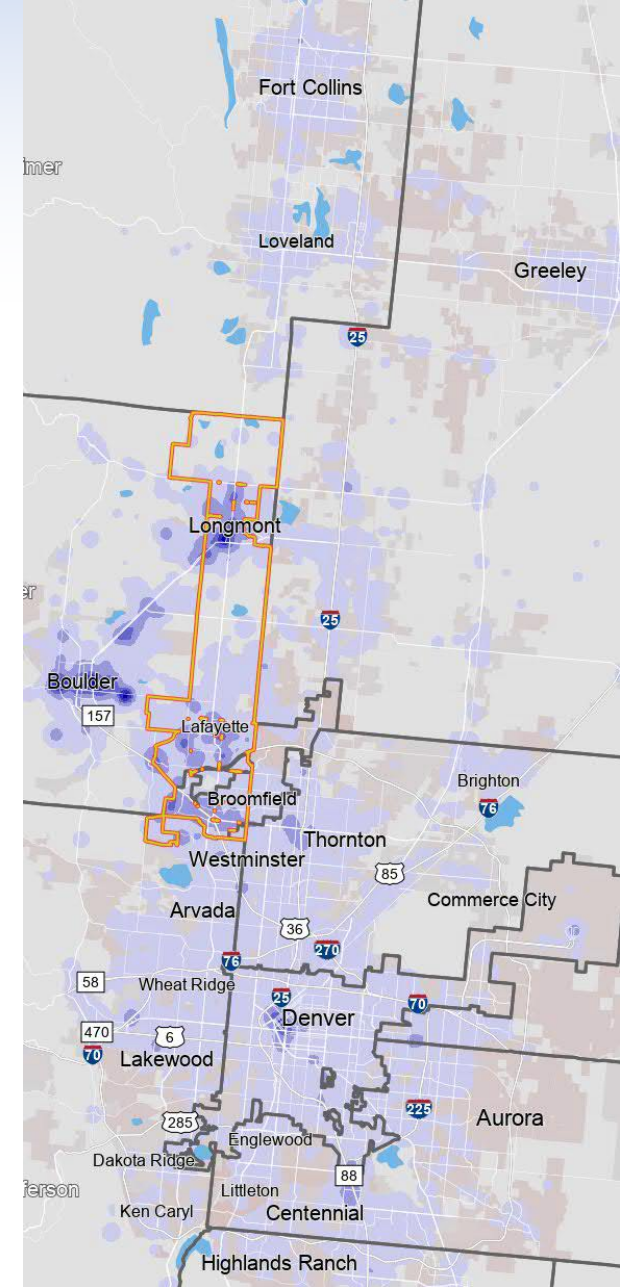
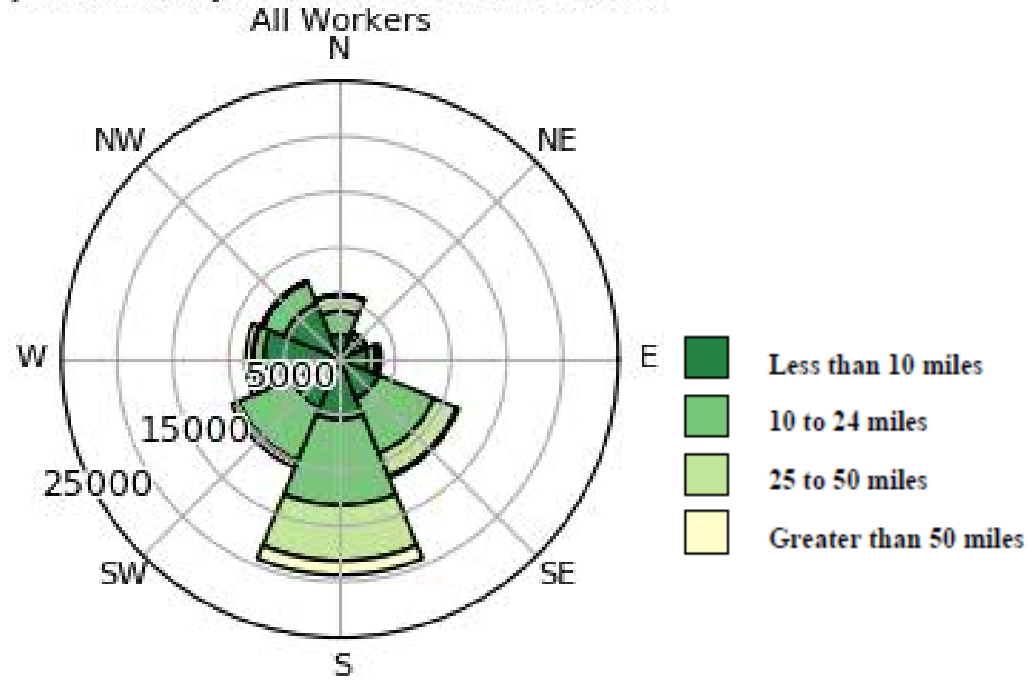
11,623

Total Jobs

COMMUTER WORK LOCATIONS

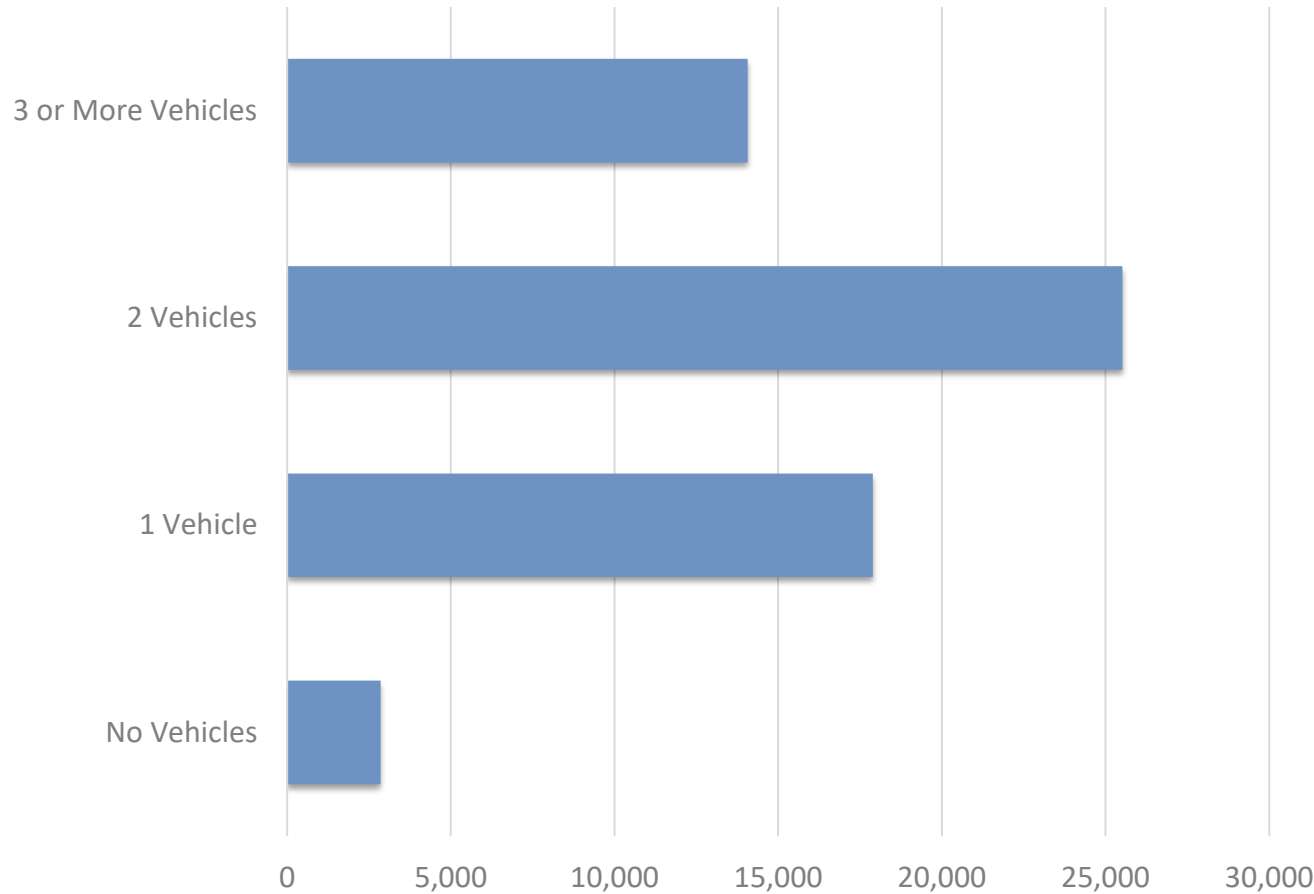
Work location of people who live along US 287 Project Corridor

Job Counts by Distance/Direction in 2017



VEHICLE OWNERSHIP

Household Vehicle Ownership on the Corridor



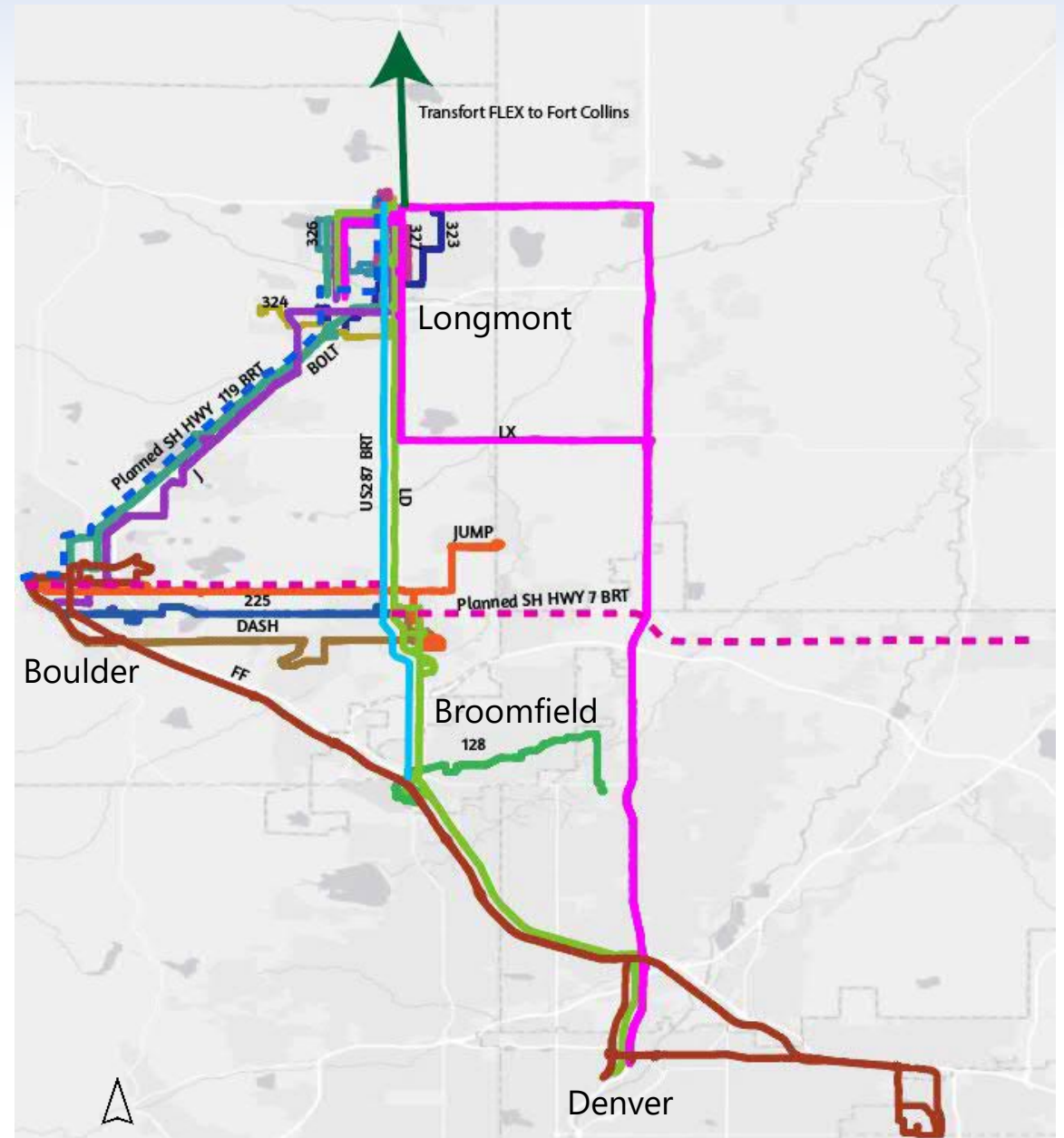
- Within the study area, there are **2,858 (4.3%)** CAR FREE HOUSEHOLDS which is lower than regional **6.1%**
- **LONGMONT** has the greatest concentration with **718** car free households

POLLING #3

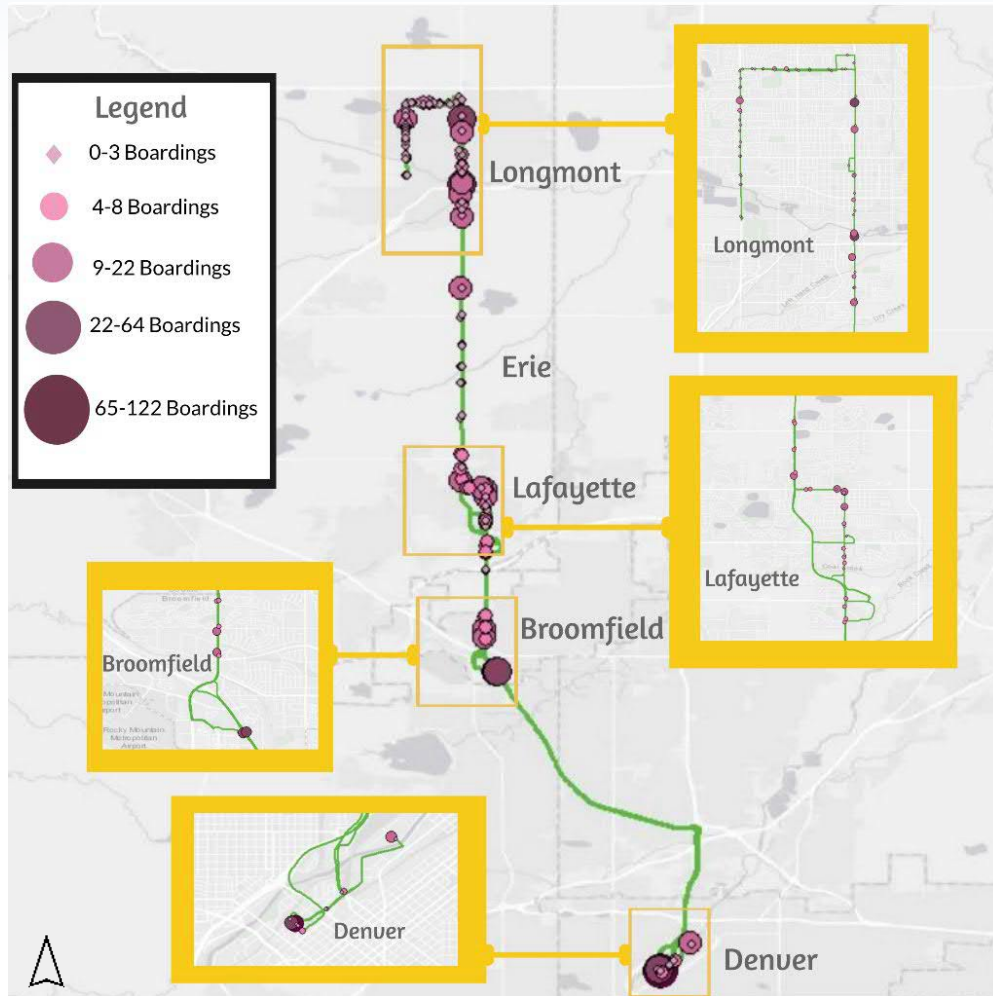
- Where do you work or go to school?

TRANSIT NETWORK

- RTD LX and LD connect US 287 and Denver
- Transfort FLEX connection from Longmont to Fort Collins
- BRT planning underway on SH 119 and SH 7

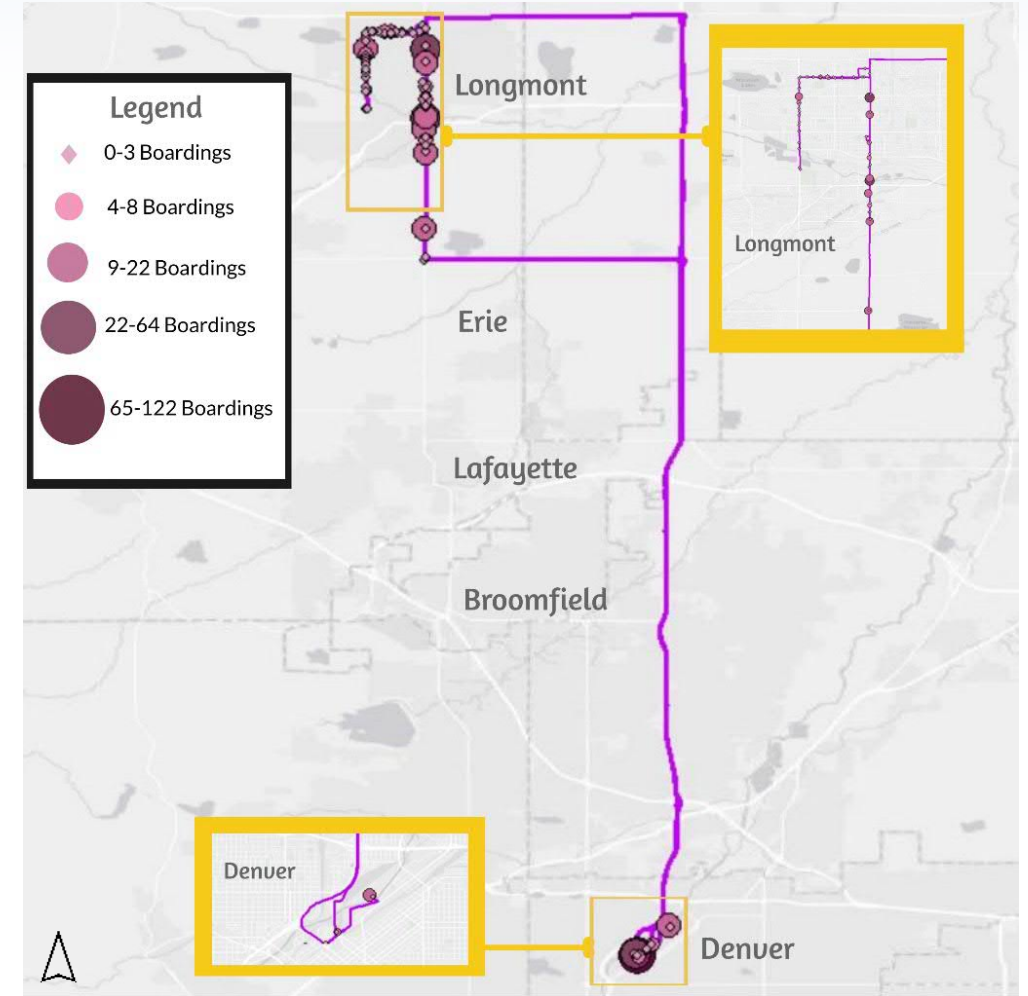


RTD LX & LD ROUTES



- LD: AM peak to Denver, PM peak reverse

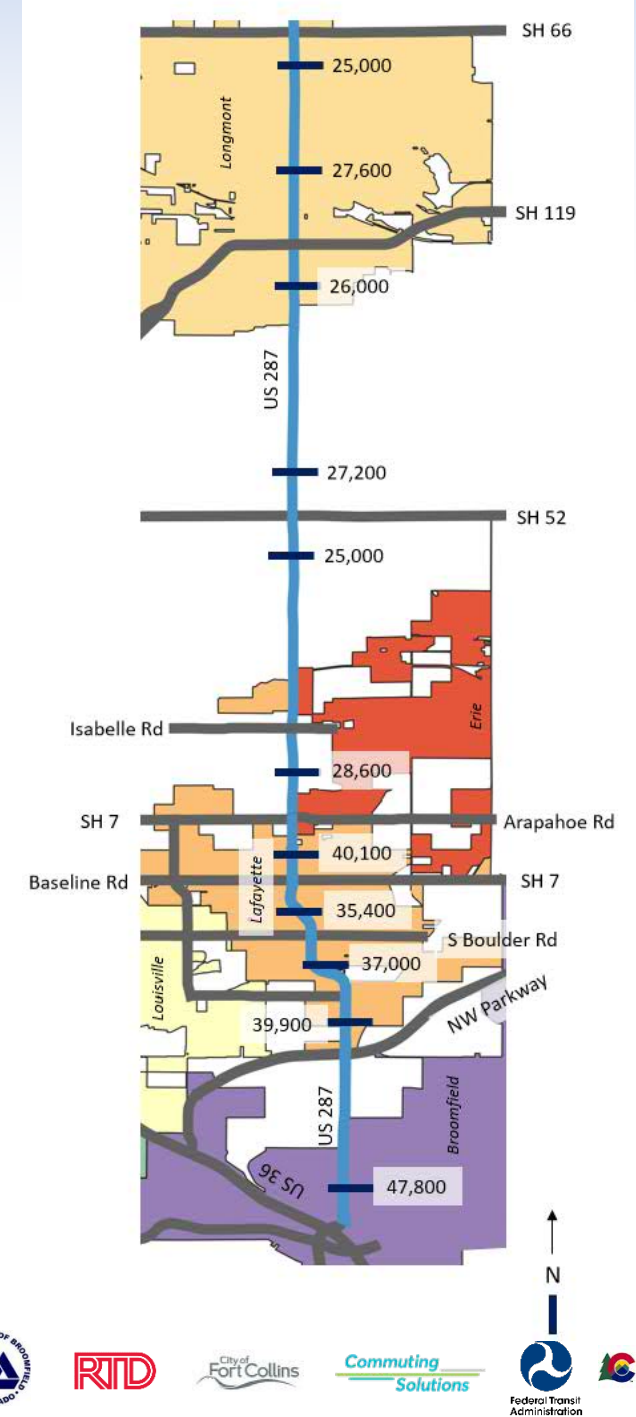
RTD Boardings: Aug 2019



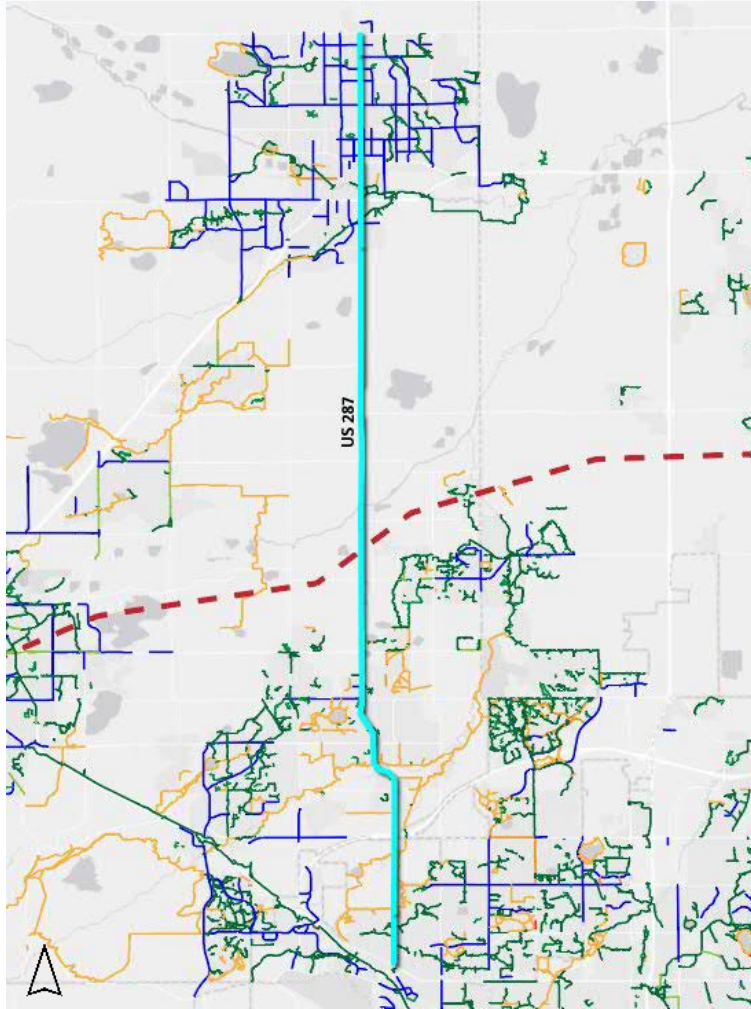
- LX: Longmont/Denver peak service on I-25

TRAFFIC & SAFETY

- Daily traffic ranges from almost 25,000 to almost 50,000 vehicles per day
- Boulder County in process of updating detailed countywide crash report
 - Injury-Fatality crashes by severity
 - Intersection crash analysis
 - Crashes involving bikes and pedestrians



BIKE FACILITIES



DRCOG Existing Bicycle Inventory

- **0.65** Miles of bicycle lanes on US 287 (Longmont)
- **1.7** Miles of shared use paths along US 287
- **14** paths, trails, and bike lanes cross US 287
- Wide shoulders used by bikes

Legend

Facility Type

- BICYCLE LANE
- LOCAL PATH
- PAVED SHOULDER
- SEPARATED BICYCLE LANE
- SHARED USE PATH
- SIDEPATH
- UNPAVED PATH
- Proposed RTD RAIL TRAIL

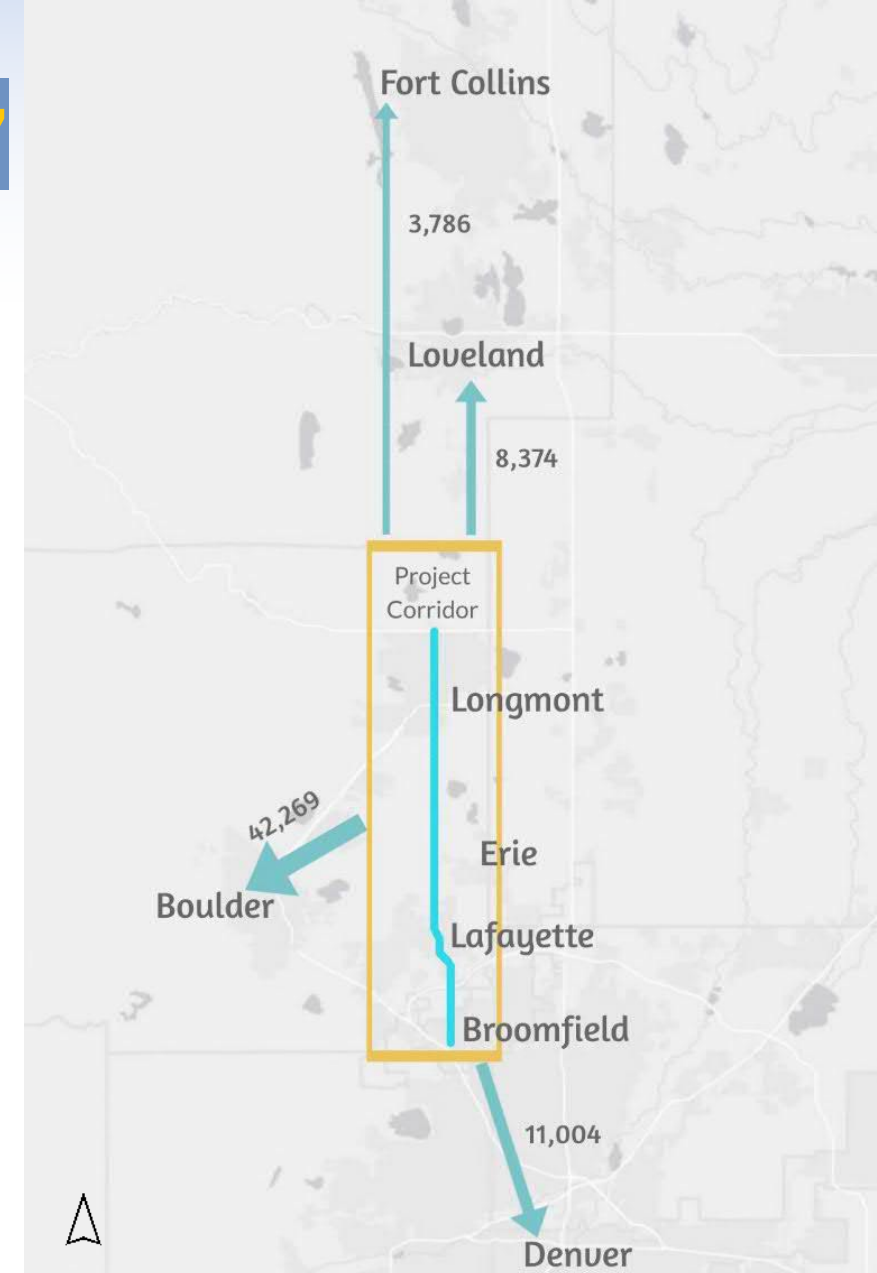
— PROPOSED RTD RAIL TRAIL

POLLING #4

- How do you use US 287?

REGIONAL DESTINATIONS FROM US 287

Rank	Destination	2019 Average Weekday Trips
1	On Corridor	133,895
2	Other Destinations	118,441
3	Boulder	42,269
4	Downtown Denver	11,004
5	Loveland	8,374
6	Fort Collins	3,786



CHARACTER ZONES

Purpose:

Characteristics of the roadway and environment that will influence potential and appropriate BRT treatments

- **Existing Roadway Layout:** Sidewalks, on street parking, turn lanes, median
- **Right of way:** How much space is available between adjacent parcels
- **Land Use:** Rural, suburban, urban

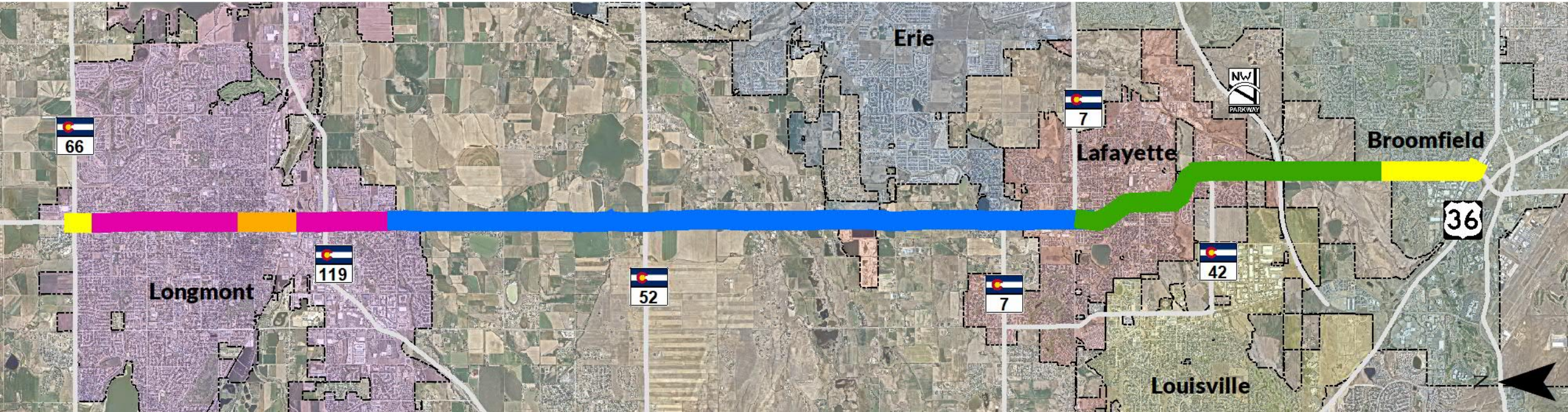
EXISTING ROADWAY LAYOUT

1

Physical Median, Sidewalks; **1.4 Miles**

2

Two-Way Turn Lane, Sidewalks; **3.5 Miles**



3

Physical Median, Sidewalks ,On-Street Parking; **0.8 Mile**

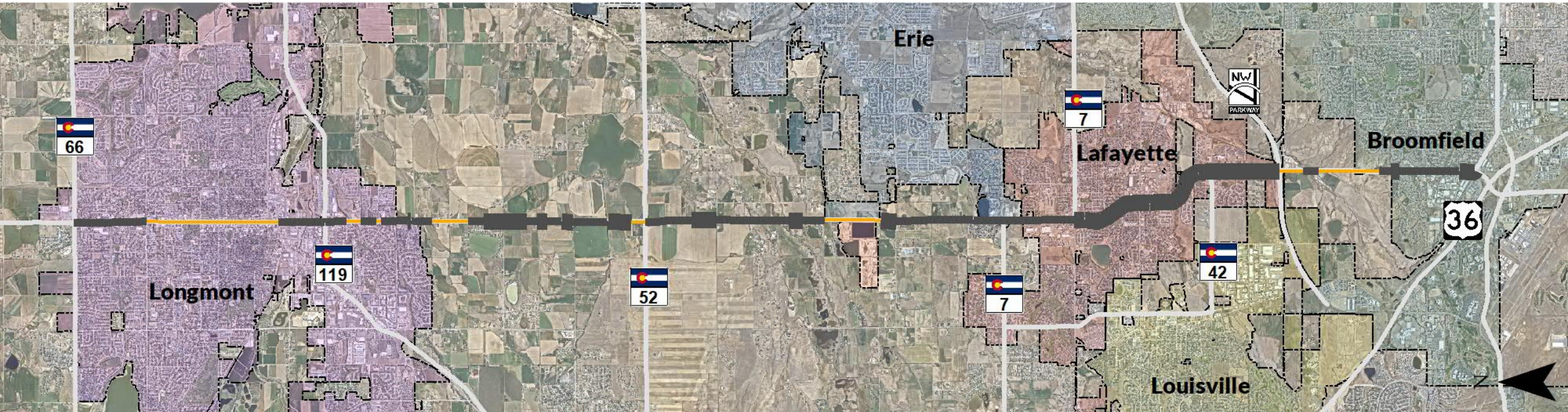
4

Two-Way Turn Lane, Shoulder; **9.6 Miles**

5

Physical Median, Shoulder; **4.6 Miles**

HOW MUCH SPACE IS AVAILABLE?

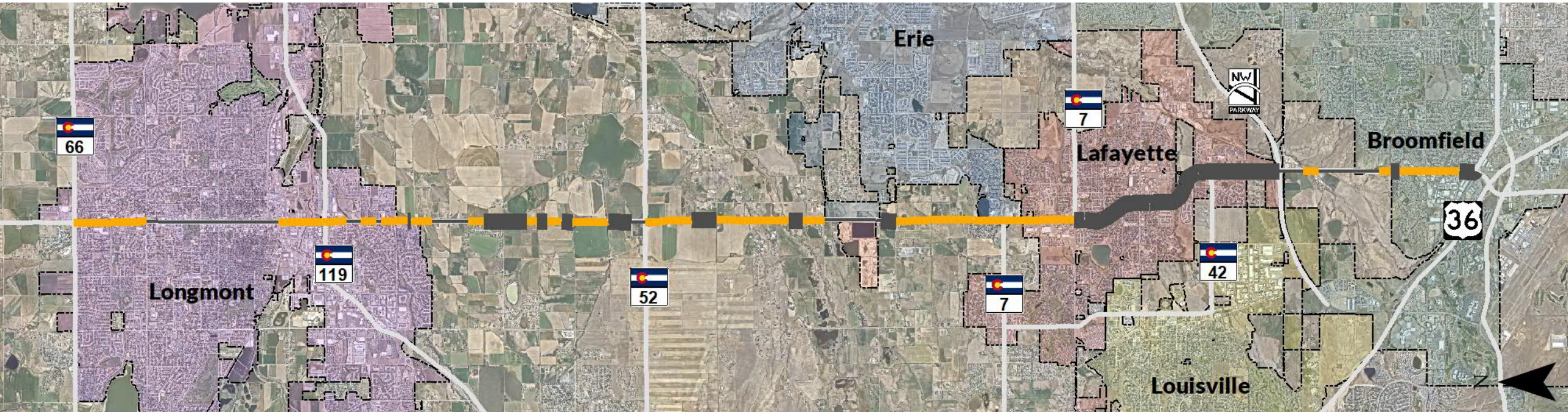


Narrow
0'-100'

Moderate

Wide

HOW MUCH SPACE IS AVAILABLE?

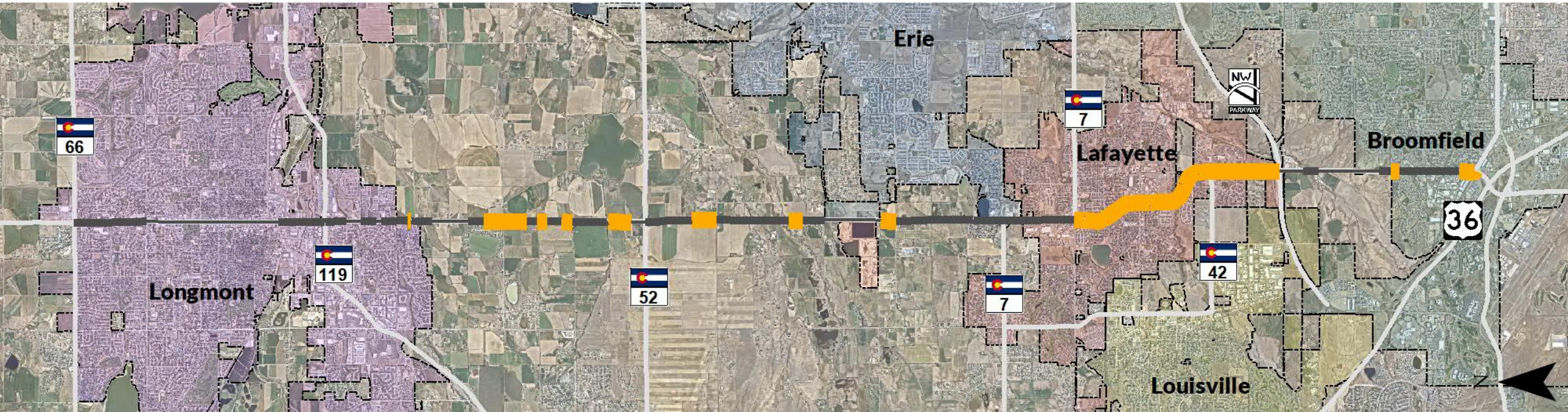


Narrow

Moderate
100'-175'

Wide

HOW MUCH SPACE IS AVAILABLE?

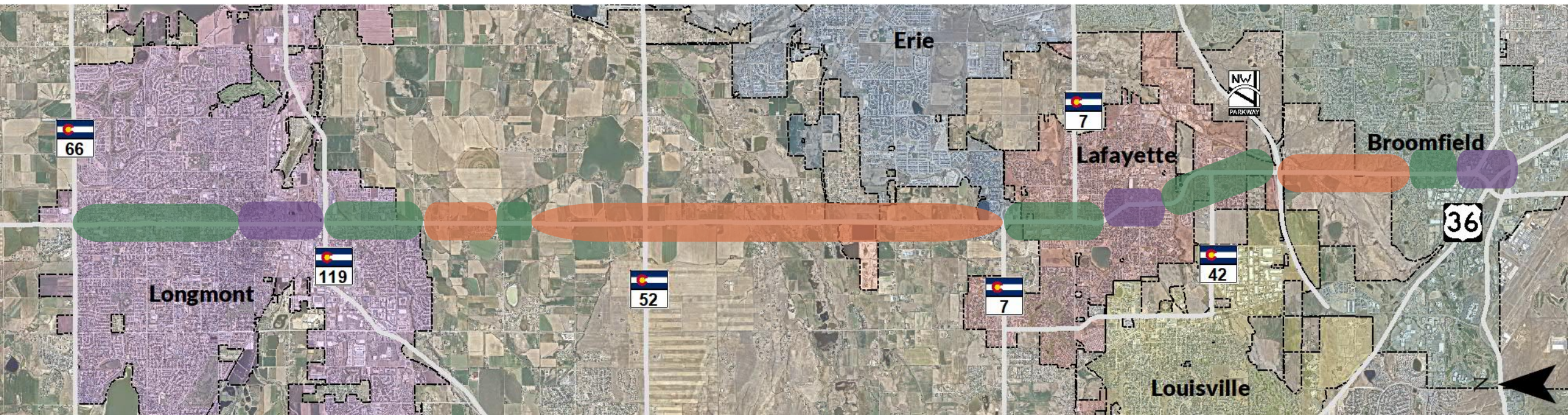


Narrow

Moderate

Wide
175' +

GENERAL LAND USE CHARACTERISTIC



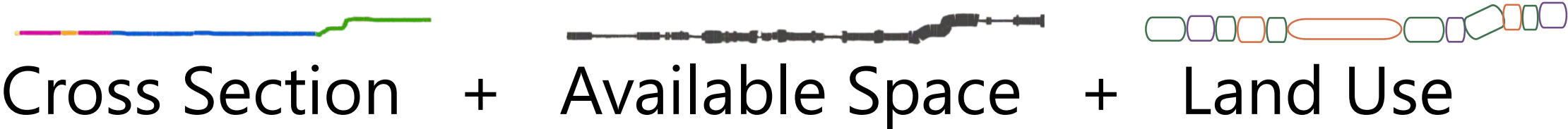
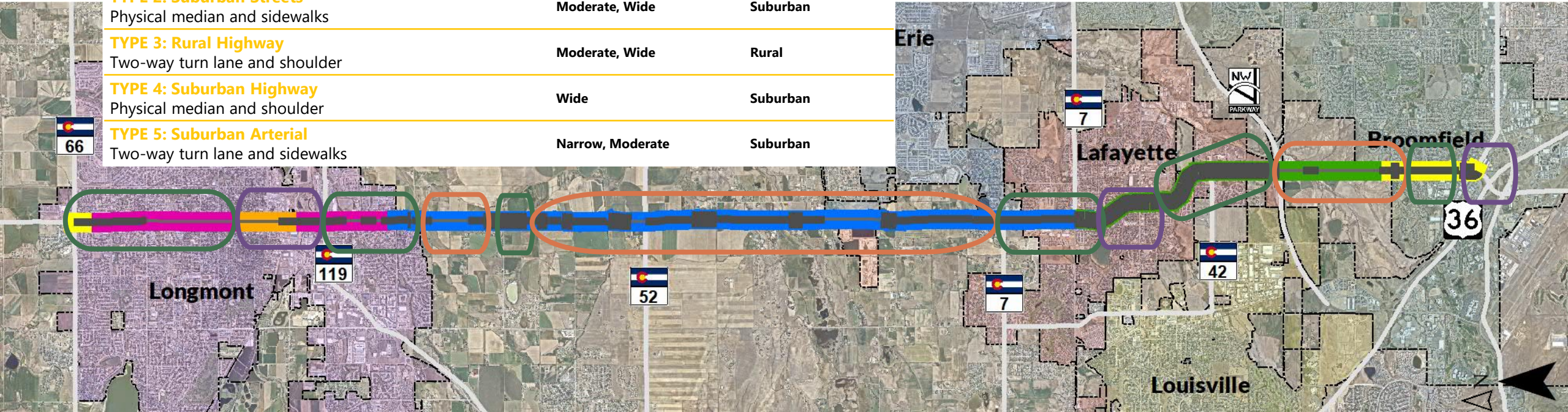
Urban

Suburban

Rural

CHARACTER ZONE SUMMARY

Existing Roadway Layout	Right-of-Way	Land Use
TYPE 1: Town Streets Physical median, on-street parking, and sidewalks	Narrow, Moderate	Urban
TYPE 2: Suburban Streets Physical median and sidewalks	Moderate, Wide	Suburban
TYPE 3: Rural Highway Two-way turn lane and shoulder	Moderate, Wide	Rural
TYPE 4: Suburban Highway Physical median and shoulder	Wide	Suburban
TYPE 5: Suburban Arterial Two-way turn lane and sidewalks	Narrow, Moderate	Suburban





DEFINING VISION + VALUES

VALUE STATEMENTS

POLLING #5

Prioritize **moving number of people** over moving number of vehicles

Focus on **frequency of buses** during peak hours over span of service throughout the day

Leverage BRT integration with **economic development opportunities**

Maximize **transfer opportunities** with existing regional transit to integrate with the regional network

Prioritize **one seat rides** between high ridership origin and destinations

Improve **safety and mobility**

Provide bus service that **competes with car travel times**

Contribute significantly to **greenhouse gas reduction and Vehicle Miles Traveled reduction** with world class transit service

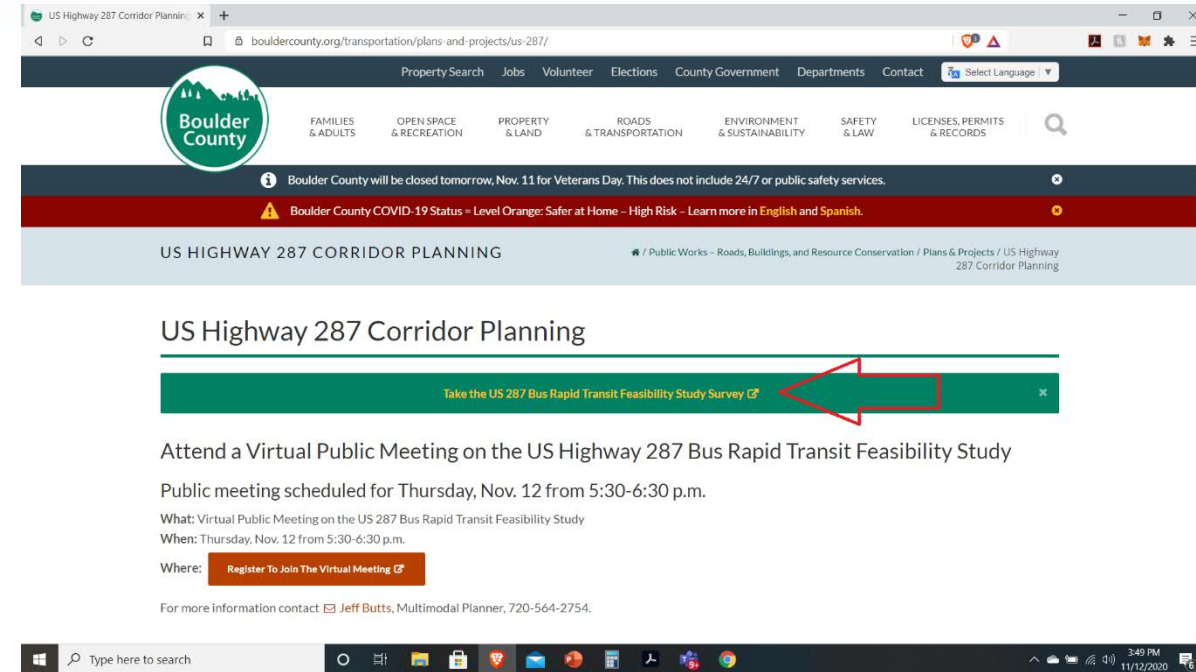
Offer **better amenities at bus stops** and more comfortable walking and biking connections

WE NEED YOUR INPUT!

Visit project website to take survey:

boco.org/287planning

- Respond to value statements. Did we capture it correctly?
- What is your vision for US 287?
- Tell the project team who you are and how you use the corridor.
- Input on specific locations
- General thoughts on the project



PROJECT SCHEDULE



= Stakeholder Working Group Meeting = Public Meeting

boco.org/287planning



DISCUSSION + QUESTIONS

Boulder County PM: Jeff Butts, jbutts@bouldercounty.org

AECOM PM: Nick VanderKwaak, nick.vanderkwaak@aecom.com