

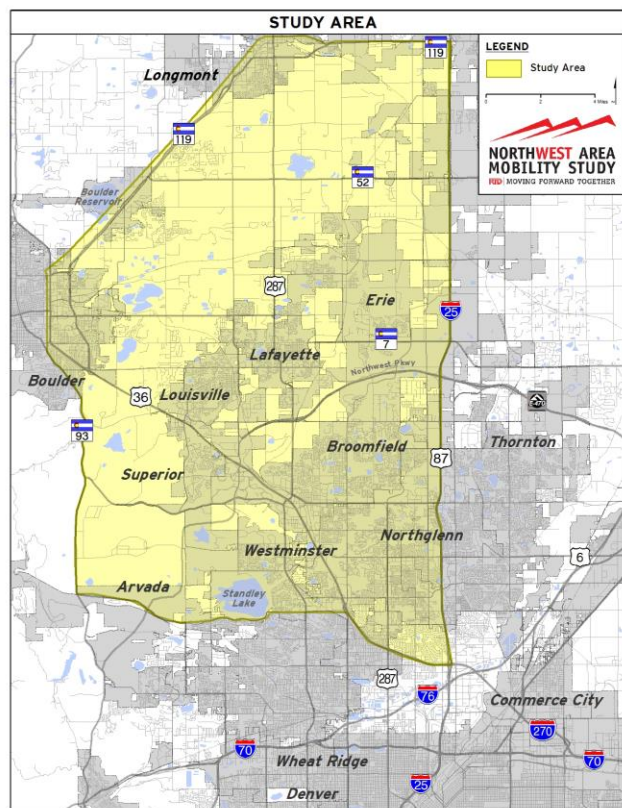
Study Overview

The Northwest Area Mobility Study (NAMS) is a 13-month effort that will develop a prioritized list of mobility improvements for the Northwest area of the Regional Transportation District's (RTD) service area (See figure 4-1).

The study will focus on five key areas:

1. **Phased Construction of Northwest Rail:** The study will evaluate operational/service options and construction phasing options along the Northwest Rail line from the South Westminster/71st Ave. end-of-line station currently under construction as part of the Eagle P3 project to Longmont. Phasing segments that will be evaluated include Westminster Center/88th Ave., Church Ranch, Broomfield/Flatiron, Louisville, Boulder Transit Village and Downtown Longmont.
2. **Feasibility of Extending North Metro Rail Line to Longmont:** As an alternative to providing commuter rail service to Longmont on Northwest Rail through Boulder, the study will evaluate the feasibility of providing commuter rail service to Longmont by extending the North Metro Rail Line from the currently planned end of line at 162nd Avenue along various alignments.
3. **US 36 Bus Rapid Transit (BRT) Commitments:** The study will determine a number of important final commitments for the US 36 BRT line that is currently under construction and planned to open in 2016. The study will confirm the capital and operating and maintenance (O&M) costs, and the final operating plan for opening day, as well as the service levels and fleet requirements needed for the 2035 full service plan.

Figure 4-1. NAMS Study Area



4. **Feasibility of New Arterial BRT Lines:** Candidate arterial BRT routes will be evaluated as part of the study. These alternatives will be evaluated as early-action stand-alone improvements that could complement US 36 BRT, the phased construction of Northwest Rail or an extension of the North Metro Rail Line to Longmont. Three arterial BRT options have been specifically identified as part of the study:

- SH119 (Longmont Diagonal) corridor between Boulder and Longmont;
- US 287 corridor between Longmont and Broomfield/US 36 Corridor; and
- East/West connections: Boulder, Louisville, Lafayette and to Brighton

Other potential routes will be determined by stakeholders and RTD through the study process. In addition, operating plans, capital improvements, capital and O&M costs, and connections to US 36 BRT will be evaluated for arterial BRT routes.

5. **Analysis of the Reverse-Commute between Denver Union Station and US 36:** The study will examine the current and future reverse-commute challenges between Denver Union Station (DUS) and US 36. If the challenges warrant action, potential improvements to the current North I-25 Managed Lanes or other connections between the Denver Central Business District (CBD) and US 36 to accommodate bidirectional use will be identified and tested for feasibility.

It is critical that RTD, local jurisdictions and the Colorado Department of Transportation (CDOT) achieve consensus on the recommendations in this study. A highly collaborative evaluation and consensus-building process will be utilized to develop the prioritized list of agreed-upon mobility improvements.

These prioritized improvements will be integrated into RTD's *FasTracks Annual Program Evaluation (APE)* and Denver Regional Council of Governments (DRCOG) *SB 208 Report*. Should consensus form around adding projects to, or removing projects from, the 2004 RTD FasTracks program during the study process, final approval would be required by residents through a district-wide vote. Projects identified through this study can also be recommended for inclusion in the DRCOG *2040 Regional Transportation Plan*.

For more information visit the Northwest Area Mobility Study website: http://www.rtd-fastracks.com/nams_1