

SH 119 First & Final Mile Study

By Commuting Solutions

SH 119 First and Final Mile Study: Fact Sheet

What is the First and Final Mile Gap?

A first or final mile gap is a barrier that discourages potential riders from using transit because a station cannot be easily accessed from home, work, or other destinations. This barrier can include trip distances, street network and design, or a lack of available transportation options.



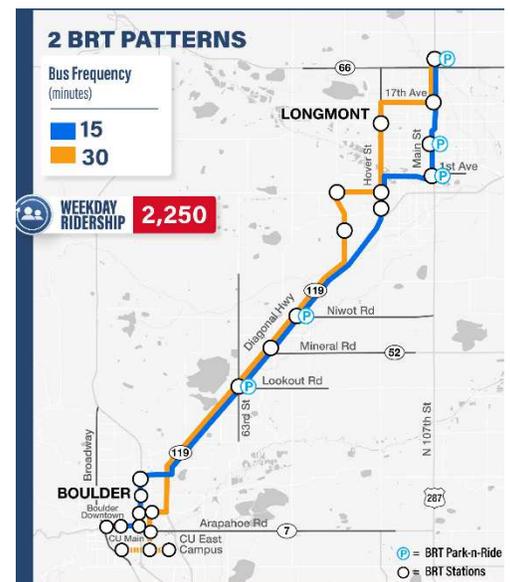
What is Proposed on SH 119?

BUS RAPID TRANSIT

Bus Rapid Transit (BRT) is a proven bus-based transit system that delivers fast, comfortable and reliable service. BRT has limited stops to improve speed, reduce travel time and maximize ridership.

The SH 119 BRT will have:

- Two BRT (blue and orange) routes with different alignments and frequencies
- Managed/express lanes for buses, High Occupancy Vehicles (HOV), and toll-paying users
- 15 and 30-minute service
- Intersection improvements
- Branded to create a visual identity
- Technology Improvements (ITS)
- Pre-board fare collection
- Five stations
- Supplements future rail



CORRIDOR BIKEWAY

The corridor bikeway is a multi-use path running along the center of SH 119. This path will be almost 8 miles long from 47th Street (Boulder) to Fordham Street (Longmont). It will connect to the existing trail system in Boulder and Longmont.

Why Invest in the SH 119 Corridor?

There is a high amount of existing and future demand for travel along the SH 119 corridor. There is a projected 25% increase in traffic by the year 2040 due to population and employment growth in the Boulder County and Weld County areas. SH 119 currently has 1,500 transit riders a day with a likely increase of 33% with the proposed multimodal improvements such as Bus Rapid Transit and express lane usage.

What Will this Study Address?

This study will address first and final mile recommendations along the corridor in the following five categories:

BICYCLE AND PEDESTRIAN CONNECTIONS

Recommendations for comfortable bicycle and pedestrian connections for traveling along and across roadways around proposed stations. Facility recommendations include multi-use trails, sidewalks, improved crossings, and bicycle lanes.

WAYFINDING

Development of a wayfinding system brand and logos that is unique to the corridor with a distinct and memorable visual identity.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

Identification of strategies that encourage people to walk, bike and take transit. This can include programs, incentives, disincentives, or educational materials that make using transit more convenient and accessible.

SHARED PARKING

Development of a strategic shared parking strategy to utilize businesses' additional parking supply to provide supplemental parking for proposed BRT stations.

MICROTRANSIT (GUNBARREL STATION ONLY)

Assessment of the feasibility and recommended characteristics for an on-demand first and final mile shuttle service in the Gunbarrel area. This will be similar to a fixed route bus but with flexible routes and schedules in order to most effectively shuttle users between the BRT station and their trip start/end.