SH 119 First and Final Mile Study - Boulder to Longmont

KICK OFF MEETING

MAY 29, 2020
INTRODUCTIONS
INTRODUCTIONS

ROUND TABLE

- Name
- Organization
- Connection to SH 119
PROJECT BACKGROUND

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
• Can include trip distances, street network and design, or a lack of available transportation options
• The easier it is to access the system, the more likely people are to use it
What is *Bus Rapid Transit (BRT)*?

- A proven bus-based transit system that delivers fast, comfortable and reliable service
- Limited stops to improve speed, reduce travel time and maximize ridership

Vision for **SH 119 BRT**

- Two BRT (blue and orange) routes with different alignments and frequencies
- Center-running lanes for buses, 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
- 5 Park-n-Rides
- Supplements future rail
Vision for **SH 119 Bikeway**

- Multi-use path running along the center of SH 119
- 7.7 miles long from 47th Street (Boulder) to Fordham Street (Longmont)
- Connects to existing trail systems in Boulder and Longmont
PROJECT BACKGROUND

PREVIOUS PLANNING EFFORTS

- SH 119 BRT PEL
- SH 119 BRT support memos
- SH 119 Bikeway alignment
- Boulder Low-Stress Walk and Bike Plan
- Boulder Pedestrian Plan
- Boulder Transportation Master Plan
- CU Boulder Transportation Master Plan
- Longmont Enhanced Multi-use Corridors Plan
- Longmont Multimodal Transportation Implementation Plan
- Longmont 119 BRT Alignment Analysis
- Boulder County Transportation Master Plan
- RTD First and Final Mile Strategy Study
- SH 119 BRT Traffic Analysis Report
**Funding and Implementation**

**Funded Elements (2020-2024)**
- Bikeway design and environmental clearance
- BRT service/vehicles
- Park-n-rides
- Intersection improvements at SH 119 & SH 52
- Coffman Street busway (Longmont)
- Bus priority lanes (Boulder, 28th St.)

**Unfunded Elements (TBD)**
- Construction of bikeway
- Center running lanes for buses, HOV, and toll paying users
- Boulder/Longmont intersection improvements
- Additional local bus priority lanes
BASELINE DATA
SH 119 Corridor
Average Daily Weekday Ridership

Sources:
• Existing - from RTD RideCheckPlus
• Future - SH 119 Multi-modal Planning and Environmental Linkages Study (PEL), 2019
Population Growth (2015-2040)

- Boulder: 10%
- SH 119 (Between Boulder and Longmont): 23%
- Longmont: 18%
- Weld County: 100%

Employment Growth (2015-2040)

- Boulder: 20%
- SH 119 (Between Boulder and Longmont): 24%
- Longmont: 15%
- Weld County: 72%

Sources: Boulder, SH 119, Longmont: SH 119 Multi-modal Planning and Environmental Linkages Study (PEL), 2019
Weld County: Colorado State Demography Office (https://demography.dola.colorado.gov/)
BASELINE DATA

MODE SPLIT (PM PEAK HOUR)

Existing (2018)
- Drive Alone: 69%
- Carpool: 26%
- Transit: 5%
- Bicycle: 1%
- Walking: <1%

Future with BRT (2040)
- Drive Alone: 65%
- Carpool: 28%
- Transit: 6%
- Bicycle: 2%
- Walking: <1%

Source: PEL SH 119 2040 Person Throughput Analysis UDATED (November 9, 2018)
BASELINE DATA

EXISTING VEHICLE SPEEDS

Southbound - 50th Percentile Speed (85th Percentile Speed) MPH

Northbound - 50th Percentile Speed (85th Percentile Speed) MPH

In 2040: 26 minutes travel time savings on the BRT compared to BOLT/J

Data Collected: 12/03/19 - 12/05/19
2018 Annual Average Daily Traffic Volume

Source: CDOT’s Online Transportation Information System (OTIS)
Data collected 2018
The map shows the relative morning peak traffic volumes on routes entering the city of Boulder. The map only accounts for trips originating outside of Boulder and ending inside the city. The map does not provide information about routes taken once inside the city limits.

Source: Boulder County, Transportation Master Plan (2020)
STAKEHOLDER ROLES AND RESPONSIBILITIES
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WHAT TO EXPECT

• Inform study recommendations
• Inform public input (material and promotion)
• Meeting commitments:
  o Potential inclusion in station area-specific meeting
  o 1-2 additional full group meetings
  o Flexibility in how stakeholder meetings are hosted, virtual as a supplement or complement to in-person
SCOPe AND SCHEDULE

CATeRGORIES OF RECOMMENDATIONS

• Bicycle and Pedestrian Connections
  o Crossings
  o Corridors
  o Walking/biking across SH 119
• Wayfinding signage
• Transportation Demand Management (TDM)
• Shared Parking (Gunbarrel station only)
• Microtransit (Gunbarrel station only)
SCOPE AND SCHEDULE

PROCESS

• Assessment of baseline data and previous plans
• Public and stakeholder engagement
• Recommendations
  o Corridor-wide
  o 3-4 stations with additional detail
• Implementation
  o Funding sources
  o Phasing
  o Cost estimates (upfront capital and ongoing maintenance)
SCOPE AND SCHEDULE

SCHEDULE

**TASK 1:** Consultant Contracting, Kick-Off, Scoping Meeting and Public Outreach Plan

**TASK 2:** SH 119 First and Final Mile Corridor-wide Evaluation and 63rd Street Transit Station Shared Parking

**TASK 3:** First and Final Mile Corridor-wide and Local Recommendations

**TASK 4:** Prepare Draft and Final Report

- Public Engagement
- Stakeholder Meetings (x10)
- Kick-Off Meeting
- Deliverable Due
TOP 3 CHALLENGES
INSTRUCTIONS FOR INTERACTIVE QUESTIONS
Which 3 first and final mile challenges do you see as most pressing or important on the SH 119 corridor?

- Pedestrian/Bicycle crossings: 31%
- Pedestrian pathways: 7%
- Bicycle pathways: 10%
- Vehicle parking near transit stations: 10%
- Secure bicycle parking at transit stations: 2%
- Wayfinding signage: 2%
- Intuitiveness/ease of navigating the BRT system: 19%
- Shared mobility (i.e. bike share, scooters, shuttles etc.): 19%
ROUND TABLE DISCUSSION

PRIORITY FIRST AND FINAL MILE ISSUES TO ADDRESS IN THIS STUDY
7th Inning Stretch
WHAT DOES SUCCESS LOOK LIKE?
WHAT DOES SUCCESS LOOK LIKE

ROUNDTABLE DISCUSSION

• If _____ were not included in this study, it would be a missed opportunity.
• What is the most important outcome of this study to you?
ROUND TABLE DISCUSSION

WHAT DOES SUCCESS LOOK LIKE FOR THIS STUDY?
NEXT STEPS
NEXT STEPS

WHAT TO EXPECT

• Small, station area-specific focus groups
• 1-2 more full-group stakeholder meetings
  o Mid-August meeting
• Public engagement in mid-Summer
  o Help promote to your constituents
• Draft recommendations
QUESTIONS?