



Bus Rapid Transit Feasibility Study



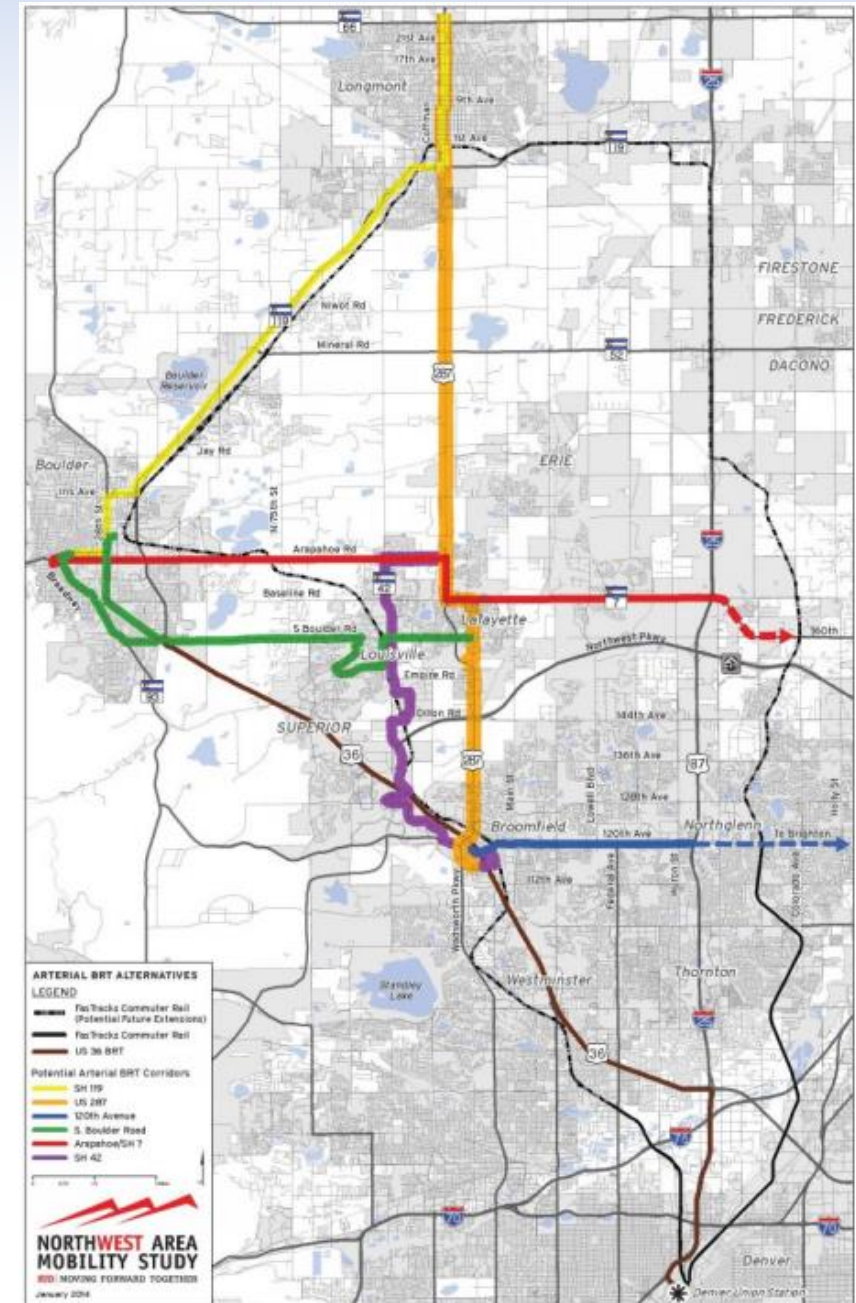
Transit and Rail Advisory Committee |
September 10, 2021



ADVANCING THE NORTHWEST AREA MOBILITY STUDY (NAMS)

US 287 BRT Feasibility

- 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



US 287 BRT FEASIBILITY

PROJECT UPDATE



OBJECTIVE

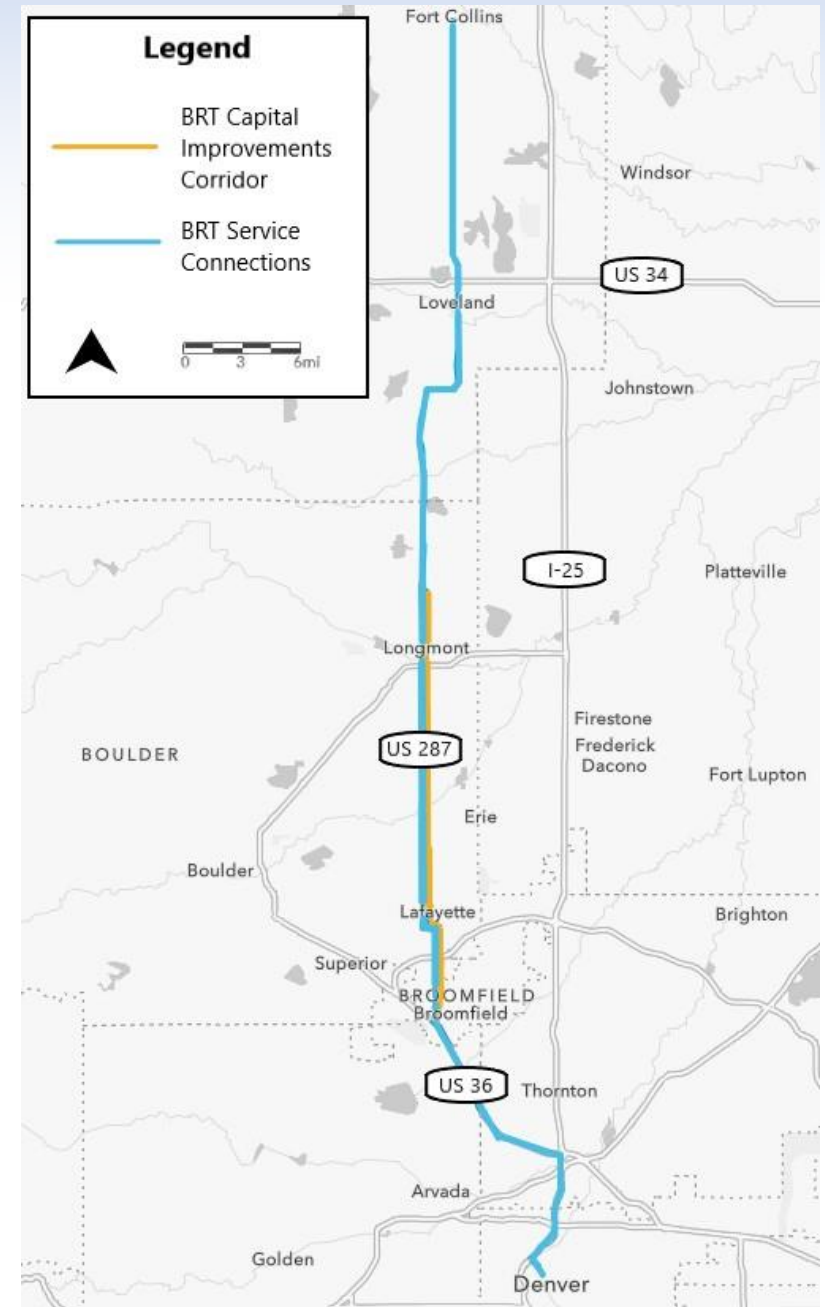
The US 287 Bus Rapid Transit Feasibility Study intends to study and understand north/south mobility needs along US 287 and recommend specific capital improvements and transit service enhancements for the corridor.

Communities on Capital Investment Corridor:

- Longmont
- Erie
- Lafayette
- Broomfield

One Seat Ride Service to:

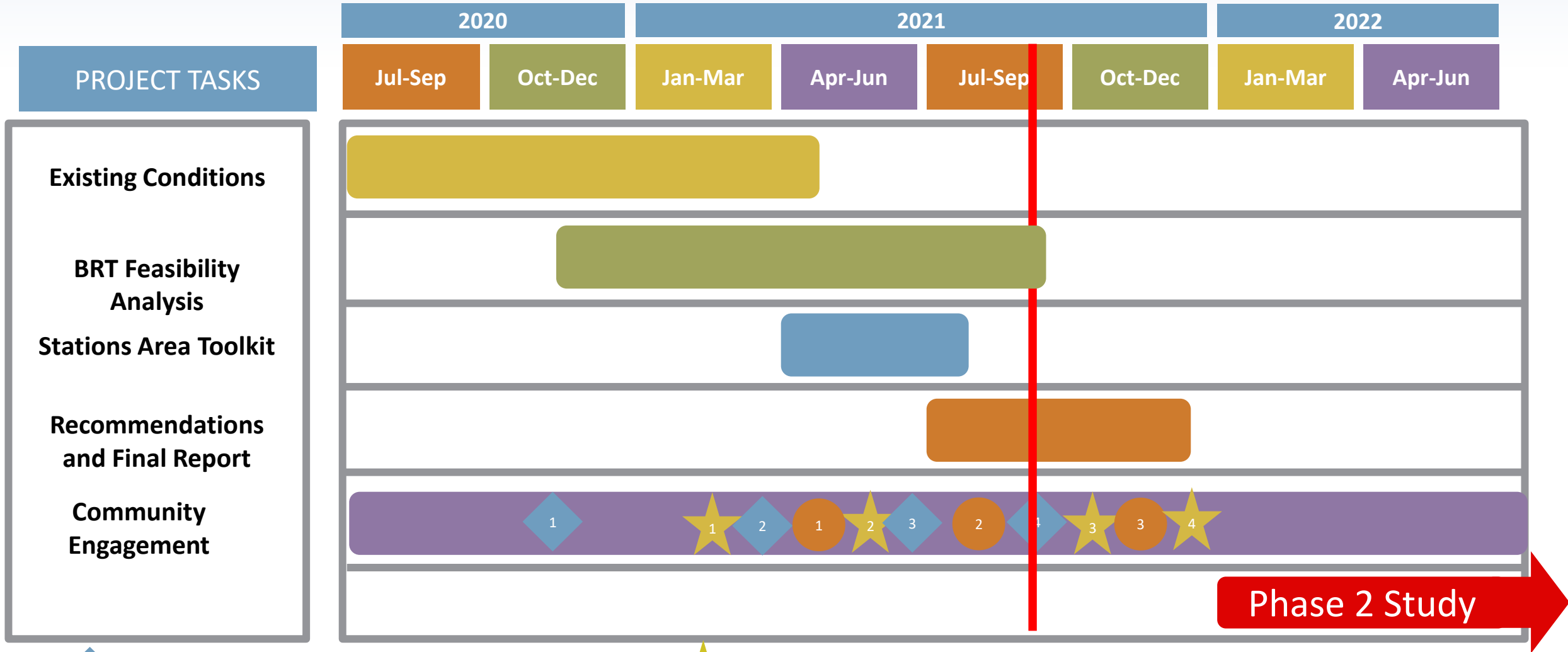
- Fort Collins
- Downtown Denver



LATEST PROJECT DEVELOPMENTS

- Two public meetings (one was English and Spanish combined)
- Public survey on alignments, station locations, and service elements conducted and integrated into analysis
- Community conversations
- 1 on 1 stakeholder meetings to review interim ideas
- Stakeholder Working Group meetings and feedback on project items
- Roll plot assembled with recommendations along the corridor
- Stations Area Toolkit developed

OVERALL PROJECT SCHEDULE



= Stakeholder Working Group Meeting



= Public Meeting



= Coalition Meeting

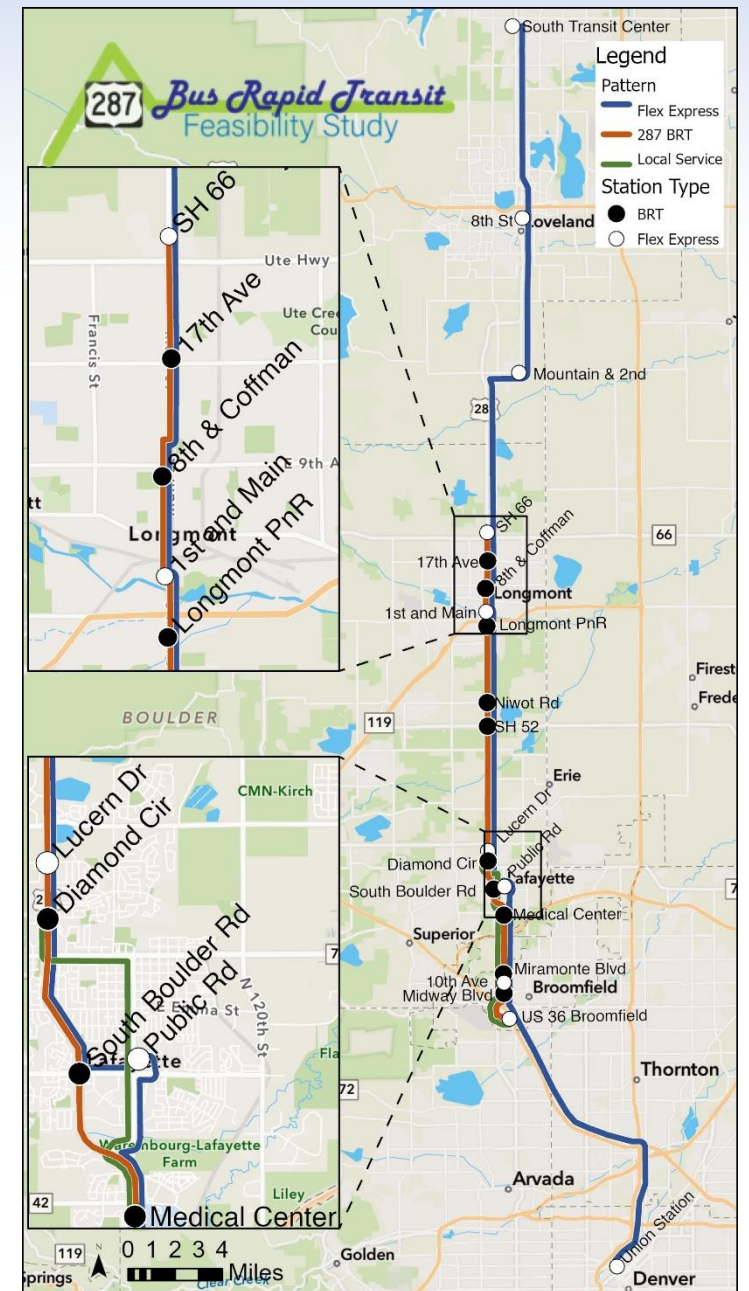
SCREENING FOR PREFERRED ALIGNMENT(S) & STATIONS



SERVICE PATTERNS BEING EVALUATED

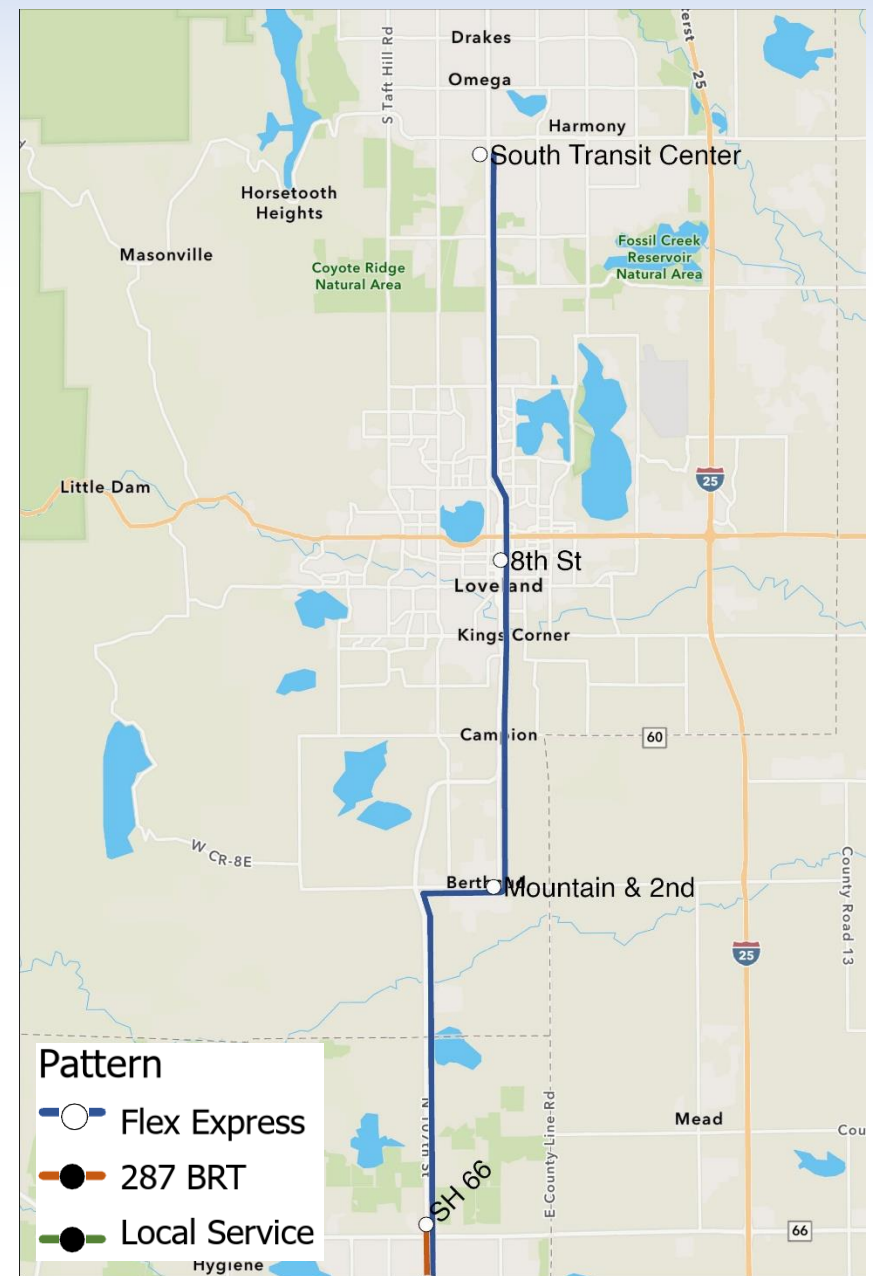
Pattern	Community	Stop Name / Location
Fort Collins - Denver Flex Express		Fort Collins South Transit Center
		Loveland Lincoln & 8th
US 278 BRT	Berthoud	Mountain & 2nd
	Longmont	US 287 & SH 66
	Longmont	Main St & 17th Ave
	Longmont	8th & Coffman
	Longmont	1st & Main (Transit Center)
	Longmont	Longmont PnR (s of Ken Pratt)
	Boulder County	US 287 & Niwot Rd
	Boulder County	US 287 & Hwy 52
	Erie	US 287 & Lucern
	Lafayette	US 287 & Diamond Cir
Local Lafayette - Broomfield	Lafayette	US 287 & South Boulder Rd
	Lafayette	Downtown Lafayette PnR
	Lafayette	US 287 & Medical Center
	Broomfield	US 287 & Miramonte Blvd
	Broomfield	US 287 & W. 10th Ave
	Broomfield	US 287 & Midway Blvd
	Broomfield	US 36 & Broomfield Station
	Denver	Denver Union Station

- Pattern
- Flex Express
 - 287 BRT
 - Local Service



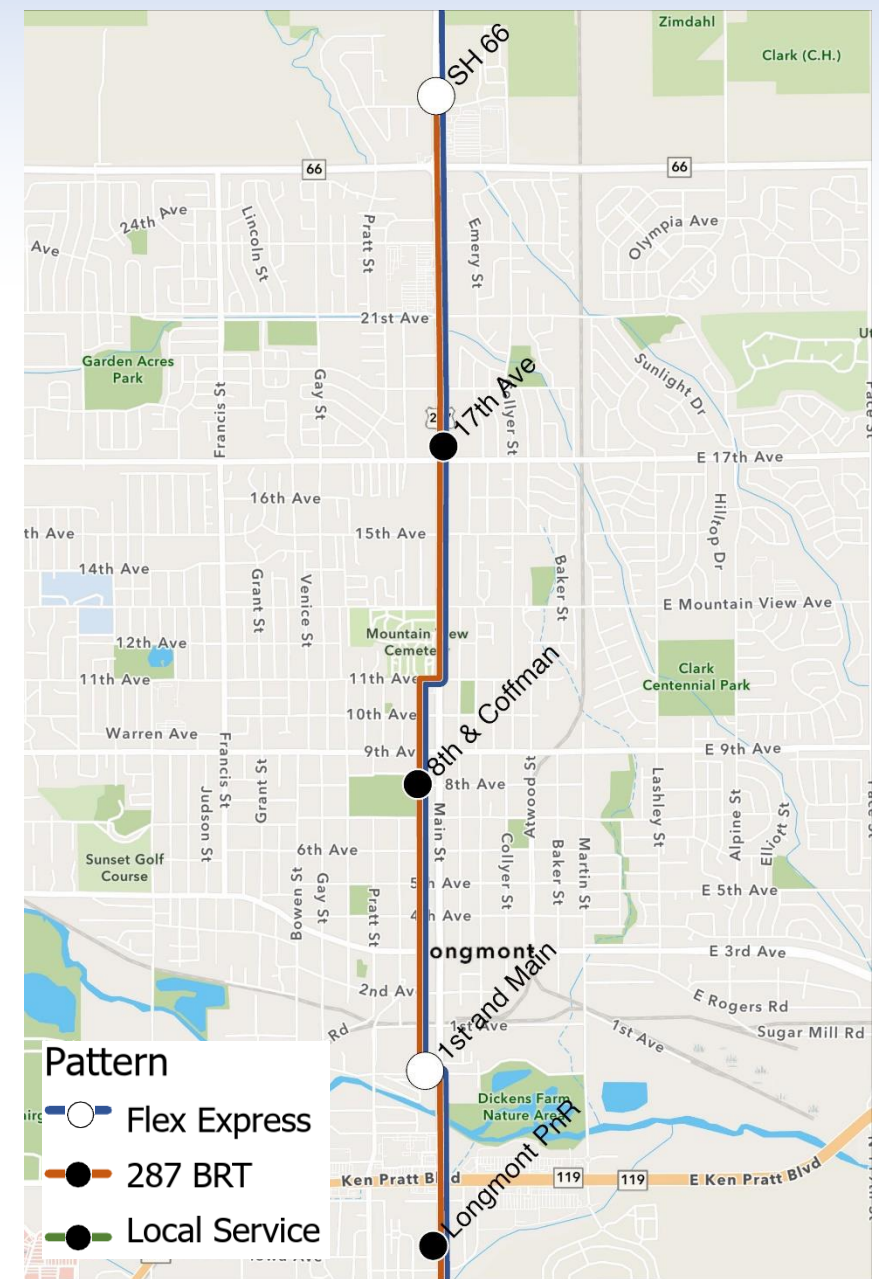
FORT COLLINS FLEX EXPRESS

- Assumes same stop locations as Flex Express to Boulder with the addition of Berthoud
- Limited stop express service connecting through to Denver Union Station
- Will not stop at "local" Flex stops to reduce travel time
- Considerations
 - Berthoud stop placement at Mountain & 2nd or directly along US 287
 - Service integration with existing Flex routes
 - Future stakeholder engagement



LONGMONT

- Move forward with alignment on Coffman Street from Boston Ave to 11th Ave
- Pratt Pkwy RR overpass used as a backup for train blockage
- Similar stop patterns as SH 119 BRT
 - SH 66 – PnR (also serves Flex Express)
 - 17th Ave
 - 8th & Coffman - PnR
 - 1st & Main – PnR (also serves Flex Express)
 - South Longmont



RURAL

- Bus routed on US-287 throughout
- Buses operate in mixed flow on roadway sections with limited congestion and queue jumps implemented at congested signalized intersections
- Stations oriented towards Park and Ride
 - Niwot Rd (existing PnR)
 - SH 52 (new PnR)
 - Lucern Dr - provides transfers to Flex Express, local routes or other BRT service



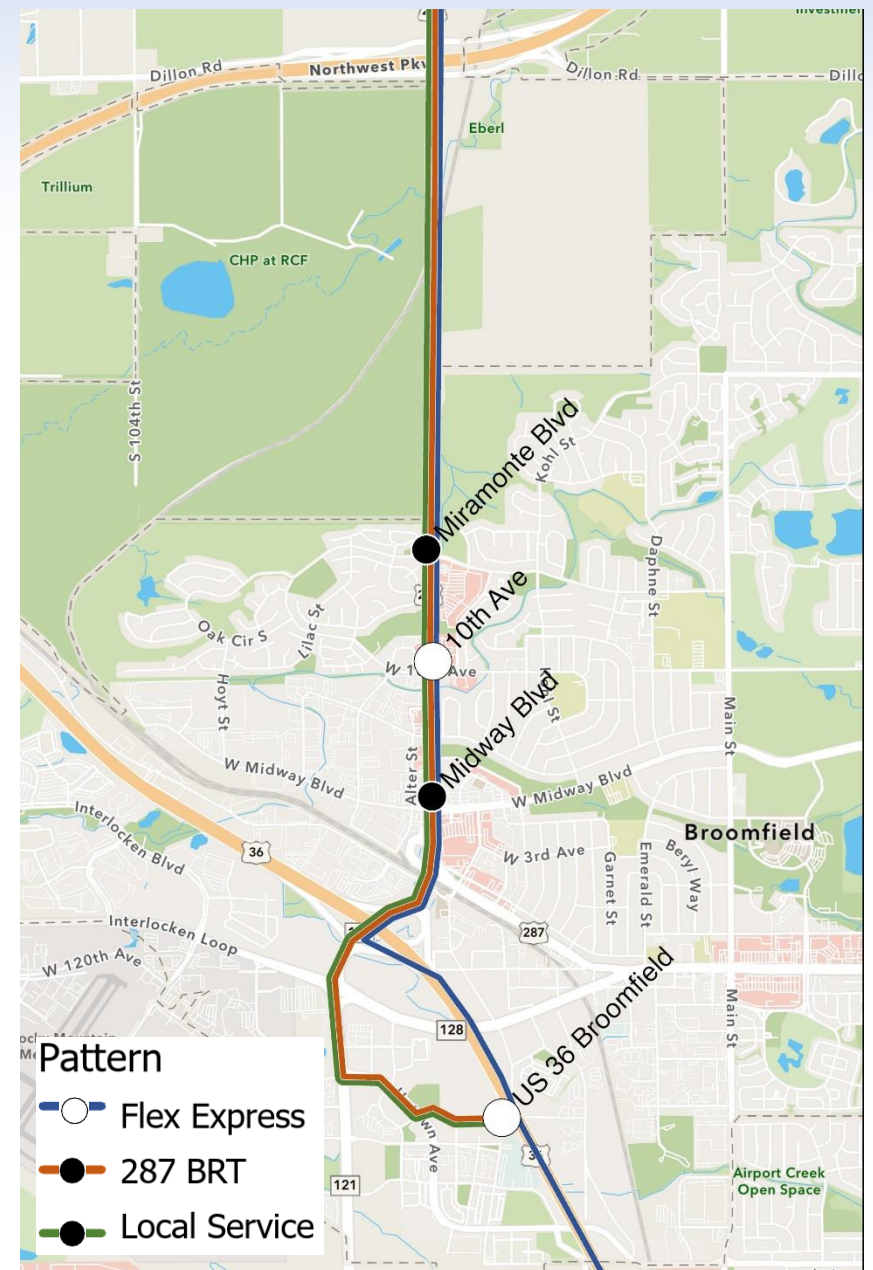
LAFAYETTE

- Varied local, BRT, and Flex express stops
 - **Local service** via Baseline Rd and Public Rd to Broomfield
 - **Express service** stops at Lucern Dr and Public Rd
 - **US 287 BRT** stays on US 287 (no deviation to Public Rd)
- Considerations:
 - Stop combination/relocation at Medical Center
 - New Park and Ride locations on US 287
 - Walmart – explore lease agreement
 - Medical Center – explore lease agreement
 - Public Rd – how to structure this stop with other park and rides



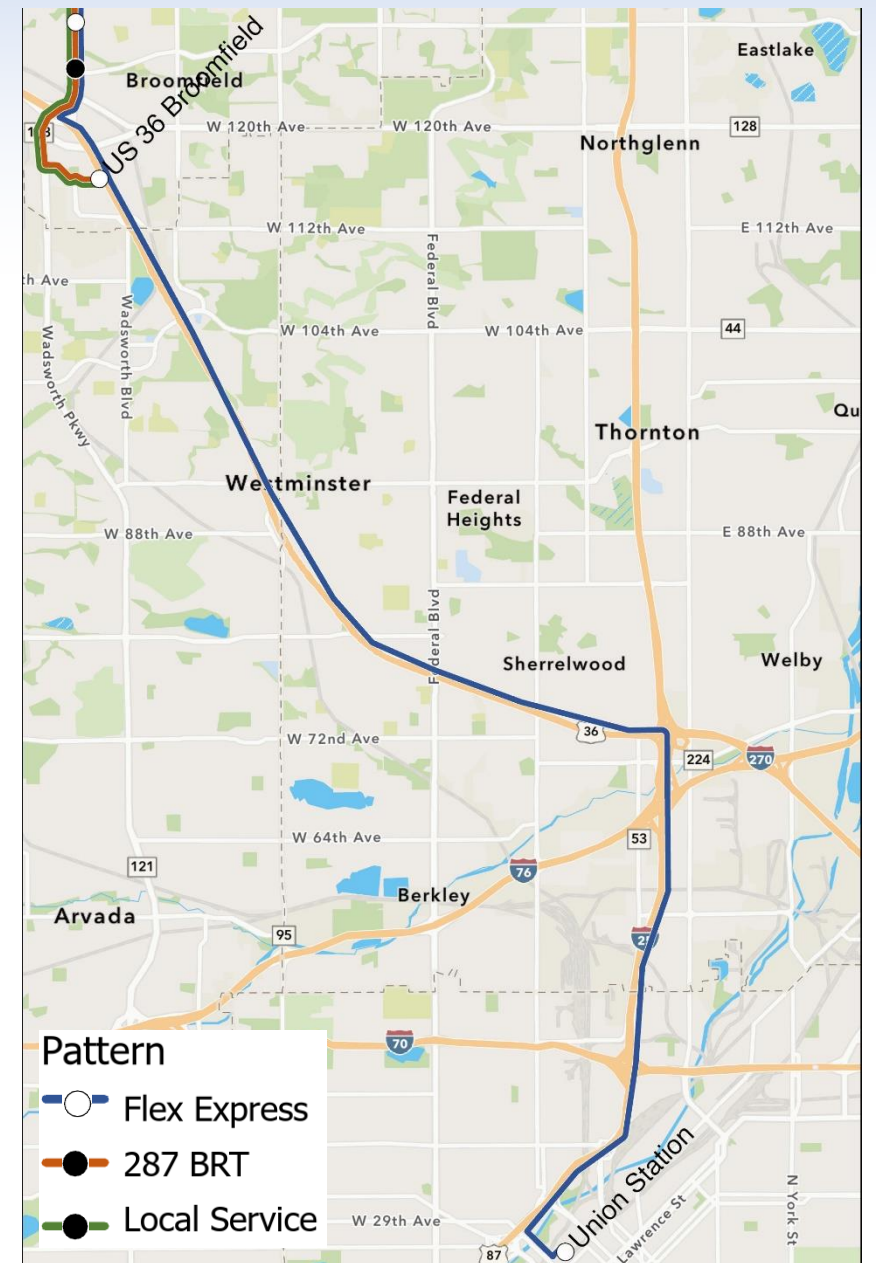
BROOMFIELD

- US 287 BRT and local bus service terminate at US 36 Broomfield Station
- Flex Express assumed to have one stop north of US 36, on stop at US 36, and express service to Denver Union Station
- Items under consideration – select stop for express service
 - Miramonte Blvd
 - 10th Ave – centrally located with mixed land uses
 - Midway Blvd



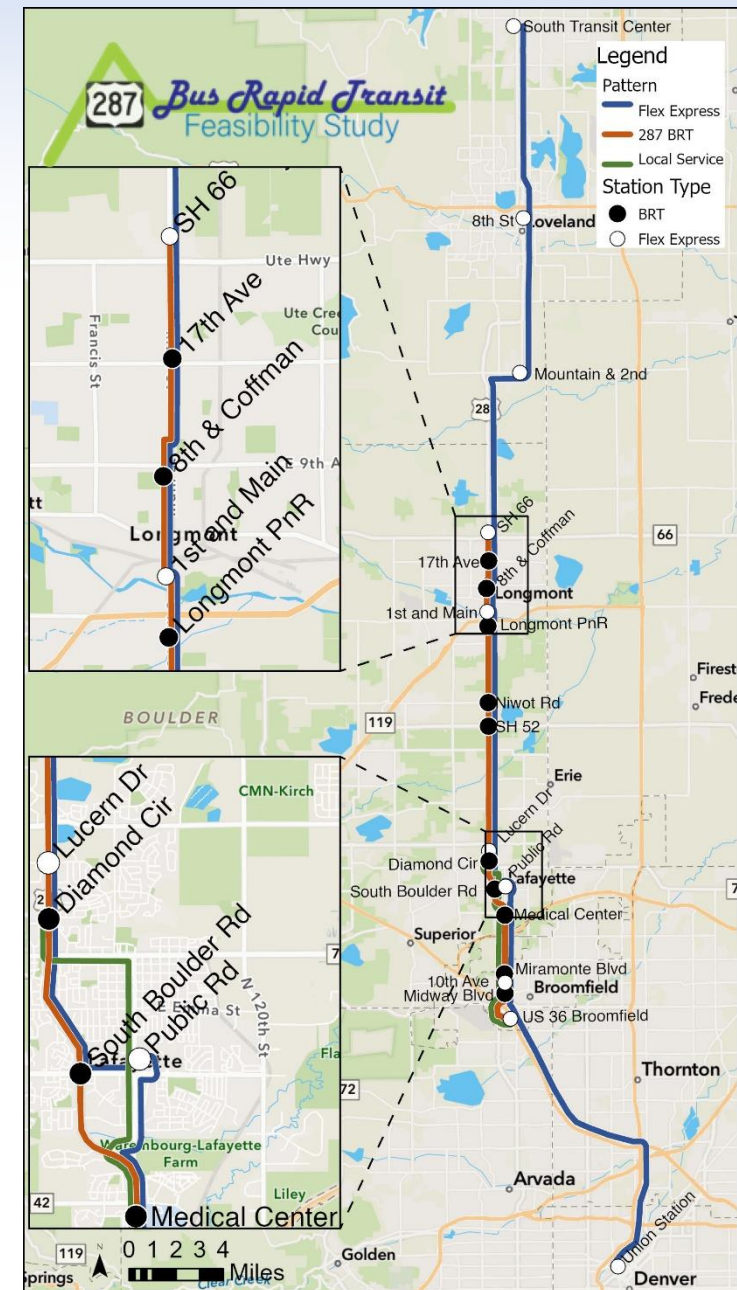
DENVER CONNECTION

- Flex Express continues service to Denver Union Station (no additional stops in between)
- Parallel Flatiron Flyer bus routes serve other stations on US 36



SCENARIO EVALUATION

- 1. Baseline Condition:** No change to physical or service elements. No BRT service.
- 2. Spot Treatments and Mixed Flow BRT:** Substantial changes to service plan and technology but operate in mixed traffic in majority of corridor. TSP and queue jumps implemented at intersections. BAT lanes in congested areas.
- 3. Spot Treatments and Mixed Flow with connections to Denver and Fort Collins:** Same physical investment as scenario 2, but include additional service to Fort Collins and Denver
- 4. Fully Dedicated Transit Lanes Throughout Corridor:** Service, vehicular, and technology improvements in a curbside lane. Service connections to Fort Collins and Denver (no physical improvements north of Longmont)



FEASIBILITY STUDY & NEXT STEPS

- Analyze Modeling Results w/ Evaluation Criteria (in progress)
 - Ridership Forecasts (2045)
 - Travel Times
 - Capital Cost Estimates
 - O&M Cost Estimates
 - Additional criteria
- Complete Feasibility Study
- Final public engagement
- Phase II
 - Vision Zero Safety and Multimodal Mobility

boco.org/287planning



DISCUSSION +

QUESTIONS

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