**SH 119 ENVIRONMENTAL CLEARANCE, PROJECT PHASING & FUNDING**

The SH 119 project elements will be analyzed with all project impacts assessed and mitigation measures defined. The environmental document is under production in coordination with CDOT, the Federal Transit Administration (FTA), and the Federal Highway Administration (FHWA). The project elements can be implemented over time dependent on funding.

The figure on the right defines all of the project elements that are part of the multi-modal corridor vision with some of them currently funded and some with funding yet to be determined. RTD has committed $30 million to construct priority elements of this project, including station enhancements and Park-n-Rides. The local agencies have received funding from the Denver Regional Council of Governments (DRCOG) that will support transit improvements on Coffman Street in Longmont, BAT lanes in Boulder, and bus queue jump lanes at SH 52.

After this project, the local agencies with RTD and CDOT will continue to work together on additional funding opportunities towards the full implementation of all remaining project elements.

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**SH 119 BRT CORRIDOR PROJECT**

**WHY IS RTD STUDYING BRT ON SH 119?**

Fast-growing Boulder County is attracting new businesses and residents which will increase congestion on SH 119. To address growing travel demand and provide improved mobility in the northwest region, RTD completed the Northwest Area Mobility Study (NAMS) in 2014. NAMS determined a prioritized list of mobility improvements, and BRT along SH 119 was identified as a high priority. As a next step, RTD and the northwestern communities are determining the feasibility of implementing BRT on the SH 119 corridor with this project.

The purpose of the SH 119 Bus Rapid Transit (BRT) Corridor project is to optimize regional connectivity and mobility between and within Boulder and Longmont by providing multi-modal improvements that result in faster and more reliable travel throughout the SH 119 corridor.

Additionally, RTD is working closely with CDOT who is currently conducting an alternatives analysis for a separated bikeway that runs the length of the SH 119 corridor, and connects into existing local multiuse path systems in Boulder and Longmont.

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**WHAT’S NEXT? IMPLEMENTING THE PROJECT ELEMENTS**

Looking forward to transit service and capital improvements, RTD will continue to partner with stakeholders on options for other funding sources while moving forward with final design and construction of the funded transit project elements.

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**SH 119 BRT PROJECT TIMELINE**

- **2019 DRCOG TIP Grant Approval for:**
  - Business and transit (BRT) lanes for buses in Boulder
  - Coffman Street dedicated BRT lanes in Longmont
  - Bus queue jump/bypass lanes for BRT at SH 119 and SH 52

- **Final Design**

- **Construction Begins**

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**COMMUNITY OUTREACH**

Public involvement was an essential part of the overall SH 119 BRT Study, and was utilized to gather input on the project. The four pieces of stakeholder coordination and public involvement that were essential in the iterative evaluation process included the policy advisory committee (PACE), the technical advisory committee (TAC), the agency stakeholder group, and public, community, and business meetings. In addition to continuous opportunity for on-line public comment, between August 2017 and March 2019 RTD facilitated and received:

- 228 Responses for the Onboard Survey (October 2018)
- 450 + Comments & Responses via Webpage
- 1,400 + Online and In-Person Questionnaires (Completed Oct. 2016 through Jan. 2018)
- 2 telephone town halls, 2,000 participants
- 7 public meetings, 8 events, 11 presentations (includes outreach to five Hispanic and low-income organizations)

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**EVALUATION PROCESS**

In order to determine the best mobility solution for the corridor, the project conducted an alternatives evaluation process that is included in the adjacent steps:
The final technical analysis of the SH 119 BRT corridor introduced three different roadway improvements. These three roadway improvements are: bus on outside shoulder option, a BRT bypass/queue jump option, and an inside managed lane option.

**TRANSIT IMPROVEMENTS**

**BLUE ROUTE** - 15 minutes all day (weekday) both directions, 15 to 30 minute (weekend) service both directions

**ORANGE ROUTE** - 30 minutes all day (weekday) both directions, no weekend service

Improvements to local & regional network connections to the BRT in Longmont, Boulder, & Gunbarrel

**CAPITAL IMPROVEMENTS**

Inside BRT/Managed lanes along SH 119

New commuter bikeway along SH 119

22 enhanced, walk and weather-protected stations with BRT branding, real time passenger information, and more

5 park-and-ride facilities

Off-board fare collection with improved loading and unloading

Dedicated BRT/Transit lanes on Coffman Street in Longmont

Business Access & Transit (BAT) Lanes in Boulder

Longmont and Boulder intersection improvements with Transit Signal Priority (TSP)

**THE GOAL WAS TO EVALUATE HOW DIFFERENT BUS ROUTES/PATTERNS, DIFFERENT LEVELS OF SERVICE WORK WITH THREE DIFFERENT CAPITAL IMPROVEMENT OPTIONS FOR THE BRT ROUTES.**

The Analysis included 11 Options: the Existing BOLT/J (1), the Expanded BOLT/J (1), the 1 Pattern BRT with three different capital improvement options (3), the 2 Pattern BRT with three different capital improvement options (3); and the 4 Pattern BRT with three different capital improvement options (3).

**2 ROUTE PATTERN PROVIDES:**

Excellent service coverage in both cities, similar to BOLT/J

More direct, one-seat rides than single route

Increase in service hours and O&M cost can be phased over time as warranted and as funding becomes available

**BRT/MANAGED LANES PROVIDE:**

Highest travel time savings: 37 minute travel time (29 minutes saved in comparison to the BOLT)

Best transit service reliability

Higher transit ridership

Greatest number of travel options and benefits for all users: vehicles, transit, carpool, express tolls, and bicyclists while reducing congestion. 7,620 – 7,640 people traveling through the corridor per day - a 33% increase compared to the existing corridor

Improvements can be phased over time as funding becomes available

**PROJECTED NUMBER OF PEOPLE TRAVELING THROUGH THE CORRIDOR IN ALL MODES**

<table>
<thead>
<tr>
<th>Mode</th>
<th>Existing/Expanded BOLT/J in Mixed Flow Traffic</th>
<th>Bus on Outside Shoulder</th>
<th>Transit Signal Priority &amp; BRT Bypass/Queue Jump</th>
<th>Inside BRT/Managed Lane</th>
</tr>
</thead>
<tbody>
<tr>
<td>Buses, Vehicles, Express Tolls, Bicyclists, and Carpoolers</td>
<td>5,740 – 5,760 people traveling through the corridor</td>
<td>5,820 – 5,860 people traveling through the corridor</td>
<td>5,840 – 5,880 people traveling through the corridor</td>
<td>7,620 – 7,640 people traveling through the corridor</td>
</tr>
</tbody>
</table>

66 Minutes Travel Time

40 Minutes Travel Time (26 minutes Saved)

38 Minutes Travel Time (29 minutes Saved)

37 Minutes Travel Time (28 minutes Saved)