

Meeting Minutes

CO 119 BRT Stakeholder Collaboration Kickoff Meeting

September 28, 2022, 1:30 – 3:00 p.m.

Microsoft Teams Meeting

1. Safety Moment, Welcome and Introductions

2. Project Overview

a. Slides:

i. Corridor Mobility Improvements

1. New BRT expected to cut transit travel times in half and increase ridership by 33%.
2. **Bus Rapid Transit Corridor**
3. **Queue Bypass Lane** – video
4. **63rd Street Intersection** – Pedestrians and bicyclists to integrate with the transit system
5. **We Make Lives Better Through Connections**
6. **General Questions** –

Q: Audrey DuBarros, Commuting Solutions - How do you see the CO 119 corridor as part of beginning to create the Northwest BRT network?

A: Brian Thye: Decisions we make on this route hopefully will carry over to future BRT corridors.

7. **63rd Street Park-n-Ride** – Dependent on final cost of elements; mainline platform elements feature:

- Shelter style is a BRT-style, off-the shelf (Tolar BRT23 model) vs. 15L version
- Room for two buses
- Lights
- Emergency phone
- Digital, Programmable Information Display (PID)
- Bench

Comments:

1. Danny O'Connor: I think this is a good idea, especially when it comes to replacement
2. Alex Hyde-Wright: Could we pursue split-level boarding?
 - a. Brian Thye: The stops need to work with an 11-inch curb height
 - b. Alex Hyde-Wright: I am an advocate for near-level boarding
 - c. Brian: First issue would be with deploying an ADA ramp with an 11-inch, taller curb
 - d. Elaine Erb: One consideration is heat; shade could enhance the customer experience
 - e. Nataly Handlos: The shelter design has an overhang which also offers extra protection for snow
 - f. Audrey DuBarros: What other options are available? Why just one option?



- g. Brian Thye: We want to keep it to off-the-shelf design; there are multiple options – 16-ft., 20-ft., 30-ft; advertising options that Lamar can use; need to consider what date we are using to inform riders' preferences; what other agencies across the country are using
- h. Amanda Mansfield: Was an ADA representative engaged? What are the differences between proposed and a standard design for the main line
- i. Brian Thye: We only have 15L shelters, so except for US 36, this is a first
- j. Ali Imansepahi: US 36 was a custom design, and those shelters are very large. We did not have the best experience in custom-designed shelters with the 15L project. The catalog has other options but there are associated costs with each decision we make. The goal is to take care of our customers. We have to be sure we can afford to build and maintain these.
- k. Audrey DuBarros: I don't understand how this discussion relates to the broader discussion. Are we being asked to agree today? If so, I think it is premature.
- l. Ali Imansepahi: This is a kickoff; this is our best shot to put as many of these shelters as we can. Longmont is conducting a parallel effort and trying to stick with the same model. We are not asking you to make a decision today. We are presenting what we believe is best based on what is available in the Tolar catalog and what could work with future BRT corridors.
- m. Danny O'Connor: I am aware of RTD design guidelines regarding bus stop shelters. Is this station shelter an opportunity to be BRT standard but also with special features?
- n. Brian Thye: The decision would be to carry forward to future corridors but use standard BRT layout. Reiterated Ali's statement that this is a kickoff meeting, and we are looking for input. With the current timeline, design for the project was 90% complete in May. For the Park-n-Rides planned at 63rd and Niwot we are looking for stakeholder input on where to locate bike parking, Kiss-n-Ride and shuttle space, amenities like benches and adequate lighting, and pedestrian access. For street-side stops, we are looking at replacing existing shelters with new ones, new canopies, bike parking and ways to customize stops – for instance, whether to do a custom or a standard BRT flag. We have 11-12 street-side stops in Boulder and 10 in Longmont (approximately). It would be unlikely that we would have all the amenities for all the stops, inbound and outbound. We would look for input from Boulder and Longmont stakeholders. Numbers are probably greater for outbound.
- o. Elaine Erb: Noticed there are nice stops on Canyon but nothing on Spruce – no shade, seating, etc. Not a great place to have your bike while you wait. RTD might want to install some "U" racks so riders can lock their bikes if they cannot take their bikes onboard the bus.
- p. Brian Thye: We will be keeping Boulder improvements in mind, such as sidewalk improvements and widening to plan future shelters.

8. BRT Phasing of Service – Sage Thornbrugh: We are still facing a severe driver shortage, which is a major issue facing the entire transportation industry. For the 2023 runboard, we are looking to increase service, but don't have operators so we will work to improve BOLT running time performance and hope to start Phase 1 of the BOLT 1,



2, 3 system in 2024. During the subsequent runboard, we will look to make adjustments based on the stakeholder survey (with Alex Hyde-Wright). During phase 2, we will make stop adjustments and route improvements in Q3 of 2025. It is not possible to do what we would like to do without additional drivers.

- a. Nataly Handlos: Making adjustments we are back to pre-Covid service.
 - b. Sage Thornbrugh: We are making it as close to what is actually happening.
 - c. Audrey DuBarros: I am unclear about the process; there has been very little stakeholder engagement. Assuming you are going out to RFP for bus branding and have subgroups so local officials have input into the process. Could we have information in advance of the meetings?
 - d. Ali Imansepahi: This is an overview; a kickoff and there is a lot to cover. We do not have money for buses, anyplace to maintain and house new vehicles in Boulder downtown or station.
 - e. Nataly Handlos: We have been told by the FTA we have too many vehicles and need to use what is in our existing fleet.
 - f. Chris Quinn: As part of Reimagine RTD it is likely we will need a new maintenance facility in the north metro area. We plan to do a needs study, recognizing we have the needs in Boulder.
 - g. Danny O'Connor: Regarding bus procurement, based on fleet size, more vehicles needed still would not be a purchase.
 - h. Chris Quinn: We cannot use federal dollars to improve our spare ratio. We can purchase buses but cannot use federal dollars, so it would be unlikely.
 - i. Audrey DuBarros: What is the intended use for the \$33 Million?
 - j. Ali Imansepahi: The Park-n-Rides at 63rd and Niwot, Longmont, 66th and Park Ridge, plus all the BRT stops within Longmont, Boulder and all amenities. Roughly speaking, it is about \$16 million for all Park-n-Rides and platforms in the Diagonal, plus CU East Campus improvements, plus all the stops. Shelters, amenities, ADA compliance work. These numbers, cost estimates could grow if they follow current patterns experienced by CDOT and Longmont. We will have more conversations; this is the start.
- 9. 119th & 47th** – Southbound curb on 119th at 47th. Currently, there is not enough room for a bus to provide boarding/alighting. The idea is to make sure it is safe for boarding and alighting, plus for vehicles to go around during boarding/alighting. We have looked at options (have to consider on-ramp back to CO 119)
- Cheaper: re-stripe the 4-inch white line and push the yellow line to the edge
 - Expensive/Extensive: Requires some concrete pavement and physical widening and some subsurface work.
- We are hoping to have TIP call#3 or #4 (wayfinding and signage)
Lanes would be 12-ft.
- a. Danny O'Connor: The official ask is going through Oct. 10.
 - b. Alex Hyde-Wright: Are you looking to add Canyon and Folsom as a stop?
- 10. BRT Branding** – Steven Brier – A subcommittee is a good suggestion; If we are trying to create a network that allows people to associate BRT, I recommend using the term "Flyer." A committee is the best place to have a decision.
- a. Alex Hyde-Wright: I see the Denver BRT will be the Lynx, Lyons is using "Flyer" on an intercity bus service.



- b. Steven Brier: We lost the Lynx battle with Denver. If we do have control, for the sake of consistency, we recommend going with "Flyer."
- c. Nataly Handlos: We are calling it the BOLT for now. Have to come up with an abbreviation; only have 3-4 characters (2-letter character and numbering, for example, FF2) This was decided during the US 36 project.
- d. Danny O'Connor: I appreciate opportunities for branding and desire to pull together a subcommittee. It really does touch all other elements from station design to vehicles and how it fits into the rest of the system.
- e. Steven Brier: I look forward to the discussion. My issue is what are we going to do with the fleet?
- f. Elaine Erb: Identifier on the bus; normally, you could see it on the front or side; If you are on the median, it would help to be on the driver's side.
- g. Marni Myers: Appreciate having all stakeholders in the room but still waiting for Debra Johnson to weigh in. Suggested focusing in on RTD's square icon and then expanding based on RTD's Brand Book – primary colors and extended palette, plus icons.
- h. Audrey DuBarros – I would like to remind people we are co-creating these together as partners -not just Debra Johnson. How will we get input from the public? I don't feel comfortable proceeding without engagement from the public.
- i. Danny O'Connor – One concern Boulder has relative to the PEL and other public documents. The East Campus has come up as a location that allows the direct access to CU, especially in light of dropped service. Want to hit both East and West Campus. We have large ridership.
- j. Nataly Handlos: (Tom and Richelle): There are significant challenges to access East and West Campuses. CU has plans for their transit center as we try to maximize access.
- k. Alex Hyde-Wright: What is the potential for getting bus operators out of the business of fare collection? Also, will there be a restroom facility for the CO 119 corridor bikeway?
- l. Alden Jenkins: Schedules are not synced up as closely as they need to be. Advertisement in 2023.
- m. Richelle and Tom Clark: Request a meeting with RTD and the city of Boulder to discuss the Orange Line