

Meeting Minutes

CO 119 BRT Stakeholder Collaboration Meeting #2

January 30, 2022, 3:00 – 4:30 p.m.

Microsoft Teams Meeting

1. Welcome and introductions (Ali Imansepahi)

2. Project updates

- **RAISE Grant: (Chris Quinn)** We need to provide data back on the RAISE grant by the end of February.
- **TIP Grant Call #4** Provided concurrence for ____ and Nelson.
- **Stakeholder engagement (Ali)**
 - i. **Subcommittees:**
 1. **Branding/Symbol:** First subcommittee meeting scheduled for February 21; will discuss Audrey's (Commuting Solutions) TIP grant. We have had conversations internally and the direction from our GM/CEO is to follow RTD's branding standards.
 2. **Stations/Stops/Amenities:** We have already met with Longmont; will be meeting with Boulder on Thursday, Feb. 2, to go over stops, shelters, and design challenges.
 3. **Fleet:** We are going to have a subcommittee to seek input from stakeholders. Ali will send a Doodle Poll in early spring. There will be no new buses procured as part of this project, but we will seek input from our stakeholders.

3. Project Timelines

- **Design/Construction (Ali/Brian)**
 - i. **CDOT – Safety and Mobility Projects timeline slide: (Ali/Brian/Adnana)** Showed the current Safety and Mobility Improvements Project timeline. We are going down the path of opting for a CM/GC procurement method. The current project timeline may slip somewhat (couple of months to quarter at most) with the option of using the CM/GC procurement method. However, the construction management team that is brought in may help us overcome design challenges that we may not have seen, so it is possible in that respect that we may gain some time on the schedule. Adnana Murtic (CDOT Project Manager) added that the CDOT Transportation Commission will be reviewing our (team recommendation) and proposal and at that time if it is approved, the process will be made formal. Hiring construction up front, and construction will be starting later, but hoping by having contractor on board sooner, it could help to finish construction sooner.
 1. **CM/GC process** – Ali showed CDOT's "Toolbox of Project Delivery Options" slide with a high-level explanation of the CM/GC procurement method. The slide showed three types of procurement methods: Design/Bid/Build (traditional), Design/Build, and CM/GC. We went through whole exercise and selected CM/CG as a team.
 - ii. **RTD – Timeline Slide: Design/Construction, Public Engagement, Service Planning**



1. **Design/Construction (Brian Thye):** Broke timelines out into three segments as well, as we need to track all three segments within the same project. This is for construction and design for the main line, so this is a little bit separate from the Safety and Mobility Improvement Project, but the two schedules should mesh fairly well.
 - a. **Preliminary Design:** We are talking about the stops and stations in Boulder and Longmont. Currently finishing up Preliminary Design now. We had our 30% FIR plans last fall, and we have had our Preliminary Design of streetside stops in both Boulder and Longmont, Preliminary Design for the Park-n-Ride in the north end of Longmont, and some preliminary work for the East Campus of CU. Wrapping that up and moving into Final Design.
 - b. **Final Design:** Trying to mesh up closely with Safety and Mobility Projects so we are looking at about a year Finalizing concepts for streetside stops, Park-n-Ride survey, right of way and utility information will be our next steps. Following completion and approval of Final Design, we are looking to advertise sometime in the middle of next year, hoping to go to construction sometime in the middle of 2024. Various elements will take different amounts of time, but we are hoping to have everything ready for full service for the BRT sometime in early 2026, which is about when the Construction and Mobility Safety Improvements Project should be completed. The timeline could change, but this is what we are looking at for now.
2. **Public engagement (Pauline/Nataly)**
 - a. As you saw on the CO 119 Safety and Mobility Improvements Project schedule – and of course most of you attended – our Joint Public Meeting #1 took place June 27 of last year.
 - b. Following the public meeting, we held a public comment period through July 18 where we received a lot of great feedback, which is included on the CDOT website and which we will share on our website which is currently under construction.
 - c. A Joint Public Meeting #2 is being planned for late in the second quarter or early in the third quarter of this year.
 - d. As you can see, we have overlaid three timelines on this one graphic to demonstrate concurrent activities taking place. Under Public Engagement, we show Planning and Design-related public outreach activities beginning in 2020 and extending through the end of this year.
 - e. We are currently updating the CO 119 BRT webpage on the RTD website to include up-to-date project information, ways to provide feedback, FAQs, the joint video about the project that features RTD, CDOT and Boulder County partners, an infographic about how Queue Bypass lanes work, and a detailed map of the corridor that outlines CO 119 BRT features and associated bus routes. The webpage links customers to the CDOT and Boulder County Bikeway Project websites.
 - f. Public Survey: We will mention more about this later, but RTD is coordinating with CU Boulder, and the cities of Boulder and Longmont, and



Boulder County to identify existing travel patterns and demand. An initial survey done by CU went out in the second quarter of last year, and we are planning the next survey in the coming weeks.

- g. Public presentations: We are going to have public outreach and Q1-Q3.
- h. We are holding the Stakeholder and subcommittee meetings now (Q4 2022 through Q3 2023)
- i. There will be additional general public outreach in 2024 as we always do with these projects and then as we get closer to the start of service, we will go through the regular Service Planning and scheduling public outreach process that we always do. That includes the process of having meetings within the corridor to let people know what is coming.
- j. As you know, we have service changes three times a year. We are folding that into the process in the latter part of 2025. Public BRT meetings: Q3 2025 through Q1 2026.
- k. We also look to have a follow up survey in Q4 2025 to gather more information prior to finalizing the scheduling for the 2026 opening. This year, there will be an effect from the construction on the current service so we want to use the survey to gather more information prior to finalizing the scheduling for the BRT opening. Scheduling is an ongoing process, and the information gathering process is used to adjust schedules, routes and stops.

3. Service Planning (Nataly)

- a. As we go into our preliminary scheduling, it is going to be ongoing. We are going to keep an eye on what travel patterns are and what the demand is in the corridor between Boulder and Longmont. We will use the survey, public input through a tool on the website for providing feedback and input, stakeholder input, and public outreach.
- b. We had that preliminary survey that was through CU that was useful and helped us create a draft schedule which we used to identify the resources that we will need for the Phase 1 start and as we move into the full project opening.
- c. Looking to implement the first phase (hoping to have enough resources) in August 2023. Had hoped to implement in May, yet our operator shortage is still an issue so we are going to have to delay it one more quarter at this time.
- d. We will have public meetings in April to get the process as fine-tuned as possible, and we will look to make service adjustments when Phase 1 has been in operation for at least four plus (months?) so we can actually see who is using the service, what stops, what the ridership is, etc.
- e. We will look to have Phase 2 changes in Q4 of 2024, which is ahead of the construction start. As we all know, there will be changes related to construction and we will likely have to make adjustments to routing, stop locations based on what we can and cannot access.
- f. Looking to finalize scheduling in the latter part of 2025, so we can be ready for opening in Q2 2026.

- **Question from Jean Sanson:** Is there going to be an opportunity to share this information at RTD's Northwest Rail Peak Service Study open house in Gunbarrel tomorrow night? (Like a one-page or fact sheet)

Nataly: We can get you this (timeline) page and maybe a couple of others.

- **Second question from Jean Sanson:** When you say launch of the program, will that be branding and different buses, or a different service plan? Can you define phasing vs. launch of the program?

Nataly: For us, launching the service is going into service in 2026. That is the service plan. We will work with our Marketing Department to come up with terminology for our website that explains it in a public-facing way.

- **Question from Phil Greenwald:** My question is a little bit more centric to Longmont: The expectation is we will have the transit center will be done in time for opening of the BRT. I would like to see how this is all coming together. Just making sure it is in some document somewhere that this is not a floating timeline for us on this end. Are you ready to share what the phases are going to look like?

Nataly: When we go into Phase 1, we are looking to operate as close to what the final alignment in the PEL was showing, and that is why we're trying to get the terminal at CU East in place as well as trying to get the temporary gates at Partridge so that we can be as close to where that future Park-n-Ride is going to be and mimic the routings both orange and blue. (It is our goal) that we can get the input and figure out what's working, what's not, where the demand is, and if the orange pattern or the blue pattern or whatever is as it came out of the PEL, given all of the changes that have happened due to COVID. If those don't make sense anymore, then we want to be able to have those conversations in 2024 before we finalize that in the schedule.

- **Phil Greenwald:** I guess on my folks that are not on this call right now or the folks from RTD and those are the folks that we're working with the IGA and everything for 1st and Main. So, part of a pretty critical piece of the pie here. And I'm starting to get a little concerned that we're not going to make our time frames here very well. But anyway, just a concern to throw out there.

Nataly: I appreciate that. (My understanding is) that is why we agreed on Q2 2026. They were finalizing documents as to what, why, when the facility has to be complete and ready for all inspections so we are ready to start service in 2026, and that is why we pushed to Q2 2026.

- **Elaine Erb:** I know that ultimately along the Diagonal, there are going to be a loss of stops as the BRT service rolls in. What will happen at stops like 34th? 47th? Fordham? How long will those continue getting service?

Nataly: We will serve those stops as long as we can based on the construction. And once the construction comes online, every entry point where certain stops cannot not be served anymore, then that's where we will need to make those adjustments. We are watching ridership at those locations. And then we have also got the Gunbarrel shuttle project going. There will be coordination with that so that before the construction starts, we can have the shuttle operating as well to help out with some of the stop access.

4. Proposed Routing and Scheduling overview (Nataly)

- Nataly discussed CO 119 BRT route patterns (Blue and Orange) for Boulder and Longmont. Maps are directly from the PEL. These are Phase 1 discussions:
- **Patterns:** Boulder: Orange Pattern is the peak pattern operating weekdays AM and PM.



- The Blue Pattern from basically Park Ridge/Main to the new Park-n-Ride to Downtown Boulder Station will be 30 minutes weekdays, bi-directional Saturday/Sunday/holiday; 60 minutes all day bi-directional orange pattern also from Park Ridge down to CU East campus.
- Longmont: Nataly emphasized that Longmont routings, Main and Mountain View were added to the Blue Pattern that were not included in the PEL due to stop spacing, access, etc., as well as adding stops at Hover and Third for the Orange Route Pattern.
- For Boulder, we have had requests for stops at Foothills/47th. This stop is temporarily closed for safety concerns. Looking forward, it is a goal that we could have both patterns use those stops also adding Canyon and Folsom so that it can allow for connections with the HOP and better access to CU main campus that way.
- And then just note that adding the Foothills/47th and Canyon/Folsom stops would add a little bit in running time, so we'll have to see resource wise how that would work out. As we have it right now, it seems like we're going to be able to do it. That's why we're moving forward with these additional stops as planned.
- We have had some conversations regarding additional stops such as those mentioned. If there is a concern for additional changes to the stops, and depending on the information that comes out of the surveys, we might have to make some further adjustments.

➤ **Scheduling:**

- **Blue Pattern:**

Weekdays: 5:30 a.m.-12:30 a.m.; 60-min. frequencies early/late; 30-min mid-day; offset with Orange Pattern

Saturdays: 6:30 a.m.-12:30 a.m.; 60-min. frequencies all day

Sun/Holiday: 6:30 a.m.-11:30 p.m.; 60-min. frequencies all day

- **Orange Pattern:**

Weekdays: 2 a.m.-3 p.m. NB; 3 a.m.-3 p.m. SB (offset trips from Blue Pattern in a.m./p.m. for approximately 15-minute frequencies along trunk line/shared pattern routing

No Sat/Sun/Holiday service

➤ **Stakeholder engagement:**

- Survey coordination (Q2 2022 & Q1 2023) CU Boulder, Boulder CO, Cities of Boulder and Longmont
- Routing and Stop/Station Coordination (Q3 2022) – Additional stops, local concerns, Boulder/Longmont
- Stakeholder Collaboration Meetings (Q3 2022-Q4 2023) Quarterly meetings started late Sept. 2022; subcommittee meetings (stations, branding/logos, vehicles)

Questions:

- **Phil G.:** Requested that a copy of the presentation be made available
- **Danny O'Connor:** Appreciate that lines are not final. Boulder is still interested in routing solutions that better serve the CU market. What would the planning process look like beyond Phase 1 to support the CU market? PEL showed a lone to Main Campus and East Campus. Want to make sure it



is part of some formal process.

Nataly: As we move forward, if there is demand that really stands out, and if we have the resources available (have to keep resources such as operators, vehicles in mind) then we will try to build and adjust routings that make the most sense. We are going to have to get information from the public through public meetings and these surveys to try to develop routings that make the most sense. It is going to be a fluid process. We will be continuing conversation of how we can promote connections to Main Campus through service planning or market analysis subcommittee, if need be, to ensure we have access to large markets. Just as with the Flatiron Flyers, where we open with one route and added more. What we have on opening day is not likely to be the final configuration.

- Alex Hyde-Wright: Looking toward the messaging at the Tuesday night Northwest Rail Peak Service Study open house, and that the initial phasing has been pushed back from May to August 2023, if it comes up, can or should that be discussed, and are we looking to start phasing pending available resources (driver availability)?

Nataly: Yes, and that is why we are scheduling the meetings in April related to that.

- **Clark Rider:** Looking at the slide with the Orange Route times, I was unsure of what it meant when you say 3 a.m. and 2 a.m. weekdays.

Nataly: It is 3:00 AM peak and 3:00 p.m., peak northbound trips and 3:00 p.m. and 3:00 p.m. peak southbound trips. For the public presentation, I will put peak in there.

5. Design Review: (Ali and Brian)

- Local stops:
 - i. Met with Longmont (occurred 12/20/22) to talk about design considerations and amenities.
 - ii. Meeting with Boulder/CU/Boulder County (Feb 2) Look at concept layouts, restrictions of right of way, amenities located at each stop.
 - iii. Based on those considerations we will update the concept plans and start looking at what survey we need to get at each location so we can move into final design
 - iv. That same subcommittee that talks about the streetside stops also is looking at the type of shelter we are going to select and we need to have that information in February to move toward a final decision on what shelter we are going to select for the CO 119 BRT. Look for a Doodle Poll to come out relatively soon from Ali (looking at meeting week of 13th or 20th of next month). City of Longmont needs a decision on this for their Coffman Street busway.
- **Next meeting** will be in spring. Look for a Doodle Poll from Ali.