We make lives better
through connections.

RTD's DIAGONAL FLYER (CO 119 BRT) DRAFT White Paper
Fall 2025

Table of Contents

Introduction

Bus Rapid Transit (BRT) is a regional transit service focused on providing customers with efficient and comfortable regional travel. The Regional Transportation District (RTD), in partnership with the Colorado Department of Transportation (CDOT), implemented its first BRT service on the US 36 corridor in January 2016. RTD continues to expand its BRT services in the northern area of the District. This white paper provides an overview of planned BRT service along CO 119 (Diagonal Highway), which will provide service between the cities of Boulder and Longmont. Called the Diagonal Flyer, the route replaces current bus routes J and BOLT.

BRT as a Class of Service

With a service area of more than 2,300 square miles, RTD is challenged by a wide variety of transit needs for which a one-size-fits-all approach to service does not work. RTD currently offers a family of services that addresses the diverse transportation needs of the region. Each type of service possesses distinctive characteristics that are designed to deliver mobility in a cost-effective manner while still meeting RTD's mission to "make lives better through connections."

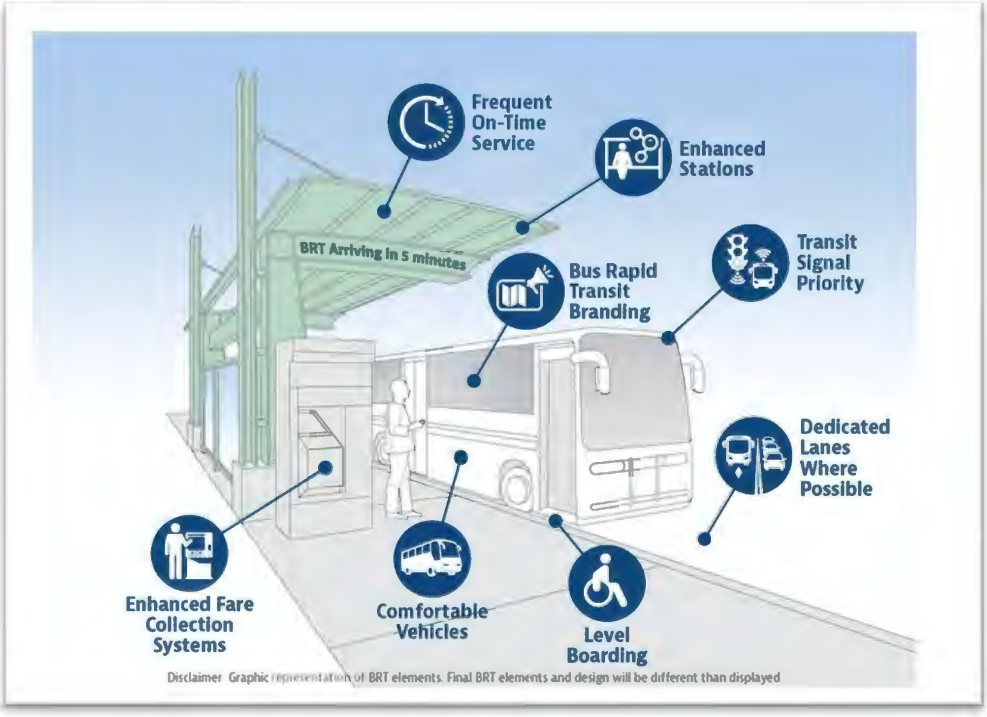


Figure 1: example of general Bus Rapid Transit (BRT) Station components

To maximize travel time savings in highly congested corridors in the regional transportation system, RTD, in 2016 introduced BRT on the US 36 corridor. Consistent with the Federal Transportation Administration's (FTA) *Characteristics of Bus Rapid Transit for Decision-making* report, BRT has seven generalized elements:

1. Running Way
2. Stations
3. Vehicles
4. Fare Collection
5. Intelligent Transportation Systems (ITS)
6. Service and Operating Plans
7. Branding Elements

Using the FTA report as a framework, RTD previously defined two categories of BRT to establish the vision for RTD's BRT service:

1. **Metro BRT**
   - Travels at highway speeds for most of the route
   - Fewer station stops spaced an average of 2 miles or more apart
2. **Urban BRT**
   - Primarily serves dense areas
   - Route length is like local routes, but can sometimes be shorter
   - Operates at speeds higher than comparable local routes
   - Frequent and/or limited stops, depending on route length and application
   - Typically operates with signalized intersections along running way

The **"Diagonal Flyer"** has elements of both types of BRT services. RTD calls this type an "**arterial BRT.**" Characteristics of this type of BRT are described below:

Arterial BRT Components

Running Way

The Arterial BRT consists of a combination of transit enhancements that result in improved operations and faster travel times. It improves safety and transit operating conditions, connectivity between major hubs and communities, as well as connectivity to the overall transit network, including local transit connections. The enhancements could include bus-only lanes which may be combined with HOV (High Occupancy Vehicle) and/or BAT (Business and Transit) lane operations, lanes which may be separated from general traffic lanes with striping or some type of physical barrier, as well as queue jump lanes leading up to intersections, traffic signal priority at intersections, and "slip-lanes" at transit stops.

Stations

Arterial BRT stations can be in-line center or side-running (ramp) stations that could include level-boarding platforms. Most stations will be associated with existing Park-n-Rides or major stop locations. Some may have adjoining rail stations. The stations could have dedicated boarding areas for pre-paid fare customers. The stations could also accommodate connections with other network routes and services, as well as include amenities based on ridership such as electronic public information displays (PIDs), telephones, ticket vending machines, shelters, lighting, and security equipment.

Vehicles

Vehicles used in Arterial BRT could be standard over-the-road coaches similar to those currently used for the Flatiron Flyer (FF1, FF2, FF3, FF4 and FF5). Low-floor, 45-foot or larger (including articulated) vehicles with two or more doors could be used, with interior and suspension configured for high-speed operation.

Fare Collection

Smart-card fare collection and/or on-platform ticketing are preferred for the Arterial BRT operation. For CO 119 BRT this will not be provided. All fare payments will be either via pre-purchased passes or on-board fare payment.

Intelligent Transportation Systems

To assist with travel-time savings, Intelligent Transportation Systems (ITS) elements such as transit signal priority at intersections and ramps would be appropriate. PID and safety/security elements would provide high-quality customer experience similar to RTD's existing rail service.

Service and Operating Plans

RTD's goal is to modify existing service along one or multiple routes and branches with integrated frequency of service. Service operating hours and frequencies would be commensurate with ridership. Service patterns would be tailored to meet demand and ridership needs.

Branding Elements

RTD will establish some level of branding for the route vehicles, stations, and marketing materials. This will include a logo or particular color palette for the stations and stops to match what RTD developed as a distinguishing identity for Flatiron Flyer (FF) BRT along US 36. Establishing an identity for Arterial BRT must follow RTD Board Policy on service branding and be aligned with overall RTD regional BRT elements.

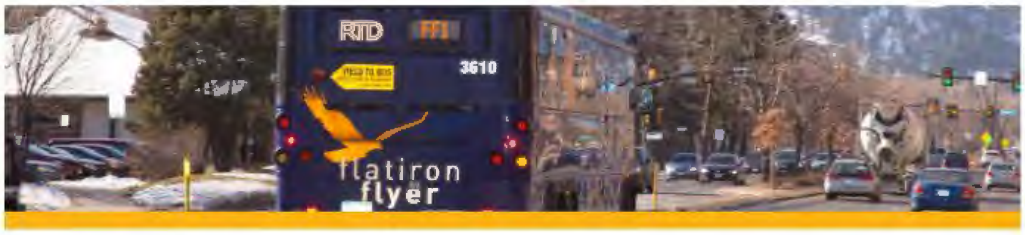
Background Information on CO 119 (Diagonal Highway) BRT

To address growing travel demand and provide improved mobility in the northwest region, RTD completed the *Northwest Area Mobility Study* (NAMS) in 2014. NAMS resulted in a prioritized list of mobility improvement, and BRT along CO 119 was identified as a high priority. RTD initiated this study as a National Environmental Policy Act (NEPA) study in the summer of 2017, to implement the NAMS recommendation. In 2018, RTD contracted with Parsons Corporation and Pinyon Environmental to assist with the planning and environmental linkages (PEL) study for CO 119. The study's goal was to identify "multi-modal improvements which would result in faster and more reliable travel within the CO 119 corridor" *between Longmont and Boulder.* *SH 119 Multi-Modal PEL Study, 1-1

The NAMS recommendation for CO 119 was a single BRT route which was planned to operate in mixed use traffic and use the shoulder of CO 119 as needed. As the project progressed and stakeholders from local, state, and federal agencies were engaged, it was determined that a multi-modal corridor vision (MMCV) would be needed to meet the study's purposes, needs, and goals. During the alternatives' development and evaluation conducted as a part of this PEL study, numerous BRT routing alternatives were assessed. The route alternatives started with the NAMS alignment and evolved during the study based on traffic data, existing bus route usage, forecasted growth in population and employment, and stakeholder input. Three physical configurations of BRT were evaluated for the overall corridor, including: 1) BRT/bus-on-shoulder; 2) BRT/queue jump lanes (at CO 52/CO 119 intersection; and 3) BRT/managed lanes.

The multi-modal elements recommended by the final PEL study include aspects of BRT within the city limits of Boulder and Longmont and along CO 119. They are: 1) bus operating on managed lanes on CO 119 between the cities (one lane in each direction); 2) six Park-n-Rides; 3) enhancements at 23 pairs of stops/stations along the BRT corridor. In addition, a set of complementary improvements were identified, which support the implementation of BRT between and within the cities. One of these main improvements is to convert lanes along 28th Street within Boulder into **Business Access and Transit (BAT) lanes** as well as improve several intersections. Within Longmont, Coffman Street between 1st and 9th avenues will be reconstructed to include BRT dedicated lanes, in addition to several intersection improvements. CDOT, in a separate study, identified significant safety challenges for bicyclists within the CO 119 corridor. To address these concerns, CDOT developed the "Safety, Mobility, and Bikeway Project" (SMBP) in collaboration with local governments. More specific background information regarding the SMBP can be found at https://www.codot.gov/projects/co119mobility/design.

CO 119 Bus Rapid Transit (BRT)
RTD Diagonal Flyer



At-a-Glance

- Bus Rapid Transit (BRT) is a bus-based transit system designed for convenience, comfort, and reliability, with limited stops to increase speed, reduce travel time, and boost ridership.
- The CO 119 BRT Project will enhance regional connectivity and mobility between Boulder and Longmont, offering faster, safer, and more reliable transit options for customers.
- RTD is collaborating with the Colorado Department of Transportation (CDOT) and Boulder County to align the CO 119 BRT Project with other multimodal corridor initiatives, ensuring safe and flexible travel options for all
- Six BRT stations will be constructed, complemented by additional local stops in Boulder and Longmont, with five Park-n-Rides either planned or under construction.
- Key Features of the CO 119 BRT include queue bypass lanes, special lanes for buses to bypass congestion at signalized intersections, a busway (Longmont), addition of a BRT station at 1st & Main (Longmont), upgraded transit stops (Boulder and Longmont), a corridor-wide bikeway, and a new Park-n-Ride (north Longmont).
- This project fulfills a recommendation from the 2013 Northwest Area Mobility Study (NAMS), advancing cost-effective transit improvements along CO 119.

Project Timeline (link)

2019 RTD Board of Directors accepted the Multimodal Corridor Vision Plan for the CO 119 corridor as defined in the Planning and Environmental Linkages (PEL) Study
2020 CO 119 BRT planning and design, public outreach initiated
2023 BRT final design underway, Construction Management General Contractor (CMGC) advertisement/procurement
2024 CO52 intersection and Niwot Road PnR - Construction began Sept. 2024
2025 63rd Street PnR - Anticipated start of construction in summer 2025
Hover Street intersection - Anticipated start of construction late 2025
2027 BRT service projected to open

Projected Service Levels at Launch

Diagonal Flyer Service Frequency (in minutes)
Service Class: Commute

	DF1: Longmont/Downtown Boulder via 28th St				DF2: Longmont/Boulder via Boulder Junction			
Service Level 1	**Peak (AM/PM)**	**Mid-Day**	**Evening**	**Late**	**Peak (AM/PM)**	**Mid-Day**	**Evening**	**Late**
Weekdays	15/15	30	60	60	30/30	-	-	-
Saturdays	60/30	30	60	60	-	-	-	-
Sundays/Holidays	60/60	60	60	60	-	-	-	-

Figure 2: Diagonal Flyer Fact Sheet

Project Boundaries and Routing

The CO 119 BRT project is a collaboration between CDOT, RTD, Boulder County, the cities of Longmont and Boulder, and Boulder Chamber Transportation Connections. The purpose is to "make travel through the corridor safer for all modes and transit travel faster and more reliable." * CDOT project webpage

The CDOT project boundaries are between the northern end of Foothills Parkway in Boulder (CO 119/ 47th Street) and CO 119 and Hover Street in Longmont. The portions of BRT within City of Boulder will extend to Downtown Boulder Station, via 28th Street and Canyon, as well as to Baseline Road and Broadway via Foothills Parkway, Pearl Street, 28th Street, Baseline Road, 27th Way and Broadway. Within the City of Longmont, the routing will be along Hover Street, Boston Avenue, Coffman Street, 9th Street, and Main Street to Park Ridge Avenue, as well as via Airport Road, Nelson Avenue, Hover Street, 17th Avenue, and Main Street to Park Ridge Avenue.

The routings for both patterns are shown on the map below:

- DF1 (Blue): Park Ridge Avenue to Downtown Boulder Station via 28th Street
- DF2 (Orange): Park Ridge Avenue to Broadway/Baseline via Boulder Junction

Figure 3: Diagonal Flyer Route Patterns (DF1 & DF2)

Routing Adjustments due to Post-COVID Travel Pattern Changes

Because the PEL was completed prior to the COVID-19 pandemic that has had lasting effects on commuting patterns, a travel analysis was completed in 2024 to ensure DF1 and DF2 patterns were still the most effective routings. The study resulted in moving DF2 service from 30th Street to 28th Street in Boulder. This routing allows efficient connections to both CU Main Campus and East Campus as well as regional routes (FF, AB, GS) and local routes (DASH, SKIP, BOUND, 204, and 225).

Local Agencies' Stakeholder Coordination Processes

RTD coordinates with local stakeholders, including local governments, transportation management associations (TMAs), and community organizations to make sure all aspects of the project have been vetted and reviewed by the communities in which the new service(s) will operate. This coordination includes several Technical Advisory Team (TAT) meetings to review materials related to operations, public outreach, and service levels. RTD hosted five TAT meetings for CO 119 in the winter of 2025. Participants helped determine the stops and stations for each route pattern, potential challenges for opening day, service frequency levels, overall fact sheet information,and related map documentation.

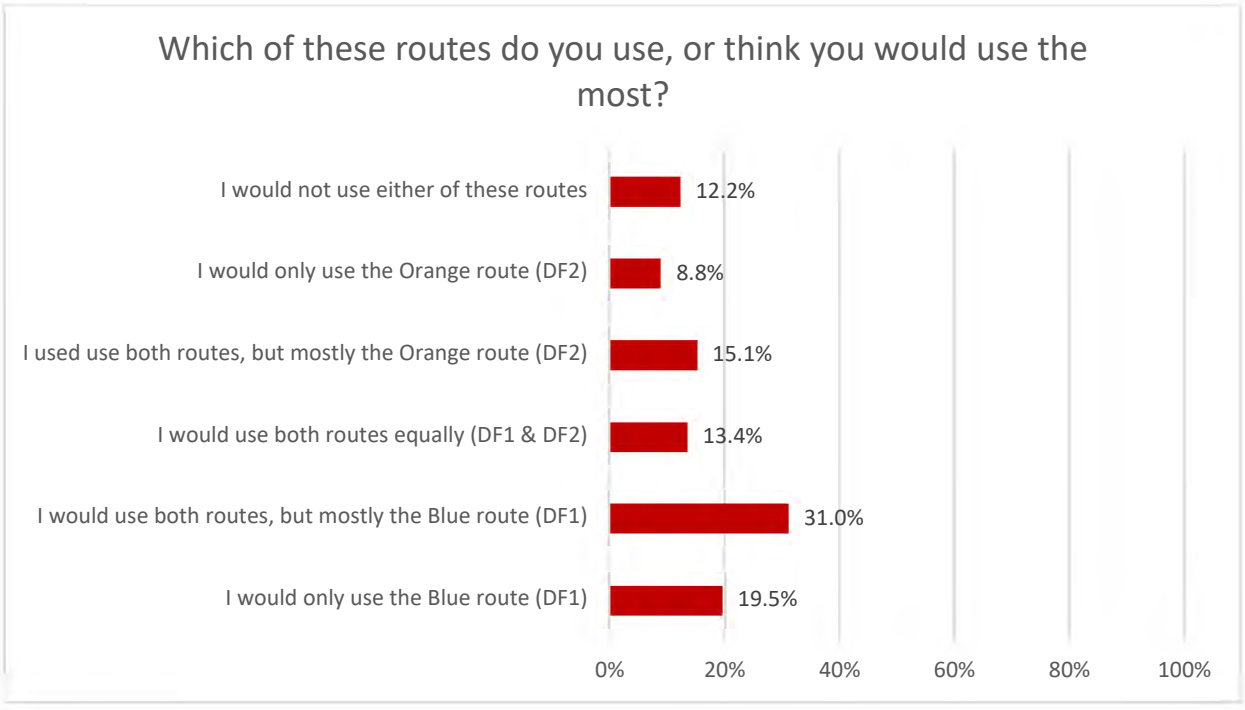
Public Outreach Process

The Diagonal Flyer will operate in Boulder County, Longmont, and Boulder. Participation with community members was critical. CU Boulder and RTD in late spring and summer of 2023 conducted two surveys to receive initial input from the public to the routings and service. Feedback from those surveys was used to consider preliminary adjustments to the BRT routing, stations and stops along the patterns, and service levels. Coordination via the Stakeholder Coordination Process led to several changes from the original proposed 119 BRT PEL, including the adjustment of the Orange pattern, as mentioned above, based on the feedback received from the surveys.

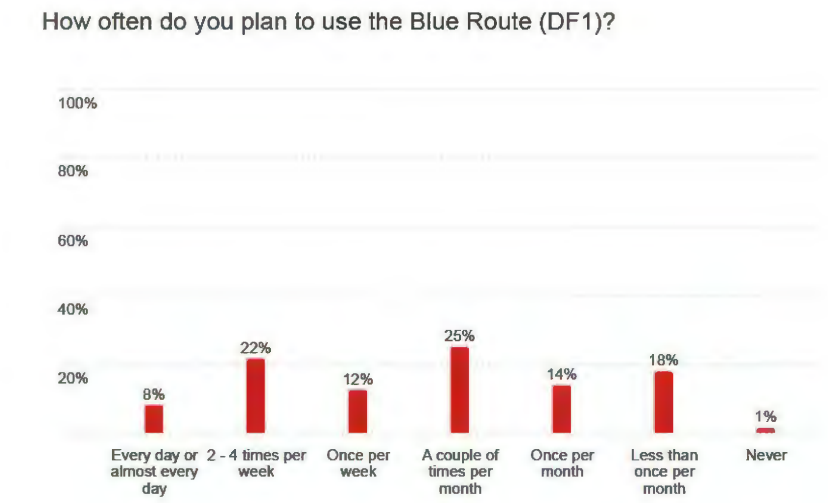
RTD conducted three virtual public webinars in May 2025, to inform about the routing patterns, stops and stations, and potential opening day service frequencies along the corridor. Cumulatively, more than 50 customers and stakeholders attended the webinars.

In addition, RTD conducted a public survey to assess how likely customers would be to use the proposed DF1 and DF2 patterns to access destinations along the corridor. A total of 543 customers completed the survey. Of those respondents, 51% indicated they would primarily use the Blue pattern (DF1) while 28% said they would use the Orange pattern (DF2).

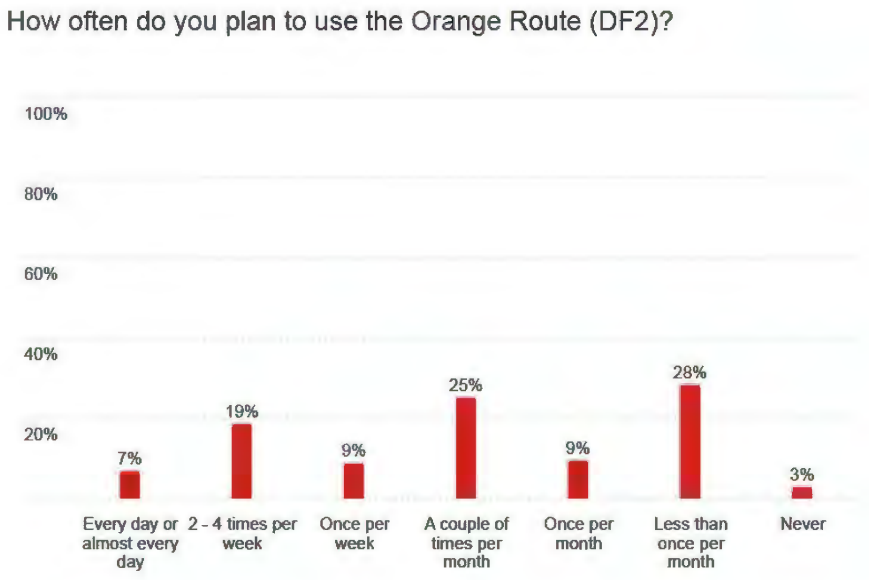
Figures 5: Diagonal Flyer Survey (2025) results for Route usage preference overall



Also, 42% of respondents indicated they would use the proposed DF1 pattern at least once per week or more often, while 35% of respondents said they would do the same on pattern DF2.



Figures 6: Diagonal Flyer Survey (2025) results for DF1 Route usage



Figures 7: Diagonal Flyer Survey (2025) results for DF2 Route usage

When looking at the stations and stops proposed, the responses received identified Downtown Boulder Station, Baseline•Broadway Station, 28th•Canyon, and Boulder Junction at Depot Square Station within Boulder, as well as Hover•Nelson, Hover•9th, Hover•17th, Main•19th stations, and Coffman•8th Park-n-Ride within Longmont as the main stations of origin and destination.

Stations and Stops

In its final opening day configuration, the Diagonal Flyer will serve a total of eight stations, 25 sets of stops and six Park-n-Rides. The table below shows the stops, by direction, for each pattern (DF1 and DF2):

CO 119 Bus Rapid Transit (BRT)
RTD Diagonal Flyer Stop List

DF1 (Blue pattern) Stops	
Northbound	**Southbound**
Downtown Boulder Station	Park Ridge•Main St Station (P)
Canyon•McGuckin	Main•21st
28th•Canyon	Main•19th
28th•Spruce	Coffman•8th (P)
28th•Valmont	Coffman•4th
28th•CO 119	1st•Main Station (P)
CO 119•47th	Hover•Nelson
CO 119•63rd Station (P)	Hover•Village @ The Peaks Mall
CO 119•CO 52 Station	CO 119•Clover Basin
CO 119•Niwot Station (P)	CO 119•Niwot Station (P)
CO 119•Hover	CO 119•CO 52 Station
Hover•Village @ The Peaks Mall	CO 119•63rd Station (P)
Hover•Nelson	CO 119•47th
1st•Main Station (P)	28th•Iris
Coffman•4th	28th•Valmont
Coffman•8th (P)	28th•Spruce
Main•19th	28th•Canyon
Main•21st	Canyon•Folsom
Park Ridge•Main St Station (P)	Downtown Boulder Station
Below stops to be used if the Boston rail crossing is not completed by opening day	
CO 119•Sunset	CO 119•Sunset
Ken Pratt•Pratt Pkwy	Ken Pratt•Pratt Pkwy

Note: Stops along Boston to be identified with build-out of new roadway design.

DF2 (Orange pattern) Stops	
Northbound	**Southbound**
Baseline•Broadway Station (Terminal)	Park Ridge•Main St Station (P)
28th•College	Main•21st
28th•Arapahoe	Main•19th
28th•Canyon	17th•Francis
Boulder Junction Station (on street) (P)	Hover•17th
CO 119•63rd Station (P)	Hover•9th
CO 119•CO 52 Station	Hover•Nelson
CO 119•Niwot Station (P)	Airport•Nelson
Airport•Pike	Airport•Pike
Airport•Nelson	CO 119•Niwot Station (P)
Hover•Nelson	CO 119•CO 52 Station
Hover•9th	CO 119•63rd Station (P)
Hover•17th	Boulder Junction Station (on street) (P)
17th•Francis	28th•Canyon
Main•19th	28th•Arapahoe
Main•21st	28th•Colorado
Park Ridge•Main St Station (P)	27th•Moorhead
	Baseline•Broadway Station (Terminal)

Note: COB to evaluate if stops at Foothills & Valmont are possible for the DF2 pattern.

(P) RTD Park-n-Ride
(P) Future RTD Park-n-Ride

4.4.25

Table 1: Diagonal Flyer Stops, Stations and Park-n-Ride's for DF1 and DF2

Wayfinding and Branding

Commuting Solutions (TMO), in coordination with City of Boulder, City of Longmont, RTD and CDOT and the help of a consultant, completed the 'CO 119 Branding and Wayfinding Project' as part of the broader CDOT CO 119 Safety, Mobility and Bikeway Project. They identified aspects for each station along CO 119 (Diagonal Highway) including signage, amenities (shelter, benches, trash cans etc.) as well as the logo and corridor name, 'Diagonal Flyer'. The process included community engagement which gathered feedback through bi-lingual online surveys and in-person pop-up events, resulting in local residents preferring a modern, simple design which reflects the corridors aspects.

Figures 8: Wayfinding and Branding theme for Diagonal Flyer

Potential Opening Day Service Level Scenarios

Opening day service levels will be based on ridership demand, resources available, and RTD's System Optimization Plan (SOP) guidelines for the corridor. Level 1 is the anticipated level of service to be provided at an annual in-service hour total of 26,265 on opening day. Level 2 and Level 3 are considered future potential operating scenarios, based on ridership demand increases along the corridor.

CO 119 Bus Rapid Transit (BRT)

RTD Diagonal Flyer Service Frequency Scenarios

This document presents proposed operating timespans and service frequencies for RTD's Diagonal Flyer routes, DF1 and DF2, on their launch day. The DF1 will replace the current BOLT bus service, while the DF2 will take over Route J, which was suspended in 2020.

Service Level 1 aligns with RTD's **System Optimization Plan (SOP)**, which recommends adjustments to bus and rail services to enhance regional mobility. Under this scenario:

DF1: Doubles current BOLT schedule frequency between 6 AM – 9 PM on weekdays, and 6 AM – 6 PM on Saturdays.

DF2: Provides at a minimum the same level of service as former Route J, operating bi-directionally in AM and PM peaks on weekdays.

Level 2 and Level 3 service frequency scenarios for opening day will be determined based on demand and available resources at the time of the applicable Runboard/Service Change Public Process.

Potential Opening Day Service Levels

Diagonal Flyer Service Frequency (in minutes)
Service Class: Commute

	DF1 Longmont/Downtown Boulder via 28th St				DF2 Longmont/Boulder via Boulder Junction			
Service Level 1	**Peak (AM/PM)**	**Mid-Day**	**Evening**	**Late**	**Peak (AM/PM)**	**Mid-Day**	**Evening**	**Late**
Weekdays	15/15	30	60	60	30/30	-	-	-
Saturdays	60/30	30	60	60	-	-	-	-
Sundays/Holidays	60/60	60	60	60	-	-	-	-
Service Level 2	**Peak (AM/PM)**	**Mid-Day**	**Evening**	**Late**	**Peak (AM/PM)**	**Mid-Day**	**Evening**	**Late**
Weekdays	15/15	30	30	60	30/30	-	-	-
Saturdays	30/30	30	30	60	-	-	-	-
Sundays/Holidays	60/60	30	30	60	-	-	-	-
Service Level 3	**Peak (AM/PM)**	**Mid-Day**	**Evening**	**Late**	**Peak (AM/PM)**	**Mid-Day**	**Evening**	**Late**
Weekdays	15/15	15	30	60	30/30	-	-	-
Saturdays	30/30	15	30	60	-	-	-	-
Sundays/Holidays	60/30	30	30	60	-	-	-	-

Increase from previous service level.

4.4.25

Table 2: Proposed Opening Day Service Frequencies

Related Construction Projects

The timeline below shows the various projects which impact the CO 119 BRT corridor. The CO 119 BRT project is made possible due to significant coordination and partnerships which include CDOT, RTD, Boulder County, and the cities of Longmont and Boulder.

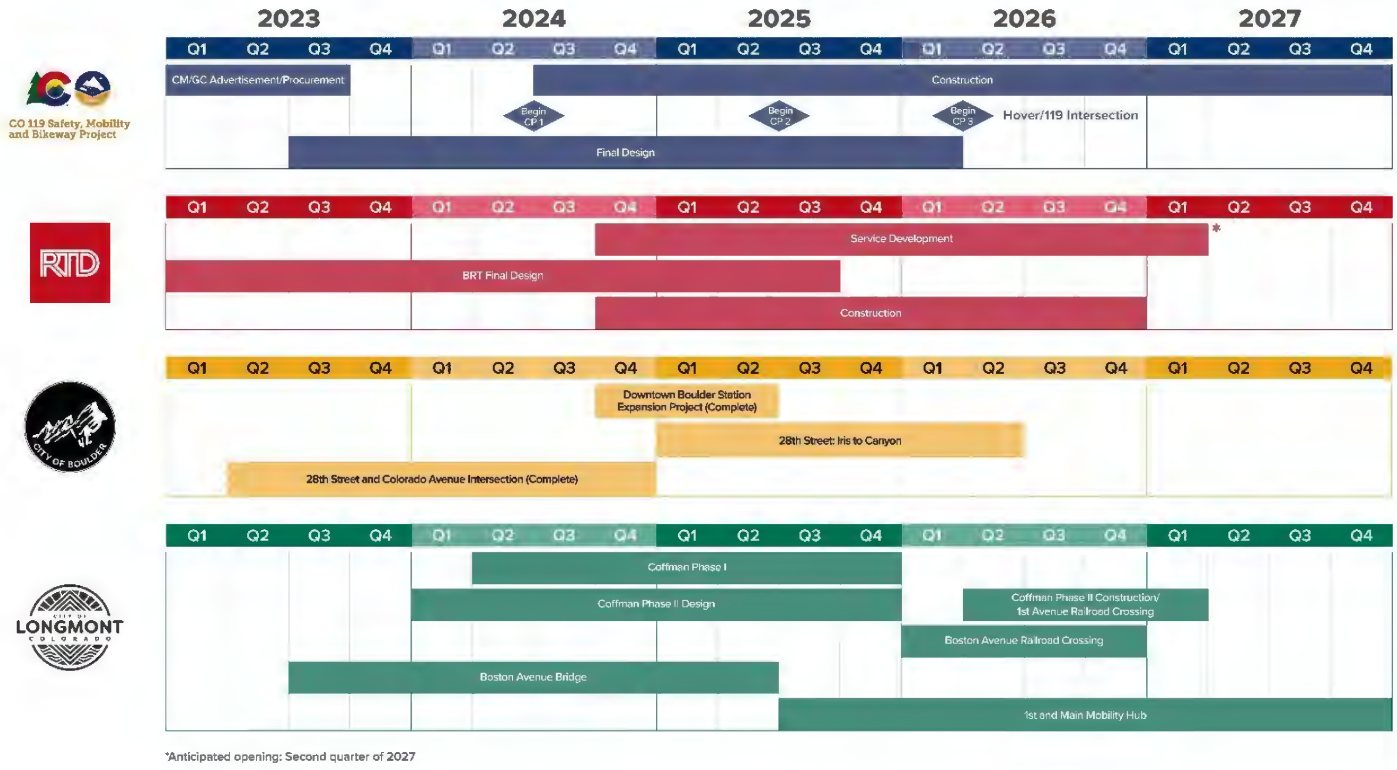


Table 3: CO 119 BRT Project Timeline: 2023 - 2027

In addition, the City of Boulder has been independently working on street improvement projects that will benefit the BRT concept, particularly along 28th Street within the city.

Opening Day Constraints and Challenges

1st•Main Station

RTD original intent was to implement Diagonal Flyer Service in May of 2027. However, the construction-completion of the *1st Avenue•Main Street Station* in Longmont is a major factor in guiding the level of service on opening date of the Diagonal Flyer BRT. The City of Longmont is managing the development of the area between 1st Avenue, Coffman Street, Main Street and Boston Avenue, which includes construction of the station itself. The station will consist of a multi-use structure, housing the RTD station, retail and office space, and parking for customers.

Park Ridge•Main Street Park-n-Ride

The completion of the Park Ridge•Main Street Park-n-Ride at the northern end of the corridor is also critical, as it will serve as a main terminal for the corridor, providing connections between local and regional routes. At the time of this paper, RTD is coordinating with City of Longmont and the developer of the property at the northeast corner of US 287 and Park Ridge Avenue to determine the final location of the Park-n-Ride. Initially, the

developer proposed using the southeast portion of the site for the Park-n-Ride; however, late this summer, the location was shifted to the northern part of the parcel. This change in location presents additional challenges for completing the Park-n-Ride, as utilities and infrastructure connections are not yet in place. RTD will continue to coordinate with the city and the developer to identify the best path forward, though construction of the final Park-n-Ride is unlikely to occur by January 2028. In the meantime, RTD will design an interim solution, which will include additional on-street gates along Park Ridge Avenue, eastbound, as well as potentially along Copper Peak Lane, southbound. In addition, RTD will contact Walmart, just south of Park Ridge Avenue, to coordinate usage of some parking spaces in lieu of the final Park-n-Ride. Again, this is meant to be an interim solution to allow opening of the full corridor with the January 2028 service change.

Original RTD PnR Parcel Location

New RTD PnR Parcel Location

Operational Phasing Implementation

1st•Main Station is a significant infrastructure that must be operational to enable full operations of CO 119 BRT. As the station was not expected to be completed until late 2027, a revised opening date of January 2028 was identified in late summer 2025.

RTD Service Development staff met with corridor stakeholders as well as internal Bus Operations and Street Supervisory teams, in three Technical Advisory Committee meetings, to establish a new opening date and identify any necessary detours or routing adjustments to accommodate ongoing construction. Discussion also addressed completion of key facilities, including the Park-n-Ride and 1st•Main Station along with other projects, such as Boston Avenue corridor, Hover/119th interchange, and 'Coffman Phase II' which includes the section of Coffman Avenue between Boston Avenue and 3rd Avenue, and the railroad crossing just north of 1st Avenue.

These meetings, held between late August and late October 2025, resulted in a decision to shift the *Diagonal Flyer service launch to January 2028* to allow for the completion of all related sub-projects, including the 1st•Main Station. In addition, RTD staff worked with stakeholders to identify a potential solution to "phase in" the service between January 2026 and fall 2027 service changes, as much of the necessary infrastructure is expected to be completed and ready for activation.

The table below shows the anticipated "CO 119 BRT Phased Implementation Timeline," highlighting remaining infrastructure projects, public outreach and communication efforts, additional stakeholder coordination, RTD Service Development's anticipated service changes, and related needs such as detours, stop impacts, and operator training for the new infrastructure.

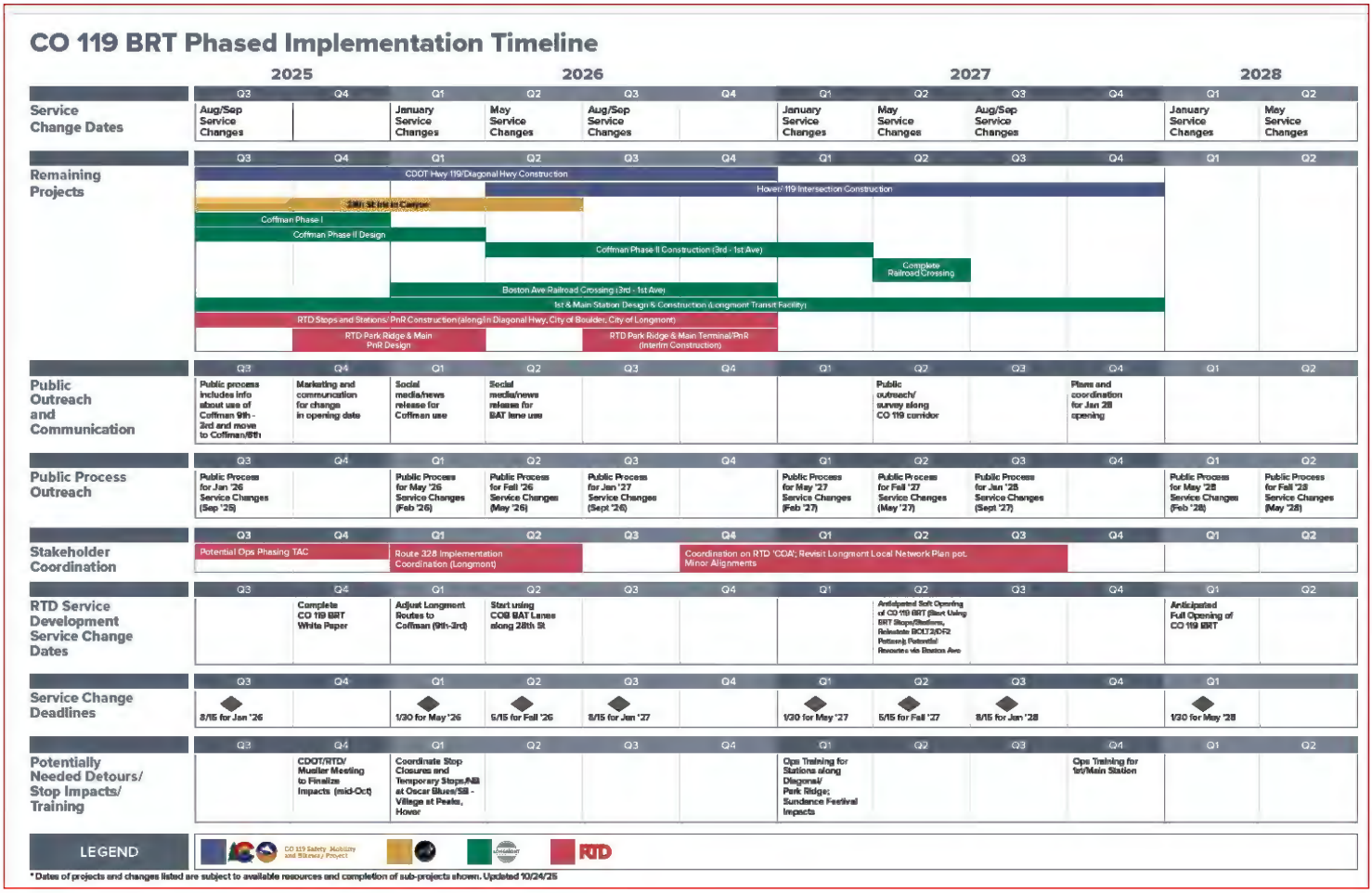


Table 4: Bus Operations Phasing Implementation DRAFT Schedule

Conclusion

RTD is committed to the completion of the CO 119 BRT project, as it relates to building out/improving corridor-related stops, stations, and Park-n-Rides. RTD has a set financial commitment of $33 million to support the implementation of the BRT in this corridor. There are no additional funding sources to support other BRT aspects. RTD has partnered with CDOT, City of Longmont, and Boulder County to construct the corridor, as a multi-model and safety project, benefiting all who reside, work, and play along the line. Per the original PEL, a terminal on the CU Boulder East Campus had been proposed. At this time, the terminal is not part of the start-up of the Diagonal Flyer corridor. As resources become available and CU Boulder advances the build-out of the East

Campus Transit Hub, this terminal should be reconsidered as an additional pattern operating along the Diagonal, Foothills Parkway, and Colorado Avenue. Finally, opening day service levels and frequencies may be impacted by financial constraints and/or limited people power. Any advancement of the Diagonal Flyer service is contingent on approval by the RTD Board of Directors.

Figures and Tables

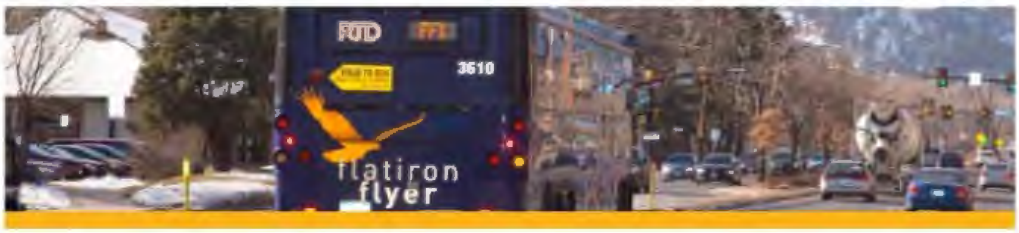
Appendix

Appendix A

CO 119 BRT Fact Sheet

CO 119 Bus Rapid Transit (BRT)

RTD Diagonal Flyer



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Service Class: Commute

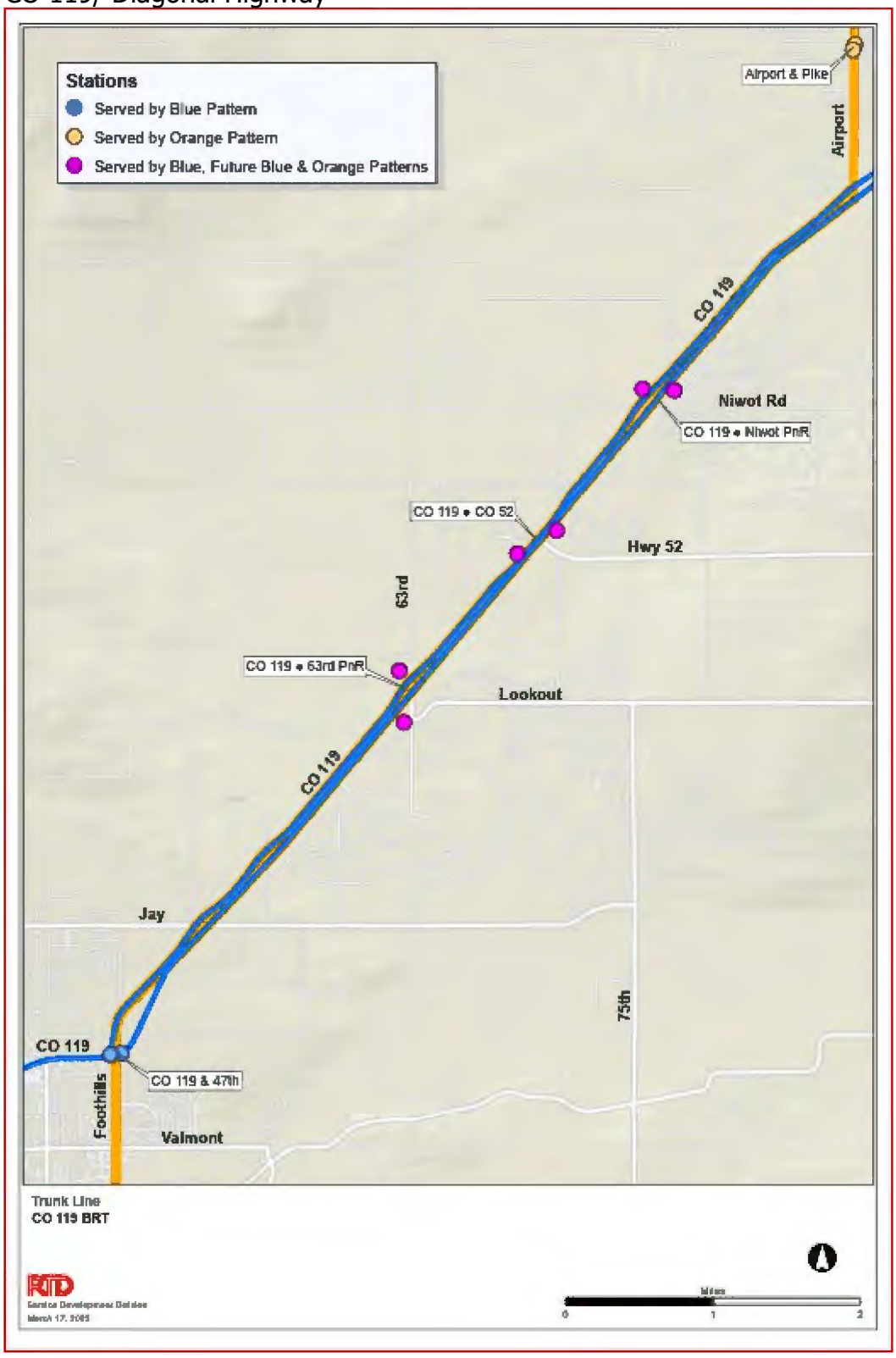
	DF1: Longmont/Downtown Boulder via 28th St				DF2: Longmont/Boulder via Boulder Junction			
Service Level 1	**Peak (AM/PM)**	**Mid-Day**	**Evening**	**Late**	**Peak (AM/PM)**	**Mid-Day**	**Evening**	**Late**
Weekdays	15/15	30	60	60	30/30	-	-	-
Saturdays	60/30	30	60	60	-	-	-	-
Sundays/Holidays	60/60	60	60	60	-	-	-	-

Appendix B

Maps of Diagonal Flyer Route: DF1 and DF2 patterns

City of Longmont

CO 119/ Diagonal Highway



City of Boulder


Stations
Served by Blue Pattern
Served by Orange Pattern
Served by Blue & Future Blue Patterns
Served by Blue, Future Blue & Orange Patterns
Jay
CO 119
CO 119 & 47th
CO 119
Iris
28th & Iris / CO 119
30th
Foothills
28th
Valmont
28th & Valmont
28th & Spruce
Pearl
Pearl
Boulder Junction at Depot Square Station (on-street stop)
Canyon & Folsom (Westbound)
Canyon & McGuckin (Eastbound)
14th
28th & Canyon
Walnut
Canyon
Downtown Boulder Station
Arapahoe
28th & Arapahoe
Folsom
CU East
CU
28th
30th
Colorado
Broadway
28th & Colorado (Southbound)
28th & College (Northbound)
Foothills
Baseline & Broadway Station
Baseline
27th & Moorhead
Boulder Detail
CO 119 BRT
Miles
0
0.5
1

Appendix C

Stop List: DF1 and DF2 Patterns

CO 119 Bus Rapid Transit (BRT)

RTD Diagonal Flyer Stop List

DF1 (Blue pattern) Stops	
Northbound	**Southbound**
Downtown Boulder Station	Park Ridge•Main St Station (P)
Canyon•McGuckin	Main•21st
28th•Canyon	Main•19th
28th•Spruce	Coffman•8th (P)
28th•Valmont	Coffman•4th
28th•CO 119	1st•Main Station (P)
CO 119•47th	Hover•Nelson
CO 119•63rd Station (P)	Hover•Village @ The Peaks Mall
CO 119•CO 52 Station	CO 119•Clover Basin
CO 119•Niwot Station (P)	CO 119•Niwot Station (P)
CO 119•Hover	CO 119•CO 52 Station
Hover•Village @ The Peaks Mall	CO 119•63rd Station (P)
Hover•Nelson	CO 119•47th
1st•Main Station (P)	28th•Iris
Coffman•4th	28th•Valmont
Coffman•8th (P)	28th•Spruce
Main•19th	28th•Canyon
Main•21st	Canyon•Folsom
Park Ridge•Main St Station (P)	Downtown Boulder Station
Below stops to be used if the Boston rail crossing is not completed by opening day	
CO 119•Sunset	CO 119•Sunset
Ken Pratt•Pratt Pkwy	Ken Pratt•Pratt Pkwy

Note: Stops along Boston to be identified with build-out of new roadway design.

DF2 (Orange pattern) Stops	
Northbound	**Southbound**
Baseline•Broadway Station (Terminal)	Park Ridge•Main St Station (P)
28th•College	Main•21st
28th•Arapahoe	Main•19th
28th•Canyon	17th•Francis
Boulder Junction Station (on street) (P)	Hover•17th
CO 119•63rd Station (P)	Hover•9th
CO 119•CO 52 Station	Hover•Nelson
CO 119•Niwot Station (P)	Airport•Nelson
Airport•Pike	Airport•Pike
Airport•Nelson	CO 119•Niwot Station (P)
Hover•Nelson	CO 119•CO 52 Station
Hover•9th	CO 119•63rd Station (P)
Hover•17th	Boulder Junction Station (on street) (P)
17th•Francis	28th•Canyon
Main•19th	28th•Arapahoe
Main•21st	28th•Colorado
Park Ridge•Main St Station (P)	27th•Moorhead
	Baseline•Broadway Station (Terminal)

Note: COB to evaluate if stops at Foothills & Valmont are possible for the DF2 pattern.

(P) RTD Park-n-Ride
(P) Future RTD Park-n-Ride

4.4.25

Appendix D

Proposed Opening Day Service Frequencies

CO 119 Bus Rapid Transit (BRT)

RTD Diagonal Flyer Service Frequency Scenarios

This document presents proposed operating timespans and service frequencies for RTD's Diagonal Flyer routes, DF1 and DF2, on their launch day. The DF1 will replace the current BOLT bus service, while the DF2 will take over Route J, which was suspended in 2020.

Service Level 1 aligns with RTD's **System Optimization Plan (SOP)**, which recommends adjustments to bus and rail services to enhance regional mobility. Under this scenario:

DF1: Doubles current BOLT schedule frequency between 6 AM – 9 PM on weekdays, and 6 AM – 6 PM on Saturdays.

DF2: Provides at a minimum the same level of service as former Route J, operating bi-directionally in AM and PM peaks on weekdays.

Level 2 and Level 3 service frequency scenarios for opening day will be determined based on demand and available resources at the time of the applicable Runboard/Service Change Public Process.

Potential Opening Day Service Levels

Diagonal Flyer Service Frequency (in minutes)
Service Class: Commute

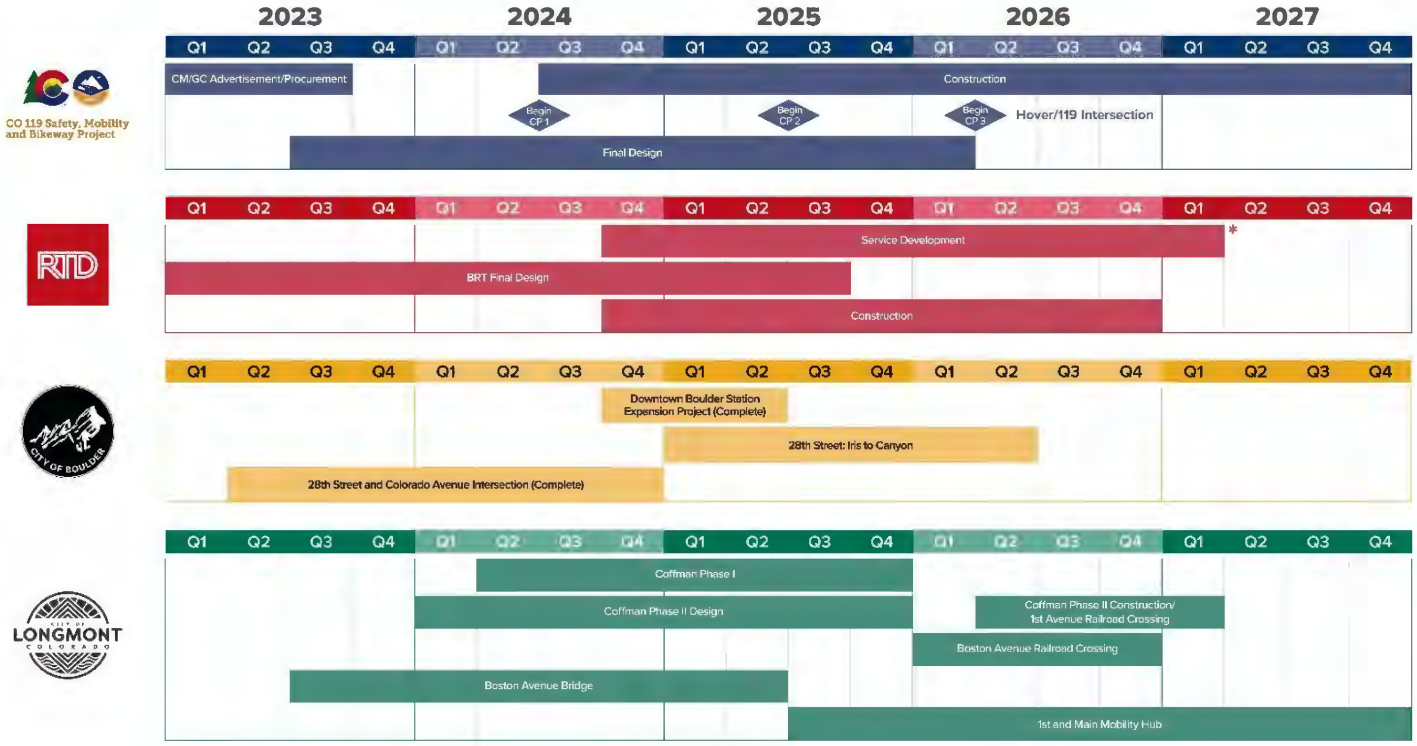
	DF1 Longmont/Downtown Boulder via 28th St				DF2 Longmont/Boulder via Boulder Junction			
Service Level 1	**Peak (AM/PM)**	**Mid-Day**	**Evening**	**Late**	**Peak (AM/PM)**	**Mid-Day**	**Evening**	**Late**
Weekdays	15/15	30	60	60	30/30	-	-	-
Saturdays	60/30	30	60	60	-	-	-	-
Sundays/Holidays	60/60	60	60	60	-	-	-	-
Service Level 2	**Peak (AM/PM)**	**Mid-Day**	**Evening**	**Late**	**Peak (AM/PM)**	**Mid-Day**	**Evening**	**Late**
Weekdays	15/15	30	30	60	30/30	-	-	-
Saturdays	30/30	30	30	60	-	-	-	-
Sundays/Holidays	60/60	30	30	60	-	-	-	-
Service Level 3	**Peak (AM/PM)**	**Mid-Day**	**Evening**	**Late**	**Peak (AM/PM)**	**Mid-Day**	**Evening**	**Late**
Weekdays	15/15	15	30	60	30/30	-	-	-
Saturdays	30/30	15	30	60	-	-	-	-
Sundays/Holidays	60/30	30	30	60	-	-	-	-

Increase from previous service level.

4.4.25

Appendix E

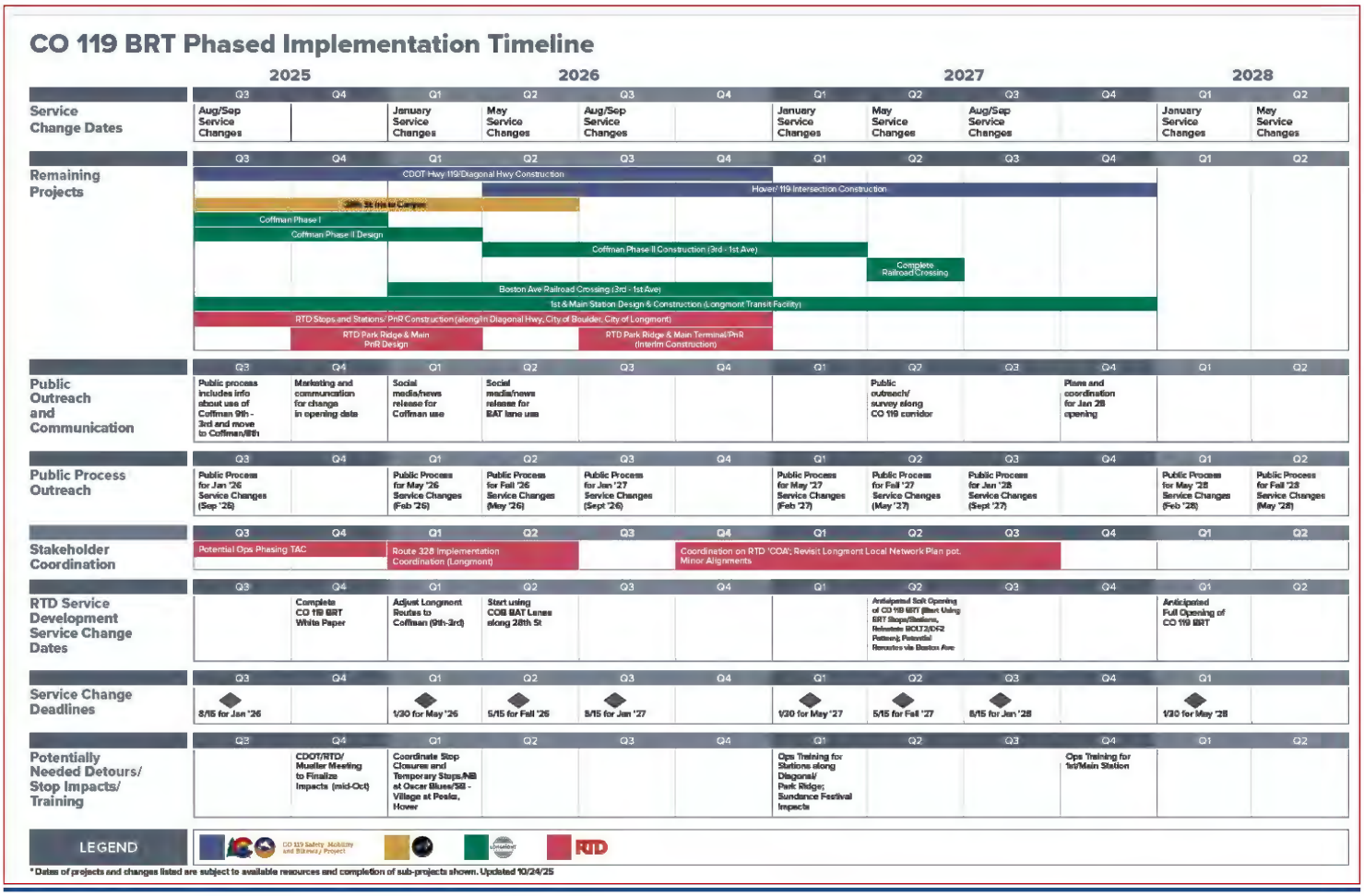
Timeline of Related Construction Projects (Original Timeline: 2023 – 2027)



*Anticipated opening: Second quarter of 2027

Appendix F

Operational Phasing Implementation Timeline



Appendix G

Survey Feedback Highlights/Presentation

We make lives better through connections.

September 16, 2025

2025 CO119 Survey Results

Jake Stoudenmire

Manager, Market Research

Presentation Overview

- Introduction
- Methodology
- Results

Introduction

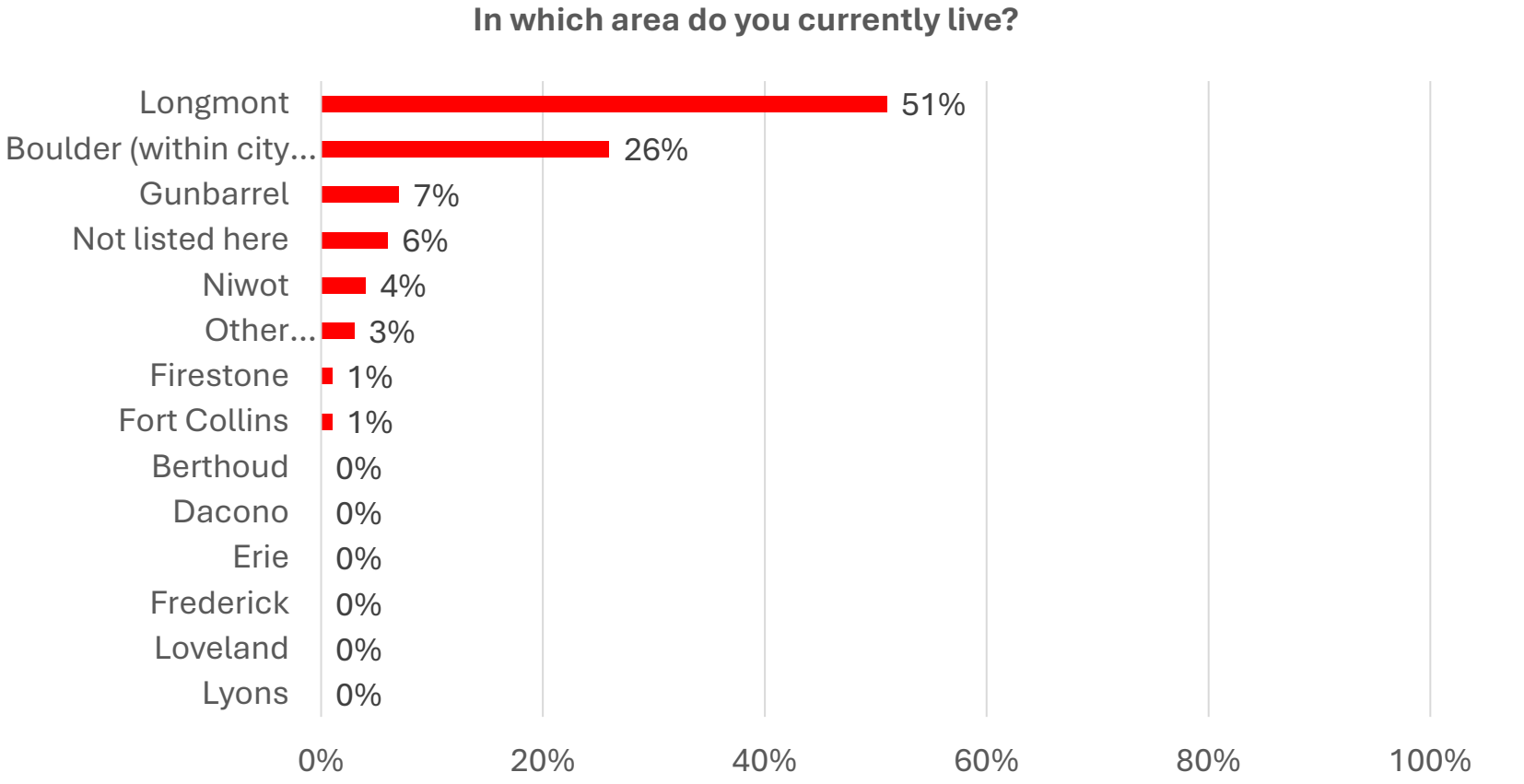
- Bus Rapid Transit (BRT) is a regional transit service focused on providing customers with efficient and comfortable regional travel. RTD, in partnership with CDOT, implemented its first BRT service on the US 36 corridor in January 2016. RTD continues to expand its BRT services in the northern area of the District, providing service between the cities of Boulder and Longmont. Called the Diagonal Flyer, **CO 119 BRT will operate two patterns: DF1 and DF2, with DF1 replacing current Route BOLT and DF2 replacing currently suspended Route J.**

Methodology

- RTD conducted a public survey to identify the likelihood of customers using the proposed DF1 and DF2 patterns to access various destinations along this corridor.
- This survey was made available to respondents from May 2, 2025 through July 7, 2025 and received 543 responses
- Distributed with the assistance of local agencies and stakeholders
- Administered online via Qualtrics survey platform

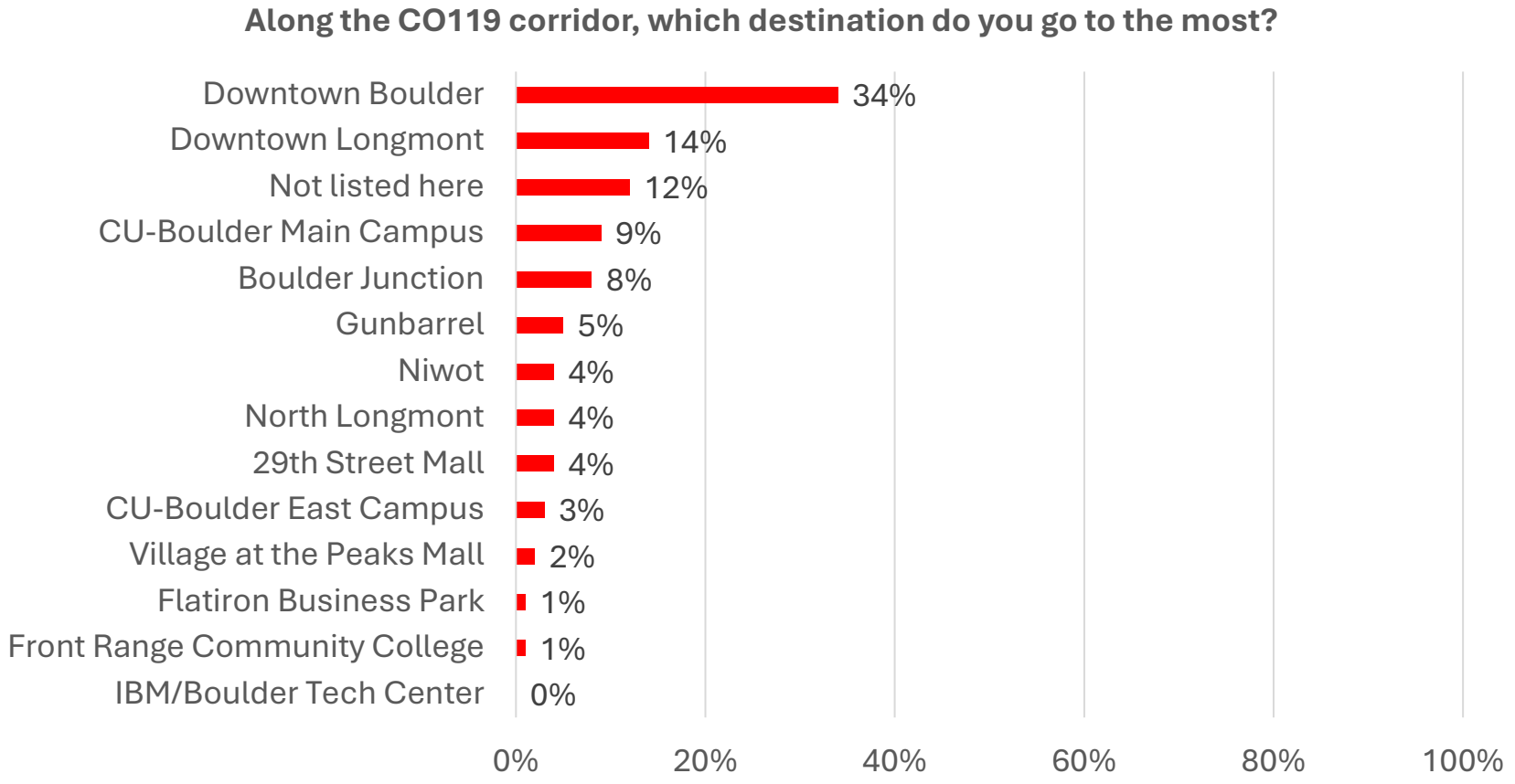
Results

- Fifty-one percent of survey respondents reported that they live in Longmont
- Louisville was the most common response for those who selected "Not listed here"



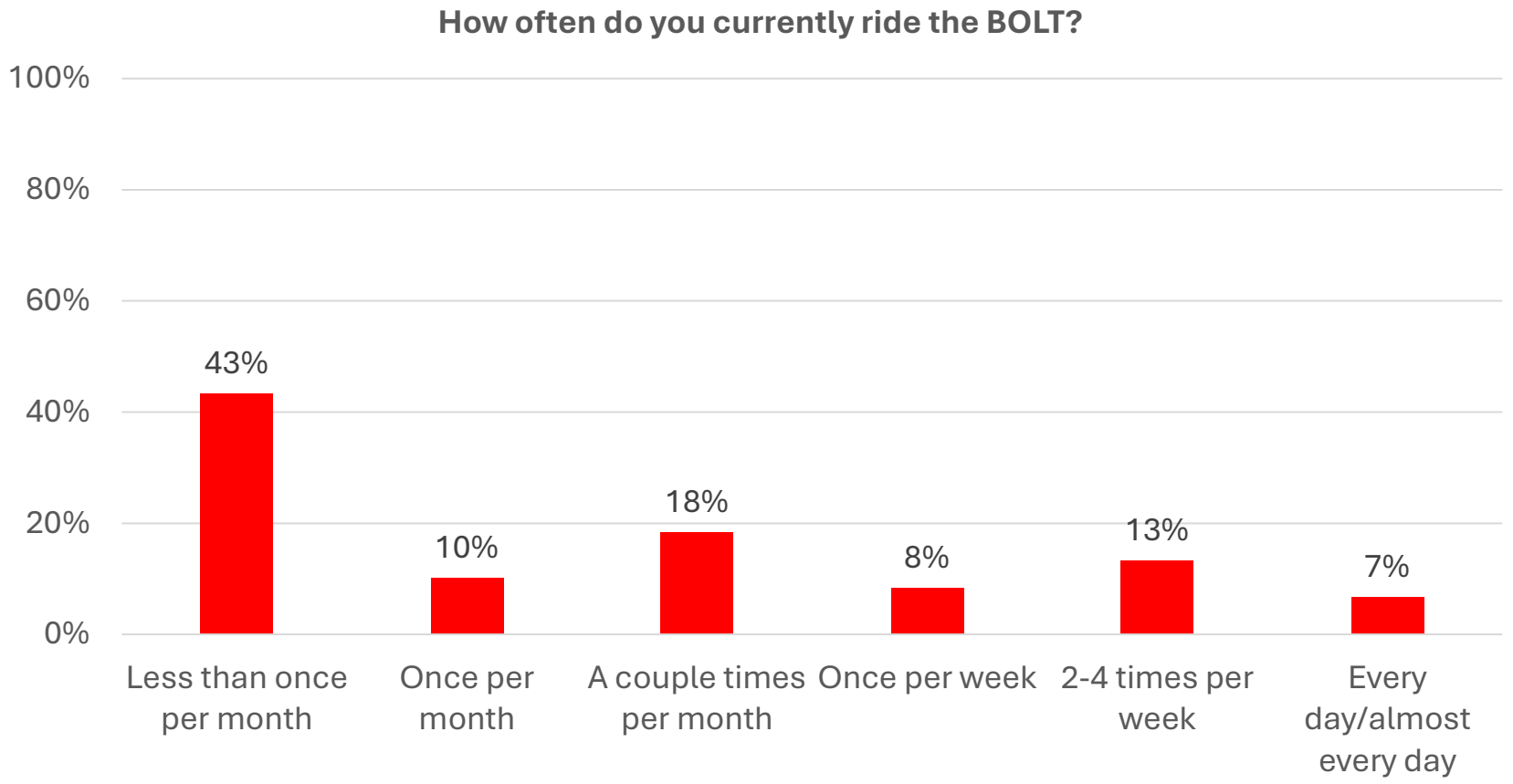
Results (cont'd.)

- Nearly half of survey respondents indicated that, along the CO119 corridor, they typically travel to either Downtown Boulder or Downtown Longmont
  - Downtown Boulder: 34%
  - Downtown Longmont: 14%



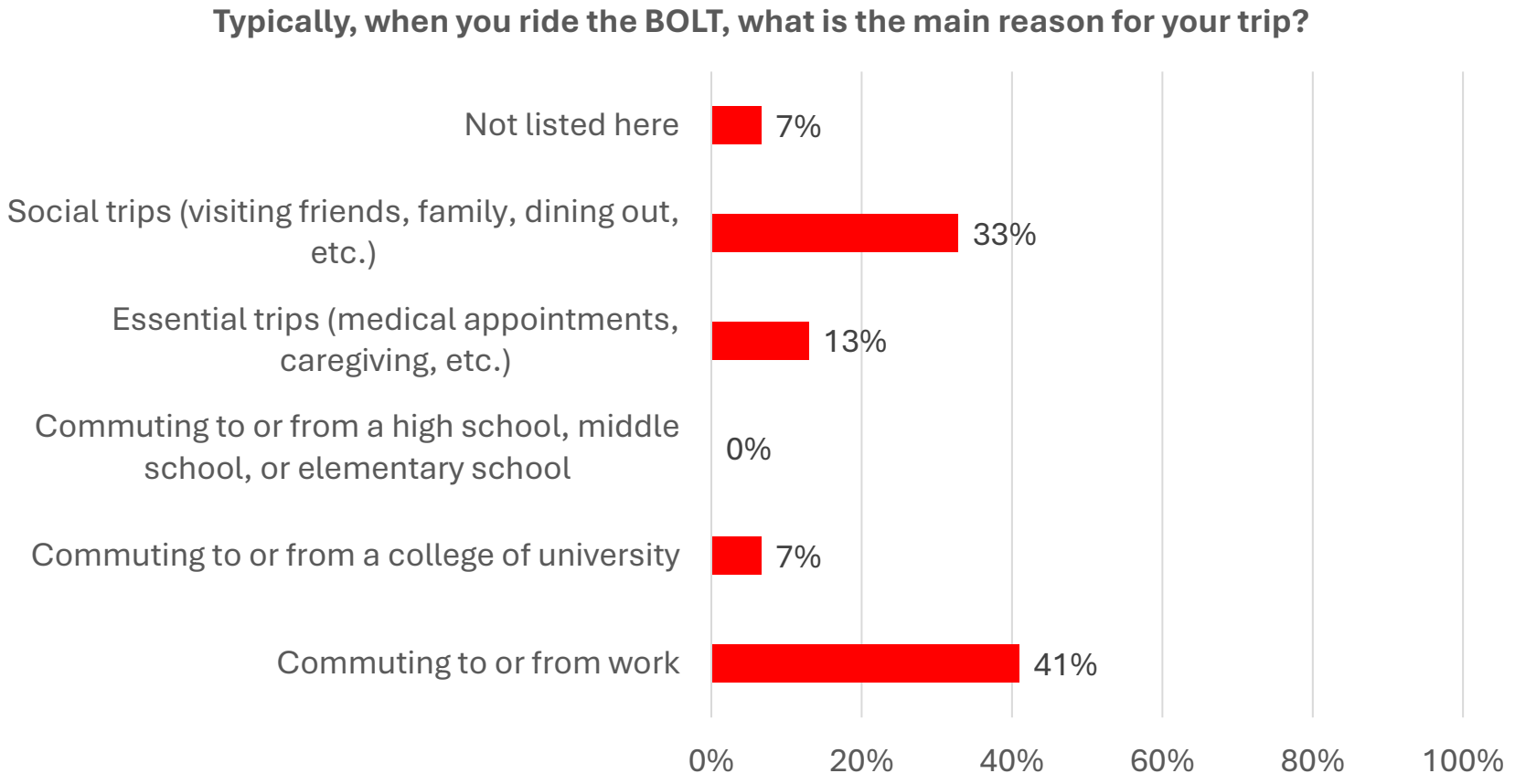
Results (cont'd.)

- 43% of customers who ride the BOLT reported that they ride less than once per month
- 28% reported that they ride the BOLT at least once a week
- 56% ride at least once per month



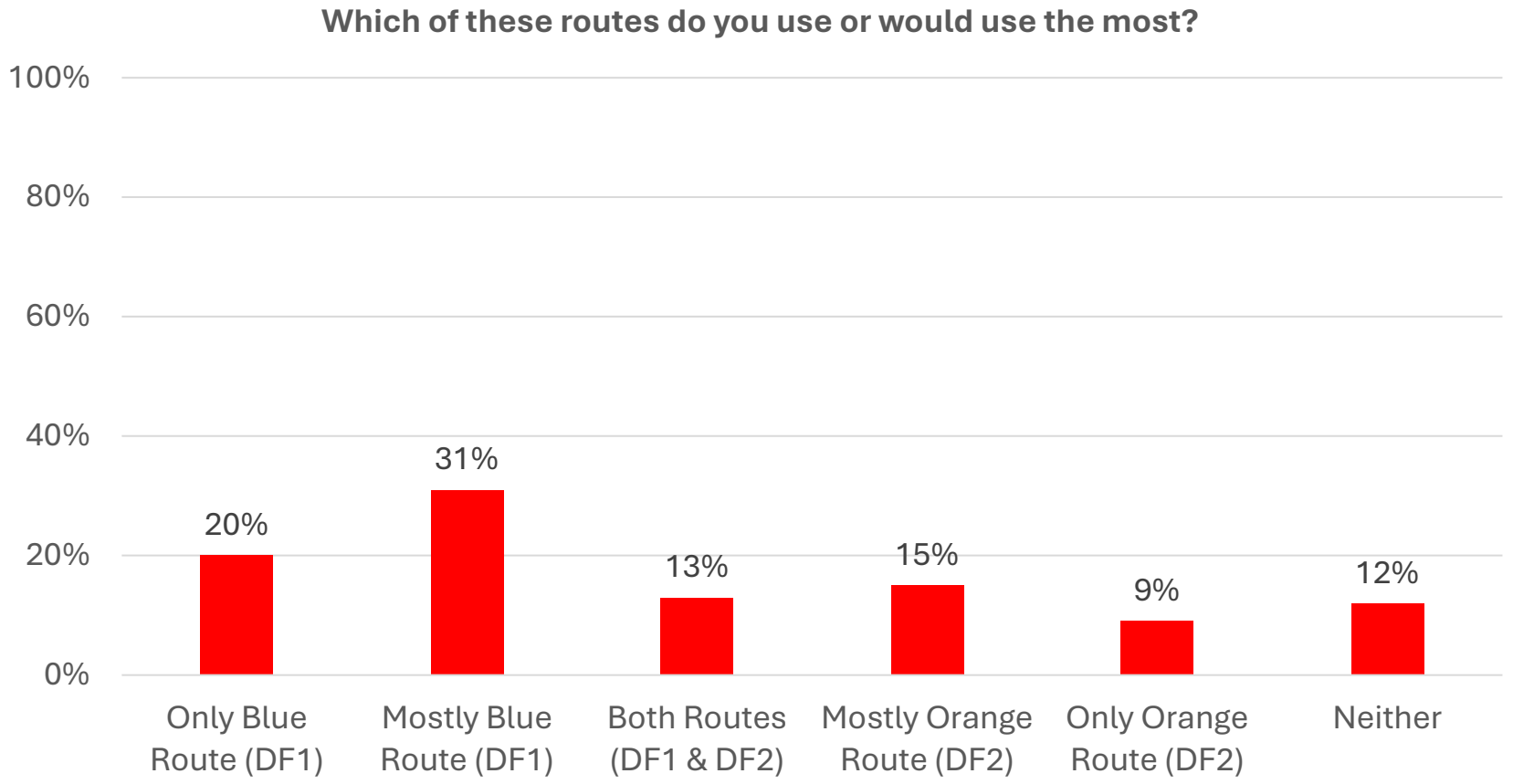
Results (cont'd.)

- Of those respondents who do ride the BOLT, 41% reported that they typically use the service to commute to or from work
- 33% reported that they use the BOLT service for social trips (visiting friends/family, dining out, sporting events, etc.)



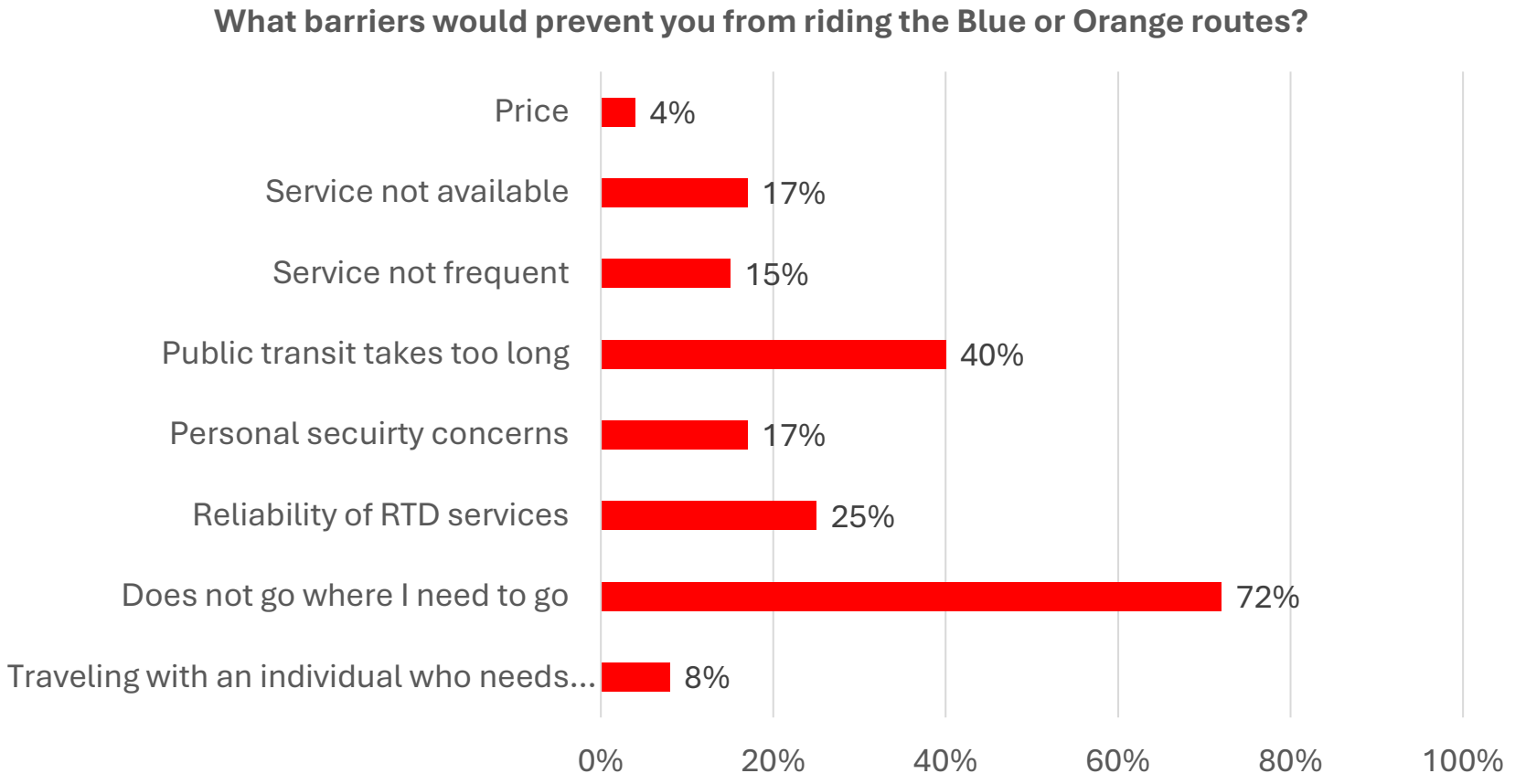
Results (cont'd.)

- 20% reported they would only use the Blue Route
- 31% reported they would use both, but mainly the Blue Route
- 9% reported they would only use the Orange Route
- 15% reported they would use both, but mainly the Orange Route
- 13% reported they would use both routes equally



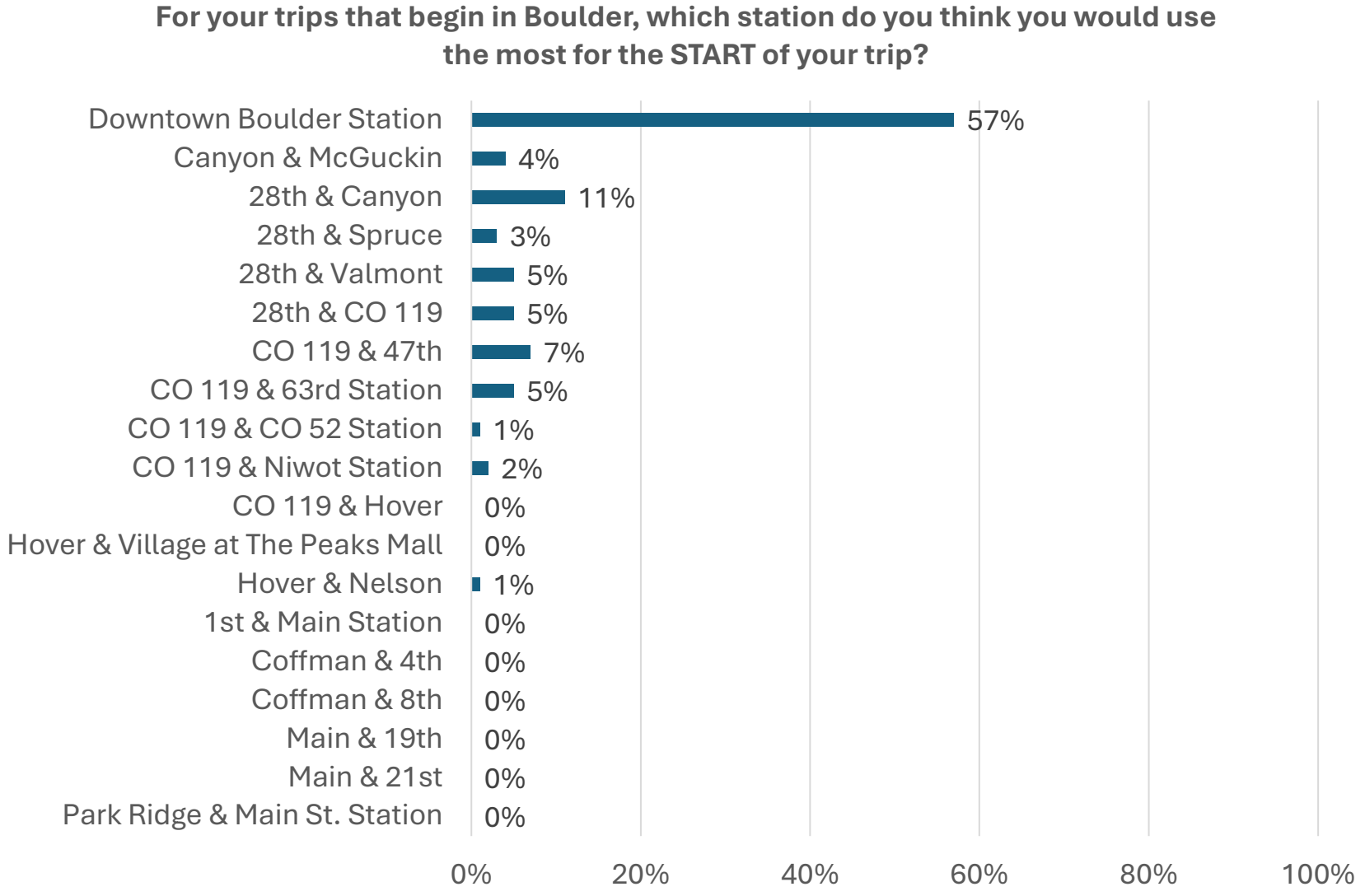
Results (cont'd.)

- 72% of responses included the barrier that neither of these routes went where they needed to go
- 40% of responses included the barrier that public transportation takes too long
- 25% of responses included the barrier that RTD services are not reliable



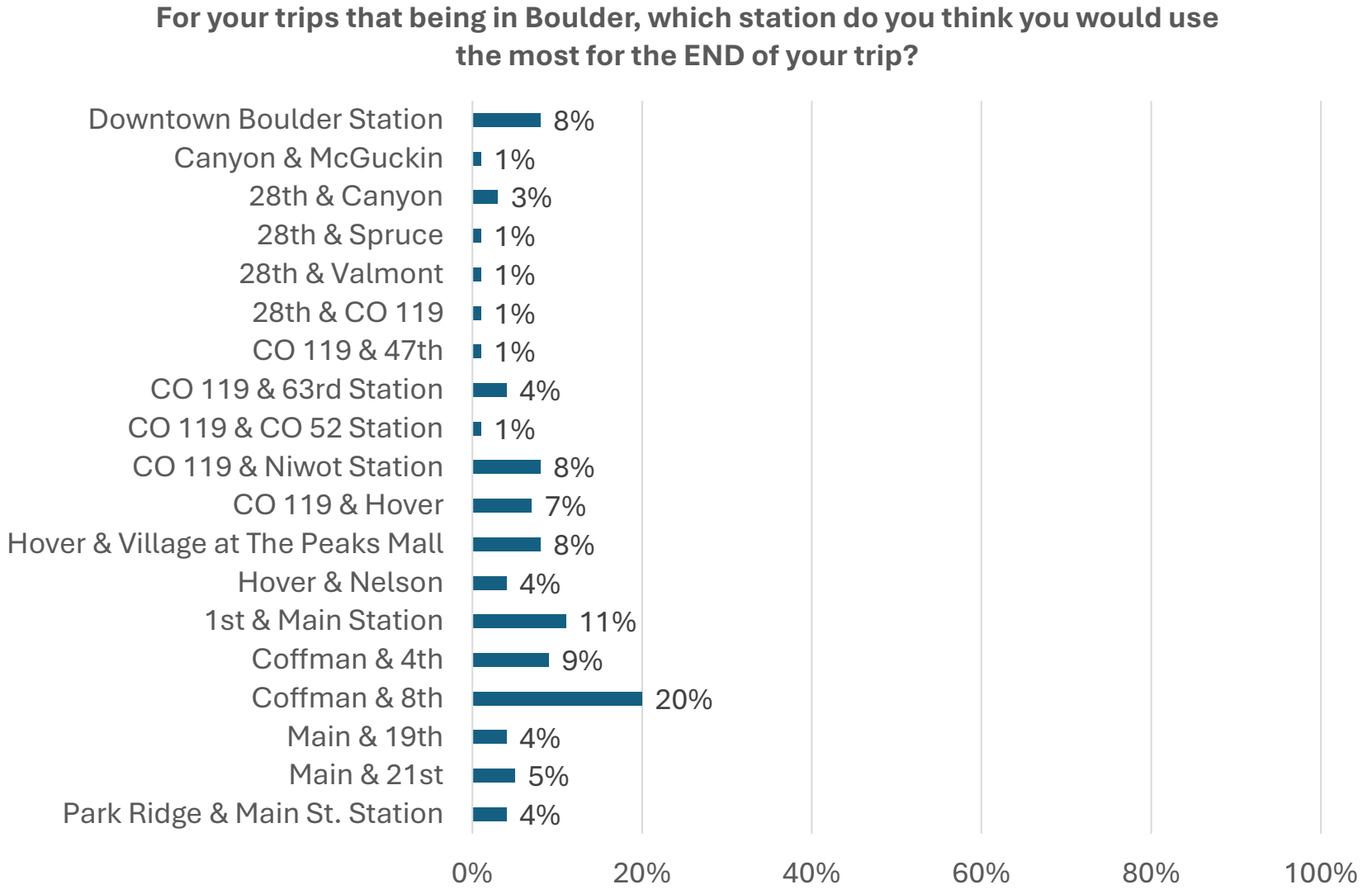
Results (cont'd.)

- For Blue Route (DF1) trips originating in Boulder, 57% of respondents reported that they would begin their trip at Downtown Boulder Station



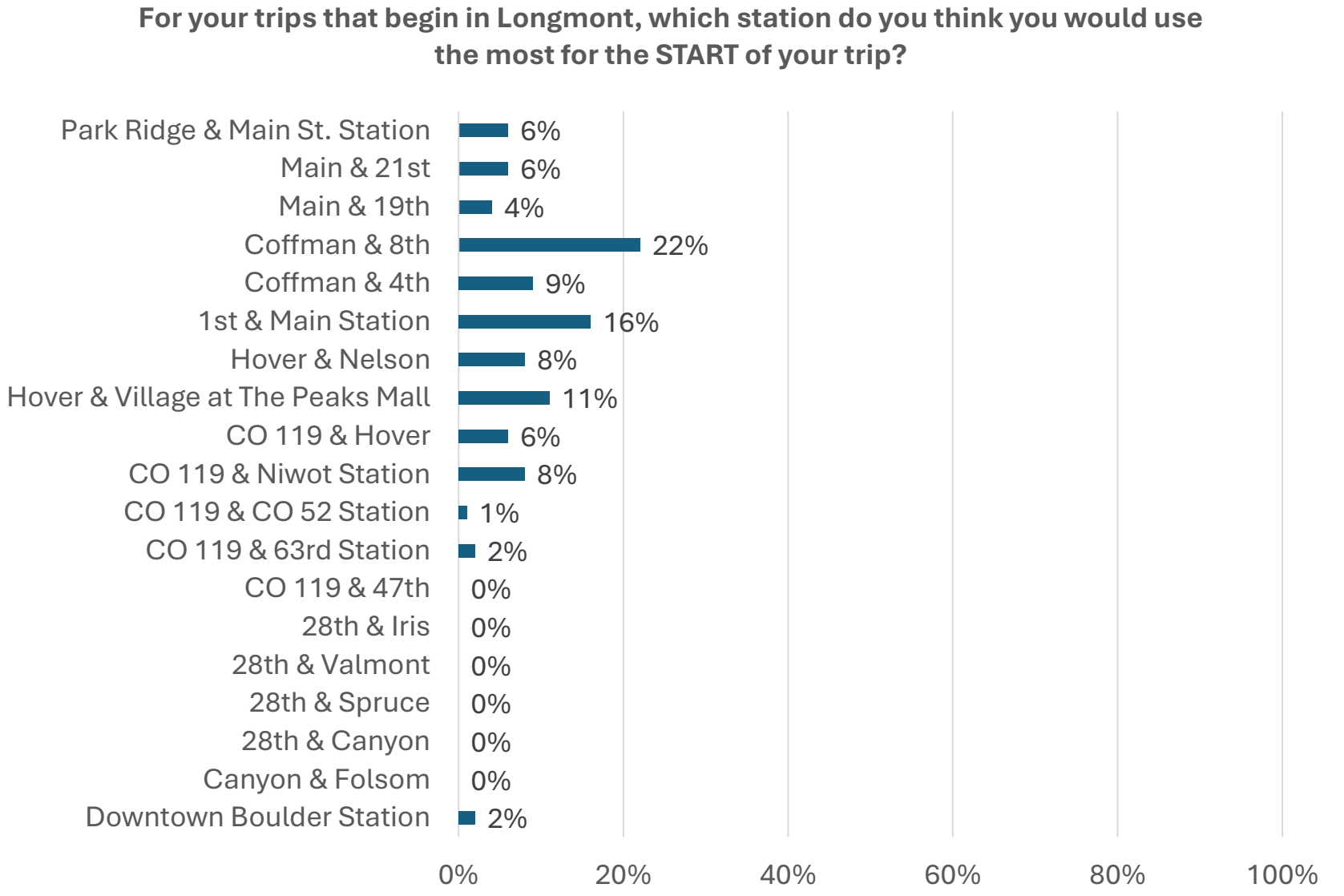
Results (cont'd.)

- The Coffman & 8th station was the most commonly reported station to end their trips that originated in Boulder, at 20%



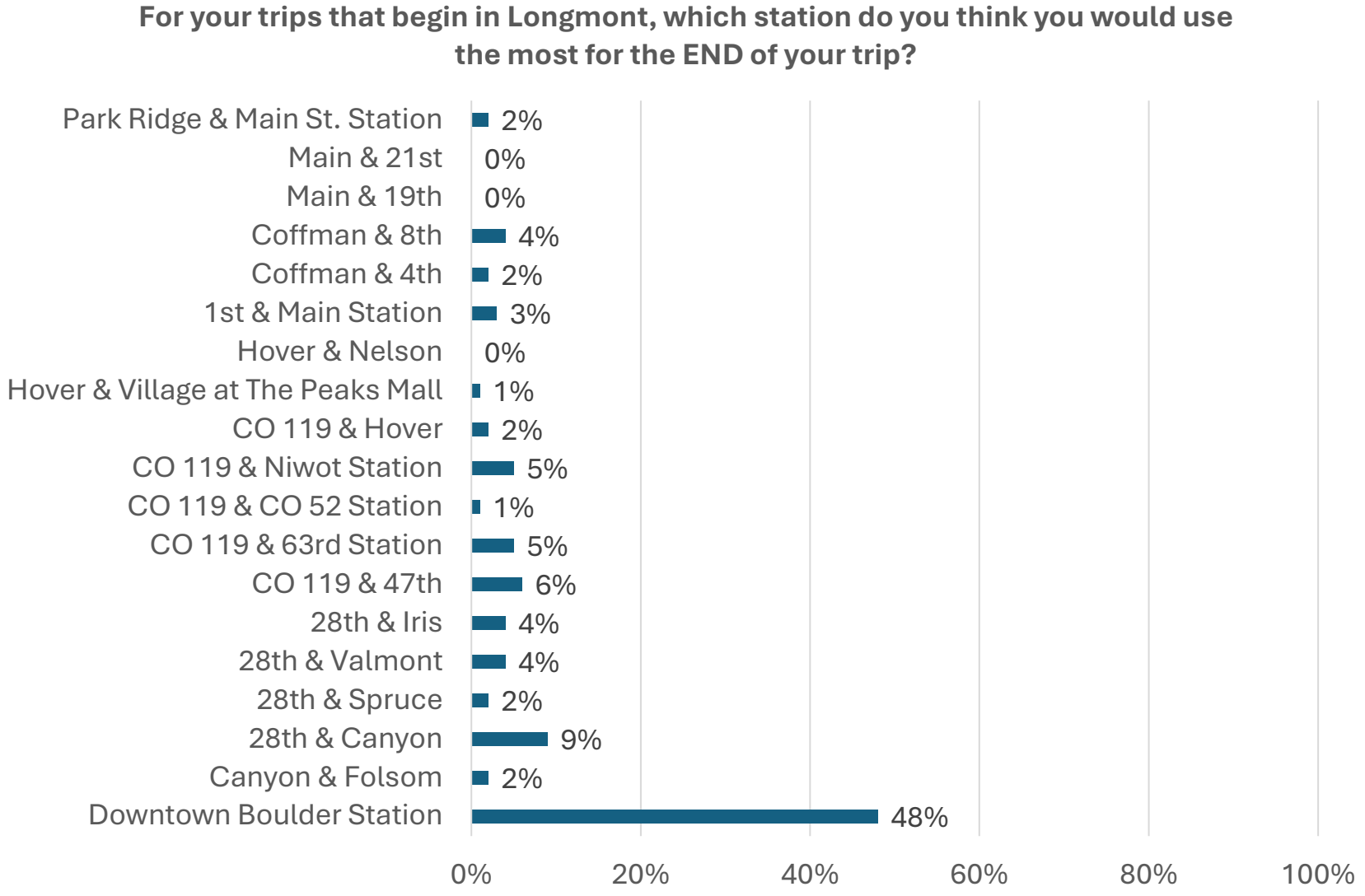
Results (cont'd.)

- For Blue Route (DF1) trips originating in Longmont, 22% of respondents reported that they would begin their trip at the Coffman & 8th Station



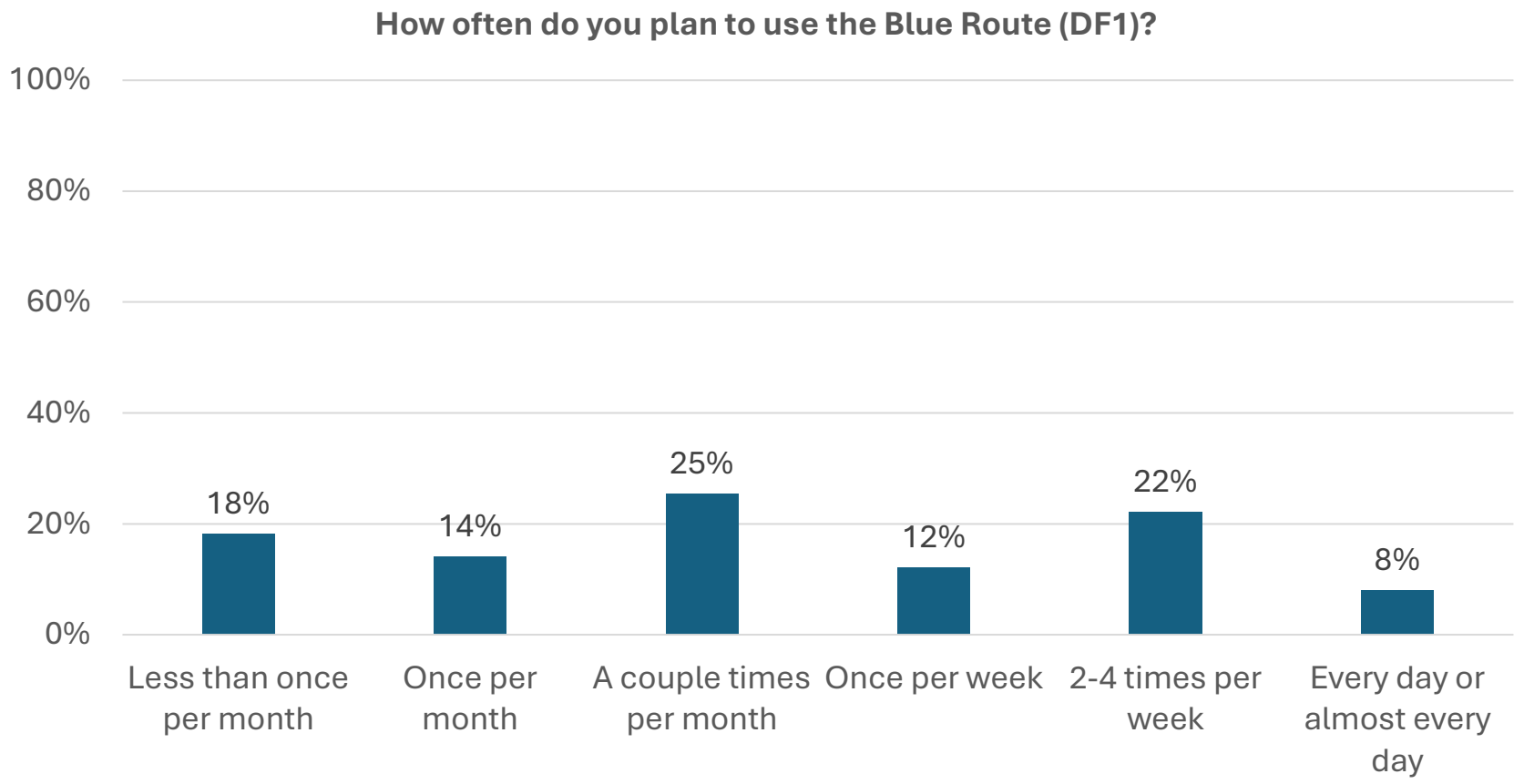
Results (cont'd.)

- Downtown Boulder Station was the most commonly reported station to end their trips that originated in Longmont at 48%



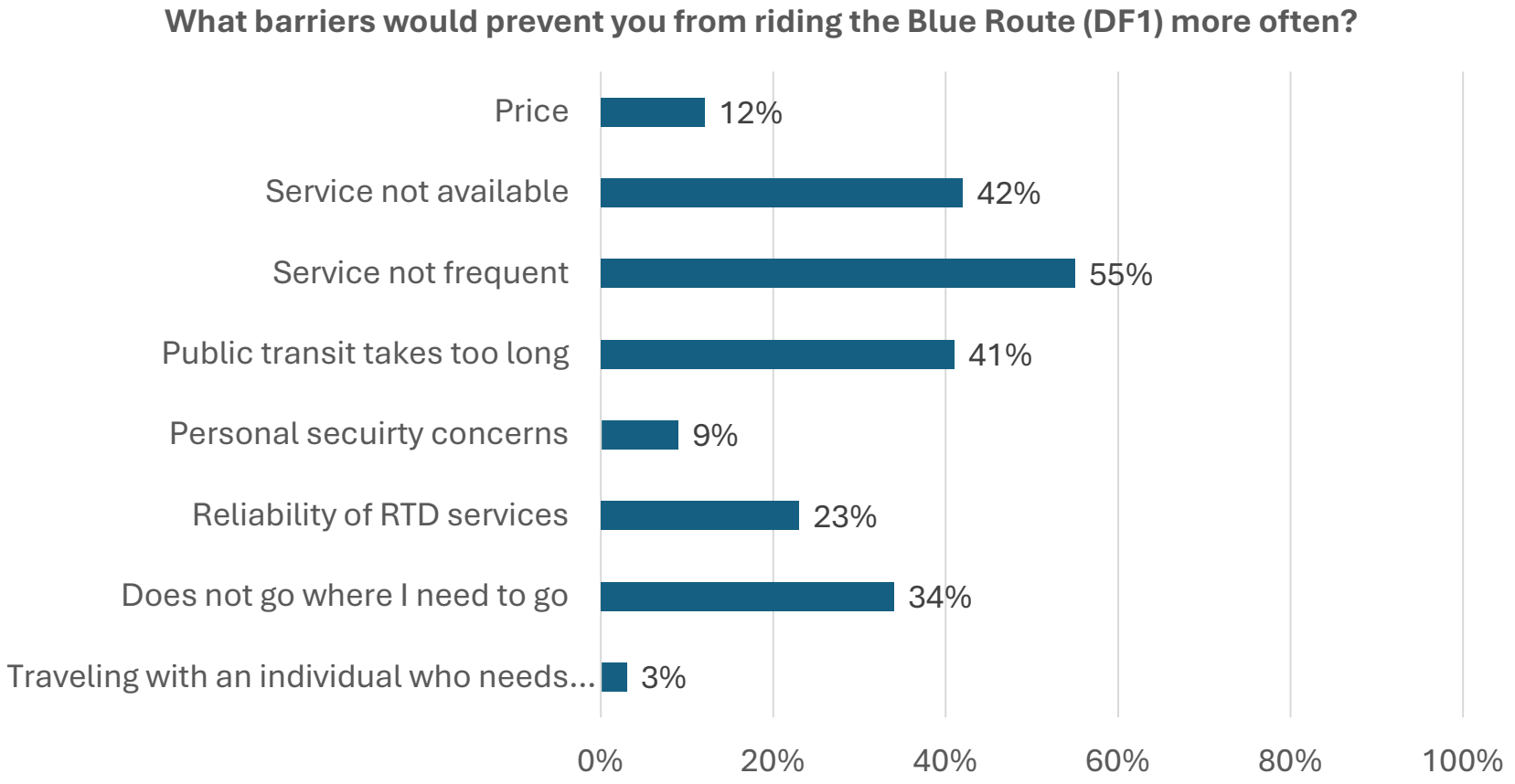
Results (cont'd.)

- Of those respondents reporting that they would use the Blue Route (DF1), 42% indicated that they would use the route at least once per week
- 81% indicated that they would use it at least once per month



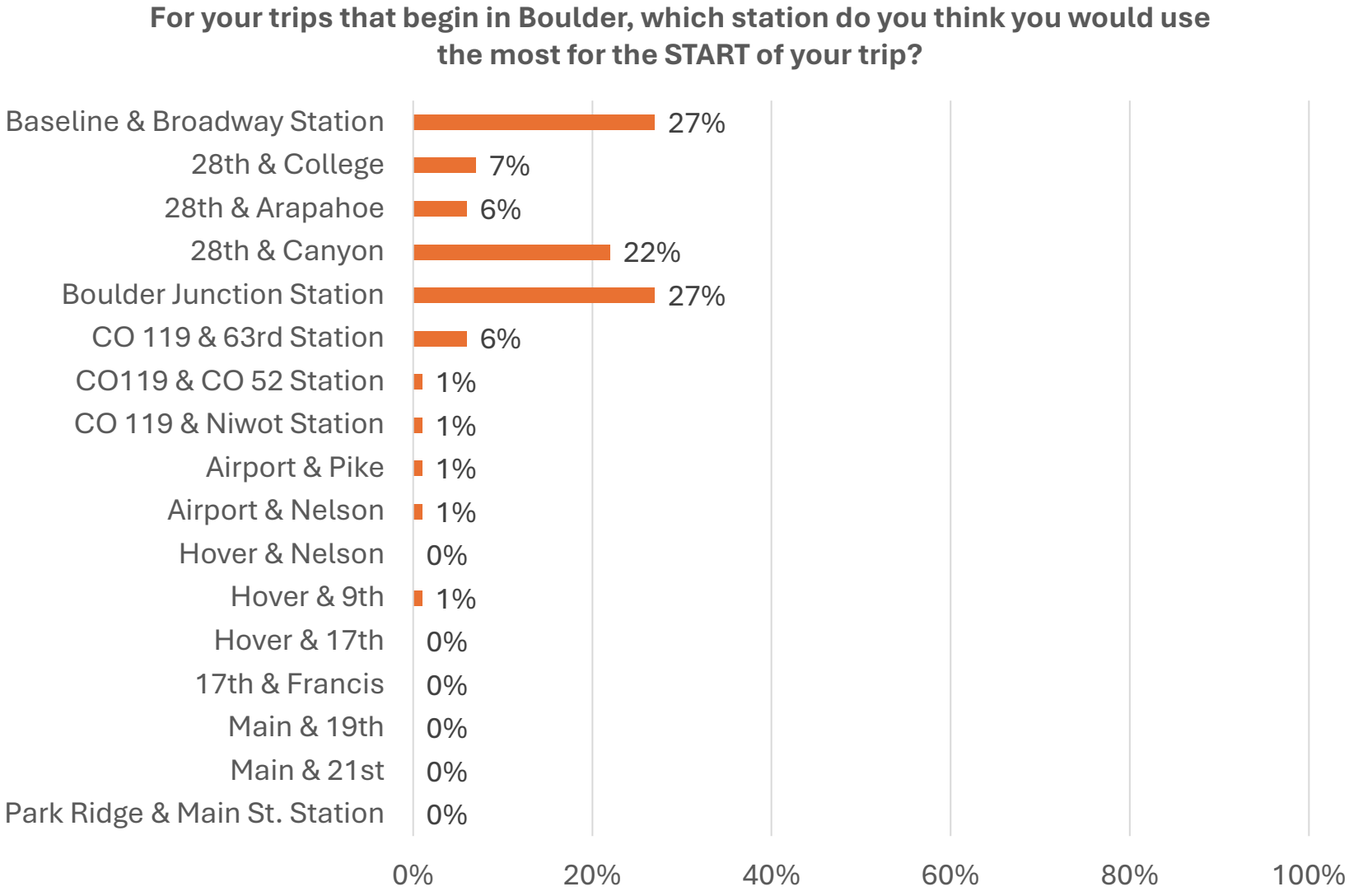
Results (cont'd.)

- The most commonly reported barriers to riding the Blue Route (DF1) more often were:
  - Service times are not frequent enough (55%)
  - Service is not available when I need it (42%)
  - Traveling by public transit takes too long (41%)



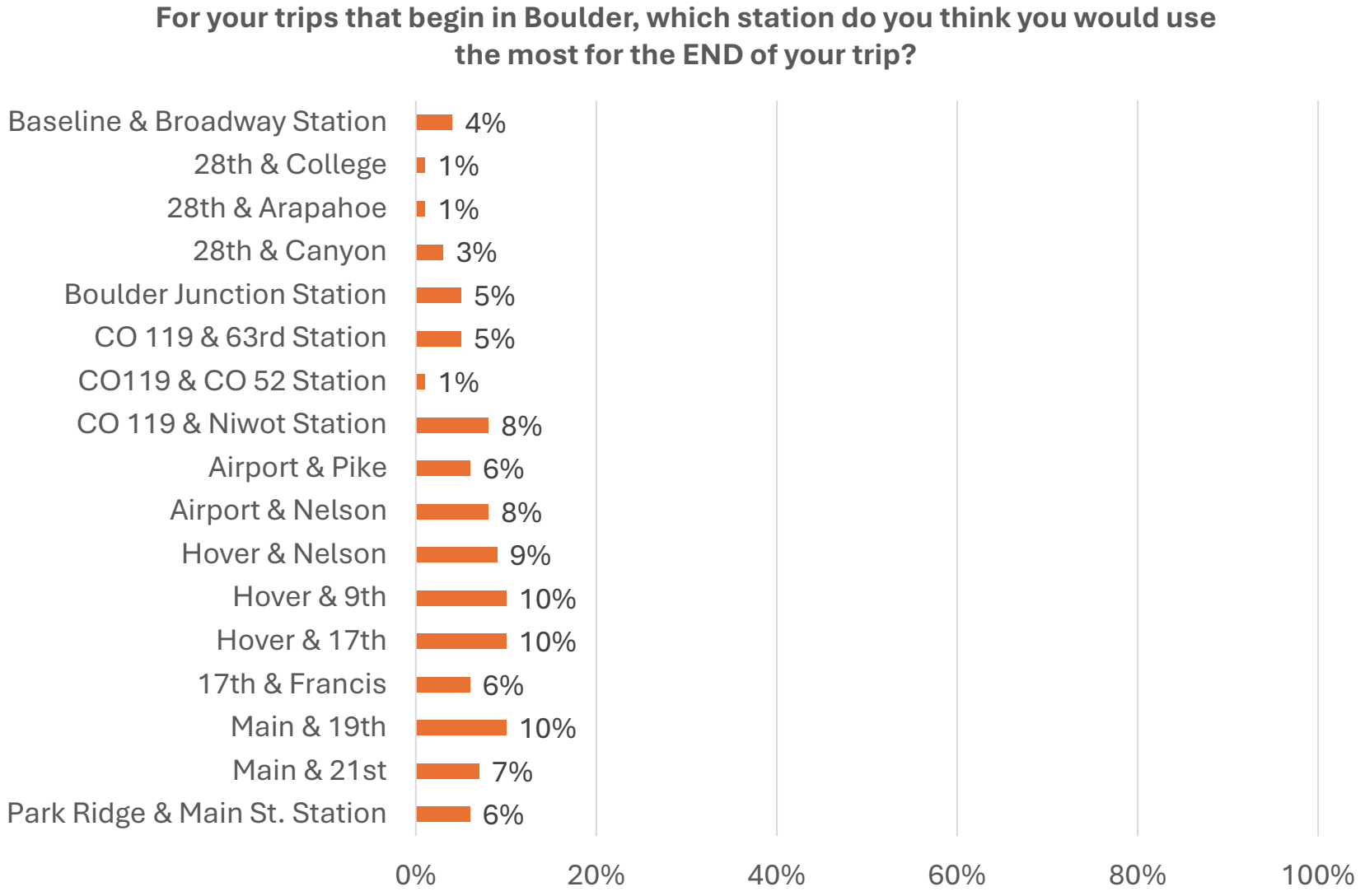
Results (cont'd.)

- For Orange Route (DF2) trips originating in Boulder, the most common stations for the start of the trip was Baseline & Broadway Station and Boulder Junction Station at 27% each
- 28th & Canyon Station was the next most common response at 22%



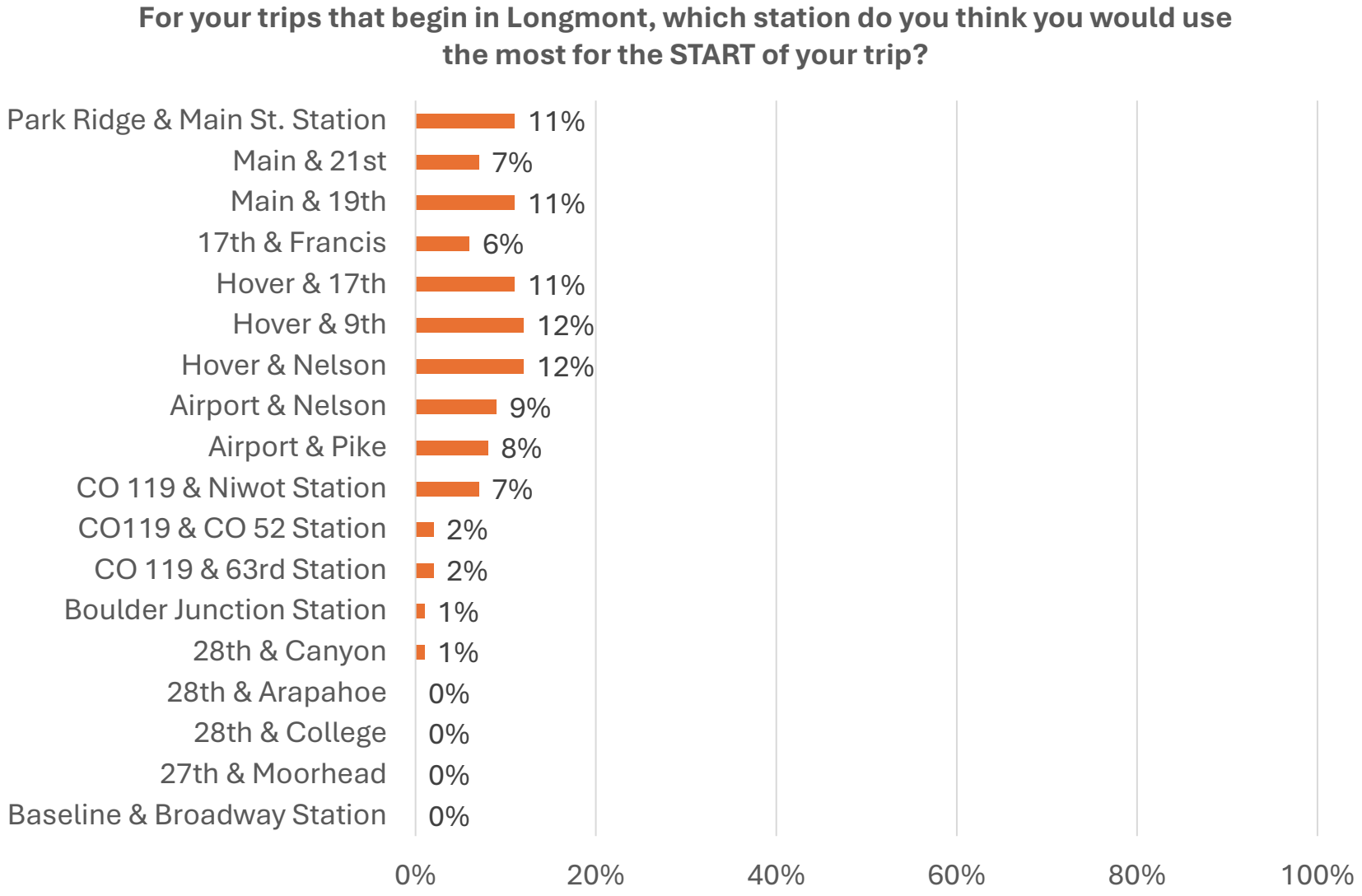
Results (cont'd.)

- For the end of trips that originated in Boulder, there was a large distribution of responses with a three-way tie for the most common response:
  - Hover & 9th: 10%
  - Hover & 17th: 10%
  - Main & 19th: 10%



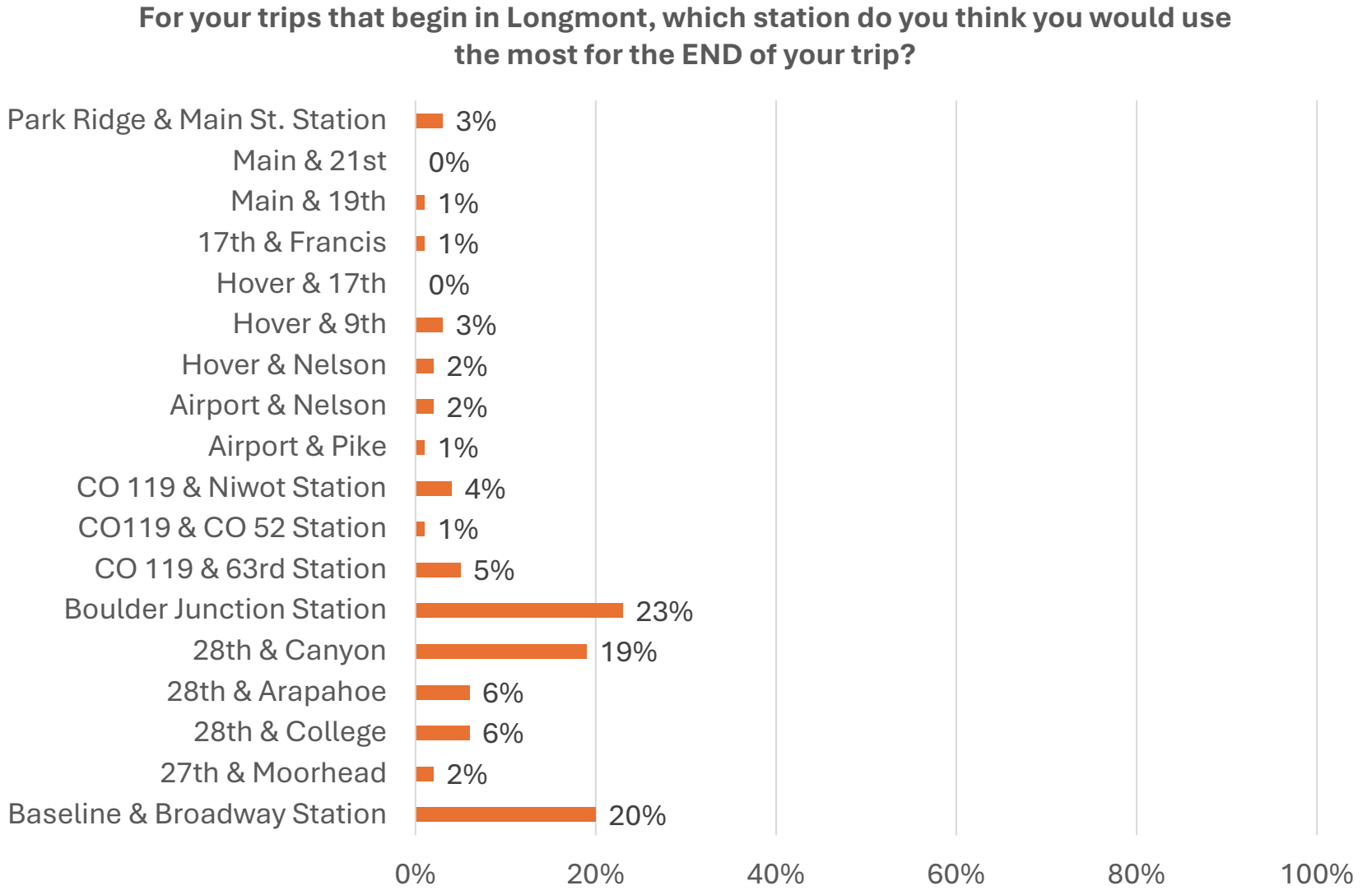
Results (cont'd.)

- For Orange Route (DF2) trips originating in Longmont, the most common stations at which respondents would being their trips were:
  - Hover & 9th: 12%
  - Hover & Nelson: 12%



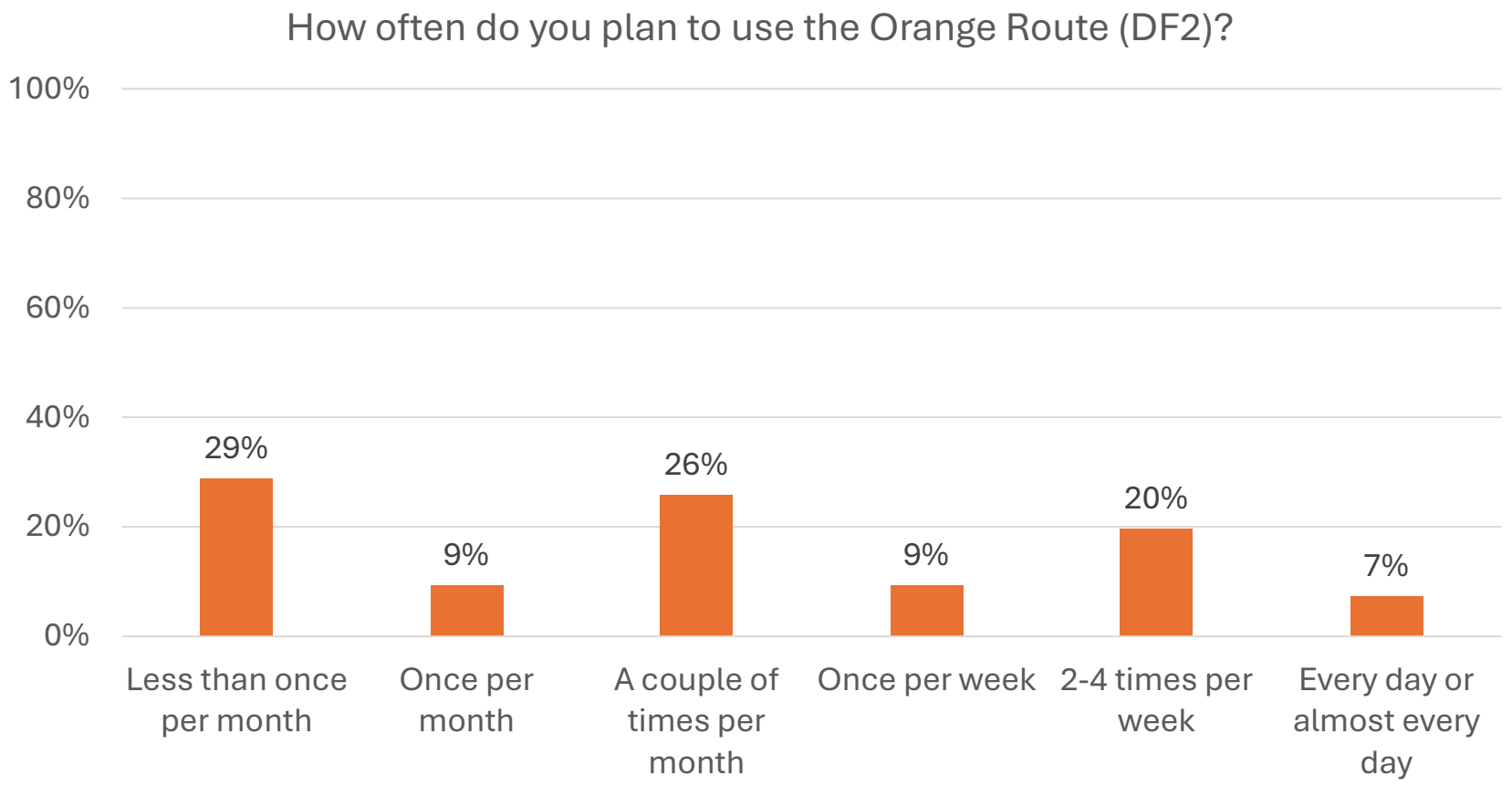
Results (cont'd.)

- The Boulder Junction Station was the most commonly reported station to end their trips that originated in Longmont at 23%



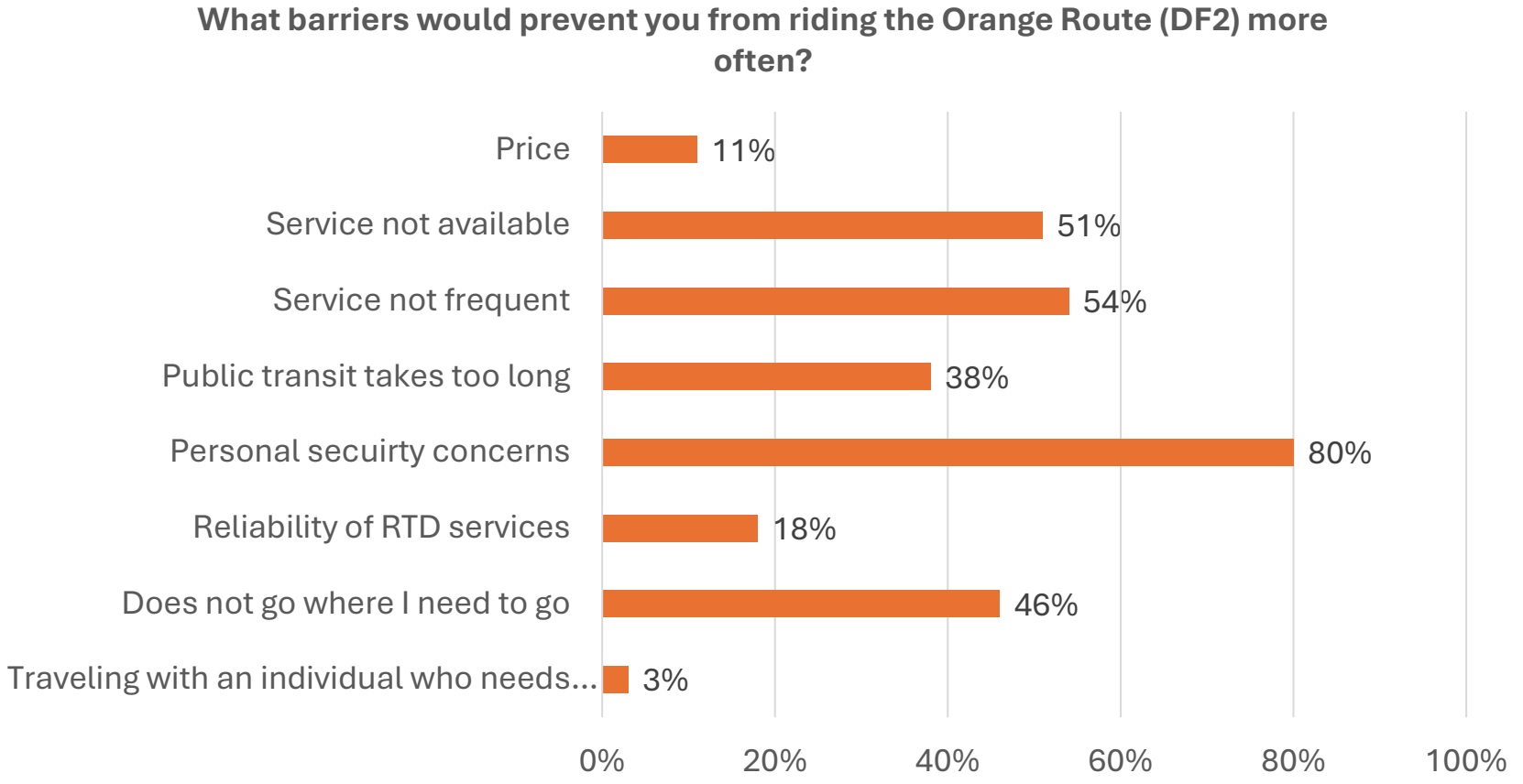
Results (cont'd.)

- Of those respondents reporting that they would use the Orange Route (DF2), 36% indicated that they would use the route at least once per week
- 71% indicated that they would use it at least once per month

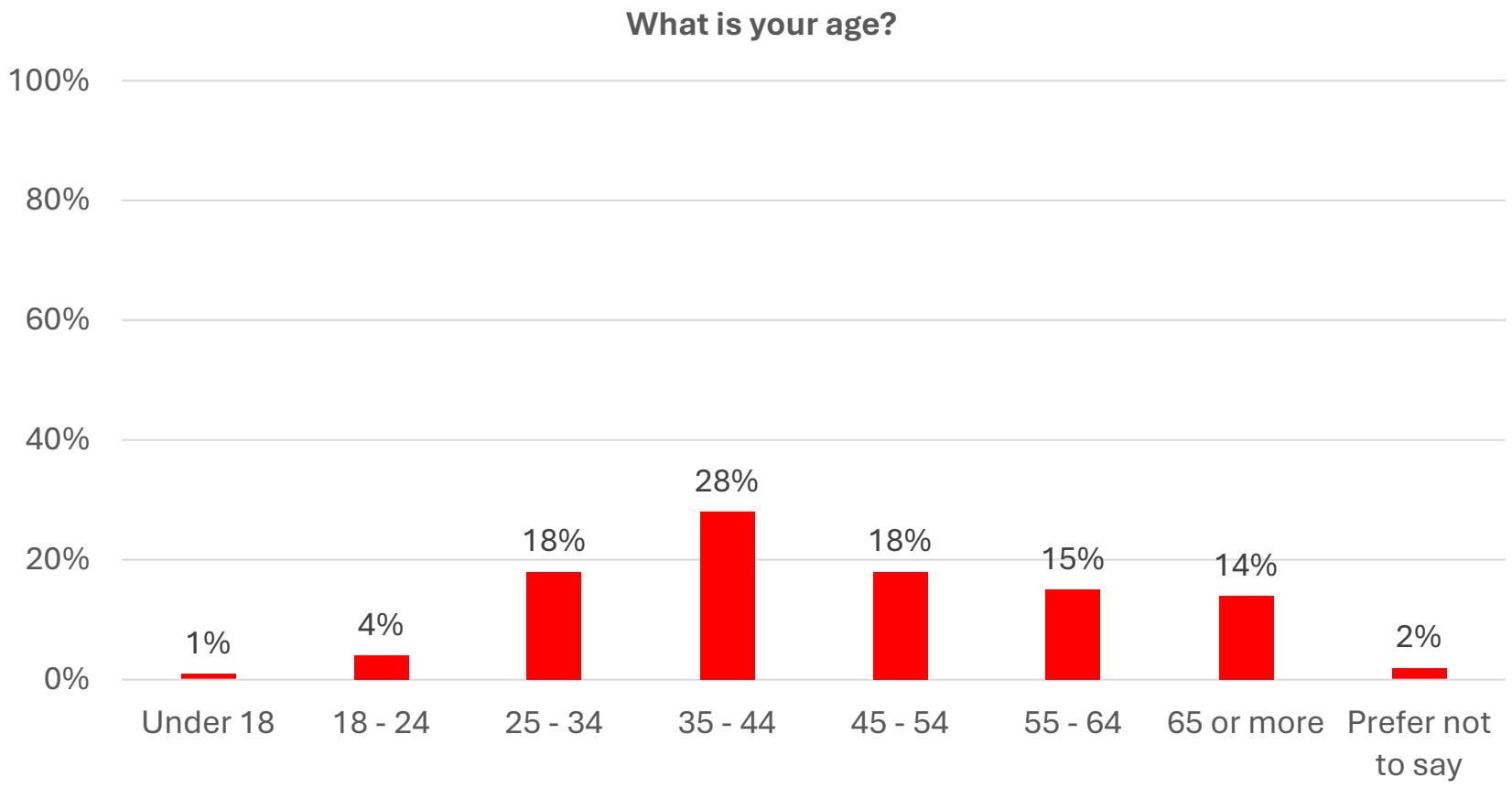


Results (cont'd.)

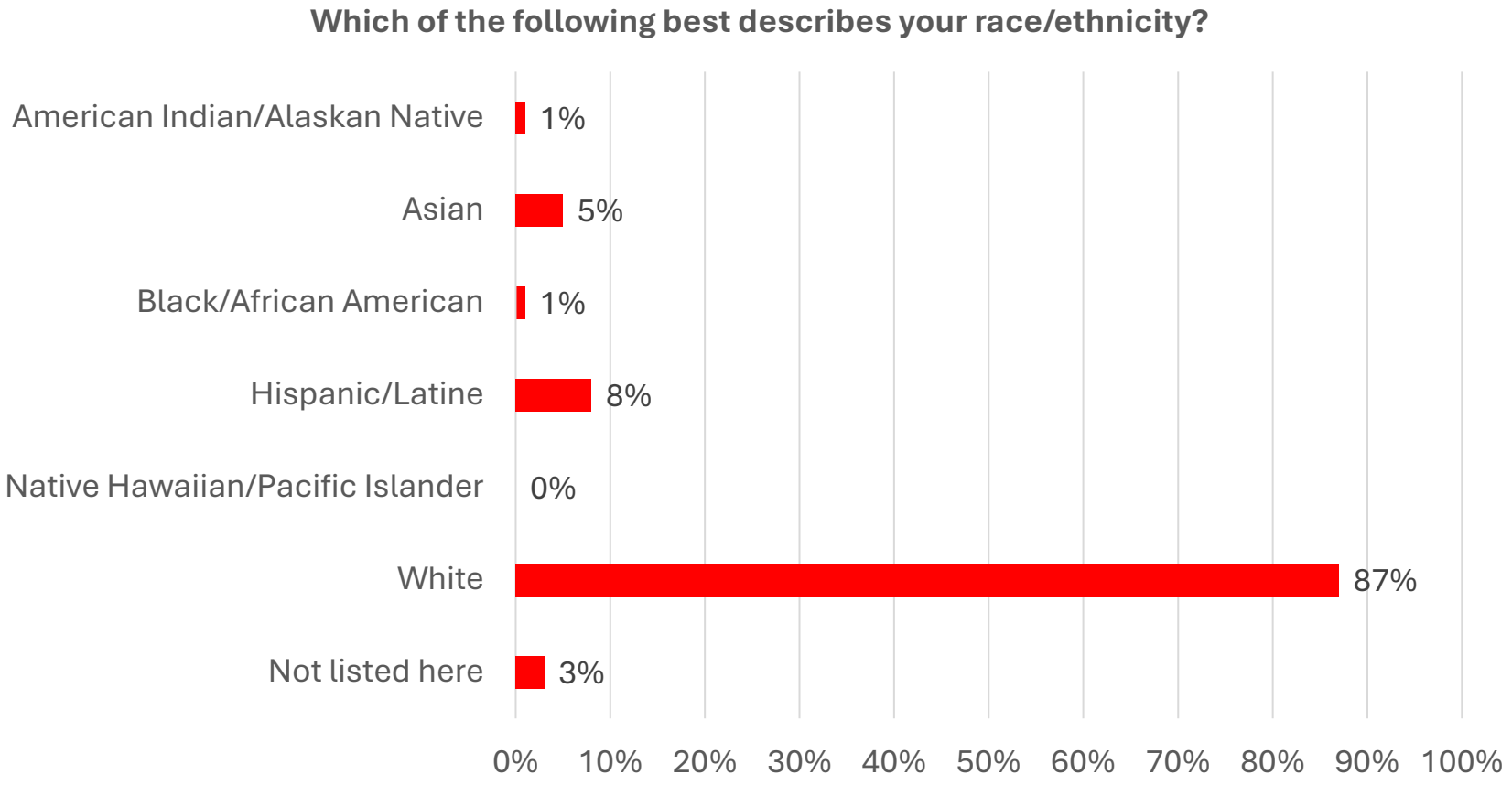
- The most commonly reported barriers to riding the Orange Route (DF2) more often were:
  - Service times are not frequent enough: 54%
  - Service is not available when I need it: 51%
  - It doesn't go where I need to go: 46%



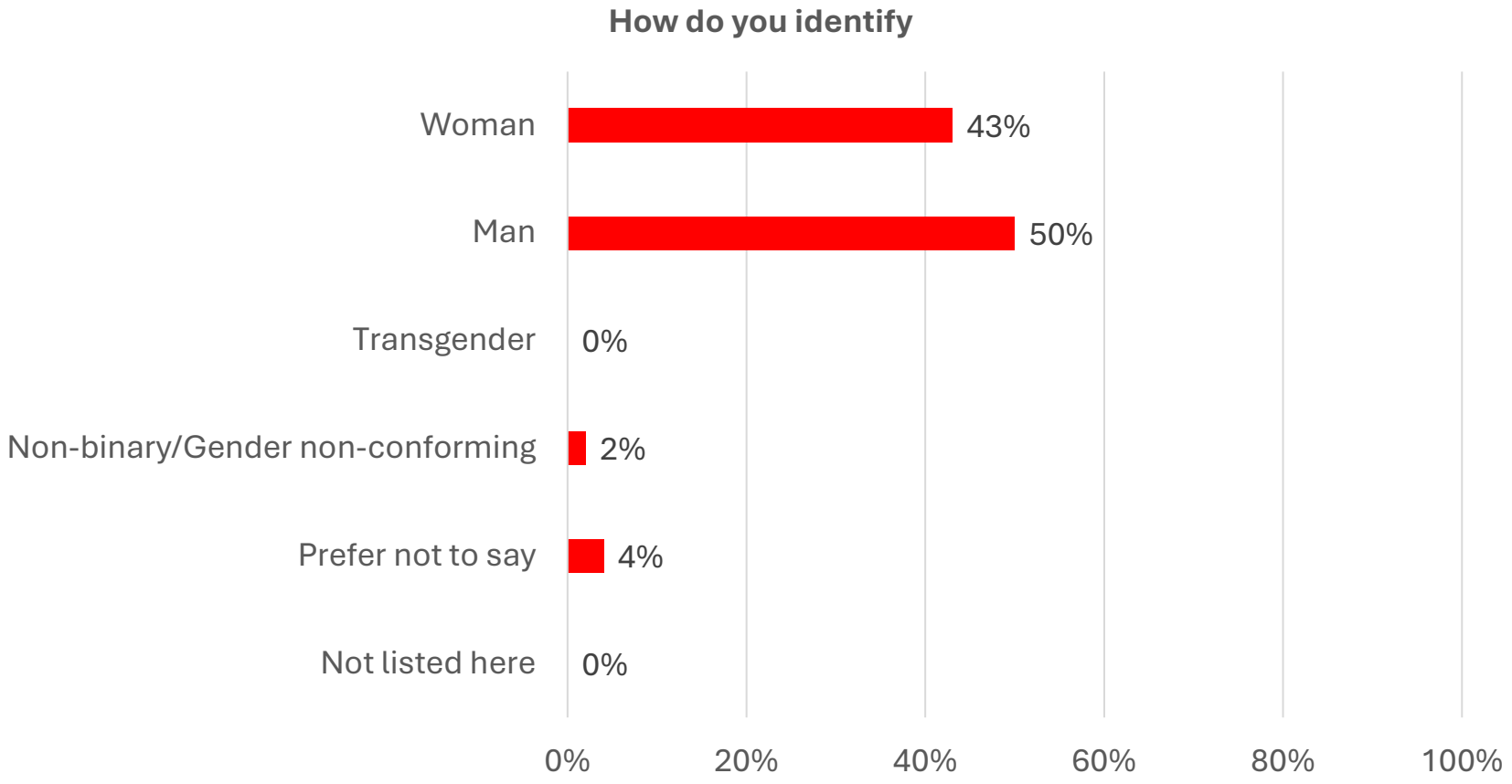
Demographics



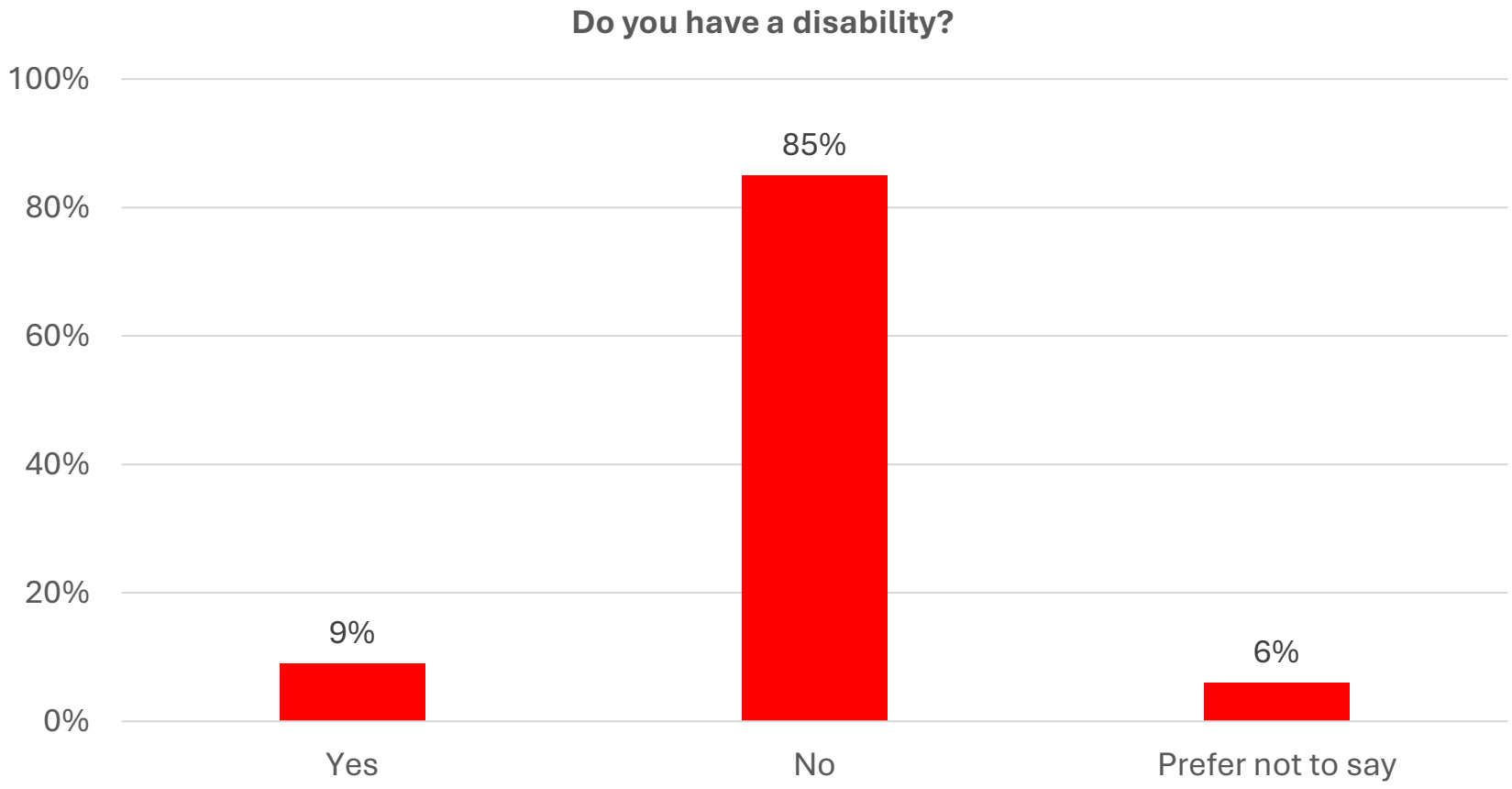
Demographics (cont'd.)



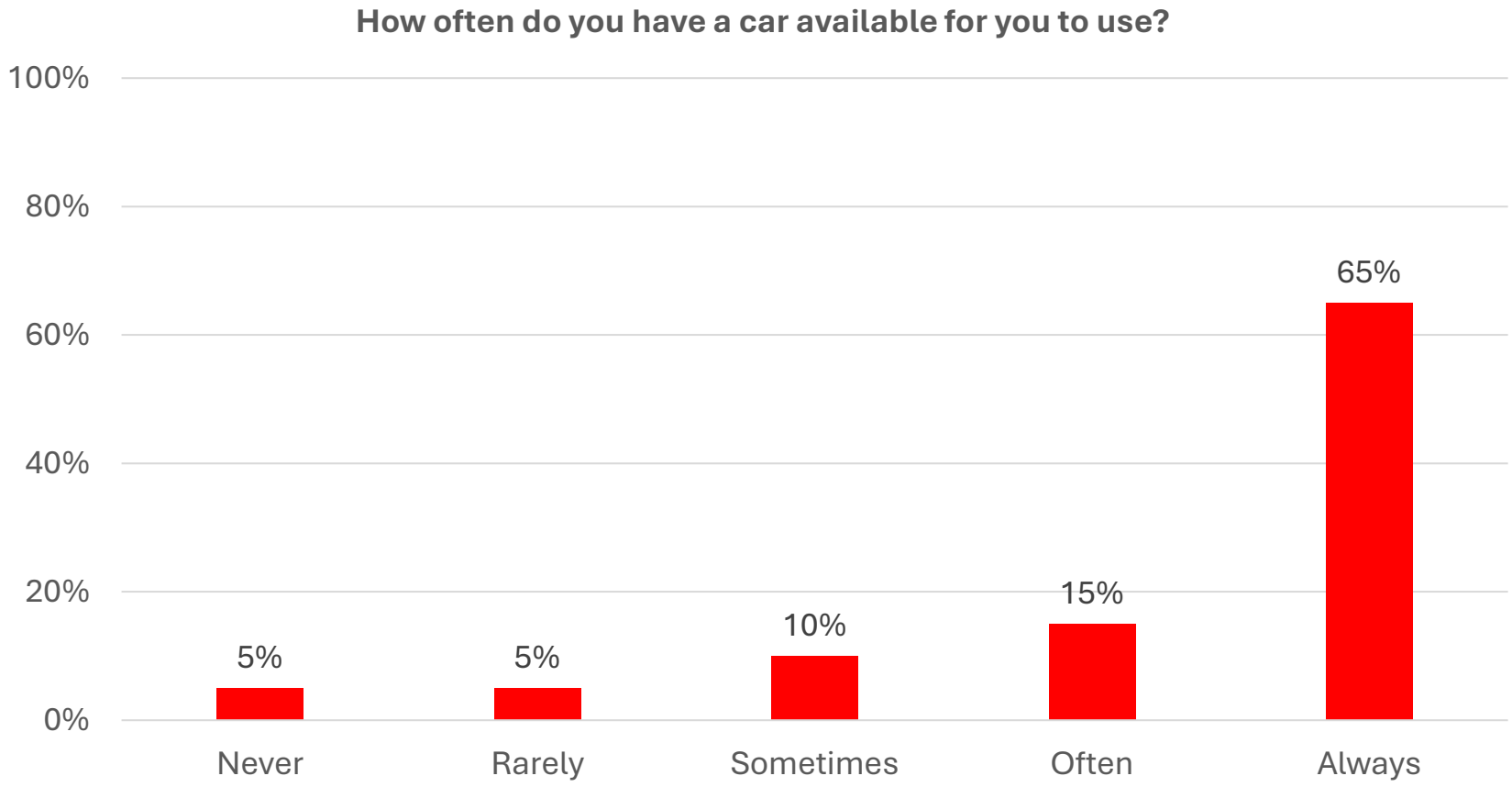
Demographics (cont'd.)



Demographics (cont'd.)



Demographics (cont'd.)



Thank you.

rtd-denver.com