

DRCOG Transportation Improvement Program (TIP) FY 2024-2027 TIP Subregional Share (Call #4) – Boulder County Subregion

Surface Transportation Block Grant (STBG) Project Application SUPPLEMENTAL MATERIALS

Image 1: Transit, walking and bicycling public priorities from Boulder County Transportation Master Plan

FIGURE 2: TRANSPORTATION PRIORITIES

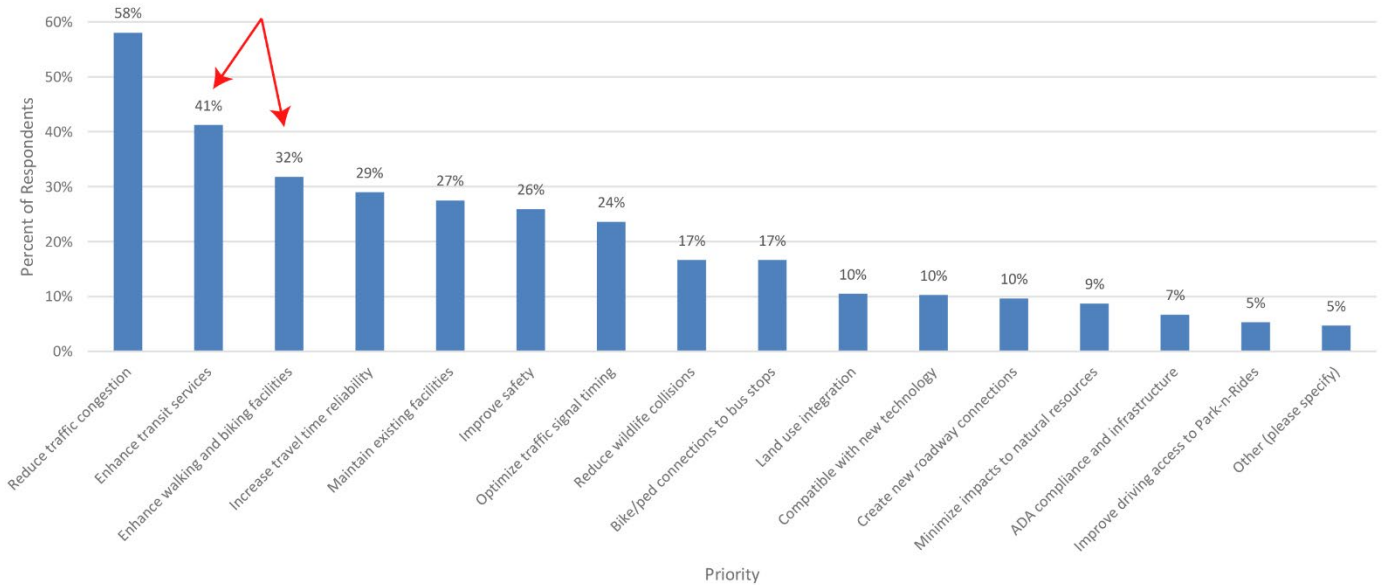


Image 2: Public input shows walking and biking as a top priority in Louisville's 2019 Transportation Master Plan

Comments by Category

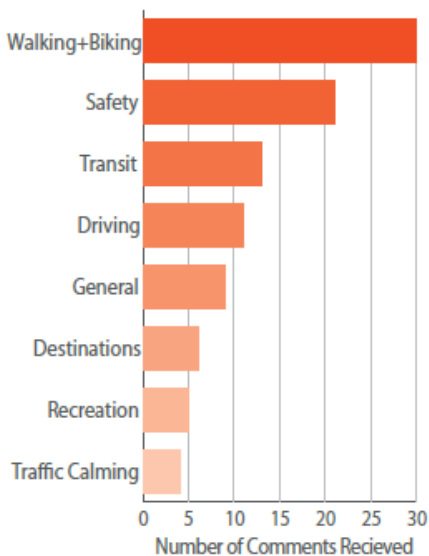


Image 3: Louisville's public engagement data shows high priority for walking, biking, and transit to destinations

Figure 2.5 Priority of Transportation Improvements in Louisville

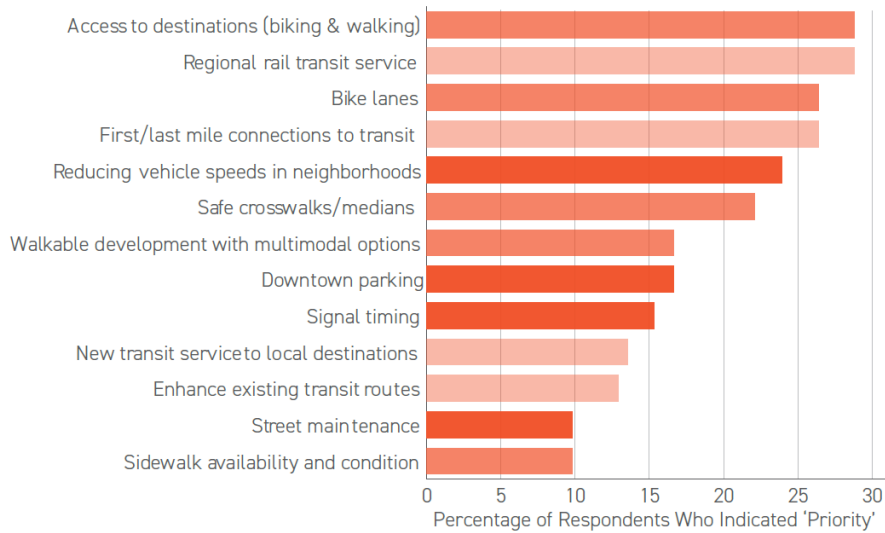


Image 4: Killed or Serious Injury Crashes: South Boulder Road within the Cities

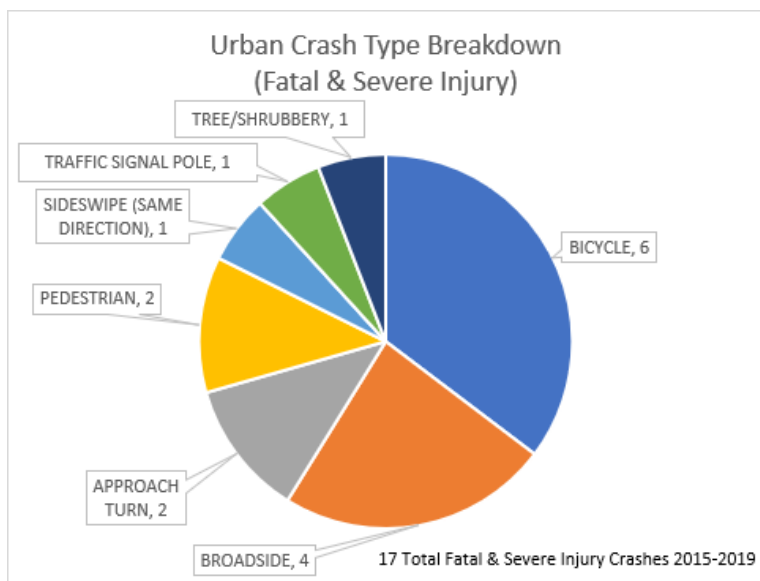


Image 5: Reference existing US 287 transit ridership used in modeling shows 2,038 total passengers.

Table 8: Existing Transit Routes within Study Area*

Route	Description	Service Type	Relationship to US 287 Corridor	Daily Weekday Ridership
FlexRide	Interlocken FlexRide		Transfer Opportunity	632
LD	Longmont/Denver	Regional	Transfer Opportunity, aligned with US 287 for a portion of the route	945
LX	Longmont I-25 Express	Regional	Parallel to US 287	461

*Source: RTD August 2019 and Transfort 2019

Image 6. Ridership modeling for complimentary US 287 BRT route projecting 5,220 daily riders after full build out.

Forecasted Ridership

The ridership forecasted by the statewide model is shown in Table 6, which presents a clear trend of the investment in bus vehicle technology, stop/station amenities, operation right of way and intersection improvements improves the usage of transit system in ridership, transit person-miles-traveled (PMT) and average riding distance.

Table 6. US 287 BRT ridership and Person-Miles-Traveled (PMT)

Service Metrics	Alternative-1	Alternative-2	Alternative-3
Ridership	3,767	5,119	5,220
PMT	53,828	78,714	81,839
Average_Riding_Distance	14.3	15.4	15.7

Image 7: Access by mode from recently completed US 287 Bus Rapid Transit Feasibility Study

The access mode to stations trends fairly similar throughout the scenarios with:

- Drive access accounting for 13%-15% of trips
- Transfers from other transit routes accounting for 54% to 56% of trips
- Walk access accounting for 30% to 33% of trips

The points above highlight how important the transit network and walking are for success of BRT on the corridor. During implementation, evaluating cost-per-rider could help analyze where and how to make investments that have the highest return on investment.

Image 8: South Boulder Road, shown in green, is the final NAMS corridor to advance in planning

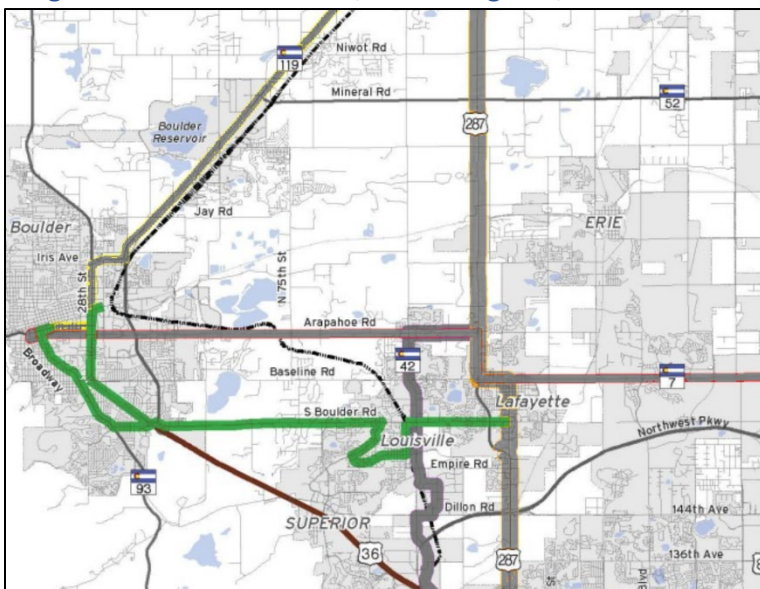


Image 9: Sidewalks gap between Louisville and Boulder (2018)

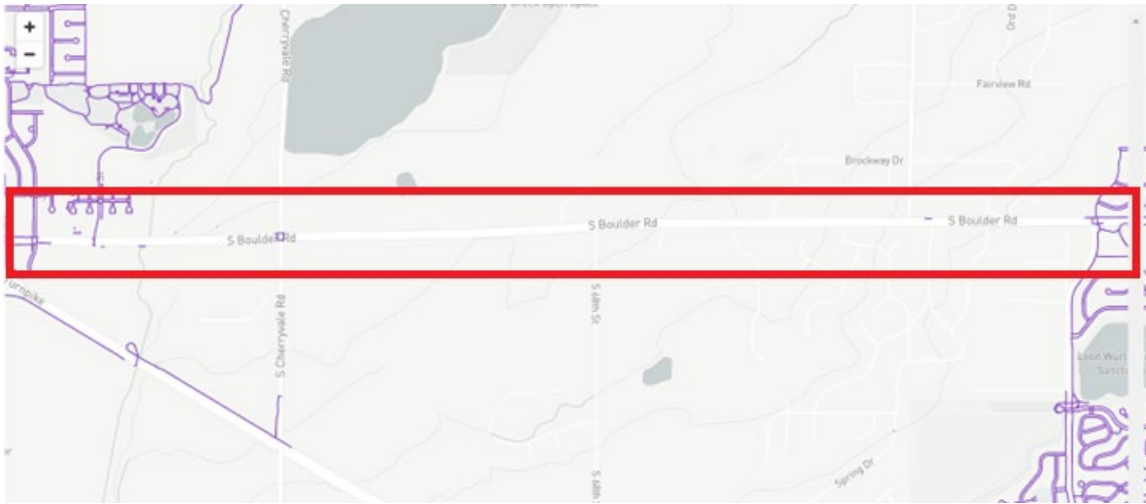


Image 10: Bicycle facilities gap

