



Welcome!

Please grab lunch and
settle in. We'll begin at
11:40am.

Connect Boulder Winter Meeting

November 14, 2024

Connect Boulder Partners





BOULDER CHAMBER TRANSPORTATION CONNECTIONS



Karen Worminghaus
Executive Director



Darcy Kitching
Associate Executive
Director



Elaine C. Erb
Sustainable
Transportation
Planner



Will Shepherd
TDM Outreach
Specialist



Welcome

Our Emcee:

Jonathan Singer

Senior Director for
Policy Programs

AGENDA

Transportation Connections Updates

Darcy Kitching,
Boulder Chamber Transportation Connections

2025 Transit/Transportation Legislation

Rep. Meg Froelich, Colorado State Legislature HD3

CO 119 Safety, Mobility and Bikeway Project Update

Adnana Murtic, CDOT,
Brian Thye, RTD
Alexandra Phillips, Boulder County

Eldora Mountain Resort's Commitment to Sustainability

Sustainability Director, Hunter Wright

Transportation Connections Updates



Celebrating Our Go-Tober Successes!

- Boulder's **Pet Sustainability Coalition** won the category for “extra-small” businesses, with 1-50 employees
- The Boulder Chamber came out on top of the Way to Go Partnership Leaderboard for the most staff participation in Go-Tober
- Check our newsletter for more ways to win!



Get Your 2025 EcoPass Contract Secured Now

- EcoPass contracts start at \$950/year for all businesses
- That's \$20/person for the whole year for businesses with 48+ employees **BEFORE** the Colorado Alternative Transportation Options Tax Credit
- Contact BCTC to get started:
transportation@boulderchamber.com





Transit To and “Froe”

Colorado State Rep. Meg Froelich, HD3

Public Transportation

- Colorado deserves public transportation systems that are in alignment with our broader housing, economic, quality of life and climate goals.
- Our partners in this effort are not only the transit agencies across the state, CDOT, Regional Planning Orgs like DRCOG, but also the business community, Labor, community organizations, environmental groups, and many more.
- RTD is the biggest agency in the State

Transit

- Transit agencies should plan for growth and coordinate with local governments, businesses and community
- Transit agencies' plans should include ridership goals, as well as reliability, frequency, and safety goals
- Coverage vs. frequency
- Regionalism vs. residential density
- COVID – recovery and adjustments

RTD \$\$

- RTD is statutorily created but not funded by the Legislature.
- Now with SB24-230 a fee on O&G will create a new revenue stream for Transit, the majority of which will go to RTD.
- With the passage of 7A RTD will be able to retain TABOR excess revenue
- BUT Federal outlook is now bleak
- Farebox is minimal but also hard to replace

What Role for the State on RTD?

Micromanaging vs. Shepherding vs. Requiring

Definitely:

- Clarification of Board roles and responsibilities
- Accountability and Transparency
- Mission Clarification
- Concerns from Disability Community

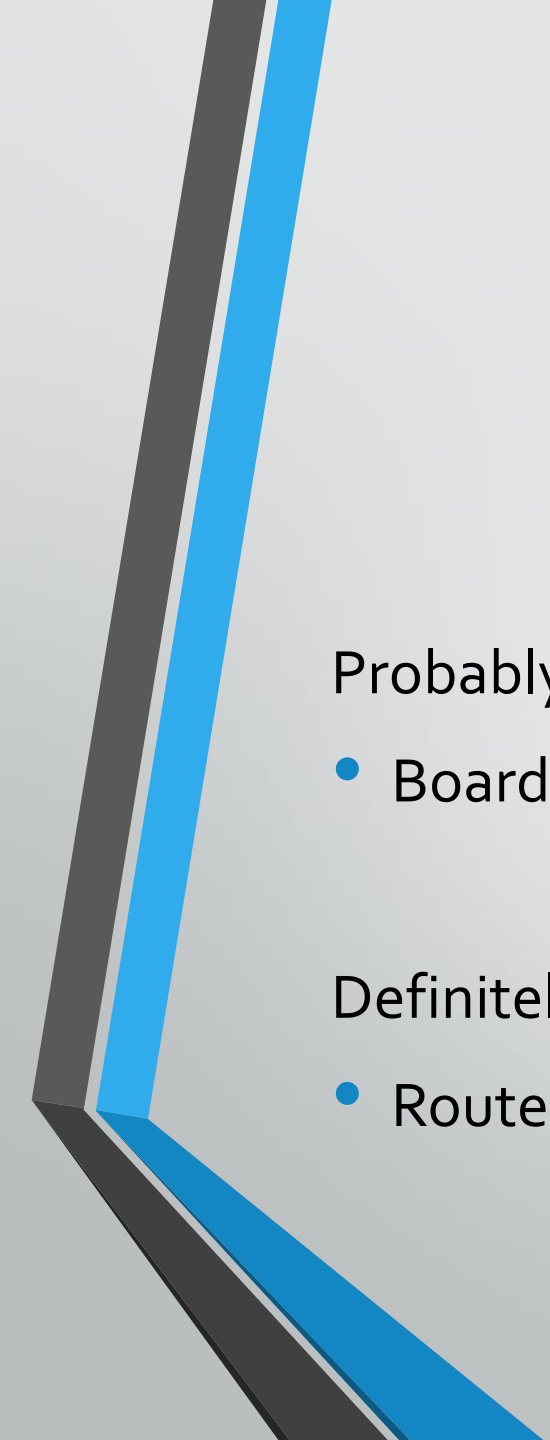
What role for the State on RTD?

Probably:

- Coordination on Land Use/TOCs
- Safety
- Coordination with Local Govs and Orgs
- Requirements for Goal Setting – Employee retention, Ridership, Reliability

Maybe:

- Board compensation



What role for the State on RTD?

Probably Not:

- Board Composition

Definitely Not:

- Route designations, Labor contracts, Management

Statewide Transit

- Free fare – Ozone or Youth
- ParaTransit Concerns, Support
- Coordination with CDOT (BRT), FRPR, Mountain Rail
- Coordination with Federal where possible
- Best practices nationwide, convenings
- Funding conversations

What is Next?

- Front Range Passenger Rail, Mountain Rail
- Transit Reform
- Para Transit
- Rail Safety
- Hard look at Funding
- Innovations?
- Greenhouse Gas Roadmap

Questions?

- Meg Froelich

RepFroelichHD3@gmail.com

303-866-2921



CO 119 SAFETY, MOBILITY AND BIKEWAY PROJECT

November 14, 2024



Agencies & Stakeholders

CM/GC Owner



Key Stakeholders

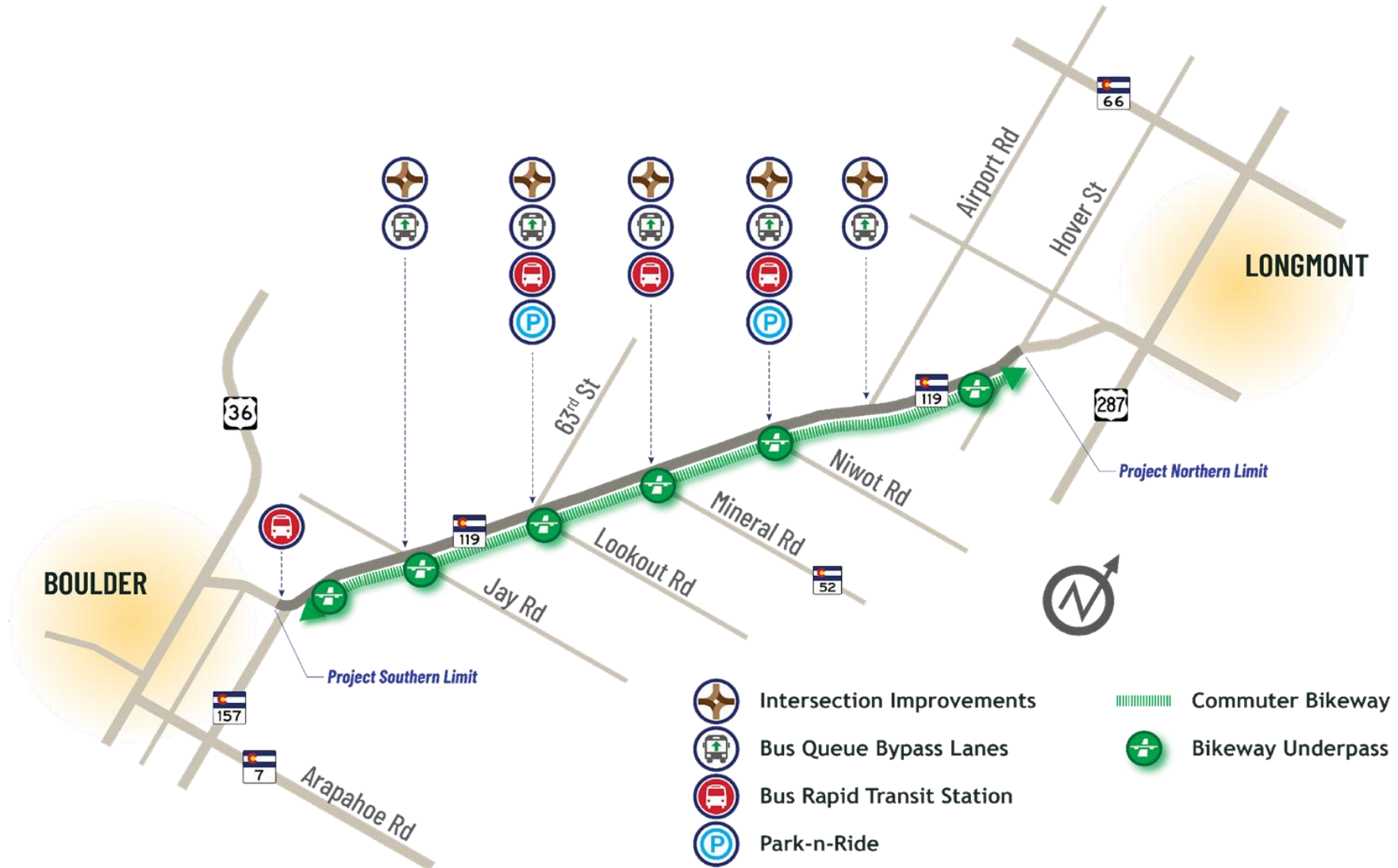


Partners / Project Sponsors





Project Overview





SMBP Progress Updates

✓ Construction Start

- Mobilization for the start of construction began 9/16

✓ RTD Park-n-Ride Phased Approach

- RTD will be phasing the full buildout of the 63rd Street and Niwot Road Park-n-Ride (PnR) lots with the SMBP construction
- Phase 1 - Approximately half of each parking lot will be paved, half rough-graded and seeded. All other aspects of the PnRs and platforms will be constructed.
- Phase 2 – The remainder of each parking lot can be paved by RTD in the future as warranted by demand.

↳ Ongoing Design

- Major Scope: 63rd St Intersection and Fourmile Canyon Creek Crossing
- Progressing concepts for 63rd St Overpass design FIR Design Submittal (30%) in November 2024

↳ Ongoing Design

- Scope: Hover St Intersection
- Progressing selected design alternative: CO 119 overpass of Hover St with a grade separated bike and pedestrian crossing
- FIR Design Submittal (30%) in December 2024



Construction Packages

- **Construction Started September 2024**

- **Jay Rd**

- Queue Bypass Lanes
- Commuter Bikeway Underpass
- General Intersection Improvements

- **CO 52**

- Reconstruction – Split Intersection
- Queue Bypass Lanes
- BRT Station
- Commuter Bikeway Underpass

- **Niwot Rd**

- Queue Bypass Lanes
- BRT Station
- Park-n-Ride
- Commuter Bikeway Underpass
- General Intersection Improvements

- **Airport Rd**

- Intersection Operational Reconfiguration
- Queue Bypass Lane (SB)



- **Unsignalized Intersections Safety Improvements**
- **Bikeway Segments (N/O 63rd St)**
- **Underpass F (Northernmost Bikeway Crossing of CO 119)**
- **Fiber Backbone**
- **Drainage Culvert under 63rd St. PnR**



Construction Packages

- **Construction Anticipated Summer 2025**

- **63rd Street**
 - Queue Bypass Lane
 - BRT Station
 - Park-n-Ride
 - Commuter Bikeway Underpass
 - General Intersection Improvements
- **Fourmile Canyon Creek Crossing (Southernmost Bikeway Crossing of CO 119)**
- **Bikeway Segments (S/O 63rd St)**
- **Bikeway Bridge over Fourmile Canyon Creek**



- **Construction Anticipated Late 2025/Early 2026**

- **Hover Street Intersection**
 - Grade Separated Intersection Improvements

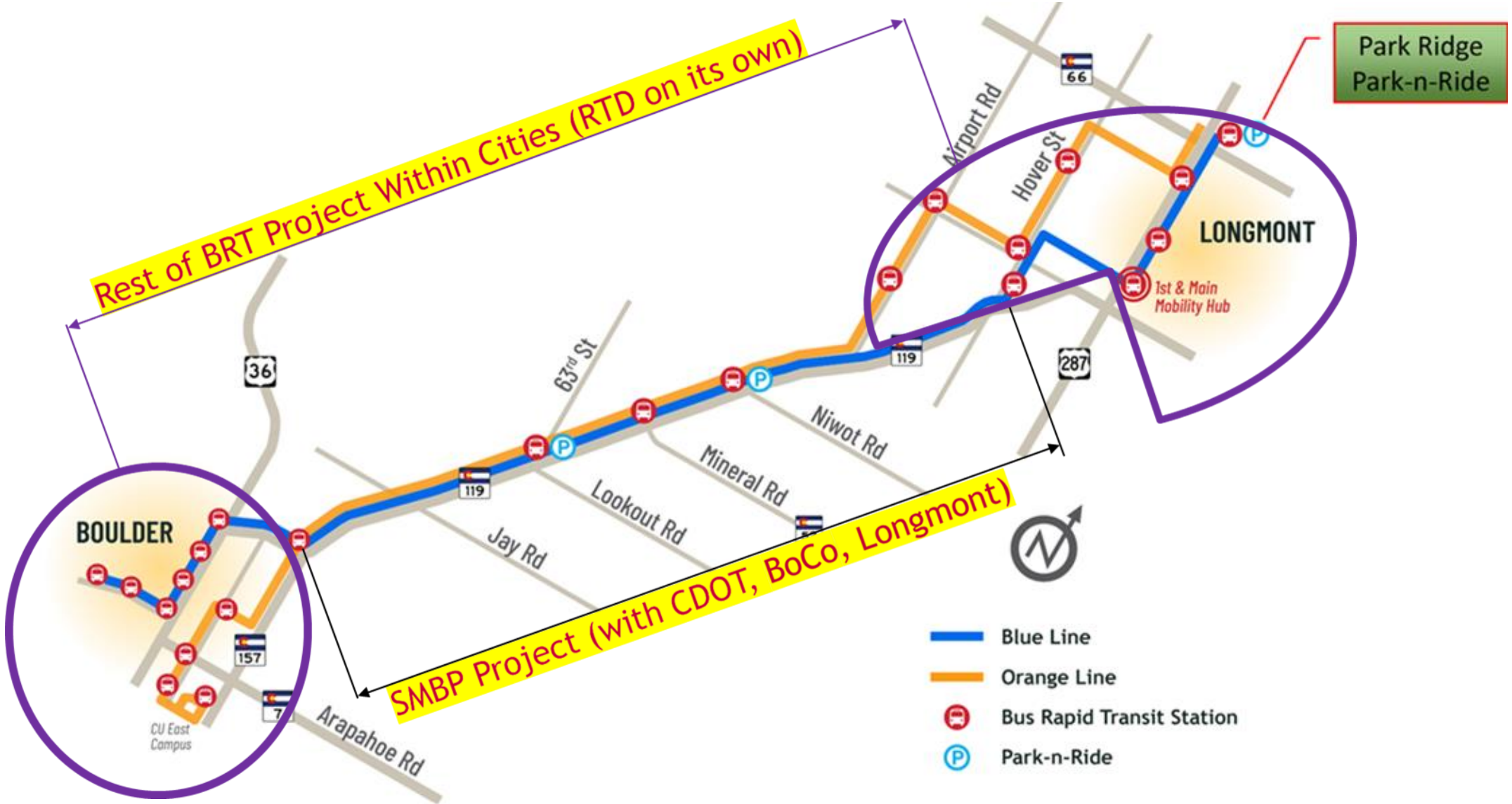
**Estimated Total Construction
Duration:
24 - 30 months**



Bus Rapid Transit Update



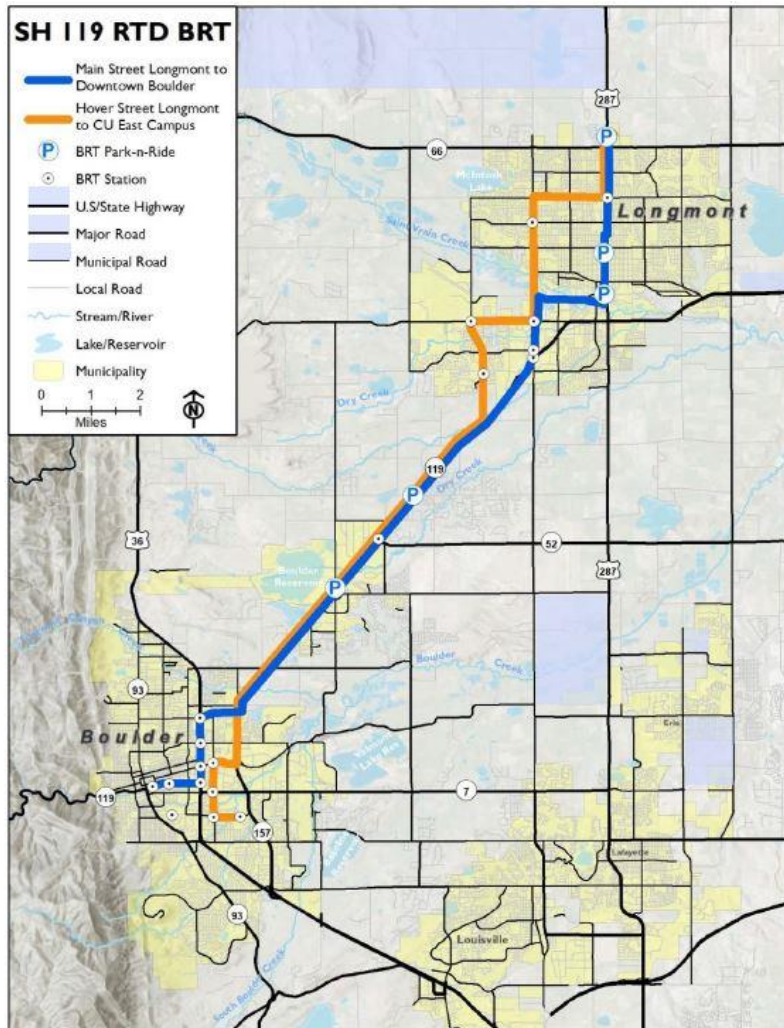
Bus Rapid Transit (BRT)





Proposed Route Patterns

Route Patterns (Proposed)



BLUE pattern

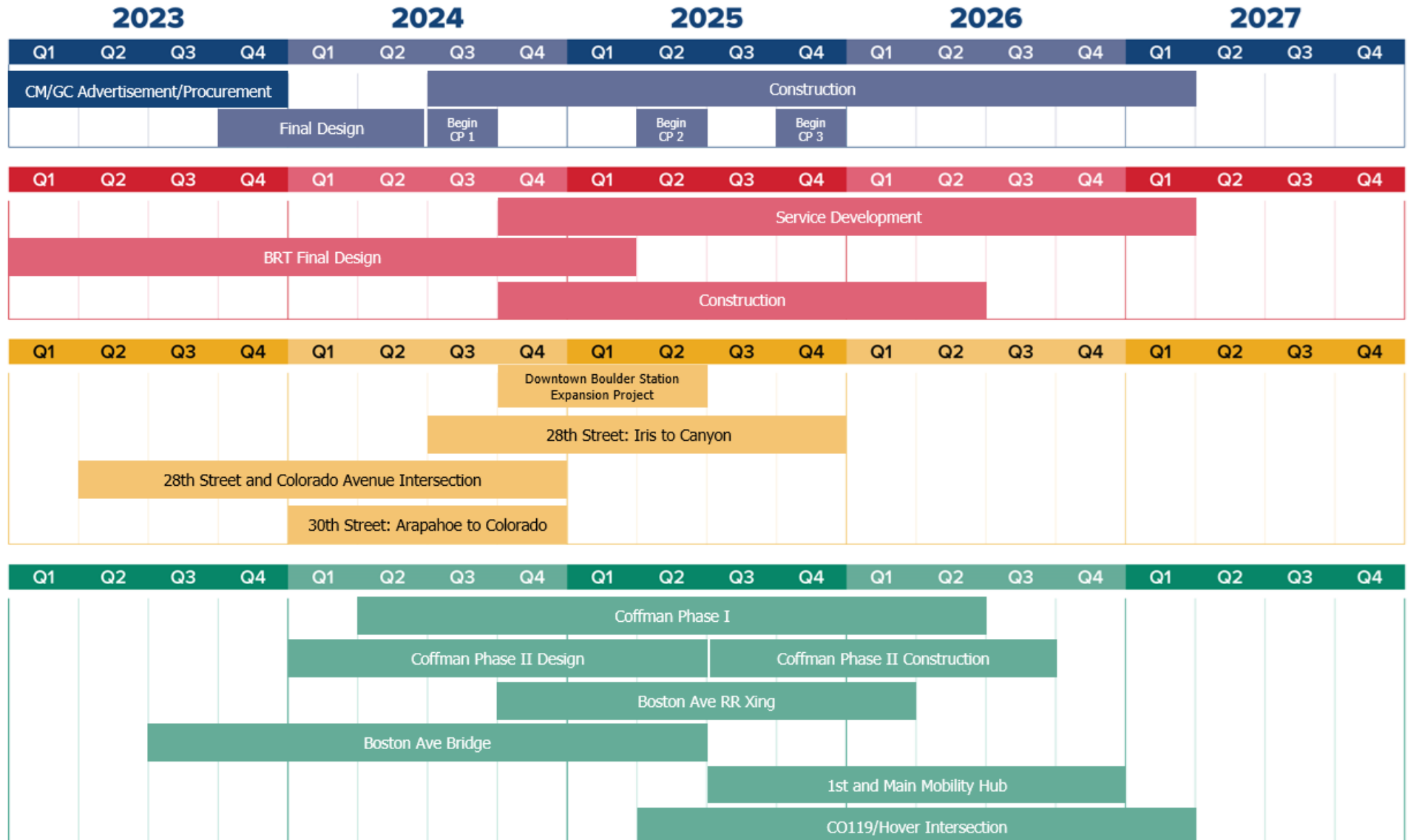
- MAIN pattern, replaces the BOLT
- Park Ridge/Main (US287) to Downtown Boulder Station
- Weekday: 30 min All-Day bi-directional frequency
- Saturday/Sunday/Holiday: 60 min All-Day bi-directional frequency

ORANGE pattern

- Park Ridge/Main (US287) to Baseline/Broadway via Hover/Airport/Foothills/Pearl/28th Street
- Weekday: 30 min Peak bi-directional frequency



Project Timeline Overview





BRT Planning Next Steps

Service Development/ Service Planning

- | | |
|---|--------------------------------|
| • Closure of BOLT stops at IBM Drive/CO 52 | September 2024 through Q1 2027 |
| • Closure of Niwot Park-n-Ride | September 2024 through Q1 2027 |
| • Finalize Orange Route Pattern Scope/Routing | September 2024 |
| • Internal/External Local Agencies' Stakeholder Meetings | November 2024 - March 2025 |
| • Public Outreach along CO 119 BRT corridor | Late Spring/Early Summer 2025 |
| • DRAFT Service Plan | Fall 2025 |
| • Re-evaluation of Resources for Opening Day | Late Spring/Early Summer 2026 |
| • Finalization of Service Plan | Fall 2026 |
| • Public Hearings/Process for May 2027 Service Changes | February 2027 |
| • Anticipated Opening Day (upon infrastructure completion) | May 2027 Service Change |



BRT Planning Next Steps

Scope

- Design of local bus stops
- Design of Park Ridge Park-n-Ride
- Transit Signal Priority (corridor-wide)

Current Activities

- Park Ridge Park-n-Ride: Transfer of a 4-acre parcel from the developer to RTD has been delayed. RTD and the City of Longmont are working on this issue.
- City of Boulder transit service study for connection to CU Boulder is complete; Orange Route terminal will be at Baseline/Broadway. Capital improvements are being studied.
- Work with stakeholders to identify potential BRT opening scenarios will begin Fall 2024

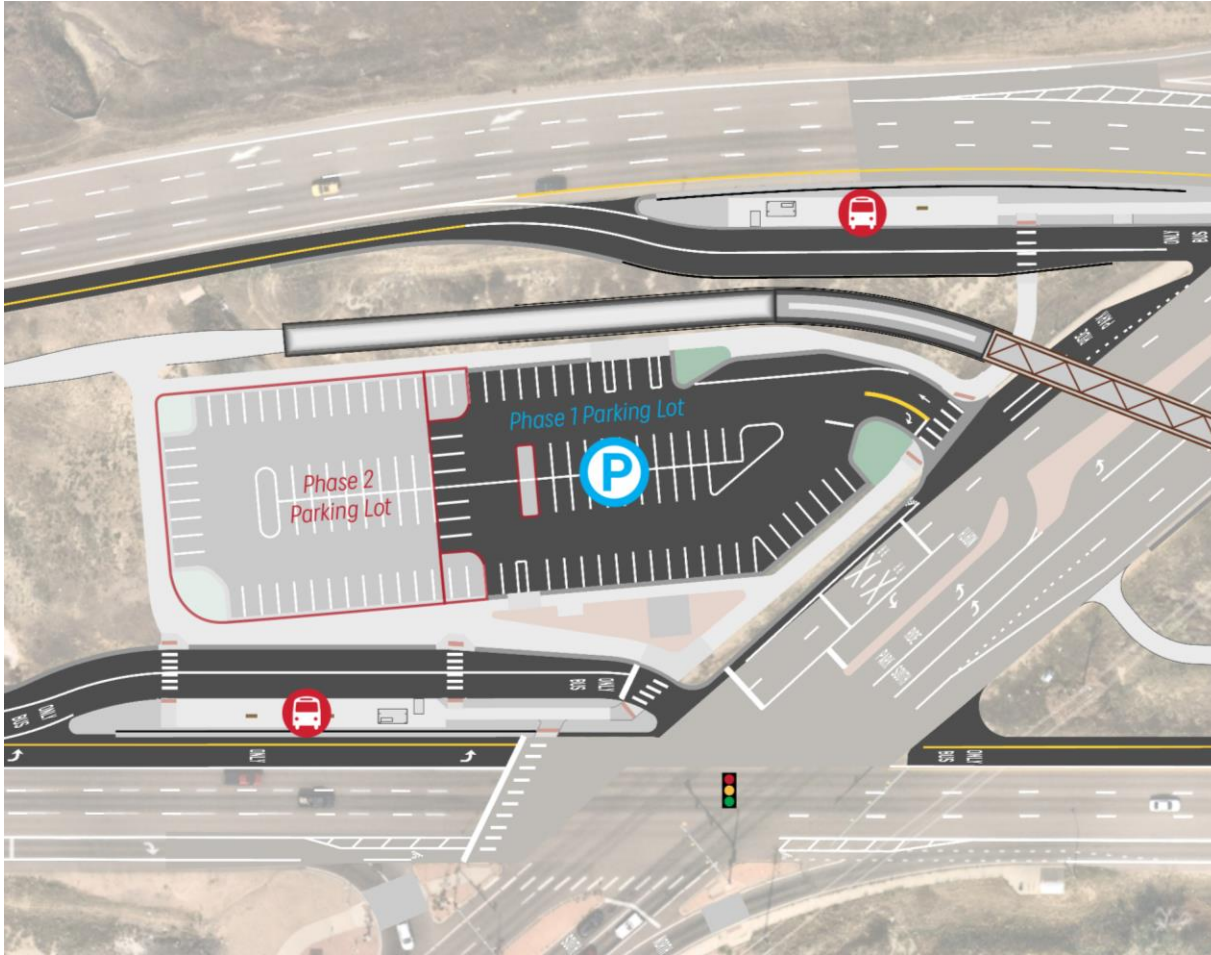
Risks

- Ability to complete desired scope within available funding
- Performing updated cost estimates

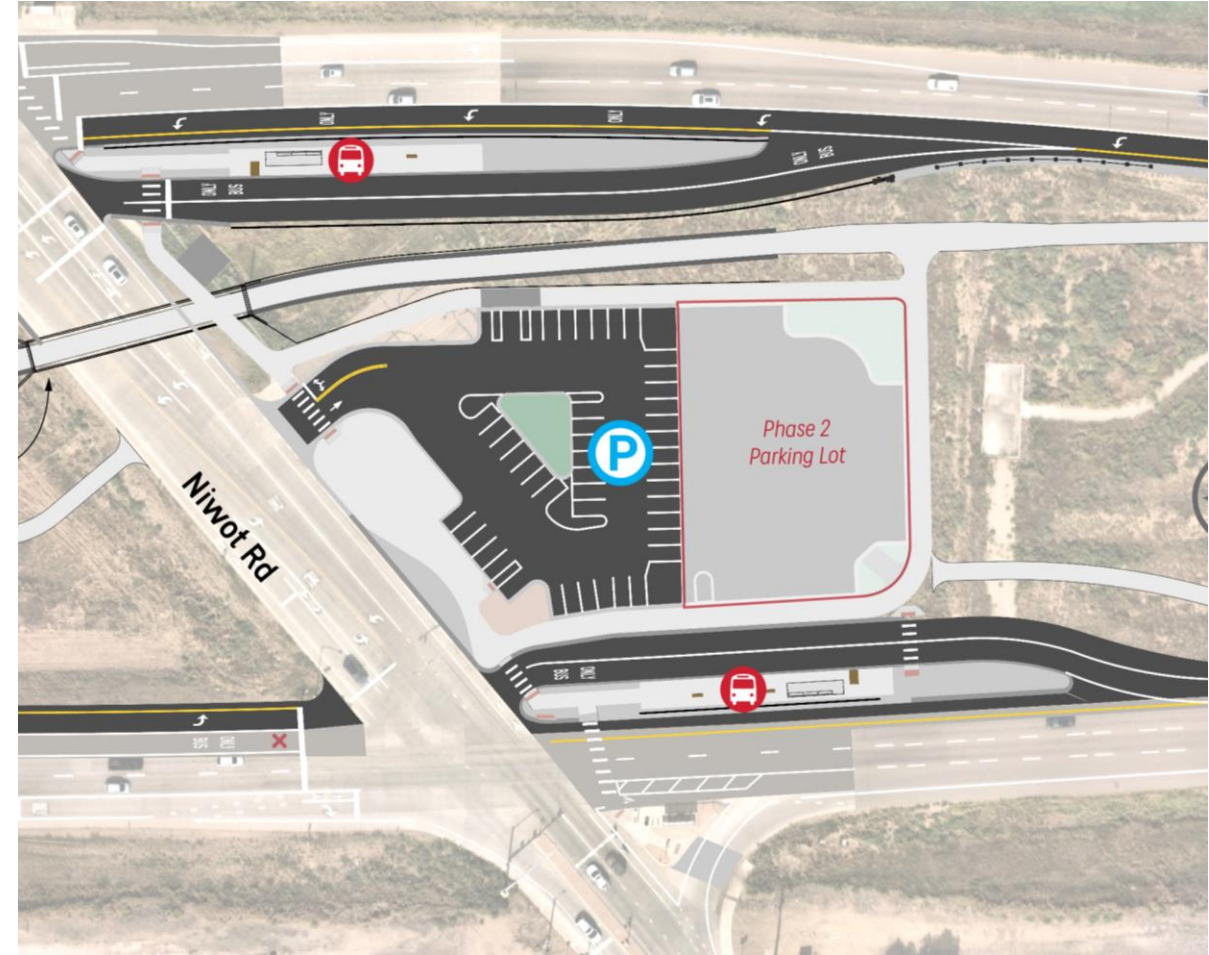


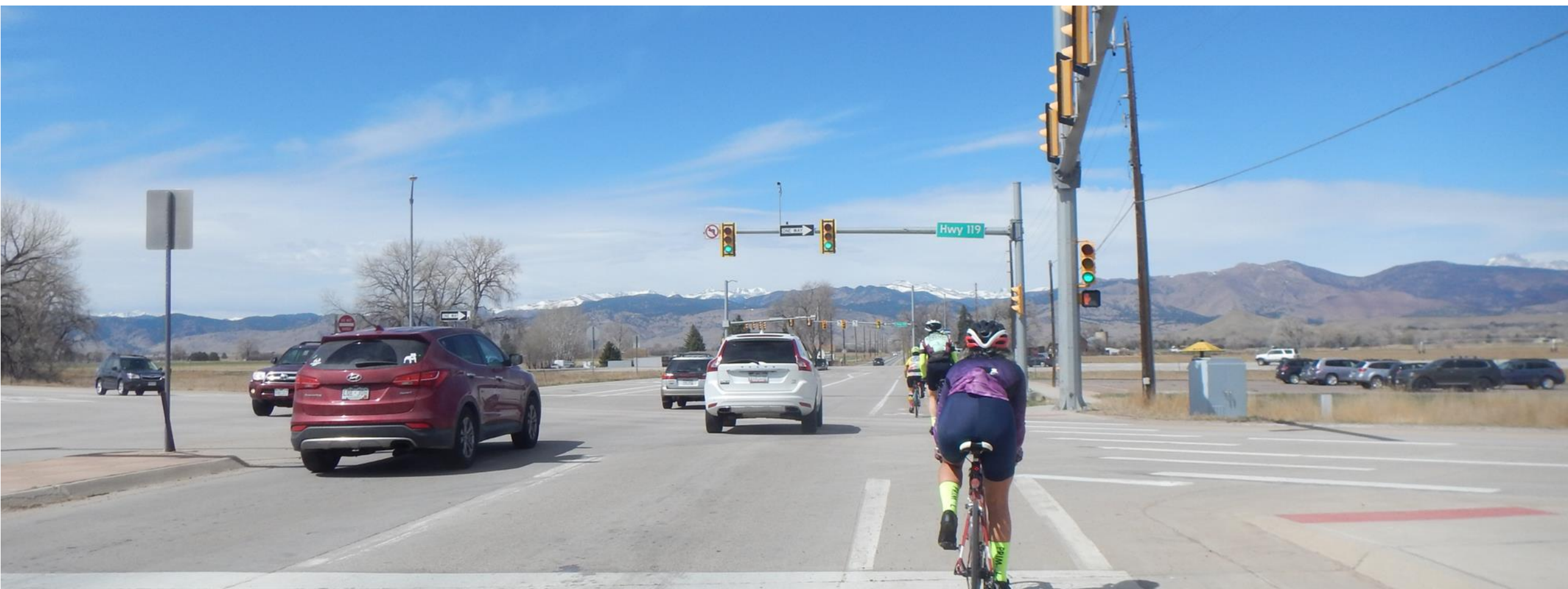
Phased Park-n-Ride Lots

63rd St Park-n-Ride



Niwot Rd Park-n-Ride







63rd Street Overpass Concepts: Colorado Historic Theme



CONCEPT 1 Colorado Historic

Weathered steel for a historic look and exposed concrete with visible texture. It would have a robust, utilitarian design with minimal finishes, showcasing natural grey and brown tones, and industrial-style details, similar to many historic bridges around Colorado--as if it's always been here.





63rd Street Bikeway Overpass





63rd Street Overpass Concepts: Colorado Historic Theme





Southern Terminus



Existing Fourmile Canyon Creek Trail at CO 119



Example of Low Water Bridge



Northern Terminus

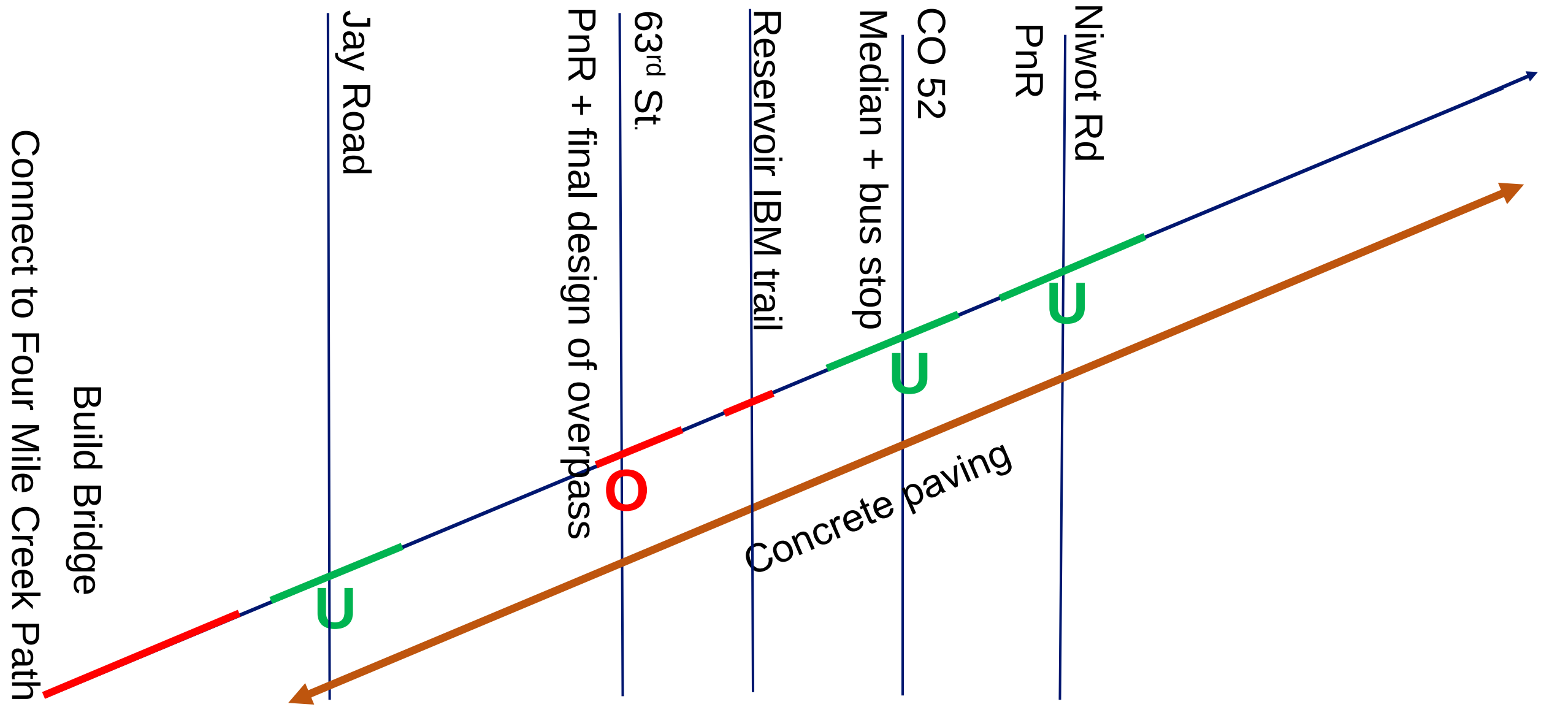


Existing underpass

Oskar
Blues



Northern terminus

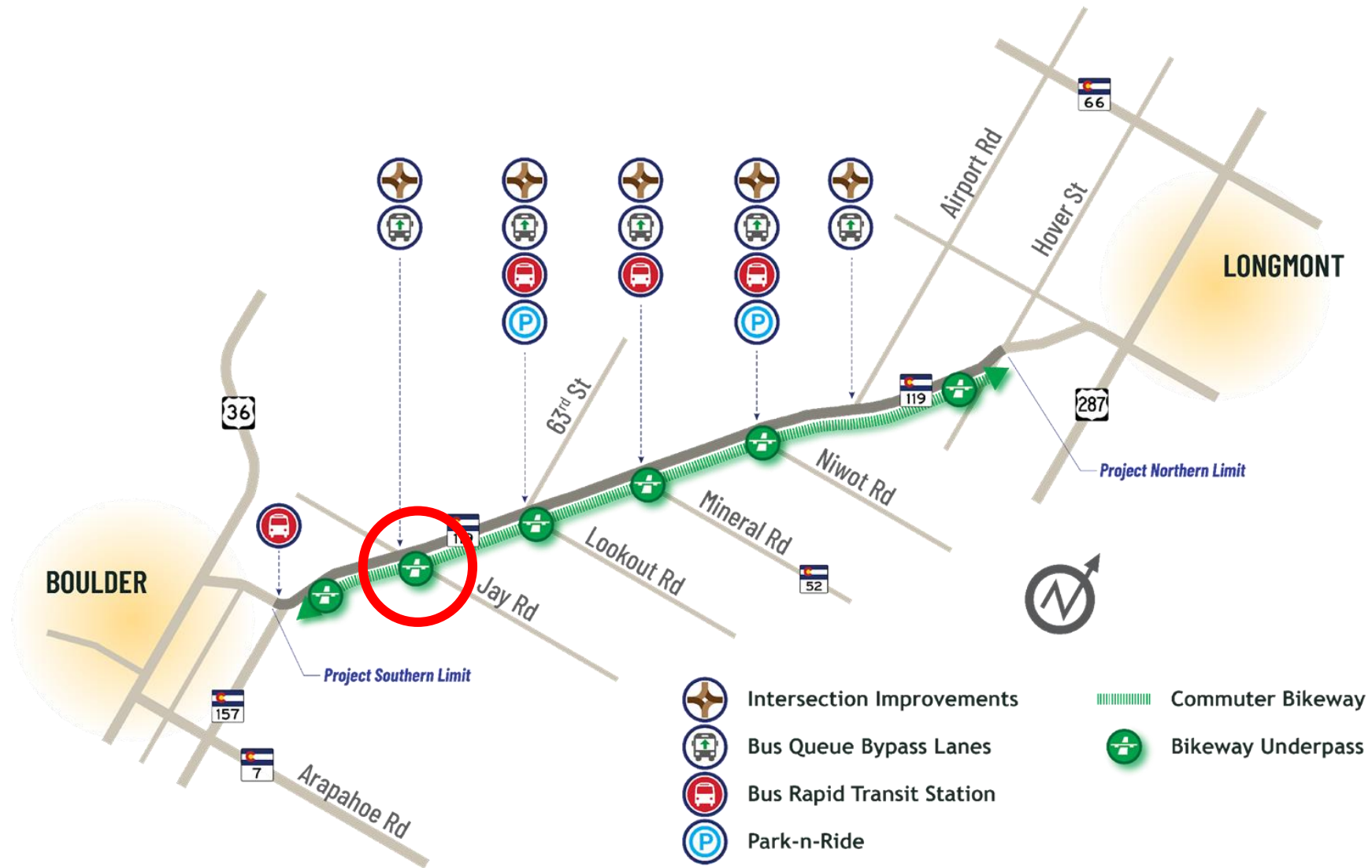




Corridor Concept Design Overview

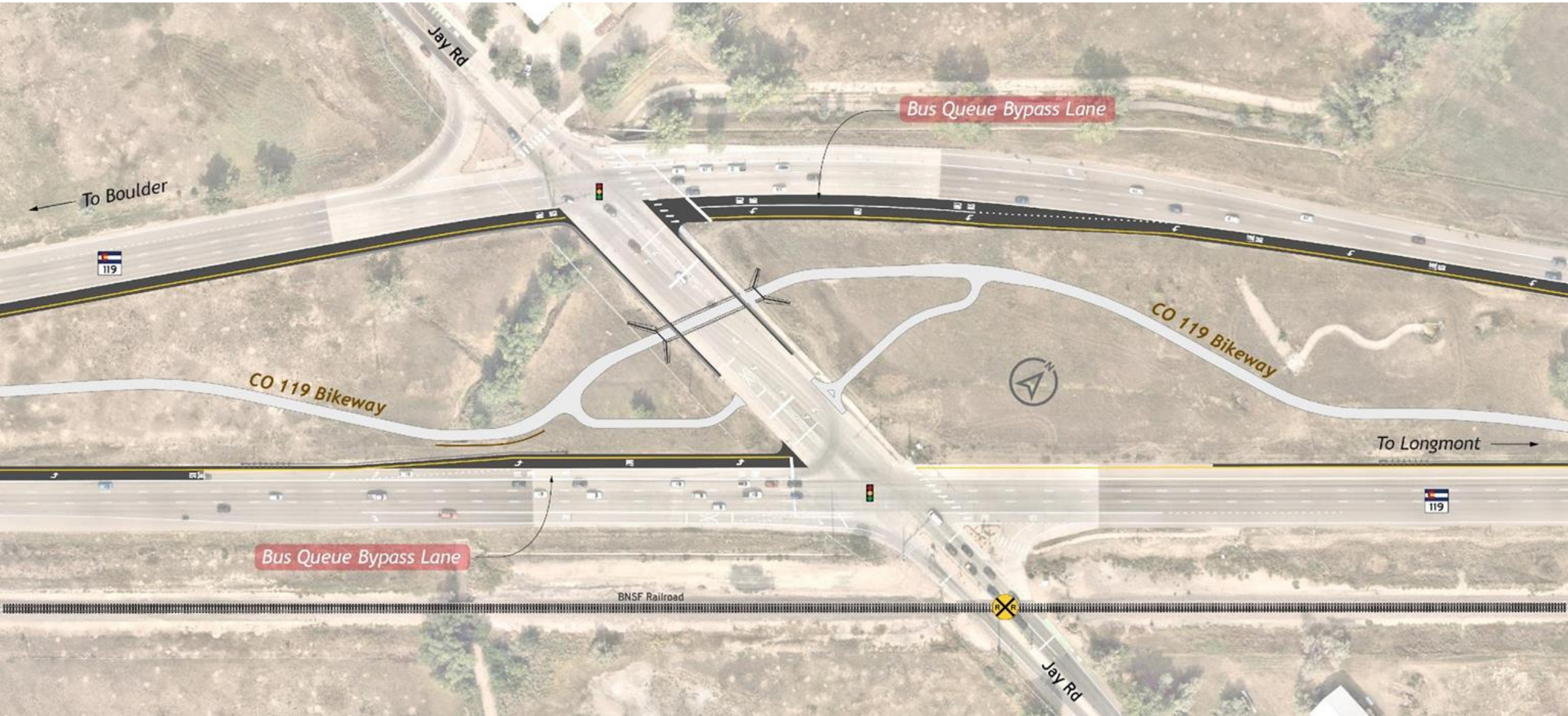


Jay Road Improvements



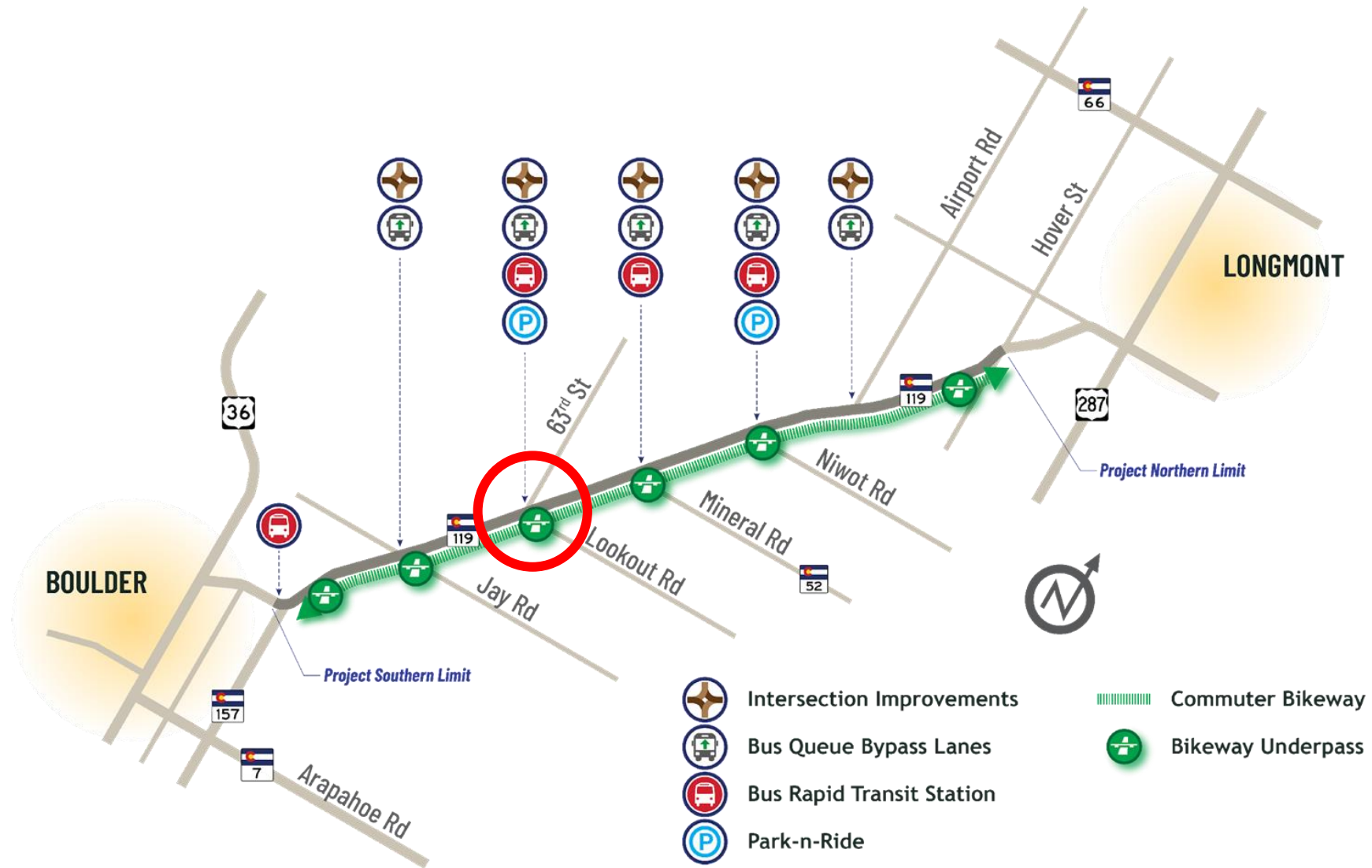


Jay Road Intersection





63rd Street Improvements



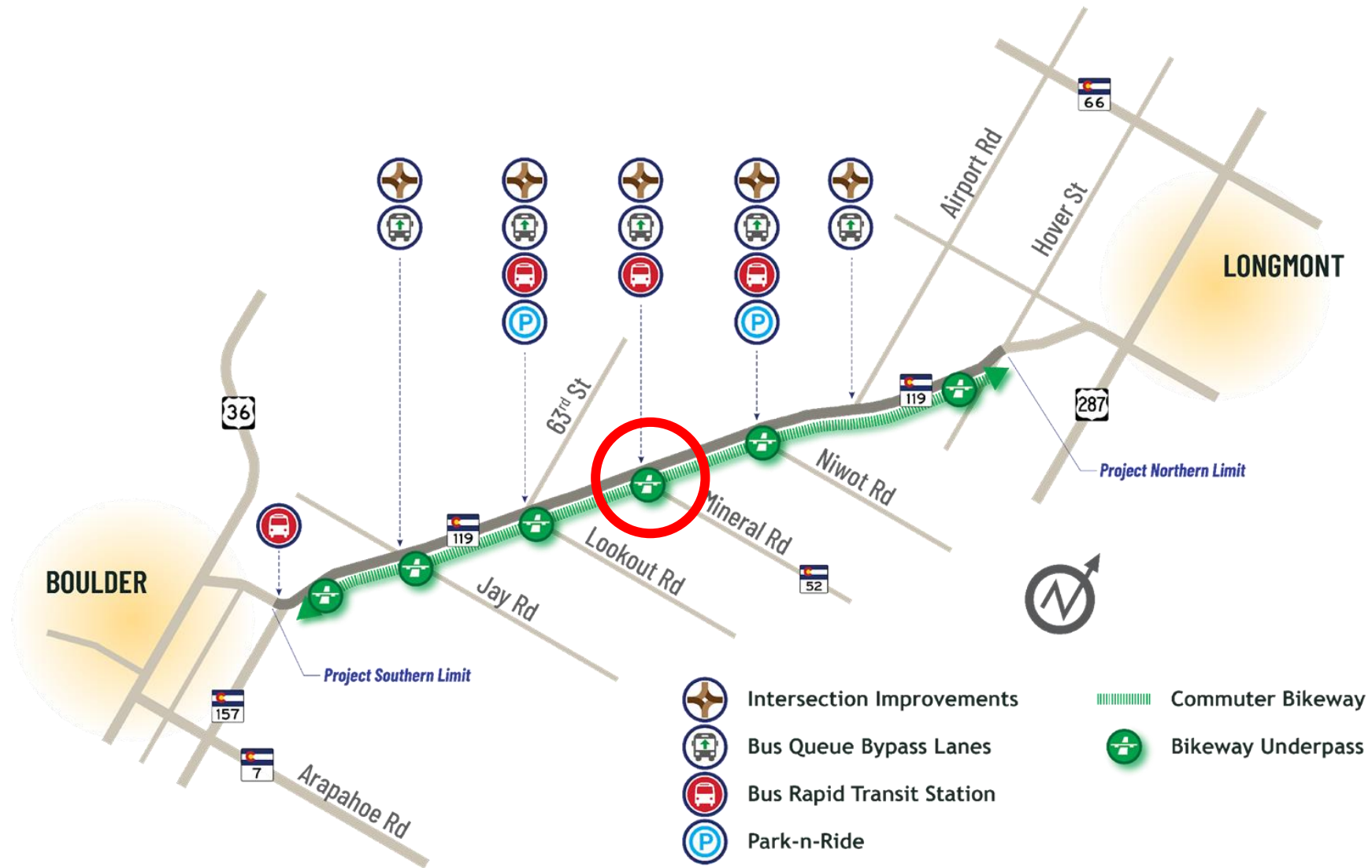


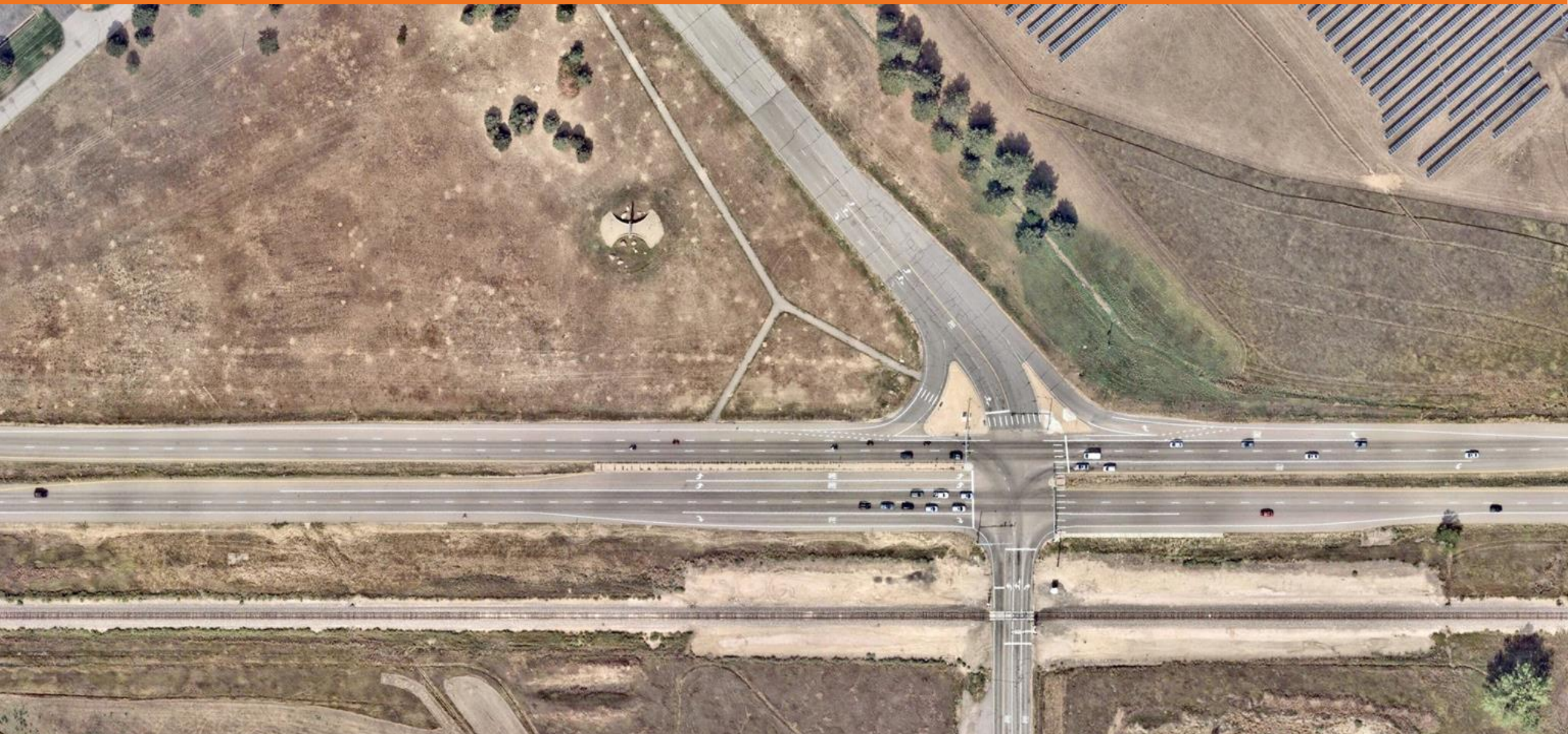
63rd Street Intersection





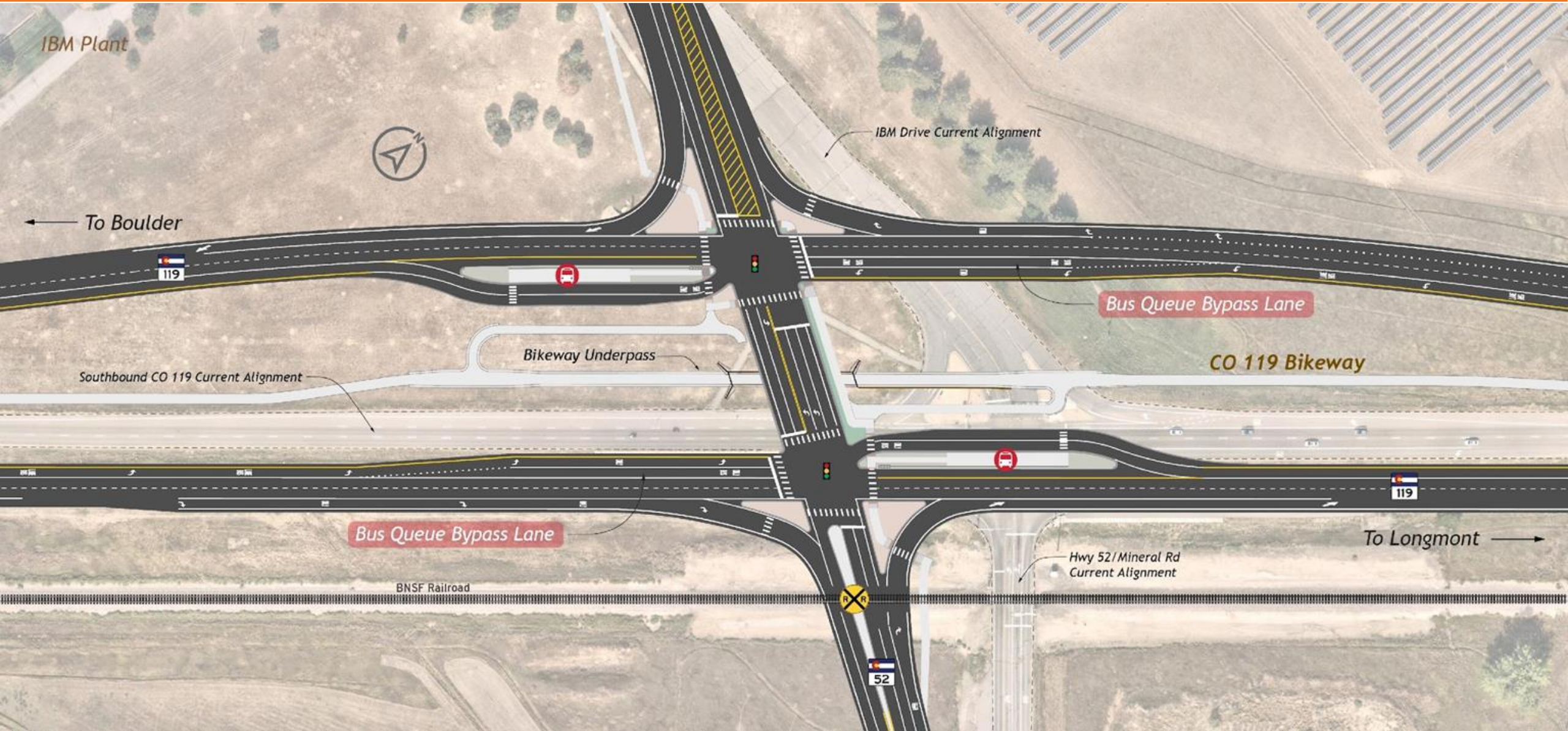
CO 52 Improvements





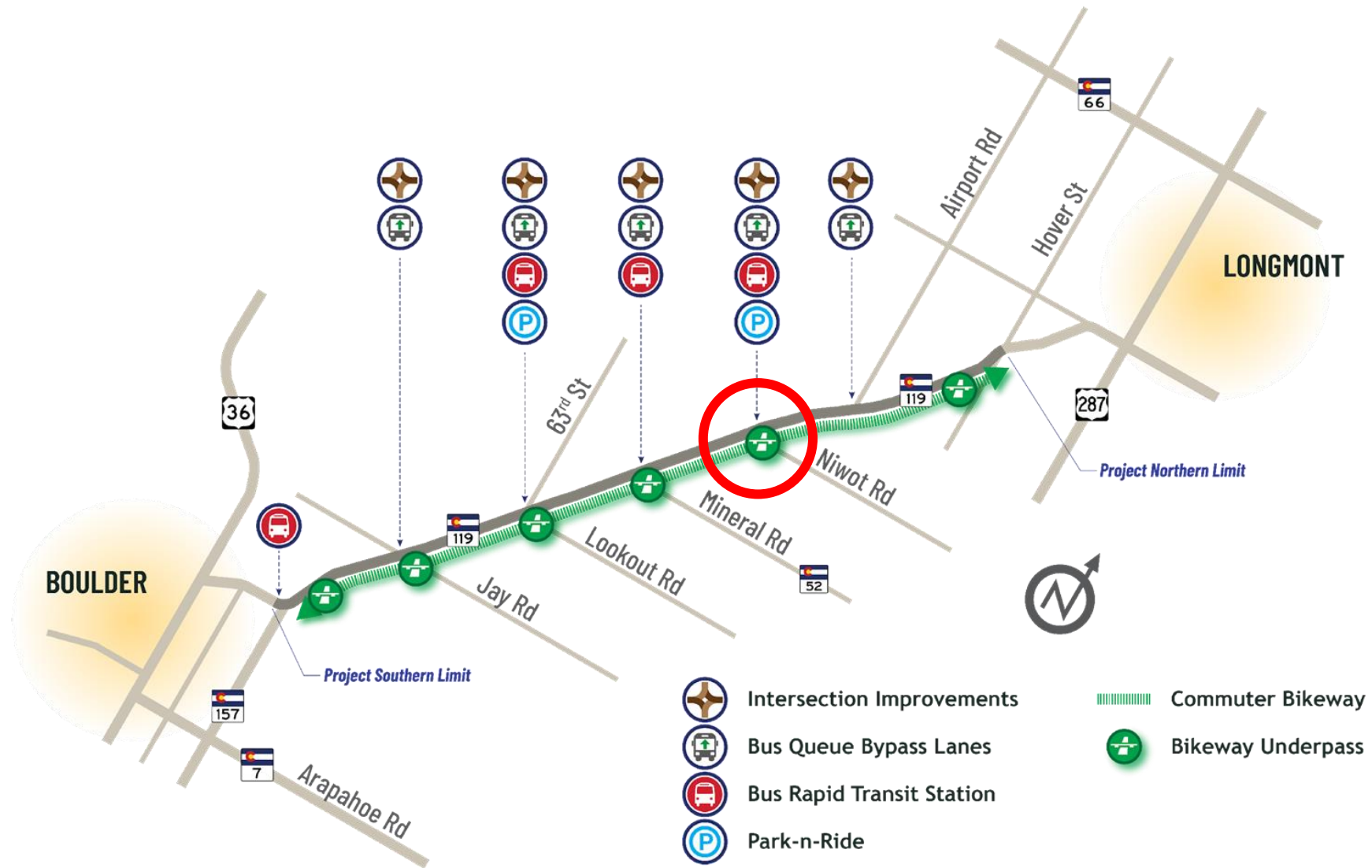


CO 52 Intersection





Niwot Road Improvements



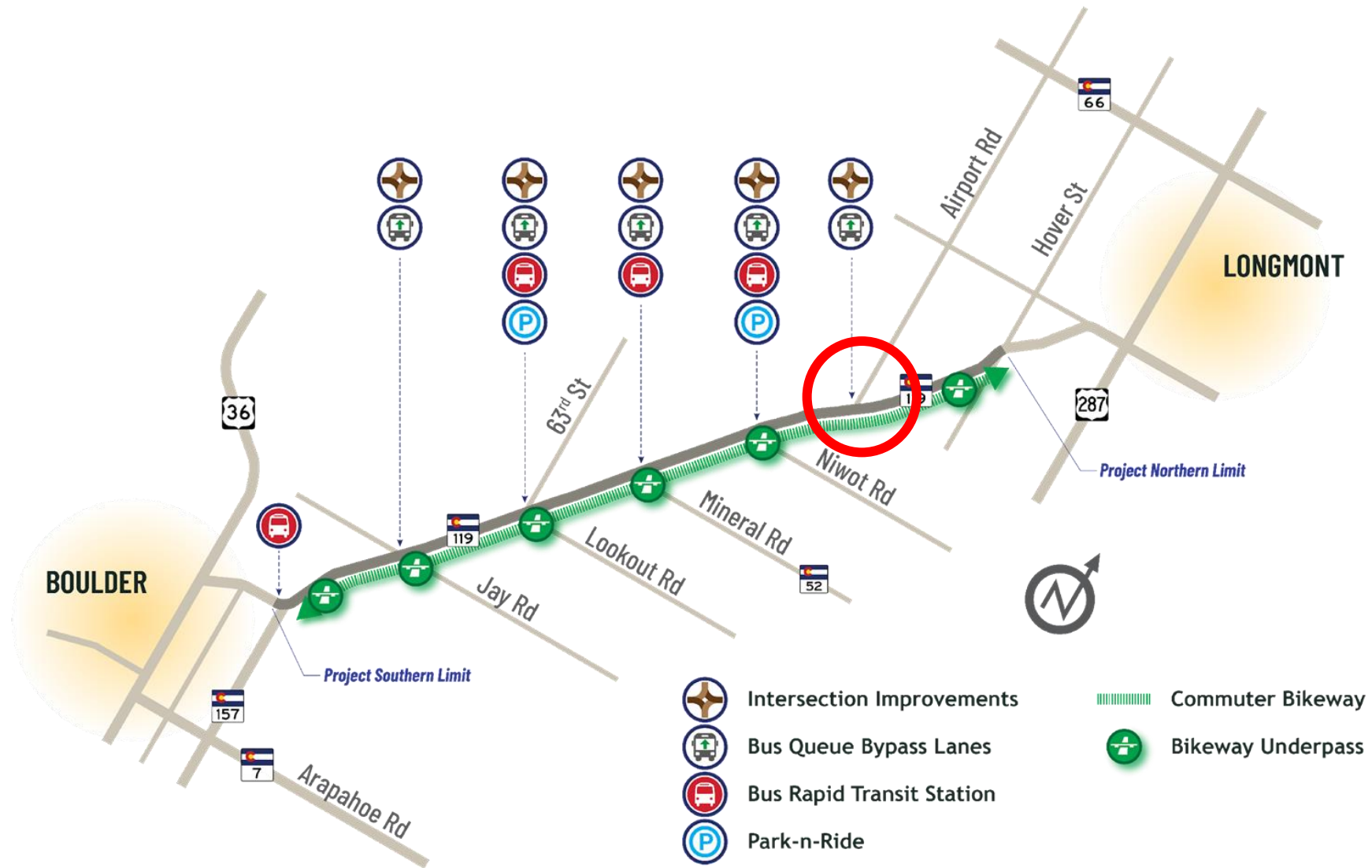


Niwot Road Improvements



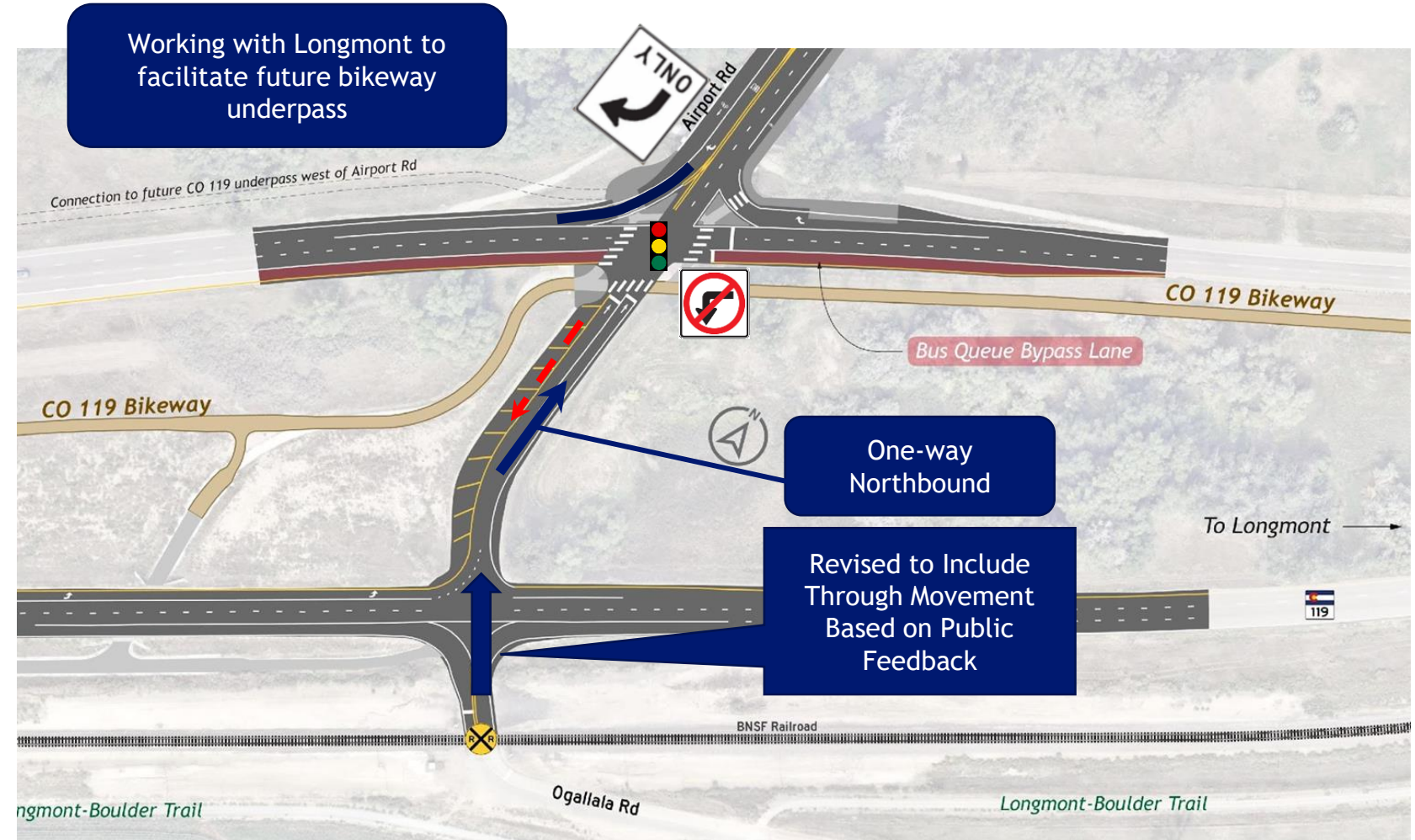


Airport Road Improvements



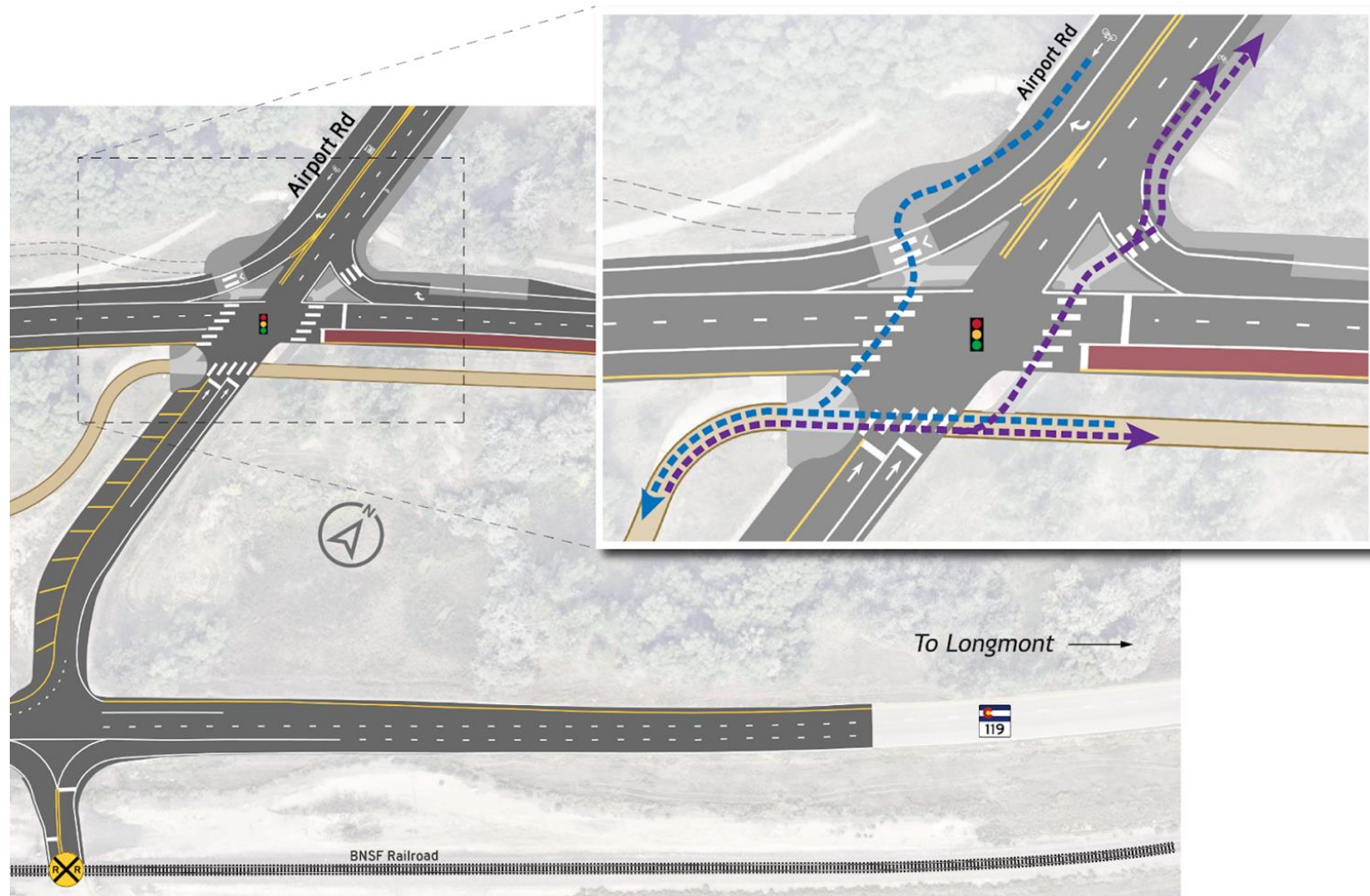
Airport Road Alternative Solution

- Minimal SB traffic at Airport Rd / NB CO 119
- One-Way NB in median of CO 119
- Eliminates need for signal and queue jump lane
- Allows for ped/bike crossing upgrades to Airport Rd / SB CO 119

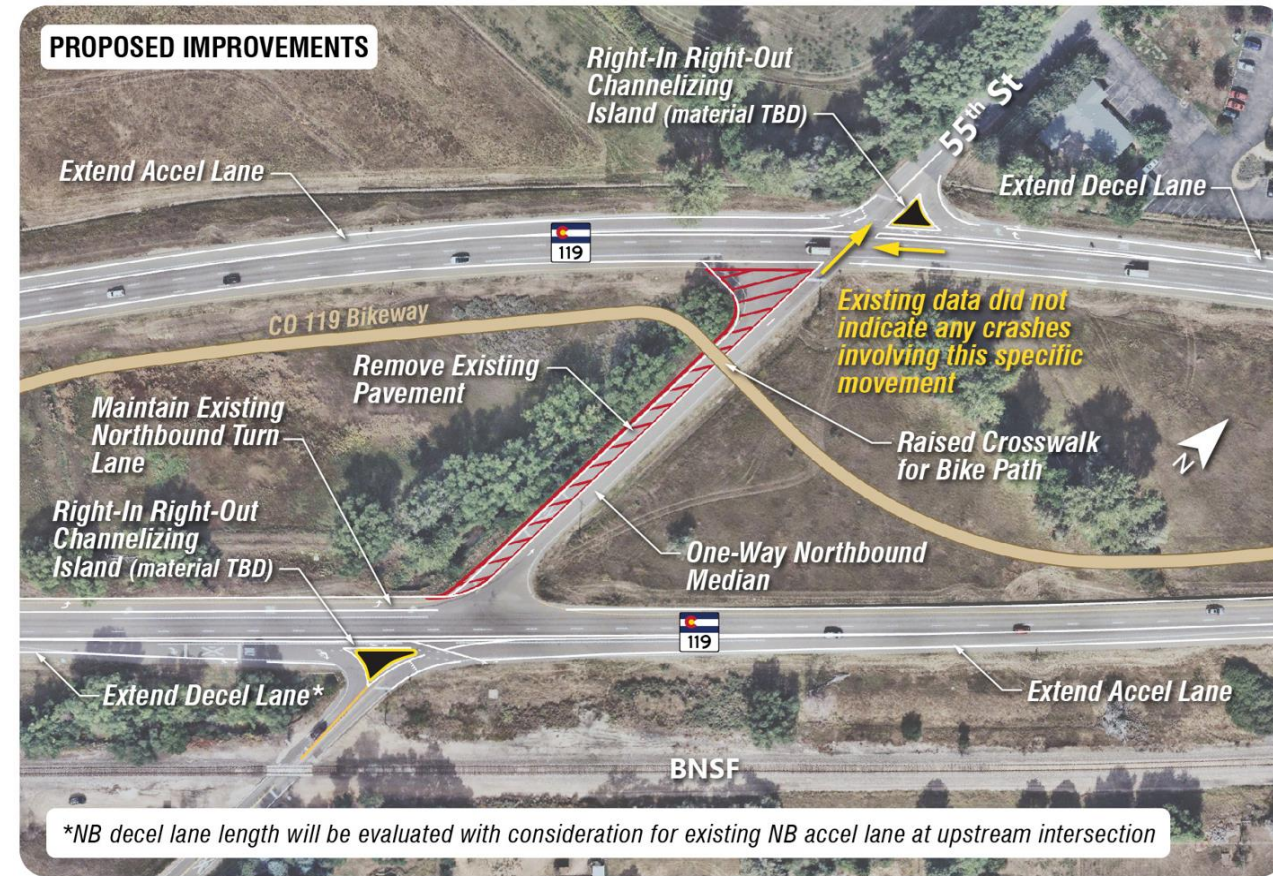
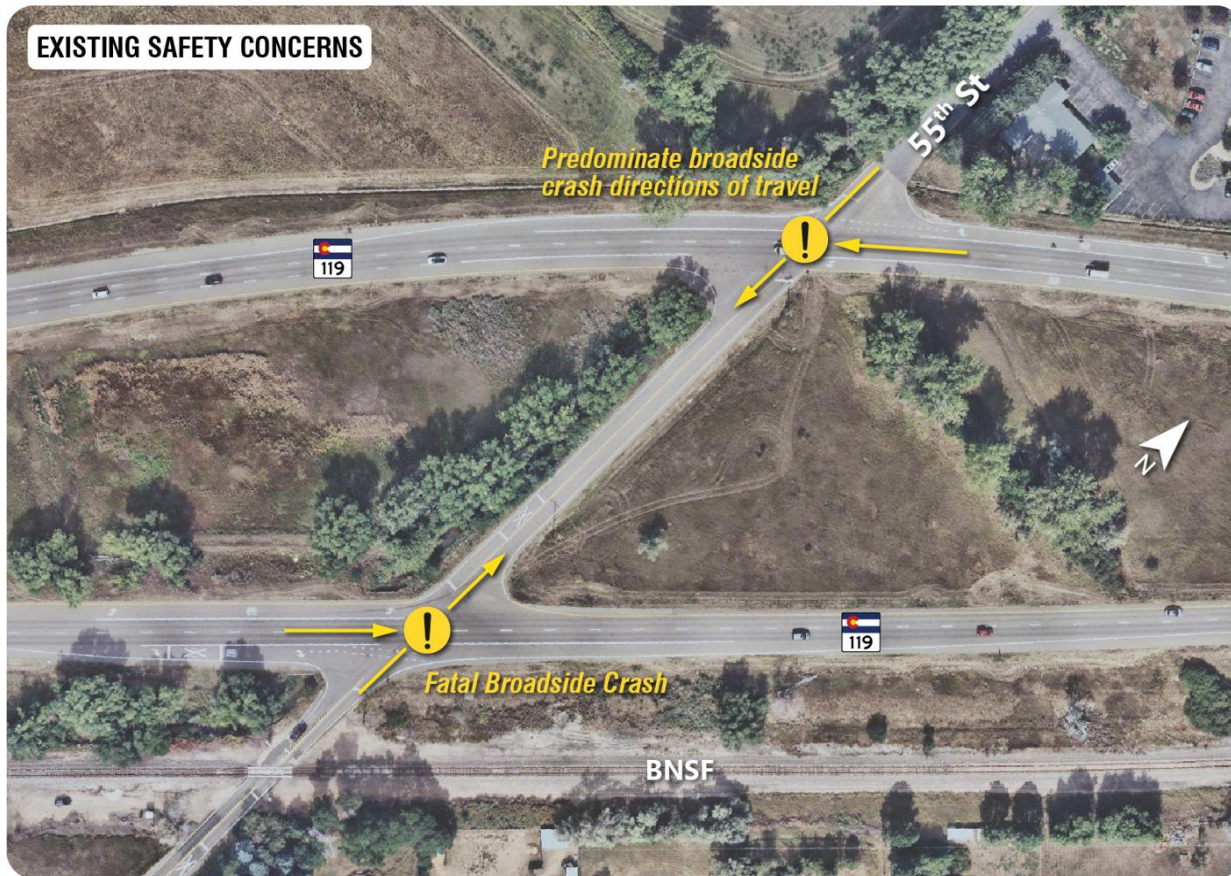


Airport Road Bike/Ped Crossings

- Eliminates turning conflicts at Bikeway Crossing
- Narrower Crossing
- Raised crossing for right turn movement
- Improves bike facility on Airport north of CO 119

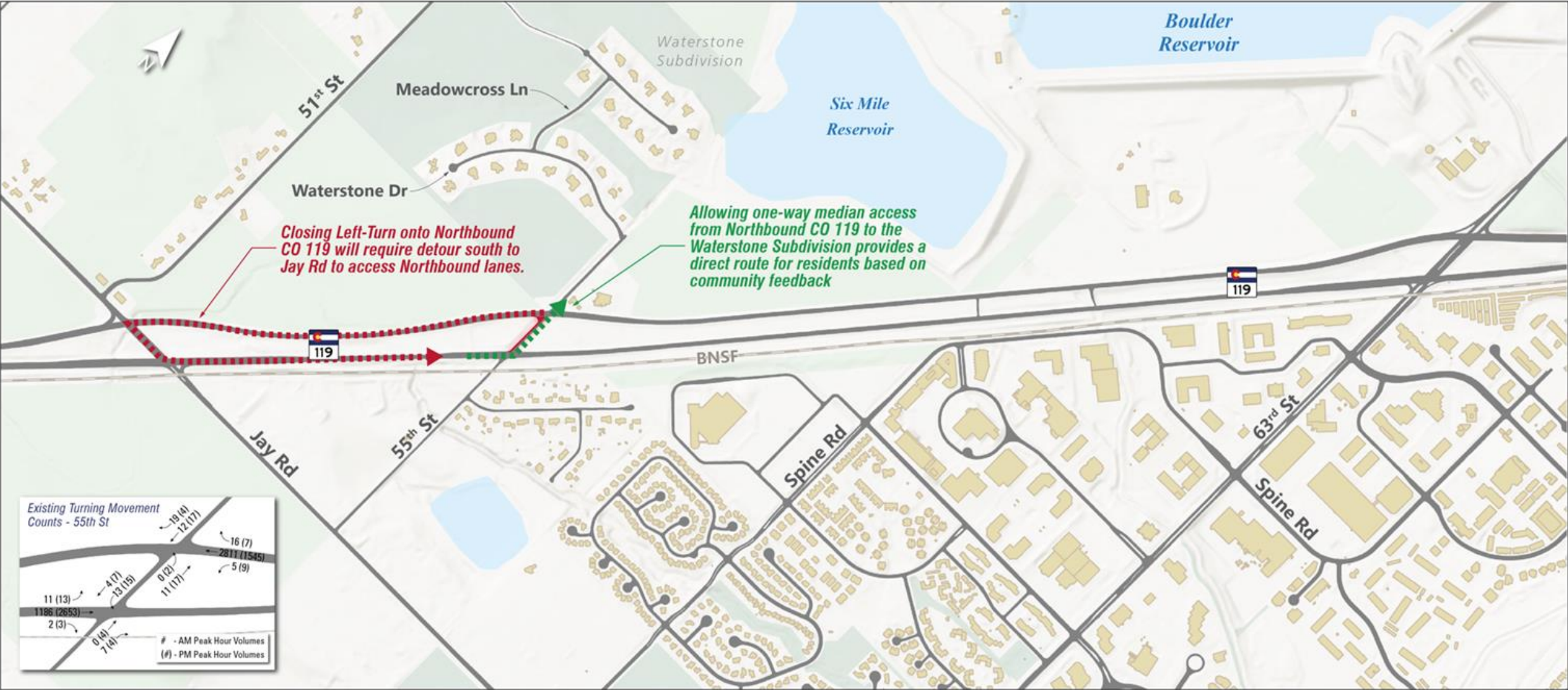


55th Street Intersection

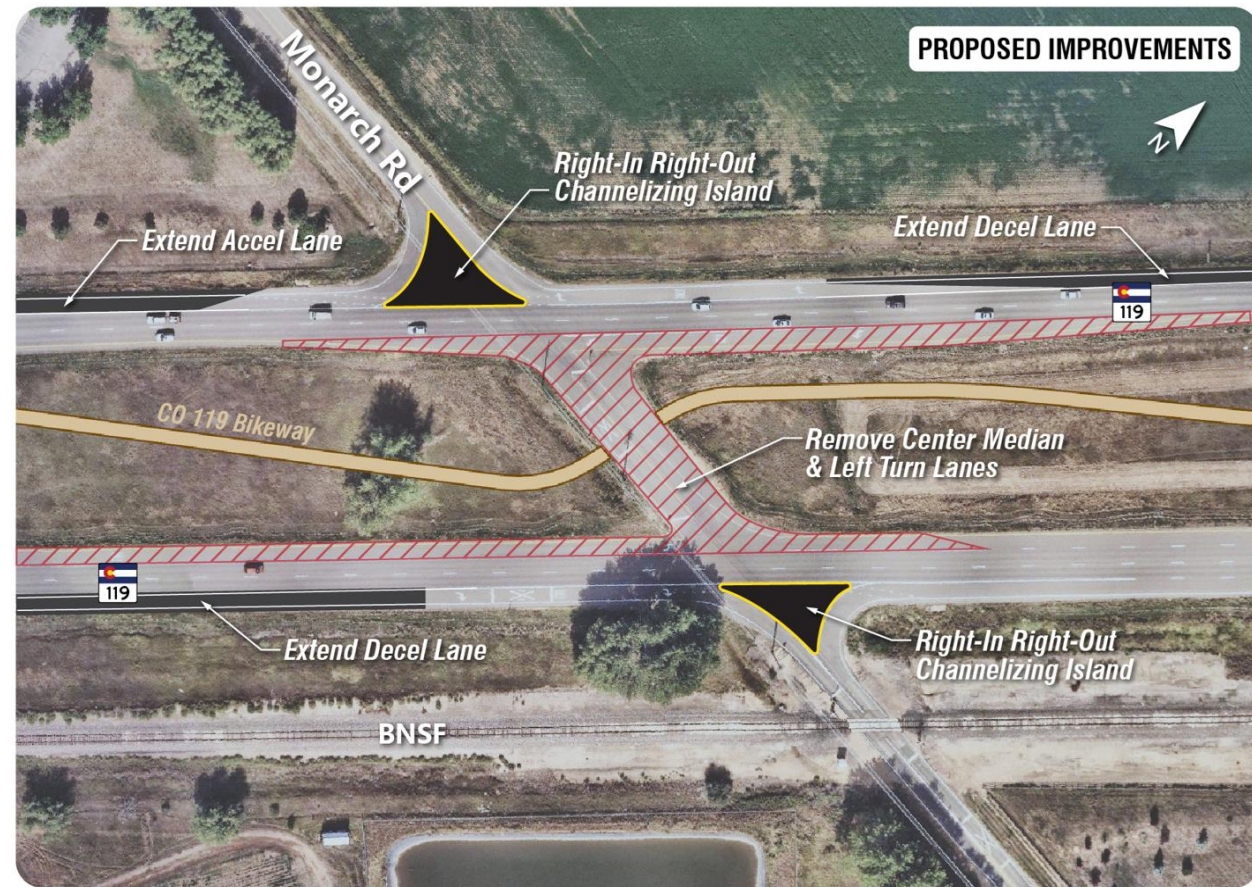
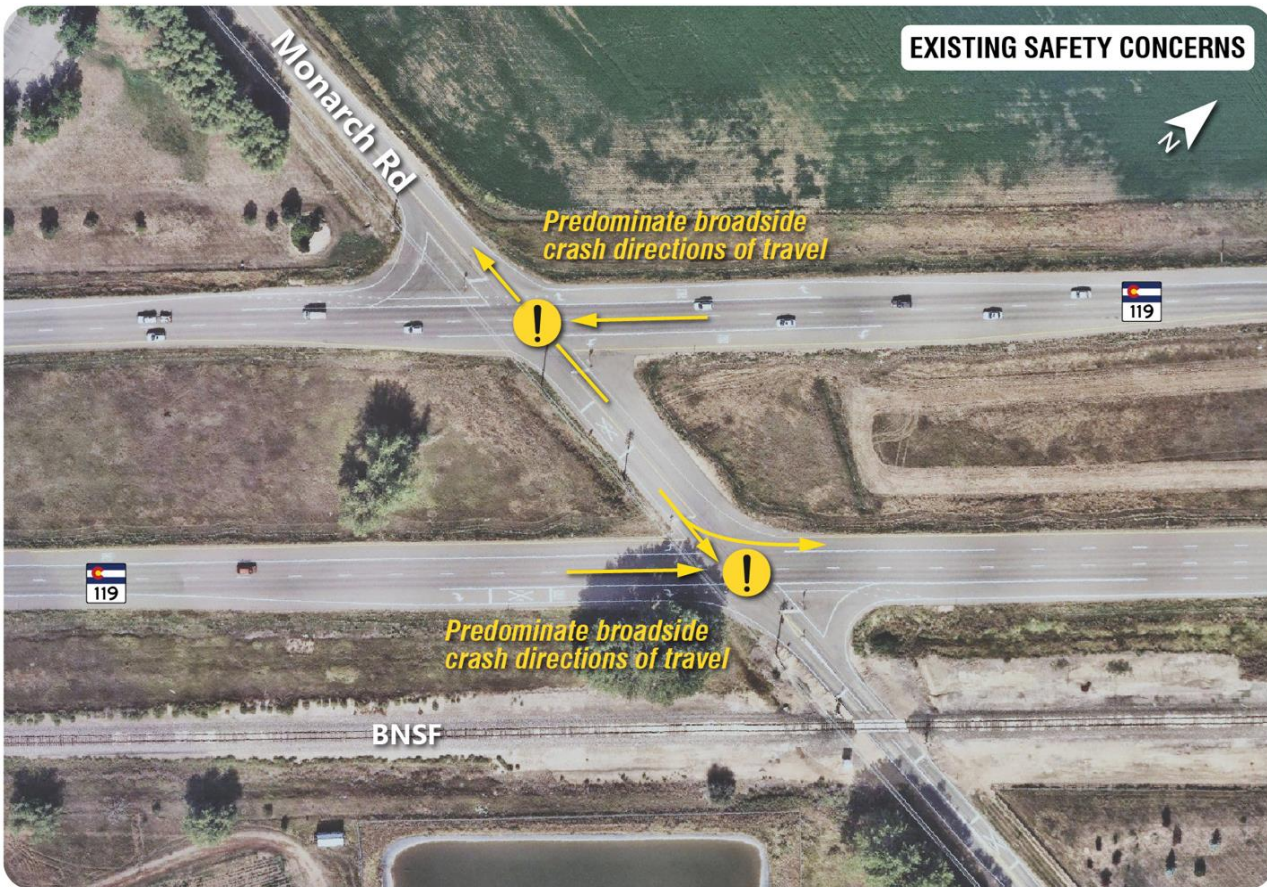




55th Street Intersection



Monarch Road Intersection



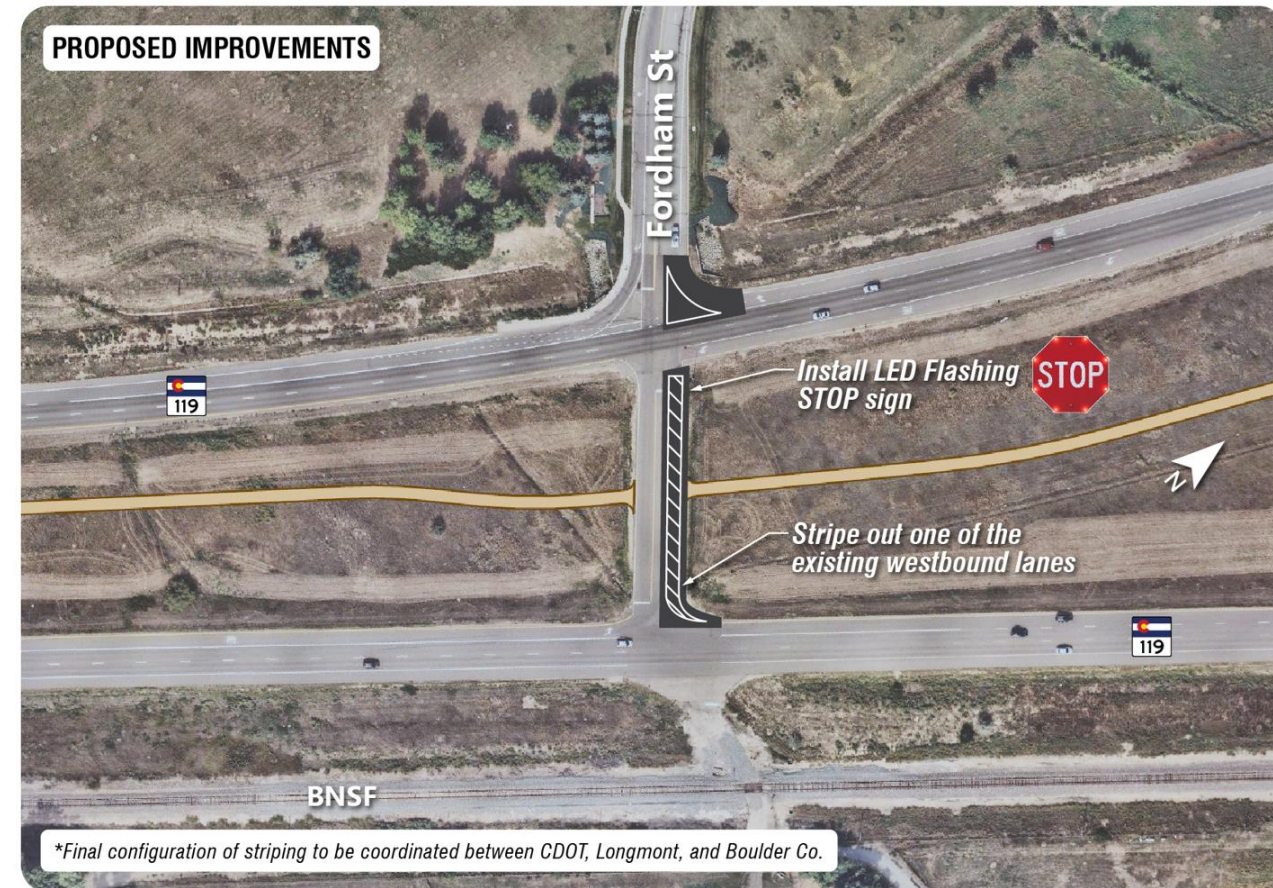
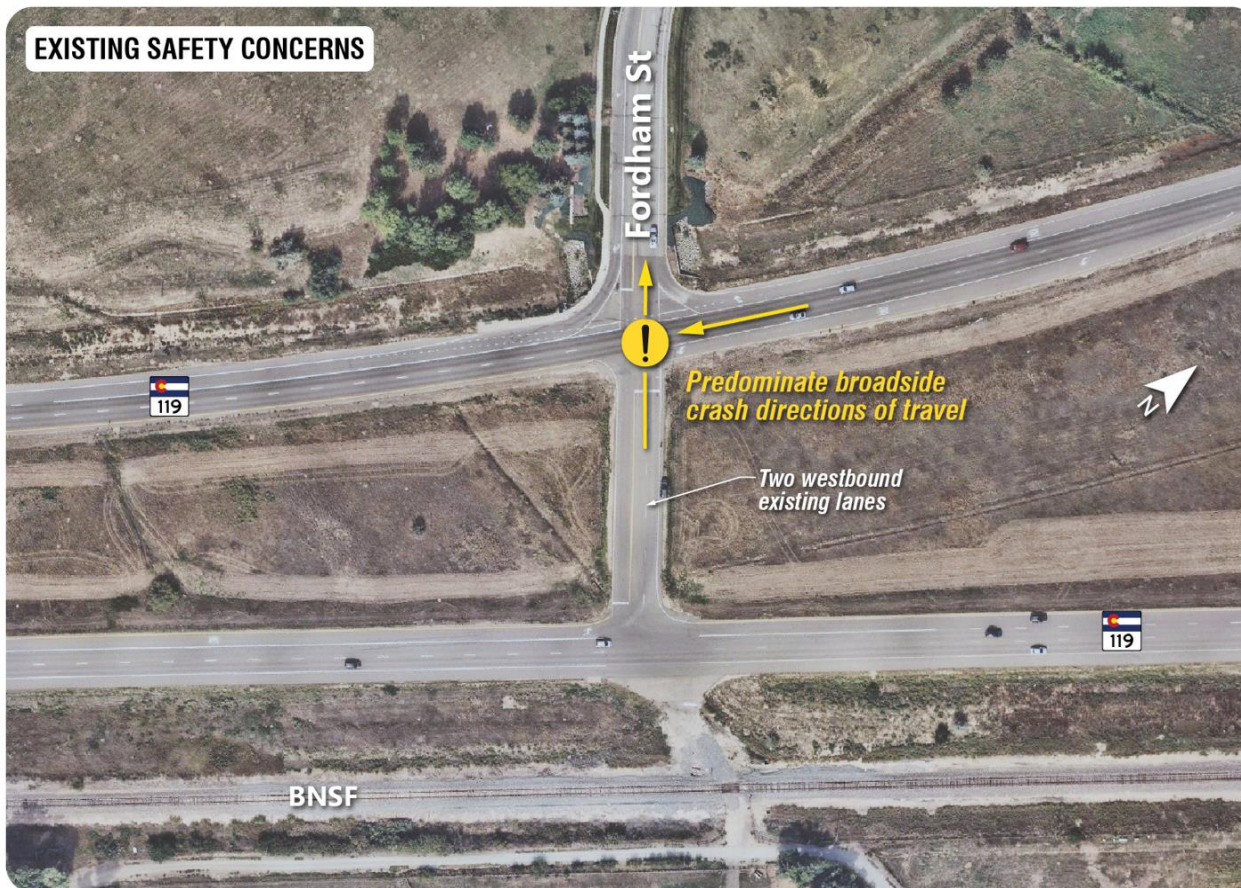


Oxford Road & 83rd Street





Fordham Street Intersection





Construction Updates



Construction Updates

Initial Construction Activities and Impacts

- Mobilization started Monday, Sept. 16
- Construction started Monday, Sept. 23
- Constructing the bikeway along CO 119 between Jay Road and Hover Street

Intersection Improvements Work to Occur:

- Jay Road
- Colorado Highway 52
- Niwot Road
- Airport Road

Drivers, pedestrians and cyclists alike may notice the following changes through the corridor:

- Increased construction equipment
- Traffic delays and lane shifts at shoulders and intersections
- Lane closures at various times near the following intersections:
 - Jay Road
 - CO 52
 - 71st Street
 - Niwot Road
 - Oxford Road
 - 83rd Street
 - Airport Road
 - Connector Road



Construction Overview

Construction Timeline

Phase 1 Began September 23, 2024

- Jay Rd
- CBC at 63rd
- CO 52
- Niwot
- Unsignalized intersections

Phase 2 Begins Before Summer of 2025

- 63rd St
- Fourmile Canyon Creek bikeway connection

Phase 3 Begins Late 2025/Early 2026

- Hover St intersection

Estimated Total Construction Duration: 24-30 months

Road Closures and Detours

7-day full closures planned for underpass construction

- Jay Rd and Niwot Rd
- Accelerated construction planned to limit impacts and reduce closure times
- Early 2025 (date TBD)
- Detours to be provided

Closure of IBM Drive at CO 52

- Longer duration ~ 15 months
- Needed to construct new alignment of southbound CO 119 and new alignment of CO 52
- Detours to be provided



Ongoing Construction

Jay Road
Left Hand Water District
Waterline relocation





Ongoing Construction



Underpass D
CO 52



Ongoing Construction



Underpass D
CO 52



Ongoing Construction



Underpass D
CO 52



Construction Updates

www.codot.gov/projects/co119mobility



Enter your email address and click Submit
Scroll down and click on **Northeast Colorado**
Click **CO 119 Safety & Mobility Improvements**
Scroll down and click Submit to start receiving updates

Construction Updates

Select the region that interests you, then check any project list(s) to subscribe:

Denver Metro Area

Northwest Colorado

Northeast Colorado

- ☒ Front Range I-25 Corridor
 - ☐ CO 119 Resurfacing in Nederland
 - ☒ **CO 119 Safety & Mobility Improvements**
- ☐ CO 257 Resurfacing - US 34 Business to Walnut Street
- ☐ US 36 Guardrail Improvements
- ☐ CO 66 Intersection Improvements
- ☐ CO 7 Resurfacing from Boulder to Lafayette
- ☐ CO 72 Chip Seal from James Creek to CO 7
- ☐ Firestone-Longmont Mobility Hub
- ☐ I-25 Concrete Panel Replacement from Fort Collins to Owl Canyon Road
- ☐ I-25 Frontage Road Improvements
- ☐ North I-25 Express Lanes
- ☐ US 287 & CO 52 Improvements
- ☐ US 287 Longmont Signal Pole Improvements
- ☐ US 85 & Weld County Road 44 Interchange
- ☐ US 85 at CR 14.5 Intersection Improvements
- ☐ Eastern Plains

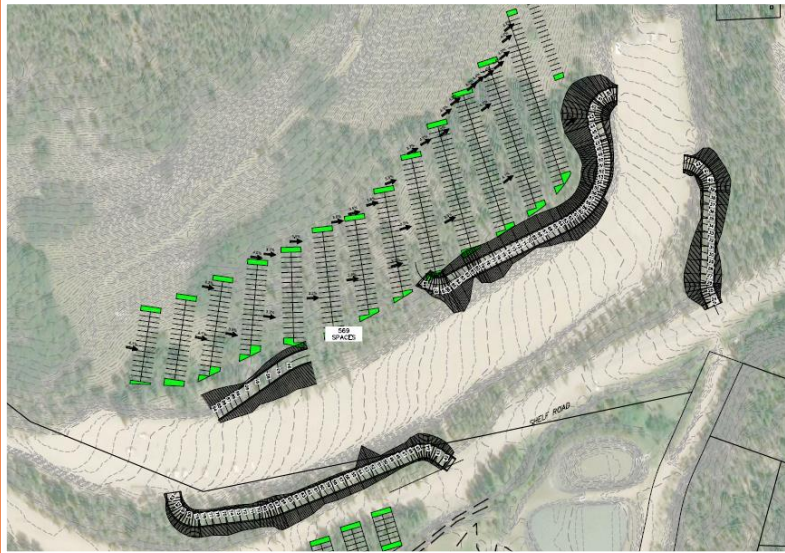
ELDORA MOUNTAIN RESORT

Sustainable Transportation

- Eldora has grown so much in the last decade that we have been running out of parking on many peak-season weekends.
- We needed to make significant changes and improvements to our parking infrastructure and operations.
- **Big goals:**
 - Increase RTD ridership and increase guest and employee use of public transportation.
 - Increase average vehicle occupancy (AVO).
 - Increase parking at the resort.
 - Reducing Scope 3 emissions.

ELDORA MOUNTAIN RESORT

Sustainable Transportation



To reduce environmental impact, Eldora used a crusher on-site to create our own Class 5 gravel to regrade parking lots rather than truck off-site.

In 2019, Eldora entered into negotiations with Boulder County for approval to build a parking lot to add 775 parking spaces to our base area. In April 2020, the Boulder County Commissioners issued a resolution approving the project with 30 conditions of approval.

Including:

18. On Peak Days and Mid-Week Snow Days, single-occupancy vehicles will be required to park in the upper parking lot. To improve traffic flow into Eldora, on site signage and parking attendants will direct single-occupancy vehicles to the correct parking areas to the best of their ability.
19. 200 parking spaces in the westernmost area of the lower parking lot will be permanently designated as parking for high-occupancy vehicles (vehicles with 3+ occupants) at all times.
20. On Peak Days, the Applicants shall provide free bus service to Eldora on all buses until and including the first bus after 12:00 p.m. and from Eldora on all buses beginning at 2:00 p.m.
21. The Applicants shall provide a fourth shuttle trip to Eldora during peak hours beyond what is being provided in the 2019-2020 season. This shuttle will depart prior to 12:00 p.m. westbound, and after 2:00 p.m. eastbound.
22. The Applicants shall develop a Communication Plan to encourage carpooling and alternate modes of transportation. The Applicants shall provide the plan to Community Planning & Permitting staff prior to the beginning of each season.
23. Single-occupancy vehicles are required to purchase parking passes for Peak Days and Mid-Week Snow Days.
24. Parking passes will be priced at \$10.00. The effect of parking passes will be examined after the 2020-2021 season, and the cost will be raised if the mitigation measure is deemed to have not been effective.
26. If Average Vehicle Occupancy ("AVO") does not reach 2.0 by 2023, the Applicants and County staff shall meet to discuss implementation of additional mitigation measures, as agreed upon by County staff and the Applicants, to meet the AVO goal of 2.0.

ELDORA MOUNTAIN RESORT

Sustainable Transportation



Operations:

- Premium parking for high occupancy vehicles (3+ people per car)
- On weekends and peak days, single-occupancy vehicles are required to pay a \$10 fee and park at the least desirable location.

ELDORA MOUNTAIN RESORT

Sustainable Transportation



- Secured peak-day off-site employee parking:
 - Nederland High School through a sponsorship agreement with the Nederland Middle/High School PTA. We provide shuttles for most employees to ride up to the mountain.
 - Boulder County Justice Center (6th & Canyon Dr. parking lot) in Boulder. We obtained a permit to rent Via shuttles and busses to transport employees up Boulder Canyon to Eldora to ensuring that more parking will be available to our guests.

ELDORA MOUNTAIN RESORT

Sustainable Transportation



Incentives:

- We offer incentive prizes for employees who arrive to work on the RTD bus to encourage more utilization of public transportation
- We provide one hour of incentive pay to employees for travel time to the resort on RTD, carpool or Eldora shuttles.
- Provide free RTD regional passes to employees & guests riding the N bus up to the mountain on peak weekends and holidays.
- Provide 30 spaces for preferential EV parking/charging in EV lot.

ELDORA MOUNTAIN RESORT

Sustainable Transportation



Communication:

- We proactively push the carpool and RTD messages through our social-media platforms and guest-database emails, noting that parking is FREE at RTD's Boulder Station, the Boulder County Justice Center, Settler's Park, & Nederland Park-n-Ride.
- We actively post parking updates on peak days, and drive guests to X (formerly Twitter) from other channels.

ELDORA MOUNTAIN RESORT

Sustainable Transportation



THANK YOU!

Changing Behavior:

The goal is to change guest behavior so we can continue to grow business without increasing emissions.

- Reduce Single Occupancy Vehicles (“SOV”s)
 - Charging \$10 for SOV’s (weekends & peak days)
- Increase RTD bus ridership
 - Spending approx. \$500k on incentives: RTD tickets, shuttles, off-site parking
- Drive mid-week business

Q&A and Eldora Ticket Giveaway!

Thank you!



@BoulderTC