



North Area Transportation Alliance Board Meeting

February 23, 2023



Agenda



1. Introductions & Pledge of Allegiance - Chair Greg Mills
2. Approval of January Meeting Minutes
3. CO7 Full Corridor Update – CO7 Coalition Members, CDOT Leadership Regions 1 & 4
4. CDOT Commissioner Update - Commissioner Stuart
5. RTD Directors Reports - Directors Buzek, Harwick, Davidson, Whitmore
6. Other

Please sign-in using the chat

NATA Board Meeting CO 7 Corridor (Brighton to Boulder)

February 23, 2023

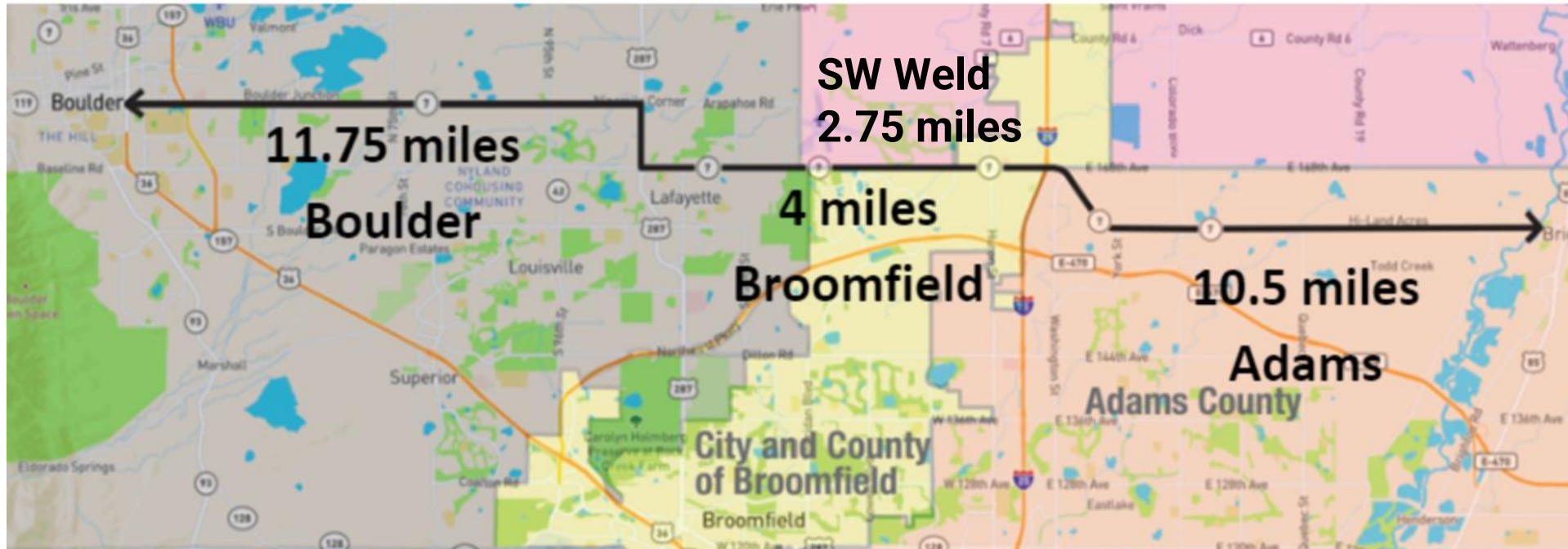


CO 7 Multimodal Corridor
Brighton to Boulder

Corridor Progress and
Projects Update



CO 7 Corridor Coalition - Local Partners



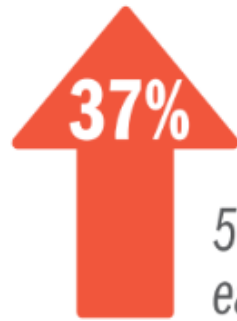


CO 7 Corridor Coalition: Why a Multimodal Vision?

By 2050...



49,000
new households



37% TRAFFIC increase

50-60% increase on the eastern end of the corridor



BRT will cut travel time & increase reliability between Brighton and Boulder



38,000
new jobs



8,500 to 9,800 projected boardings daily

Project Funding

\$ 400M+ corridor cost

\$ 250M+ mobility hub cost
(includes I-25 and interchange improvements)

\$ 48M funding secured so far

\$ 16M funding secured so far



CO 7 Corridor Coalition - Mission Statement

*“The Coalition seeks to **advocate for a multimodal corridor** that includes high quality/high frequency BRT and a regional bikeway accompanied by local bus, bike & pedestrian connections, first and final mile connections, and future innovative transportation modes. Coordinated strategies with local officials and developers along the corridor may include preserving right-of-ways needed for projects and developing supportive land uses around BRT station and bus stop areas, while respecting local goals and values.*”

*The Coalition will **advocate for and work collaboratively to secure funding** for studies and improvements that support the goals outlined in the scope along the corridor through the DRCOG Transportation Improvement Program (TIP), the RTD Strategic Business Plan (SBP), the CDOT Development Program, and, when appropriate, by pursuing state and federal grants.”*



Funding - Status of TIP Program Projects

Preliminary Engineering

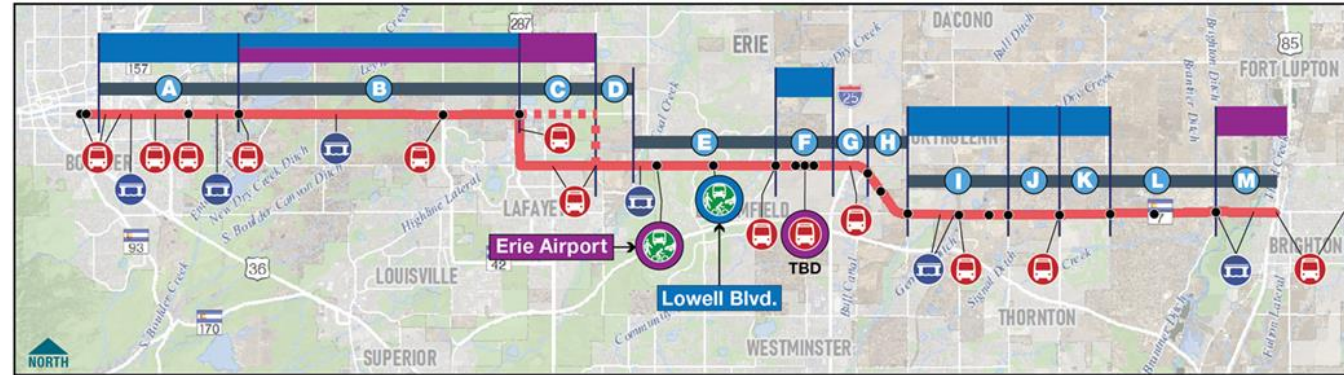
DRCOG 20-23 TIP (\$10.00M):

- Prepare and advance the Corridor's design
- Facilitate Developer Coordination - Enabling Projects
- Develop 15% Design Plans & Initiate Env Planning
- Excludes I-25 Mobility Hub
- Corridor Development Plan - Guiding Framework
- Status = In Progress

DRCOG 22-25 TIP (\$9.77M):

- Advance Priorities into FIR (30%) or FOR (90%) Plans
- Segment A1 (28th to Foothills Pkwy)
- CO 7/US 287 Lucerne Superstop Bus Station
- Four Region 1 Intersections
- Status = IGA In Progress (To Be Programmed)

Corridor Development Plan



KEY

Section of Independent Utility (SIU)

Intersections

BRT Stations

Bridge Replacement

Priority 1 Proposed Actions

Concept Study

Preliminary Engineering (Level 1)

Intersection

BRT Stations



Funding - Transit Starter Service I-25/CO 7 Mobility Hub

DRCOG 24-27 TIP (\$9.2 million)

- Operations Funding
- \$6.5 million DRCOG
- \$2.7 million local agencies, CDOT and RTD
- CO 7 (Brighton to Boulder) Transit Start-up Service
- Status = TAC Working Group being Formed

CDOT Interim Mobility Hub (\$16 million)

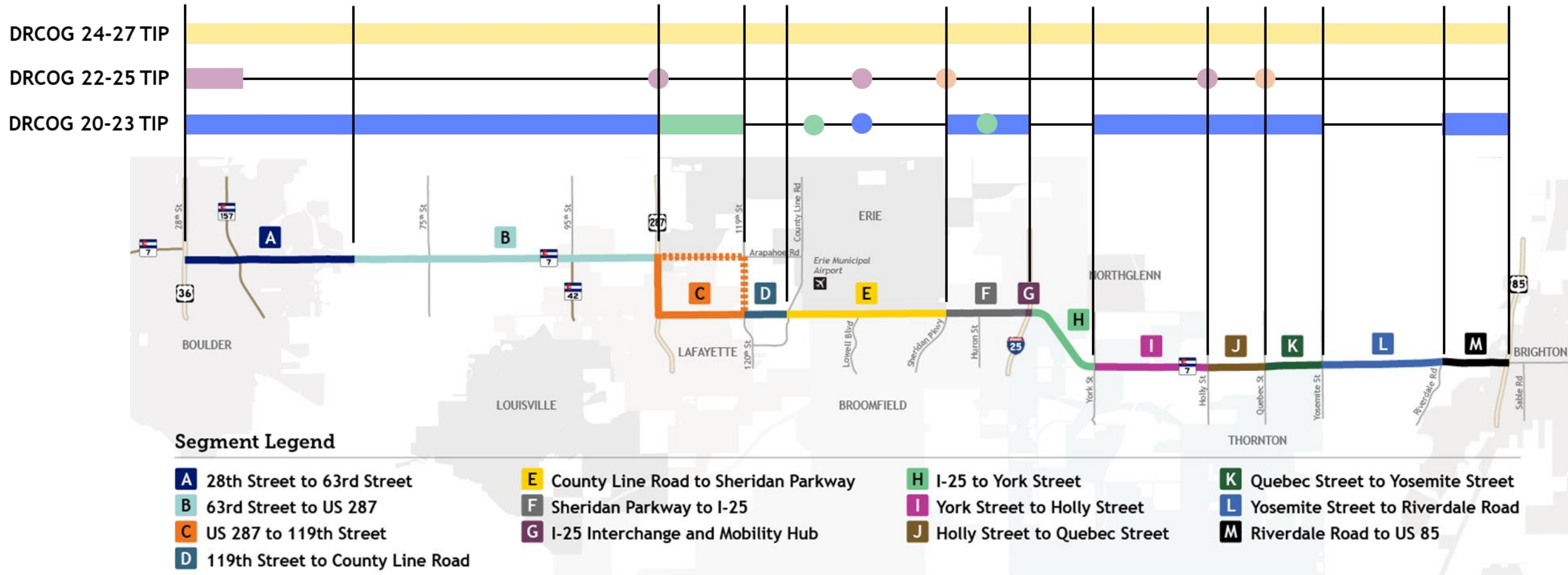
- Interim transit access at I-25/CO 7
- Ped bridge
- Interim park n ride lot improvements
- 2023 - Currently in design
- 2024-2025 construction
- Continuing to coordinate activities with CDOT to advance ultimate interchange build-out

Anticipated opening date for both is 2025





Funding - Status of All Program Projects



Segment Legend

- A** 28th Street to 63rd Street
- B** 63rd Street to US 287
- C** US 287 to 119th Street
- D** 119th Street to County Line Road
- E** County Line Road to Sheridan Parkway
- F** Sheridan Parkway to I-25
- G** I-25 Interchange and Mobility Hub
- H** I-25 to York Street
- I** York Street to Holly Street
- J** Holly Street to Quebec Street
- K** Quebec Street to Yosemite Street
- L** Yosemite Street to Riverdale Road
- M** Riverdale Road to US 85

PROJECT LEGEND: Study (Green) | 15% Plans (Blue) | FIR Plans (Orange) | FOR Plans (Purple) | Transit Start-up (Yellow)



DRCOG 20-23 & 22-25 TIP Program - Schedule

CORRIDOR PROJECT (Preliminary Design Brighton to Boulder) - MASTER SCHEDULE

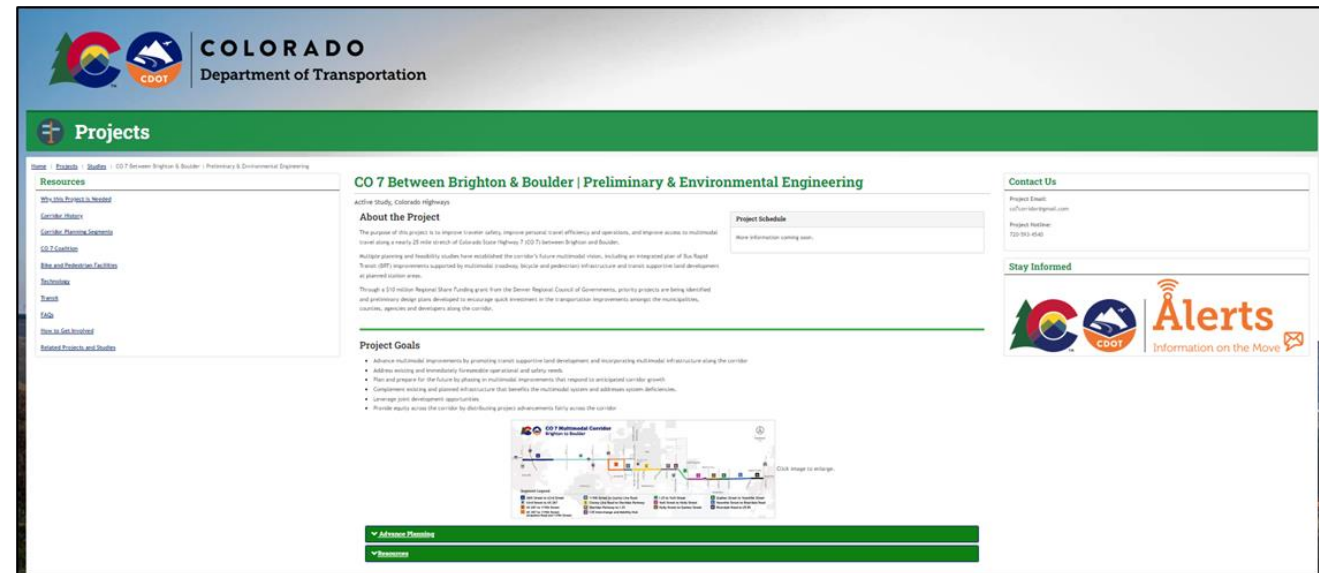




Corridor Communications Activities

GOAL: Consistent and Coordinated Message

- CO 7 Communications Management Plan
- Public Outreach:
 - CDOT CO 7 Website:
<https://www.codot.gov/projects/studies/co7-brighton-boulder>
 - CO 7 Email: co7corridor@gmail.com
 - CO 7 Hotline: **720-593-4540**
- Project Branding
 - Templates, Factsheets, Comms Packets
- Coordination:
 - Monthly Comms & Segment Team Mtgs
 - Corridor Media Relations
- Ongoing & Upcoming Work:
 - Initial Press Release by CDOT
 - Website Updates & 508 Docs Compliance
 - Corridor Stakeholder Database



CO 7 Segment F
Sheridan Parkway to I-25



**CO 7 Corridor Bikeway
Treatment Guide**



Corridor-wide Program Activities

BIKEWAY TREATMENT GUIDE

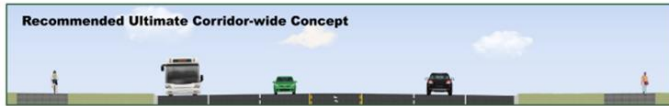


Bikeway and Pedestrian Corridor Recommendations

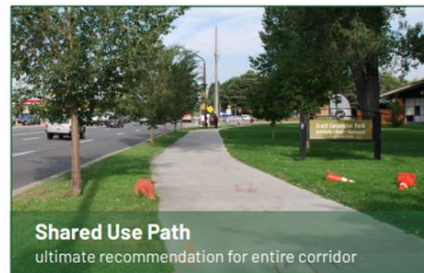
Colorado State Highway 7 (CO 7), between the City of Brighton (US-85) and the City of Boulder (28th Street), is a rapidly growing and increasingly congested part of the northwest region. Current corridor conditions often do not provide a consistent and comfortable bicycle and pedestrian experience. To address that concern, the CO 7 Coalition, along with RTD and CDOT, is planning a series of multimodal transportation improvements along the entire corridor, which will focus on the following:

- Improving regional connectivity and mobility
- Providing a comfortable bicycle and pedestrian experience
- Improving safety, multimodal access, and creating faster and more reliable travel times

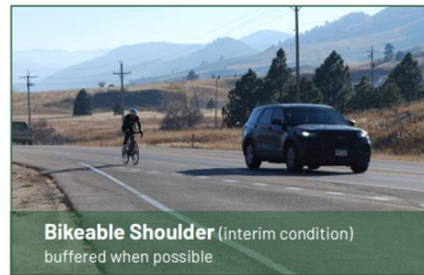
The ultimate recommendation for the entire corridor is to have a protected one-way bike lane or off-street shared use path in both directions. A bikeable shoulder has been identified as an interim or supplementary recommendation for bicyclists to have an on-street facility. The details of the ultimate bicycle facility will likely be modified as specific locations move into final design.



This view represents the ultimate corridor recommendation for a rural setting along CO 7. Interim conditions may still exist until project funding and right-of-way is available to construct the ultimate condition.



Shared Use Path
ultimate recommendation for entire corridor



Bikeable Shoulder (interim condition)
buffered when possible

Site-Specific Options

As specific locations move into final design, details of the ultimate bicycle facility will likely be modified. This may include adjustments to type of facility, width (based on available right-of-way), and whether the project is providing interim or ultimate facilities (a bikeable shoulder may be an interim solution whereas the shared use path is the ultimate facility).



Bicycle Boulevard
a short segment in Lafayette on parallel roadway



One-way Protected Bike Lane
within sections of Boulder

TECHNOLOGY DEPLOYMENT PLAN

- Increase Transit Reliability
- Increase Pedestrian/Bicyclist Safety
- Improve Traffic Safety
- Increase Intermodal Connectivity
- Increase Data Driven Coordination





Corridor-wide Program Activities

TRAVEL DEMAND FORECASTS & SYSTEMS PLANNING TOOL

Existing and 2050 Traffic Forecasts

Purpose:

- Consistent Set of Corridor Forecasts
- Inform the Segment Designs

Methodology:

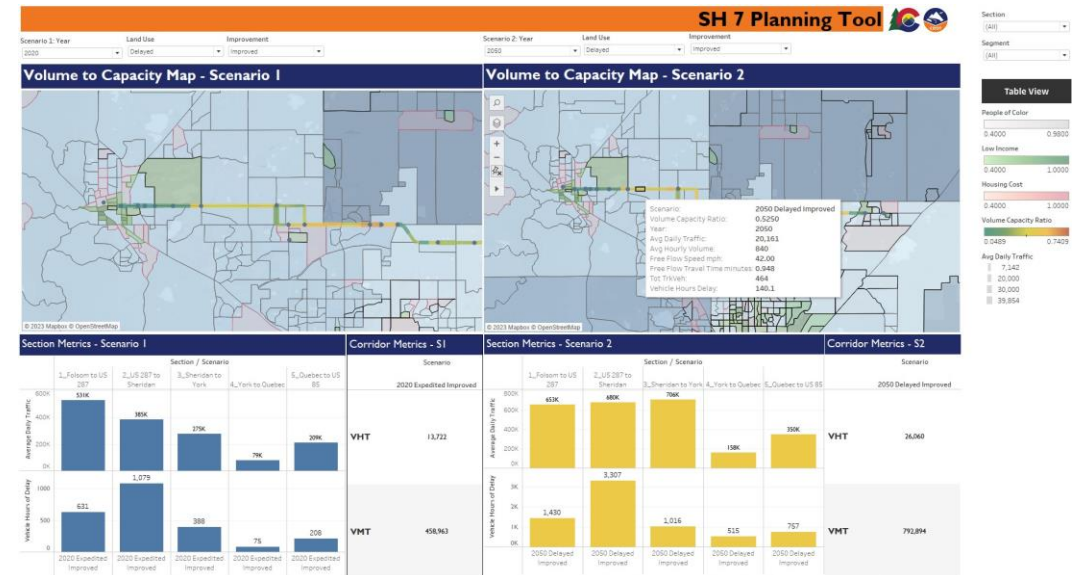
- DRCOG Focus 2.3 Model
- Updated CO 7 Corridor Land Use Forecasts
- Compilation of Existing (Available) Counts
- 2050 BRT Ridership Forecast (From Earlier Study)

Outcome:

- 2050 Full-build Traffic Forecasts
- Daily and Peak Hour Forecasts
- Intersection Turning Movements

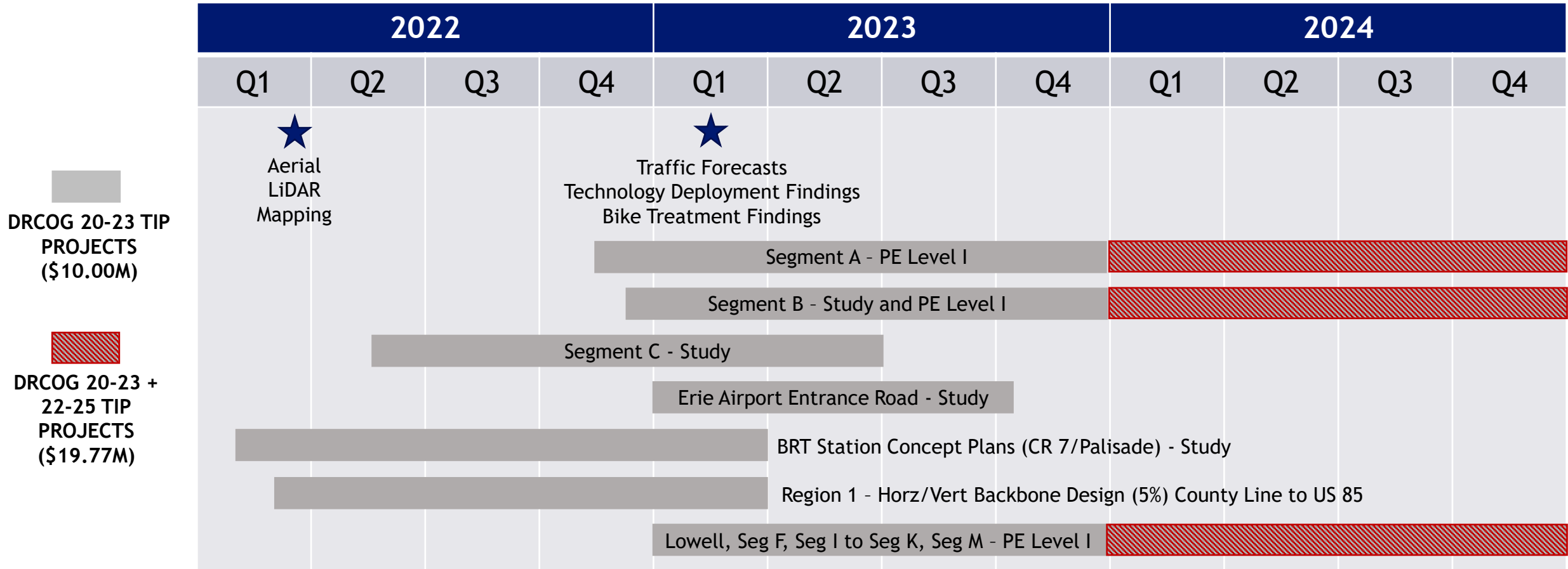
Systems Planning Tool

- Sketch-planning Tool for Local Agency Use
- Testing of Varying Development Growth Rates
- Inform the Phasing and Timing of Improvements



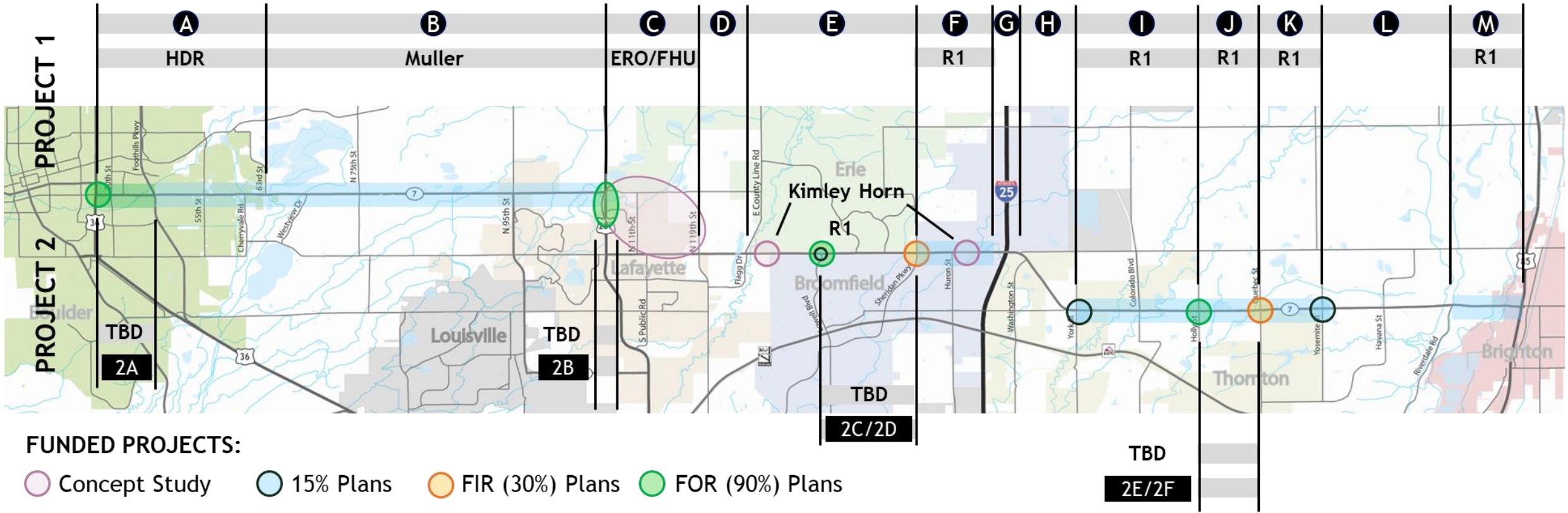


DRCOG 20-23 & 22-25 TIP Projects - Schedule





DRCOG 22-25 TIP Funding - Summary of Projects



FUNDED PROJECTS:

- Concept Study
- 15% Plans
- FIR (30%) Plans
- FOR (90%) Plans

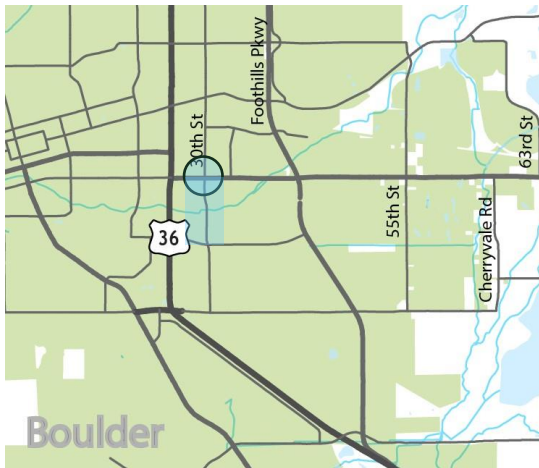
PROJECT 1: DRCOG 20-23 TIP (\$10.00M - Underway)

PROJECT 2: DRCOG 22-25 TIP (\$9.77M - TBD)



Status of Other CO 7 Projects - Region 4

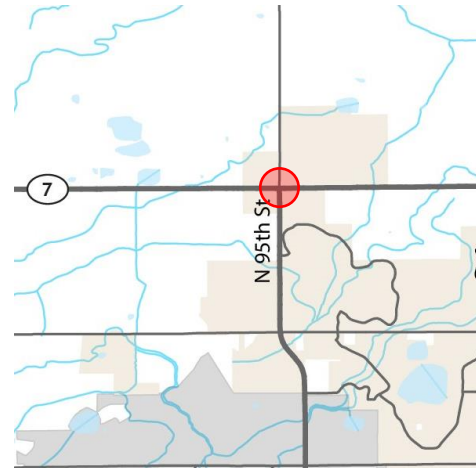
30th Street (City of Boulder)



- Local Agency Project
- SB 260 funding
- Preliminary engineering design and plans
- Advance right-of-way acquisition
- Status: Project Scoping

○ Preliminary Design

CO 7/95th St Intersection (Boulder County)



- CDOT R4 Project
- SB 260 funding
- Final design and construction (2024/2025)
- Status: Working toward FIR - May 2023 and Ad Sept 2024

● Final Design

● Construction (Planned)

CO 7/119th St Intersection (Lafayette & Erie)



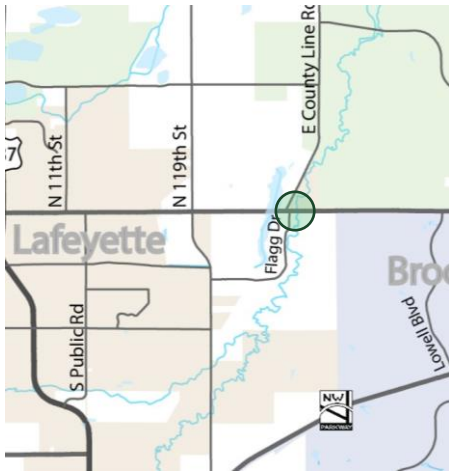
- Local Agency Project
- Right-of-way acquisition in progress
- Construction (2023)
- Relocated County Line Road Project - Developer Led - Construction (2023)

● Pavement Resurfacing



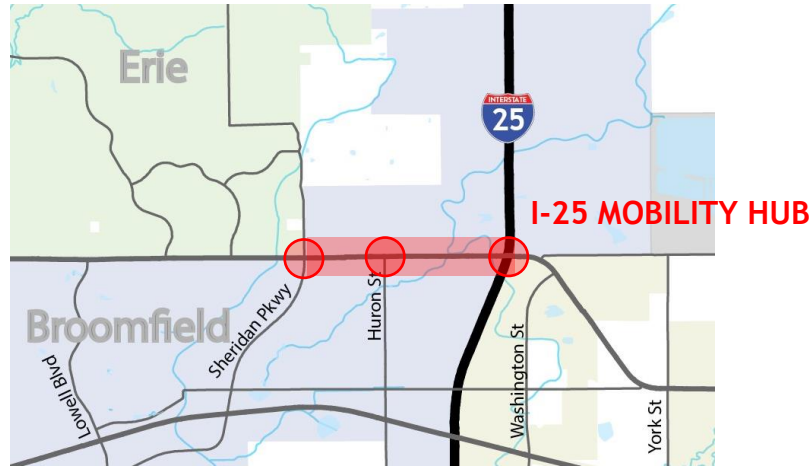
Status of Other CO 7 Projects - Region 1

CO 7 at Coal Creek (Lafayette & Erie)



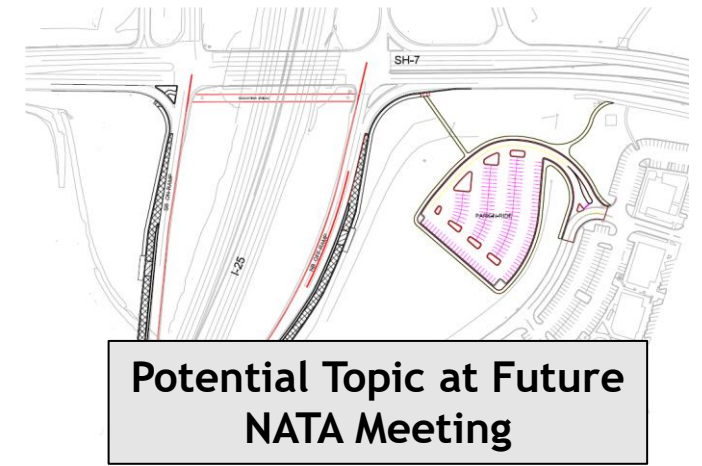
- FASTER Safety Project
- Exploring Additional Funding
- Construction (TBD)

CO 7 Widening Sheridan to I-25 (Broomfield)



- Local Agency Project
- 4-lane widening
- Survey completed & final design in progress
- Construction 2023

I-25/CO 7 Mobility Hub (Broomfield & Thornton)



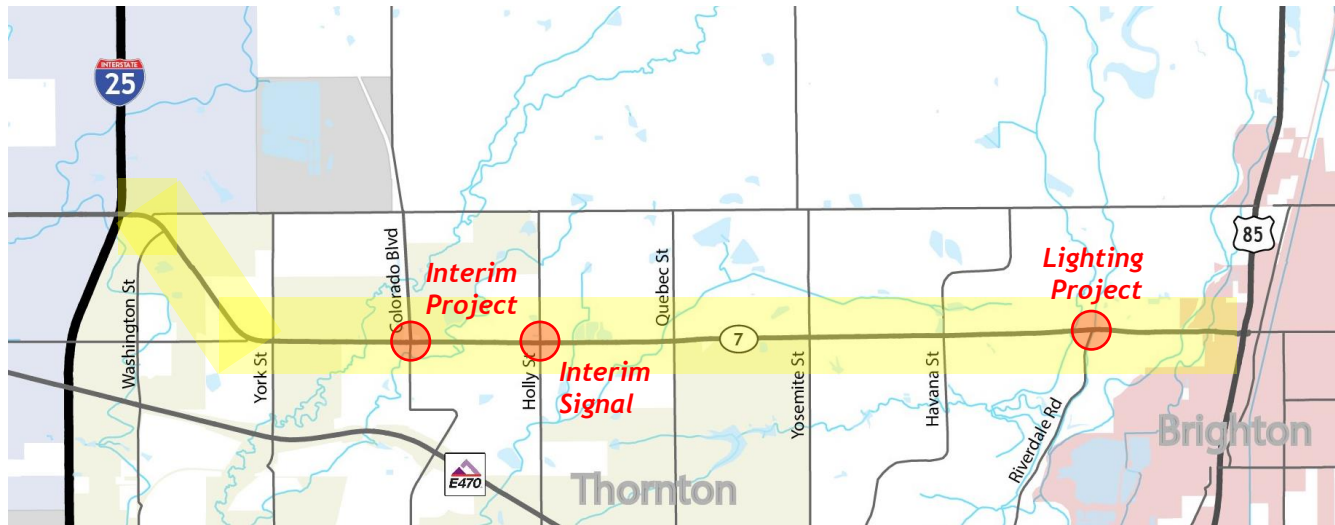
- CDOT R1 Project
- SB 267, SB 260 Funding, FASTER Safety (\$16M)
- Status: Design in Progress
- Construction 2024

○ Preliminary Design
 ○ Final Design
 ○ Construction (Planned)
 ○ Pavement Resurfacing



Status of Other CO 7 Projects - Region 1

CO 7 Overlay - I-25 to US 85 (Thornton, Adams County & Brighton)



- CDOT Region 1 Project
- Roadway overlay project (\$14M)
- Colorado Blvd: Improve intersection
- Holly St: Install traffic signals
- Riverdale Rd: Install lighting
- Construction (2024)

○ Preliminary Design ● Final Design ● Construction (Planned) ● Pavement Resurfacing



Current and Upcoming Events:

- Segment C Study (Lafayette) Public Opinion Survey (active for 3 more weeks)
 - <https://www.codot.gov/projects/studies/co7-brighton-boulder>
- CO 7 Coalition Bus Tour
 - **TENTATIVE Save the Date (April 28th - 8 am to Noon)**



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TRANSPORTATION COMMISSION SAFETY BRIEF



Mission

CDOT aims to build a unified approach to transportation safety through the integrated implementation of education, engineering, enforcement, emergency response, equity, and evaluation to reduce fatalities and serious injuries for all users on Colorado roadways. Implementation will be driven by data, best practices, and research.

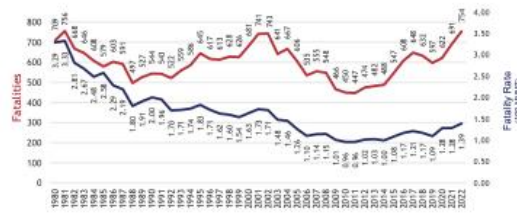
Vision

The future of Colorado is zero deaths and serious injuries so all people using any transportation mode arrive at their destination safely.

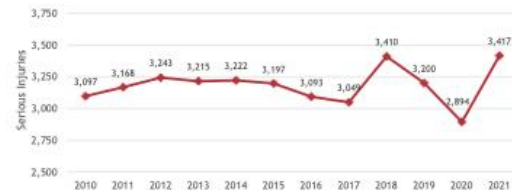
QUICK FACTS

- Traffic fatalities are at their highest since 1981.
- The current rise in fatalities has been linked to an increase in dangerous driving behaviors.
- Suspected impairment makes up over a 1/3 of fatalities in Colorado.
- 2020 and 2021 data are influenced by COVID travel trends.

COLORADO FATALITIES (1980 - 2022)



COLORADO SERIOUS INJURIES (2010 - 2021)



CDOT SAFETY EMPHASIS AREAS

Safety Culture

Transportation Safety Culture is foundational to achieving zero fatalities and serious injuries on Colorado roadways. The U.S. Department of Transportation defines safety culture as "the shared values, actions, and behaviors that demonstrate a commitment to safety over competing goals and demands." For Colorado, Safety Culture is embracing and championing safety at all levels and the public actively practices and encourages safe driving behaviors.

This Emphasis Area will focus on strategies that related to legislation and policy, data management, and Equity, Diversity, and Inclusion to help cultivate and strengthen Colorado's transportation safety culture.

Safe Roads

Identifies and implements best practices to improve the built environment with leading edge infrastructure and designs that facilitate safe trips for all modes and all roadway users.

Safe People

Focuses on strategies that protect vulnerable roadway users, including bicyclists, pedestrians, motorcyclists, young and elderly drivers, roadway crews in work zones, and first responders.

Safe Driving

Works to employ strategies that influence safe driver behaviors and addresses key issues such as: impaired driving, distracted driving, aggressive driving, speeding, and occupant protection (e.g., seatbelt usage or helmet usage).

Post Crash Care

Addresses strategies that will increase the survivability of crashes through efficient emergency response, improved access to emergency medical care, safe conditions for first responders, and improved traffic incident management practices.

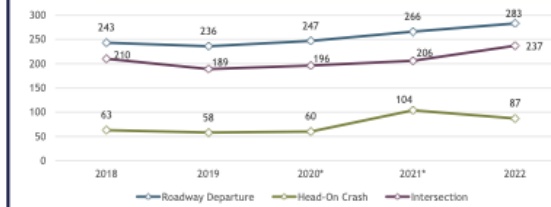
SAFETY PROGRAM FUNDING SUMMARY

FFY 2022 **124** **\$112.3M** FFY 2023 **~400** **\$425M**
 Projects Programmed - 2026 Projects Planned Allocation

TOP CRASH TRENDS 2018 - 2022

* 2020/2021 capture trends during COVID and may not represent general trends.

SAFE ROADS (FATALITIES)



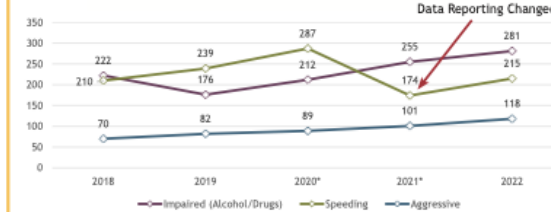
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The graph illustrates the different crash types and does not factor in driver behavior.

Roadway Departure: A non-intersection crash that occurs when a vehicle leaves the travel lane (FHWA 2015).

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SAFE DRIVING (FATALITIES)



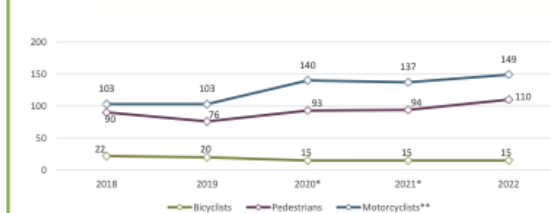
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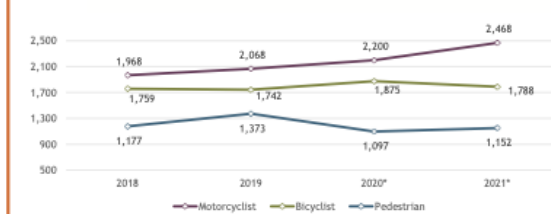
SAFE PEOPLE (FATALITIES)



Safe People
The graph highlights the number of fatalities involving vulnerable roadway users (VRU). VRUs are defined as a nonmotorist including pedestrian, bicyclist, other cyclist, and person on personal conveyance.

** Scooter users are categorized as motorcyclists in the crash data reporting.

POST CRASH CARE (EMERGENCY ROOM VISITS)



Post Crash Care
The graph shows all traffic-related emergency department visits for vulnerable roadway users. The data is reported by the Colorado Department of Public Health and Environment.

Emergency department visits for vehicle occupants were slightly under 40,000 in 2018 and 2019. During the height of COVID, 2020 and 2021, visits dropped to roughly 22,000 and 25,000, respectively.

Other measures that should be considered in future analysis are response time, clearance time, and length of queue.

MARCH 2023 TRANSPORTATION COMMISSION WORKSHOP TOPICS: PERFORMANCE MEASURES AND ACTIONS TO COUNTER CURRENT TRENDS.

TRANSPORTATION COMMISSION SAFETY BRIEF



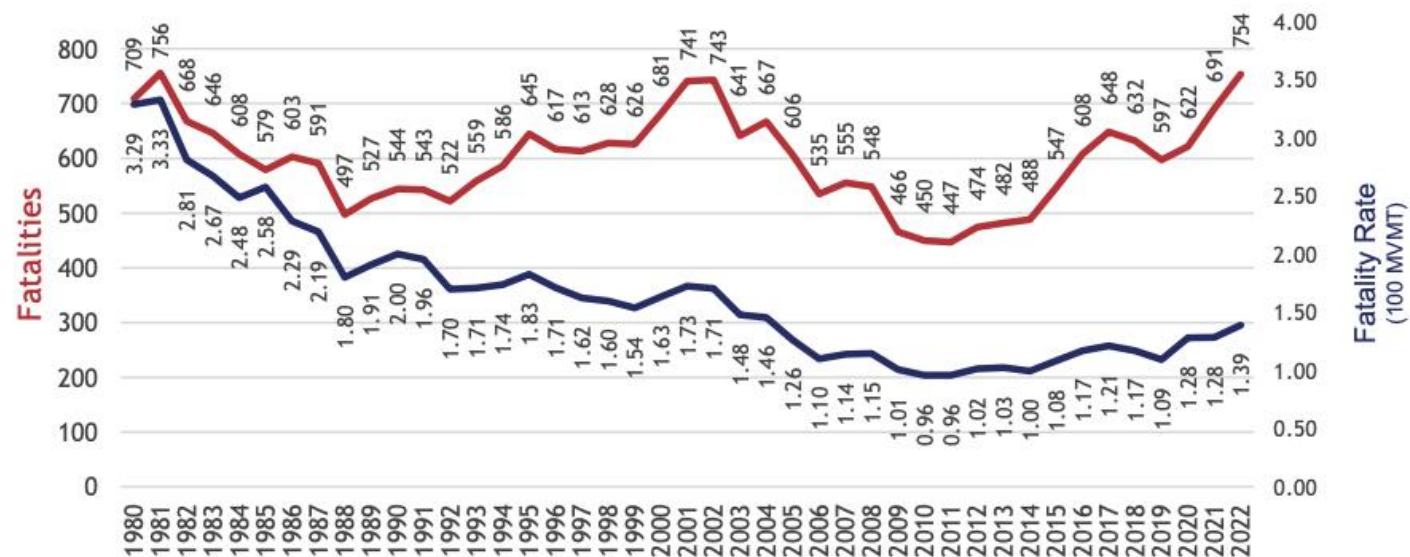
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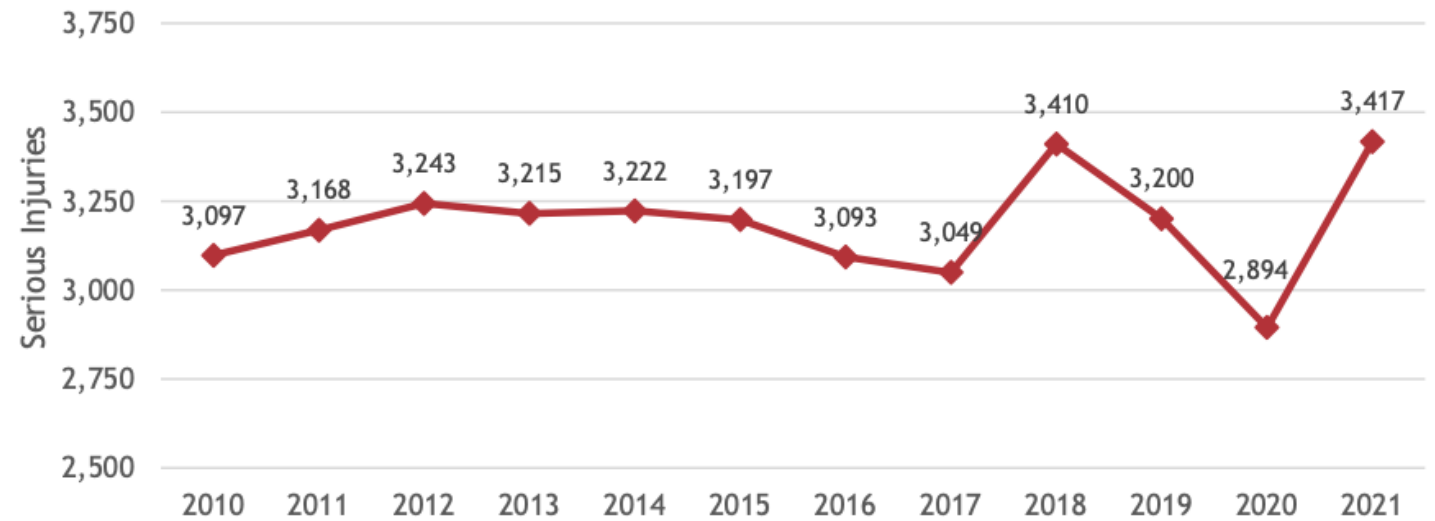
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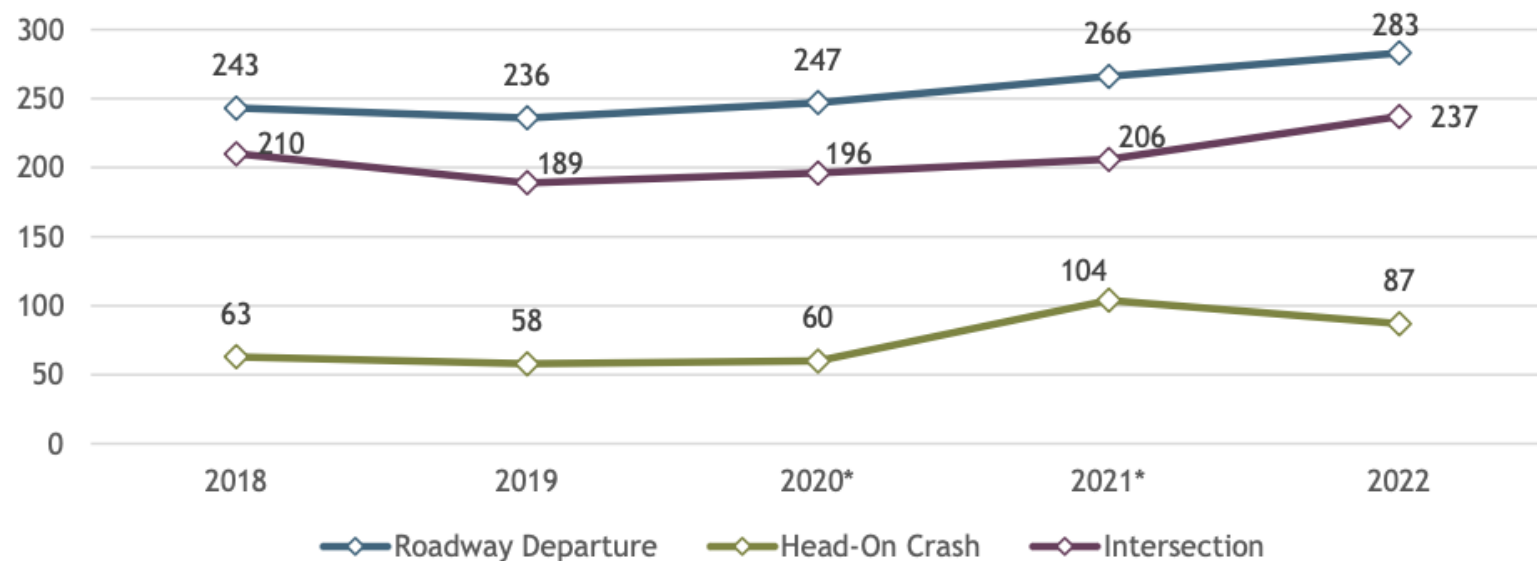
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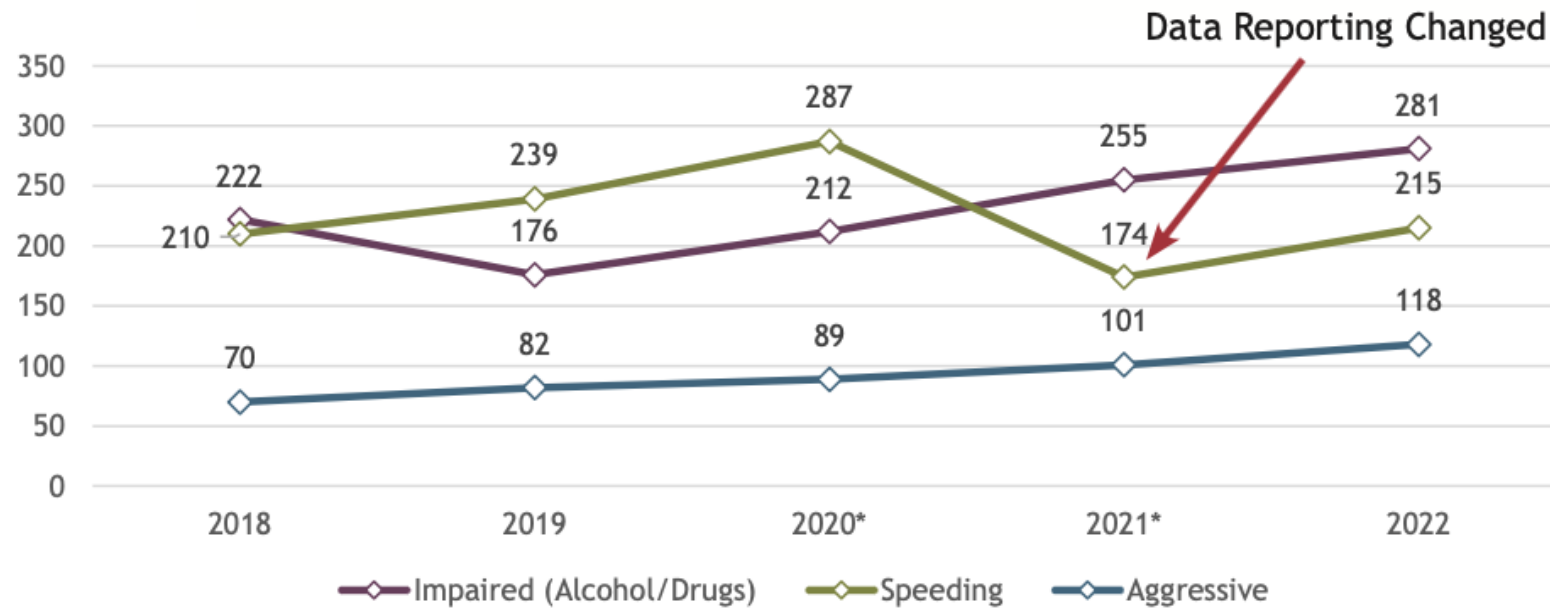
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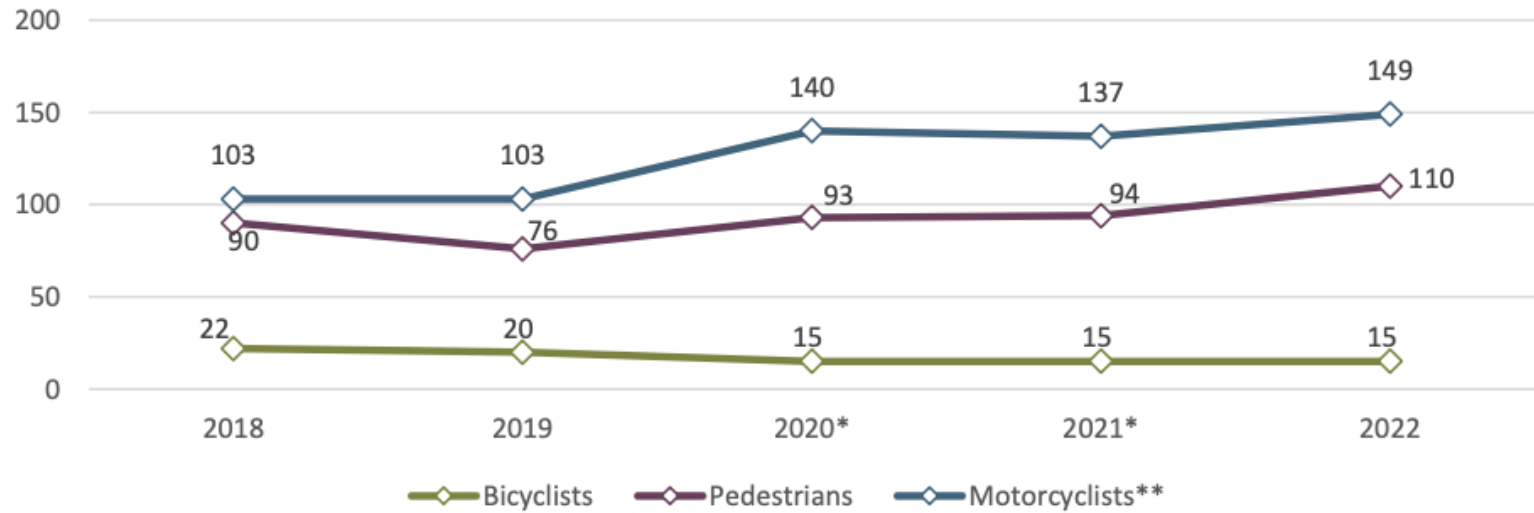
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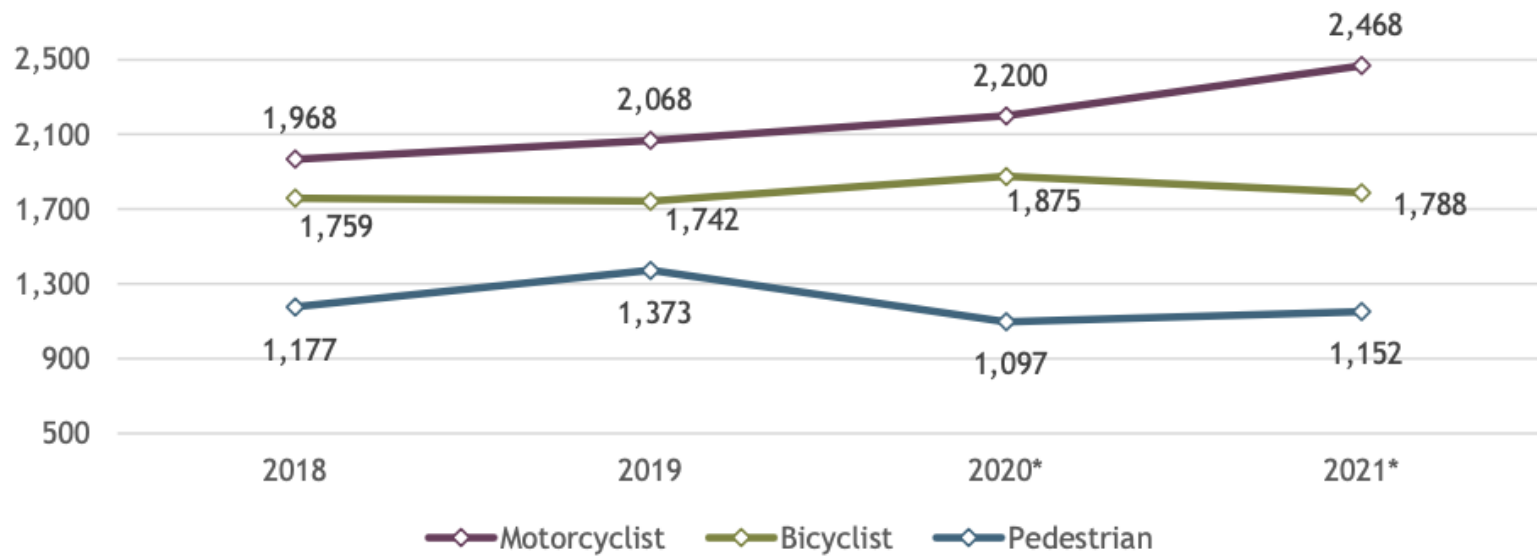


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Alternative 2B

Grade Separated Center Bus Station, Bus Ramps to 88th - Above I-25

Build NB and SB ramps for buses directly up to widened 88th Ave. bridge to/from the express lanes; Build platforms south of 88th over I-25 for passenger loading. Place preemption on 88th so buses can access the platform.

Platform Location: Center Loading Station

Bus Circulation: Center Slip Ramps - Direct Access to EL's

Level 1 Evaluation Criteria

Median Station concept is aligned with CDOT's Long term vision.

Major Increase in Reliability and Decrease in Travel Times
\$\$\$\$

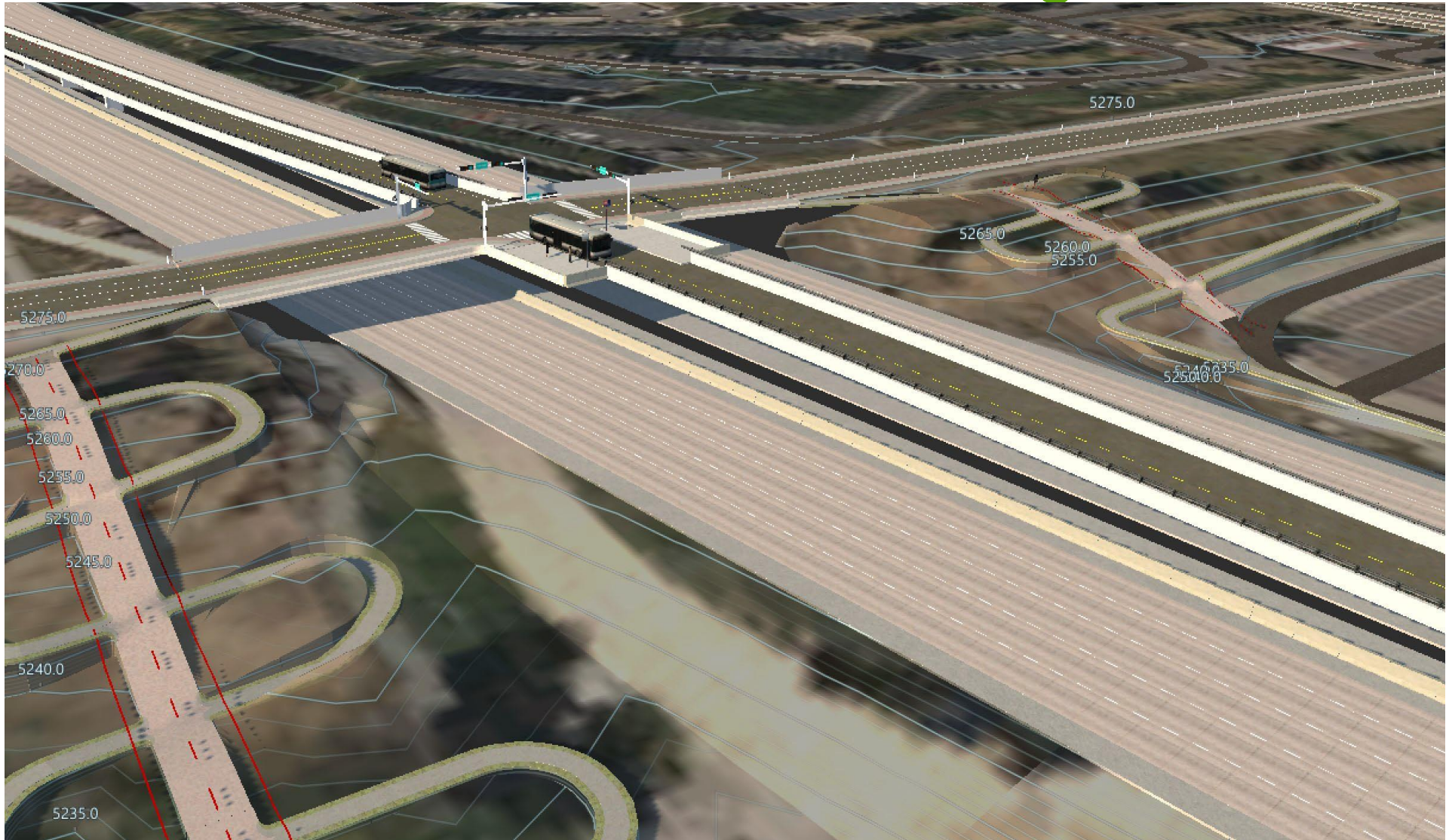
Major Safety Increase: Eliminates bus weaving condition

No Fatal Flaws Identified in Level 1 Screening

Alternative 2B - Bus Ramps to 88th St; Center Loading Station south of 88th St.



Alternative 2B Schematic Design





Alternative 4

At Grade Center Bus Station

Construct a new center loading platform as proposed in the EA. Utilized existing underpass or construct new pedestrian bridge to existing PnR's. Requires replacement and lengthening of the span of the 88th Ave bridge.

Platform Location: Center Loading Station

Bus Circulation: Center Slip Ramps - Direct Access to EL's

Level 1 Evaluation Criteria

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Major Increase in Reliability and Decrease in Travel Times

\$\$\$\$

Major Safety Increase: Eliminates bus weaving condition

No Fatal Flaws Identified in Level 1 Screening

Alternative 4 - At Grade Center Loading Station (EA Option)



Legend

- Alternative 4 - NB Bus Circulation
- Alternative 4 - SB Bus Circulation
- At-Grade Center Loading Station



Alternative 4B

- Variation of Alternative 4
- Eliminates NB weave to 120th St PnR
- Prevents SB weave concerns north of 88th
- I-25 Express Lanes to Union Station
 - Open NB 12:00PM - 3:00AM and on weekends
 - Open SB 5:00AM - 11:00AM weekdays
- Lower cost than Alternative 4
- SB Access to I-25 under development

Alternative 1B - Thornton Parkway Transit Hub (NB Center Loading Platform, SB Existing Platform)





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3. CO7 Full Corridor Update – CO7 Coalition Members, CDOT Leadership Regions 1 & 4
4. CDOT Commissioner Update - Commissioner Stuart
5. RTD Directors Reports - Directors Buzek, Harwick, Davidson, Whitmore
6. Other



Upcoming Presentations and Discussions



- RTD North Area Ridership Update (March)
- CDOT Mobility Hub Plan Update (April)
- DRCOG TIP Adams County Project Updates
- Bustang Future of Service Update
- NATA Letter of Support Status Update
- I-25 Seg. 2 Updated Scope Presentation
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