

# Longmont

## Local, Regional, FlexRide, and Long-Range Planning Update

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Erin Vallejos – Manager, Special Services

March 8, 2021

# RTD Services – City of Longmont

## Fixed Route Statistics

PRESENT					PRE-COVID			
Routes	Frequency	Hours	Days	Costs	Frequency	Hours	Days	Costs
323	1 hour	8am - 6pm	WK, SA	\$ 131,450	1 hour	6am - 7pm	WK	\$ 226,958.00
						8am - 6pm	SA	
324	1 hour	8am - 7pm	WK, SA, SU	\$ 166,221	30 minutes	5am - 9pm	WK	\$ 472,372
					1 hour	8am - 7pm	SA, SU	
326	1 hour	8am - 7pm	WK, SA	\$ 74,307	1 hour	6am - 7pm	WK	\$ 113,075
						8am - 7pm	SA	
327	1 hour	8am - 7pm	WK, SA	\$ 75,114	1 hour	6am - 7pm	WK	\$ 108,229
						8am - 7pm	SA	
BOLT	1 hour	5am - 1am	WK	\$ 311,055	15 minutes to 1 hour	5am - 2am	WK	\$ 913,900
		6:30am - 1am	SA		1 hour	6:30am - 2am	SA	
		6:30am - 12am	SU			6:30am - 1am	SU	
J	Suspended				1 hour	6am - 10am; 3:30pm - 7pm	WK	\$ 130,332
LD	2 hours	5am - 12am	WK	\$ 237,003	20 minutes to 1 hour	4:30am - 11:30pm	WK	\$ 719,292
		10am - 12am	SA		90 minutes	8:30am - 2:30am	SA	
LX	Suspended				LX	5am - 9am; 4pm - 7pm	WK	\$ 231,042
				\$ 995,150				\$ 2,915,200

# RTD Fixed Route Services – City of Longmont

## Ridership - average boardings/weekday by route

	<b>323</b>	<b>324</b>	<b>326</b>	<b>327</b>	<b>BOLT</b>	<b>J</b>	<b>L</b>	<b>LD</b>	<b>LX</b>
<b>2014</b>	350	699	255	194	1,608	242	1,219	N/A	N/A
<b>2015</b>	374	853	324	218	1,684	256	1,322	N/A	N/A
<b>2016</b>	406	1,056	326	252	1,461	214	1,388	N/A	N/A
<b>2017</b>	417	1,166	372	273	1,405	224	N/A	856	523
<b>2018</b>	392	1,118	343	249	1,387	217	N/A	889	455
<b>2019</b>	423	1,216	355	266	1,439	254	N/A	945	461
<b>2020</b>	166	389	166	143	958	Suspended	N/A	187	Suspended

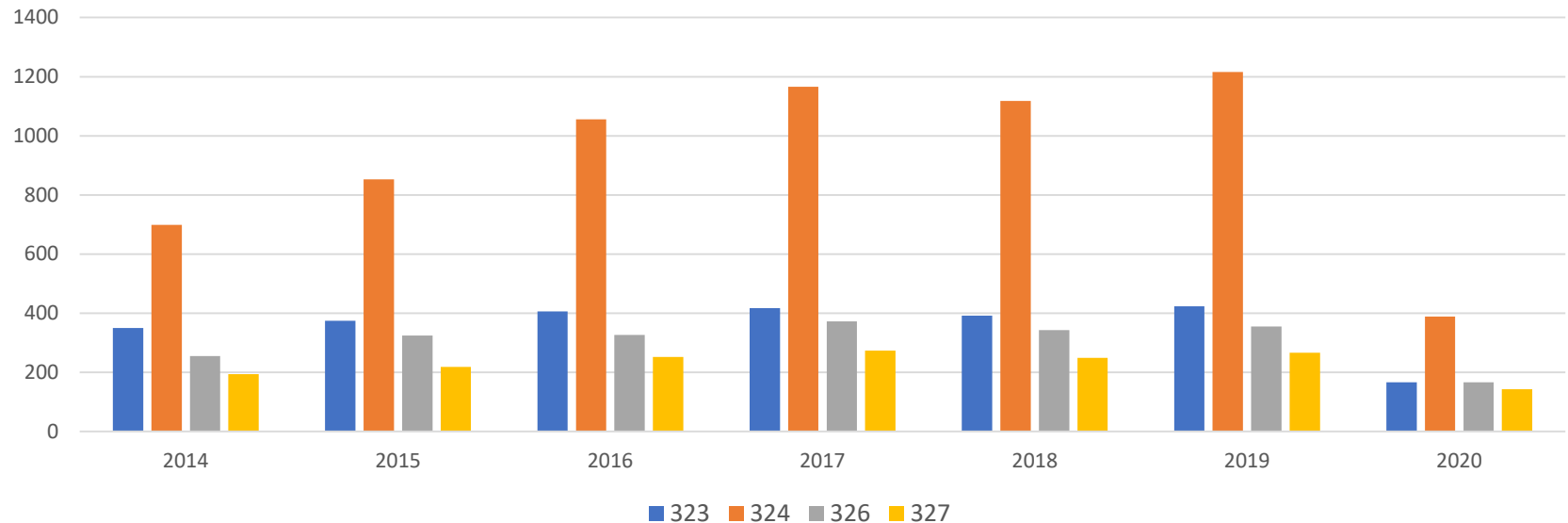
\*September runboard data used for 2020 only; August runboard data used otherwise

\*\*Route L changed to LD/LX August 2017

# Local Route Boardings

## All 300's series - August Runboards 2014 – 2020

Average Weekday Boardings by Route - 300s Series



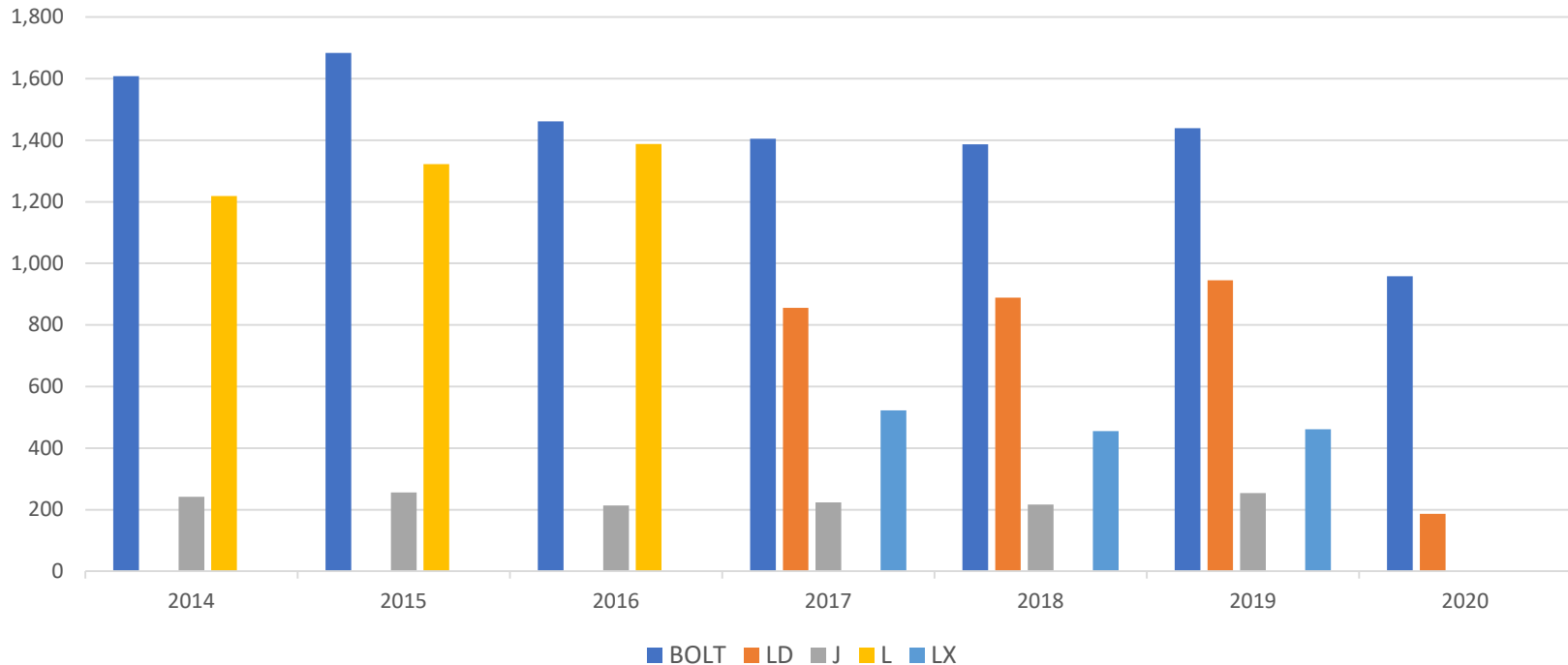
Runboard	2013	2014	2015	2016	2017	2018	2019	2020
Average Weekday Boardings	933	1498	1769	2028	2230	2102	2,260	864
% change year to year		60.56%	18.09%	14.64%	9.96%	-5.74%	7.52%	-61.77%

\*September runboard data used for 2020 only

\*\*Fare buy-up initiated July 2015

# Regional Routes Boardings August Runboards 2014-2020

Average Weekday Boardings by Route - Regional Routes



Runboard	2013	2014	2015	2016	2017	2018	2019	2020
Average Weekday Boardings	3418	3,069	3262	2,658	3,008	2948	3,009	1,145
% change year to year		-10.21%	6.29%	-18.52%	13.17%	-1.99%	2.07%	-61.95%

\*September runboard data used for 2020 only

\*\*Route L changed to LD/LX August 2017

# RTD Special Services – FlexRide

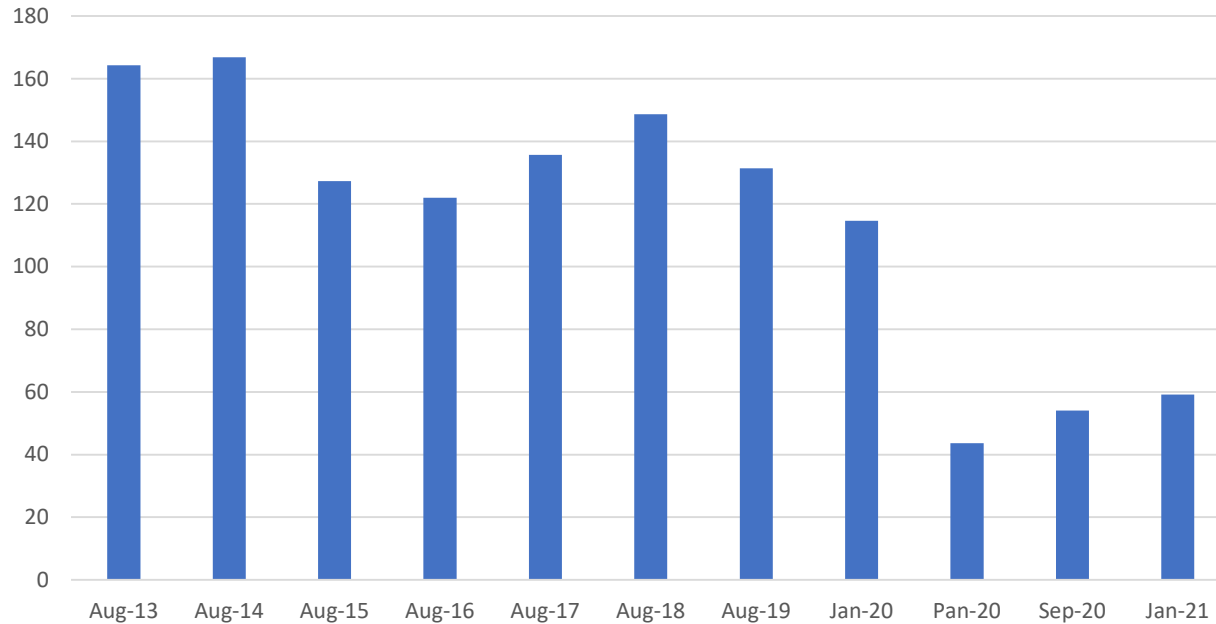
## In-service hours – City of Longmont

Weekday					Number of Vehicles			Annualized Hours
Runboard	Regular	School	Saturday	Sunday	Weekday	Saturday	Sunday	
<b>2015</b>	21.5	32.5	9	9	4	1	1	<b>8,465</b>
<b>2016</b>	21.5	32.5	9	9	4	1	1	<b>8,683</b>
<b>2017</b>	21.5	32.5	9	9	4	1	1	<b>8,420</b>
<b>2018</b>	21.5	32.5	9	9	4	1	1	<b>8,440</b>
<b>2019</b>	24.5	35.5	9	9	4	1	1	<b>9,713</b>
<b>2020 (Pre-Pandemic)</b>	24.5	35.5	9	9	4	1	1	<b>9,765</b>
<b>2020 (Pandemic)</b>	24	24	9	9	1	1	1	<b>7,149</b>
<b>2021</b>	24	24	9	9	1	1	1	<b>7,110</b>

# RTD Special Services – FlexRide

## Average Weekday Boardings

Longmont FlexRide - Average Weekday Boardings



Runboard	Aug-2013	Aug-2014	Aug-2015	Aug-2016	Aug-2017	Aug-2018	Aug-2019	Jan-2020	Pan-2020	Sep-2020	Jan-2021
Weekday Boardings	164.3	166.8	127.3	121.9	135.7	148.7	131.4	114.6	43.6	54.1	59.2
% change year to year		1.5%	-23.7%	-4.2%	11.2%	9.6%	-11.6%	-12.8%	-61.9%	24%	9.4%

# Making Adjustments to the Local Network

- COMPLETED SH119 BRT study  
(Bus Rapid Transit between Longmont and Boulder)
- **Evaluation of overall local network as 'feeder service' to BRT completed**
  - Conducted through external consultant team
  - Done in coordination with City of Longmont staff
  - included in final SH119 BRT project document
  - Implementation would be 'phased' as warranted
  - Potential adjustments to current
    - Routings
    - Service levels
    - Service span
    - Stop locations



## North Team Service Analysis & State Highway 119 BRT Longmont Local Transit Network Feeder Plan



Final Report  
February 2020

PREPARED BY:  
 TMD



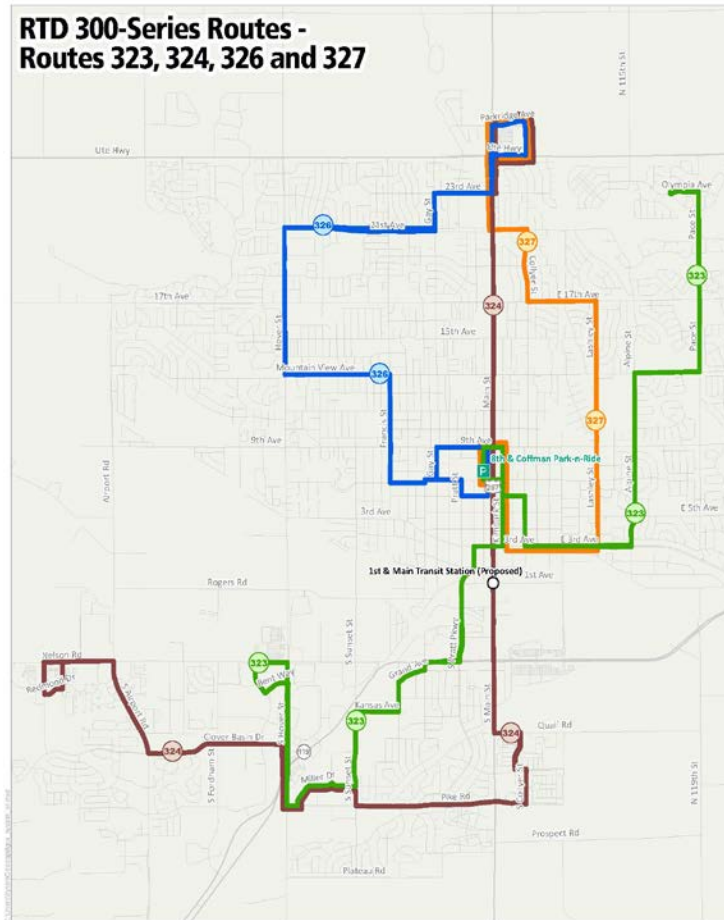
# Making Adjustments to the Local Network

PROPOSED – SH119 BRT Local

Current Network

Feeder Network

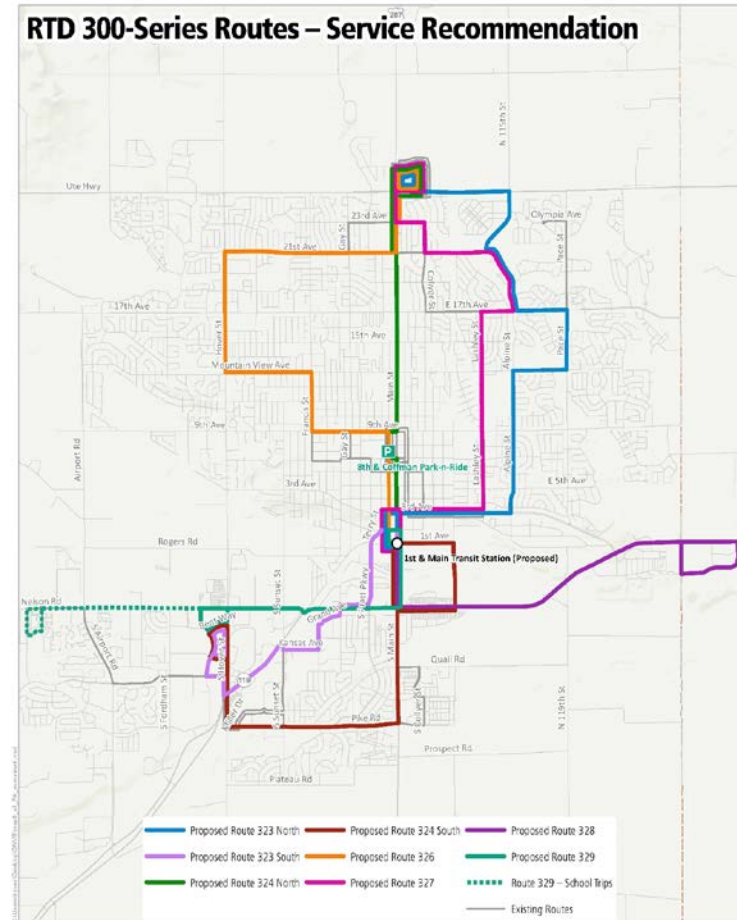
**RTD 300-Series Routes -  
Routes 323, 324, 326 and 327**



TMD  
TRANSPORTATION  
MANAGEMENT &  
DESIGN, INC.

0 0.15 0.3 0.45 Miles  
NORTH

**RTD 300-Series Routes – Service Recommendation**



TMD  
TRANSPORTATION  
MANAGEMENT &  
DESIGN, INC.

0 0.15 0.3 0.45 Miles  
NORTH

# Making Adjustments to the Local Network

Change in Weekday Platform Hours			
Route	Current	Proposed	Difference
323 North + 323 South	25.60	37.07	11.47
324 North + 324 South	58.33	46.53	(11.80)
326	12.88	17.16	4.28
327	12.92	10.31	(2.61)
328	--	12.94	12.94
329	--	11.66	11.66
Total	109.73	135.68	25.95

Change in Weekend Platform Hours						
Route	Saturday			Sunday		
	Current	Proposed	Difference	Current	Proposed	Difference
323 North + 323 South	19.43	19.67	0.24	0.00	6.06	6.06
324 North + 324 South	21.33	22.96	1.63	21.33	19.43	(1.90)
326	10.80	10.38	(0.42)	0.00	8.78	8.78
327	10.82	10.31	(0.51)	0.00	8.73	8.73
328	0.00	7.95	7.95	0.00	6.73	6.73
329	0.00	5.00	5.00	0.00	4.23	4.23
Total	62.38	76.27	13.89	21.33	53.95	32.62

# Northwest Rail Update

# Northwest Rail Status

- Staff provided RTD Board with detailed Northwest Rail update on February 9
- Presentation included the following items:
  - FasTracks History
  - Northwest Rail focus
  - Discussion of Unfinished Corridors Report
  - Federal Funding

# Northwest Rail Background

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- Northwest Rail only FasTracks corridor where RTD not able to secure the ROW
- BNSF will continue to operate freight traffic on corridor
- Currently single-track operation
- Full corridor build-out requires double track
- Passenger service would require
  - Shared double track with BNSF operations
  - Crashworthy, FRA compliant vehicle
  - Signalization and Positive Train Control (PTC)
  - Quiet Zones

# Northwest Rail Full Service Summary

- Full Corridor build-out from current B-Line terminus at Westminster Station to Longmont
- All-day service – 55 trains per day, bi-directional service with 30-minute peak frequencies and 1-hour off-peak frequencies, hourly weekend service
- Infrastructure investments
  - Full double-track corridor
  - FRA compliant DMU vehicles
  - Signalization and Positive Train Control (PTC)
  - Quiet Zones
  - New DMU Maintenance Facility

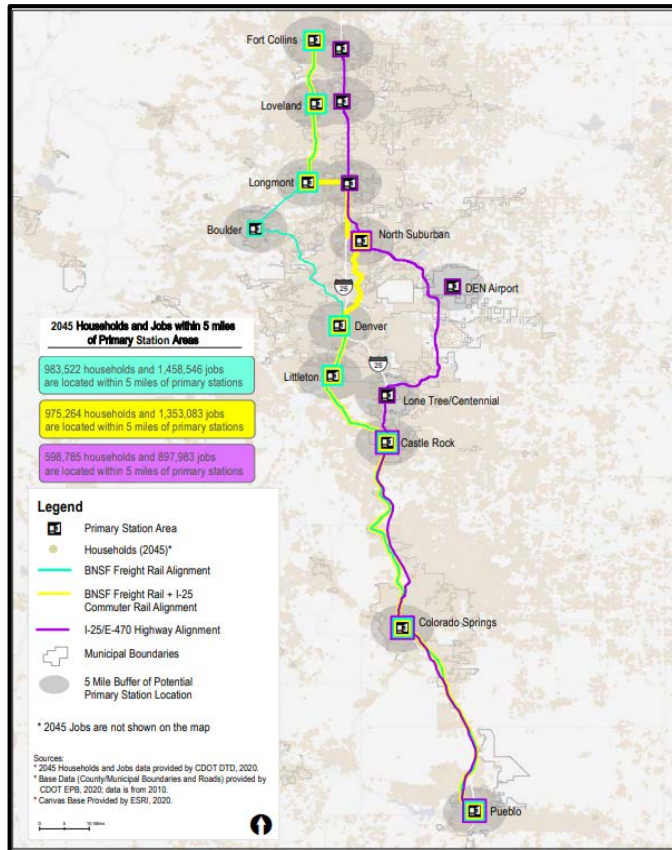
- Stations as follows:
  - Church Ranch (Westminster)
  - Flatiron (Broomfield)
  - Downtown Louisville
  - Boulder Junction
  - Gunbarrel (Boulder)
  - Downtown Longmont
- Capital Cost: \$1.5 billion (2018\$)
- Forecast Daily Ridership: 4,100 (opening year) / 5,400 (2040)
- Annual O&M Cost: \$20.6 million

# 2017 – Today Northwest Rail Corridor Peak Service Summary

- Stakeholders requested RTD consider Peak Service scenario 2017
- Intent to significantly reduce capital and operating costs and accelerate investment in Corridor
- Proposal: extend corridor from current B-Line terminus at Westminster Station to Longmont
- To minimize infrastructure investment, corridor would generally retain single-track configuration with passing tracks constructed for freight trains

- RTD Stations as follows:
  - 88th Avenue (Westminster)
  - 116th Avenue (Broomfield)
  - Downtown Louisville
  - Boulder Junction
  - Downtown Longmont
- Forecast Daily Ridership: 1,400
- Capital Cost: \$708.2 million (2018\$)
- Annual O&M Cost: \$12-15 million (\$2018)

# Front Range Passenger Rail Study Alternatives



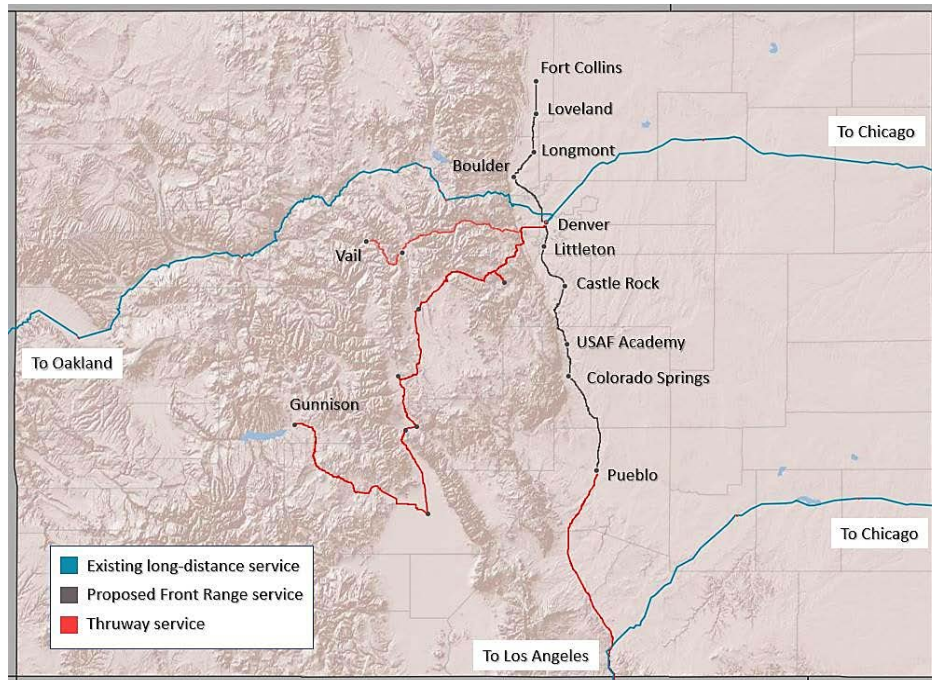
- Front Range Passenger Rail Study identifies NW Rail alignment as strong candidate
- All are technically feasible
- Reasonable range
  - Differing partnership opportunities
  - Differing impacts and benefits
  - May present ability to mix and match best components/minimize impacts



# Amtrak Proposed Service

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Front Range Corridor: **three round trips daily**,  
Fort Collins—Boulder—Denver—Colorado  
Springs—Pueblo\*  
\* with intermediate stops

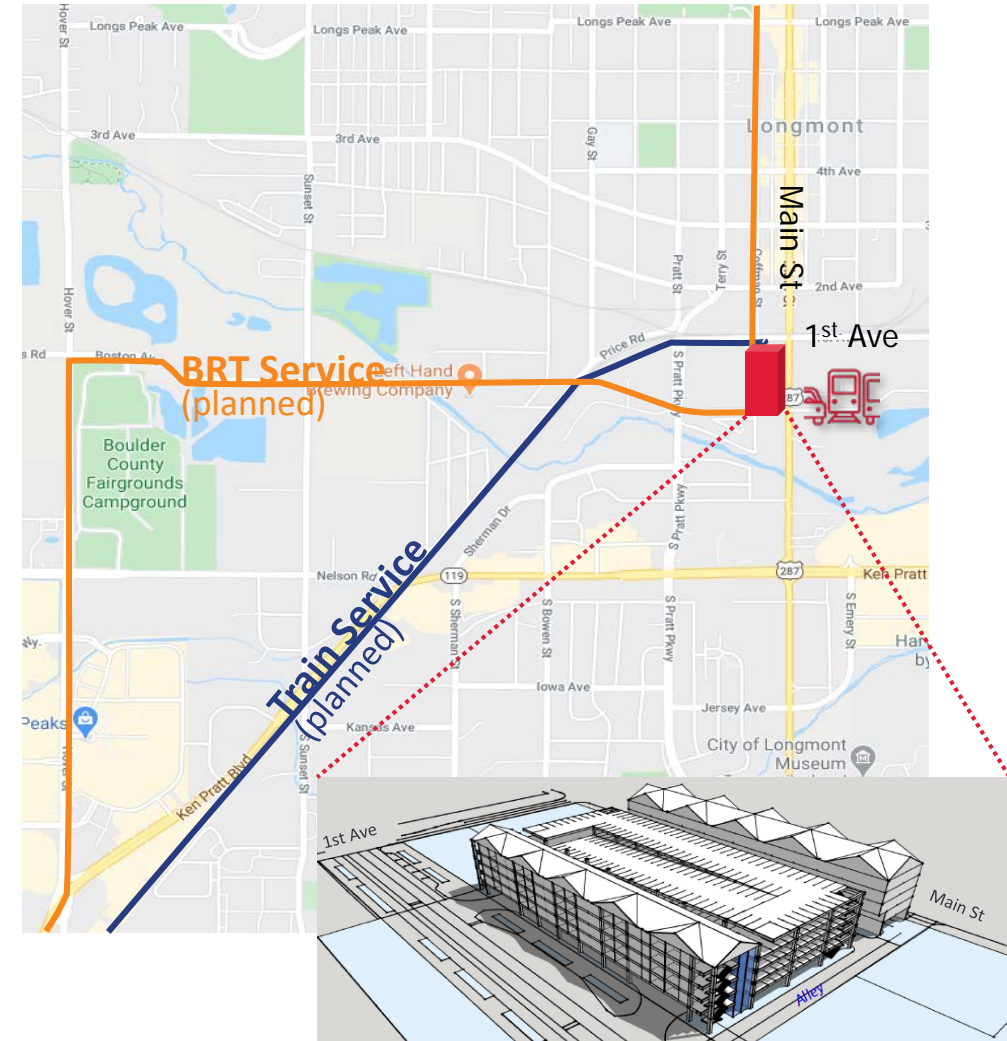


## Network Modernization Program

- Effort to develop, construct, and operate intercity passenger rail service in high-potential short-distance corridors like Front Range.
- Program would make federal grant funds available to Amtrak to cover up to 100% capital costs and initial ops costs of new corridor service
- States would gradually assume greater share of operating costs over 5-year transition period.
- After 5-year period, states required to cover costs

# Longmont Station Infrastructure Master Plan

- In 2011, RTD Board committed to construct a PnR in Downtown Longmont at planned B Line terminus near 1st Ave and Main St (\$17M reserved as part of savings from Eagle project)
- In partnership with City, IMP identifies fatal flaws and develops concepts for transportation facility and related development
- IMP scope of work:
  - Boundary Survey
  - Drainage and Grading Analysis
  - Dry & Wet Utilities Survey
  - Multimodal Transportation Services
  - Development Program
  - Phasing Concept
- Next Steps:
  - 2021 (March): IMP concludes
  - 2021-2025: complete IGA, refine design, build facility
  - 2025: BRT, other bus services begin operation

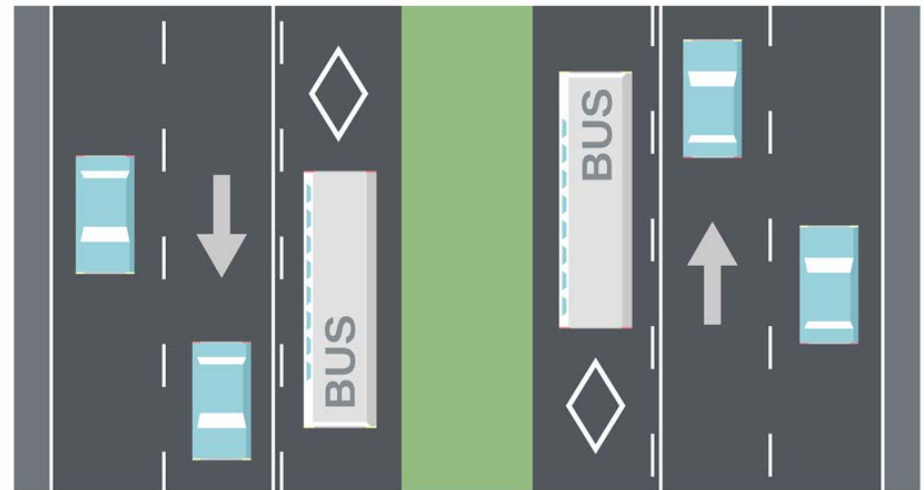


# SH 119 Update

# SH 119

- CDOT conducting operational analysis of managed lanes
- Will begin analysis of potential revenue for the lanes
- Also beginning preliminary engineering for the corridor, including station design and layouts

## INSIDE BRT/MANAGED LANE OPTION



# SH 119

## Current funding summary:

RTD	\$30m
CDOT Highway Funding	\$30m
CDOT Region 4 Funds	\$9m
CDOT Transit Funds	\$10m
DRCOG TIP and Local Gov't Contributions	\$14m
<hr/>	
	<b>\$93</b>
<i>Total</i>	<i>million</i>

# Questions?

Nataly Handlos – [nataly.handlos@rtd-denver.com](mailto:nataly.handlos@rtd-denver.com)

Sage Thornbrugh – [sage.thornbrugh@rtd-denver.com](mailto:sage.thornbrugh@rtd-denver.com)

Manas Subbaraman – [manas.subbaraman@rtd-denver.com](mailto:manas.subbaraman@rtd-denver.com)

Chris Quinn – [chris.quinn@rtd-denver.com](mailto:chris.quinn@rtd-denver.com)

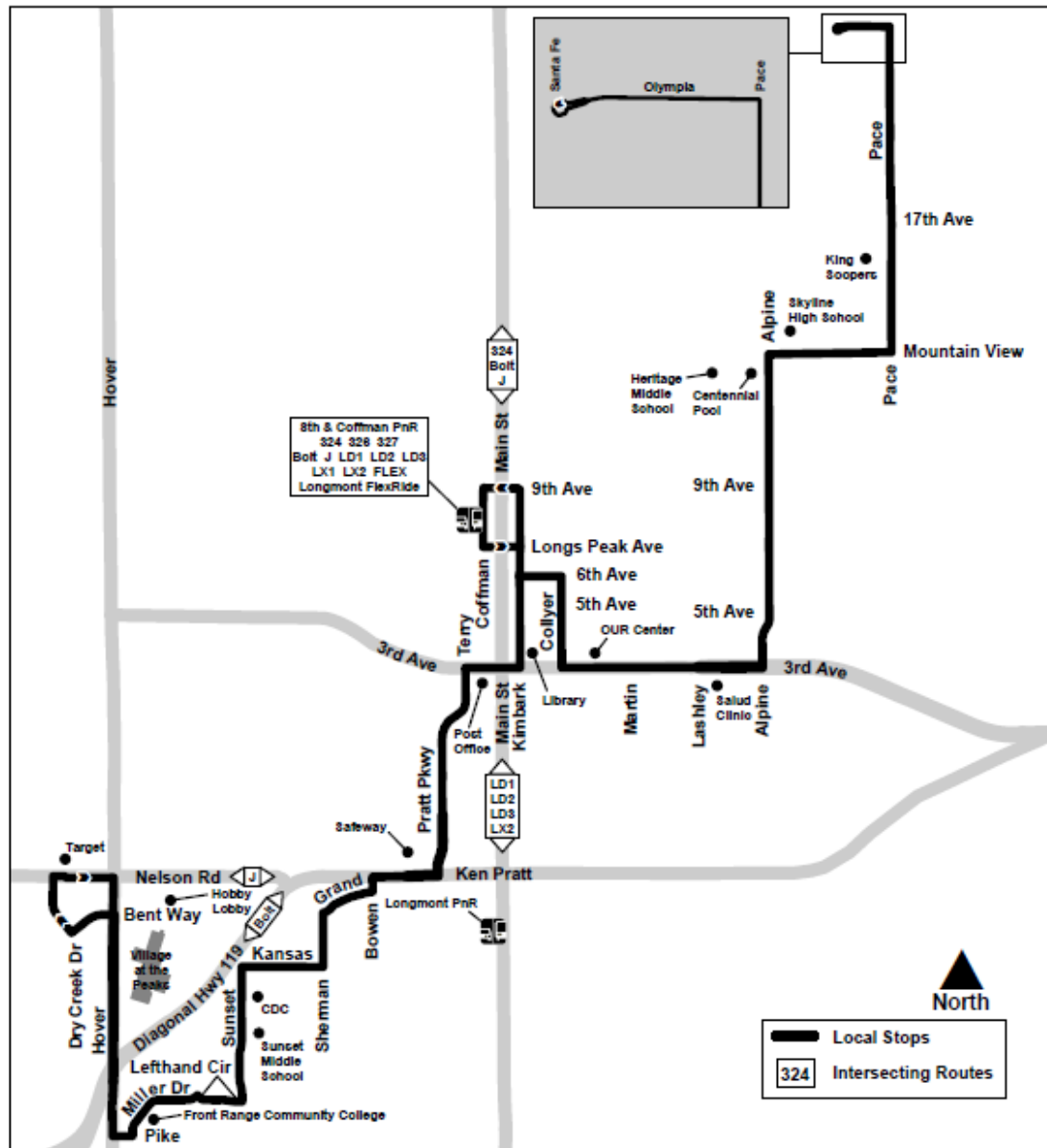
Erin Vallejos – [erin.vallejos@rtd-denver.com](mailto:erin.vallejos@rtd-denver.com)

# Maps - Active Routes

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# Route 323 Skyline Crosstown

Effective: 12 January 2020  
Map Revised: 12 January 2020

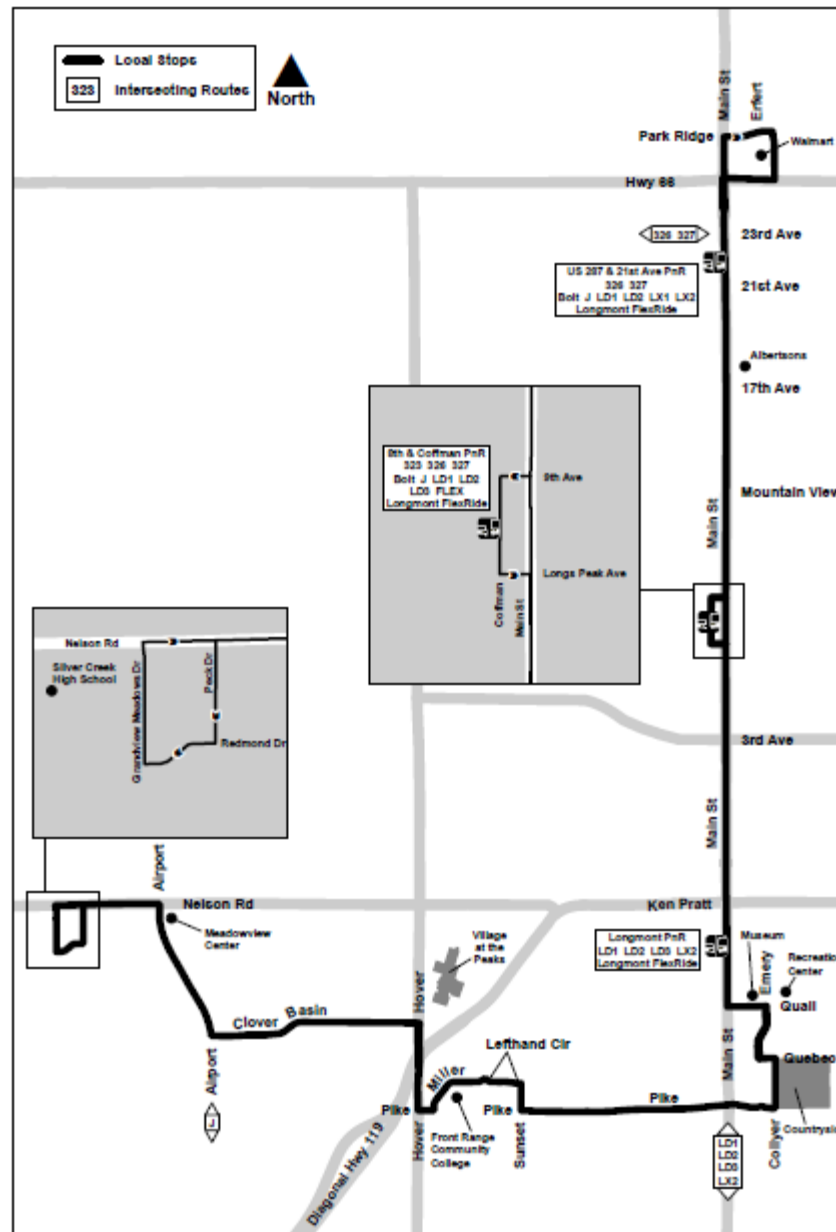


**January 2021  
Runboard –  
Route Frequency**  
Weekday/ 10 Eb/ 10 Wb  
Saturday



# Route 324 Main Street Crosstown

Effective: 12 January 2020  
Map Revised: 12 January 2020

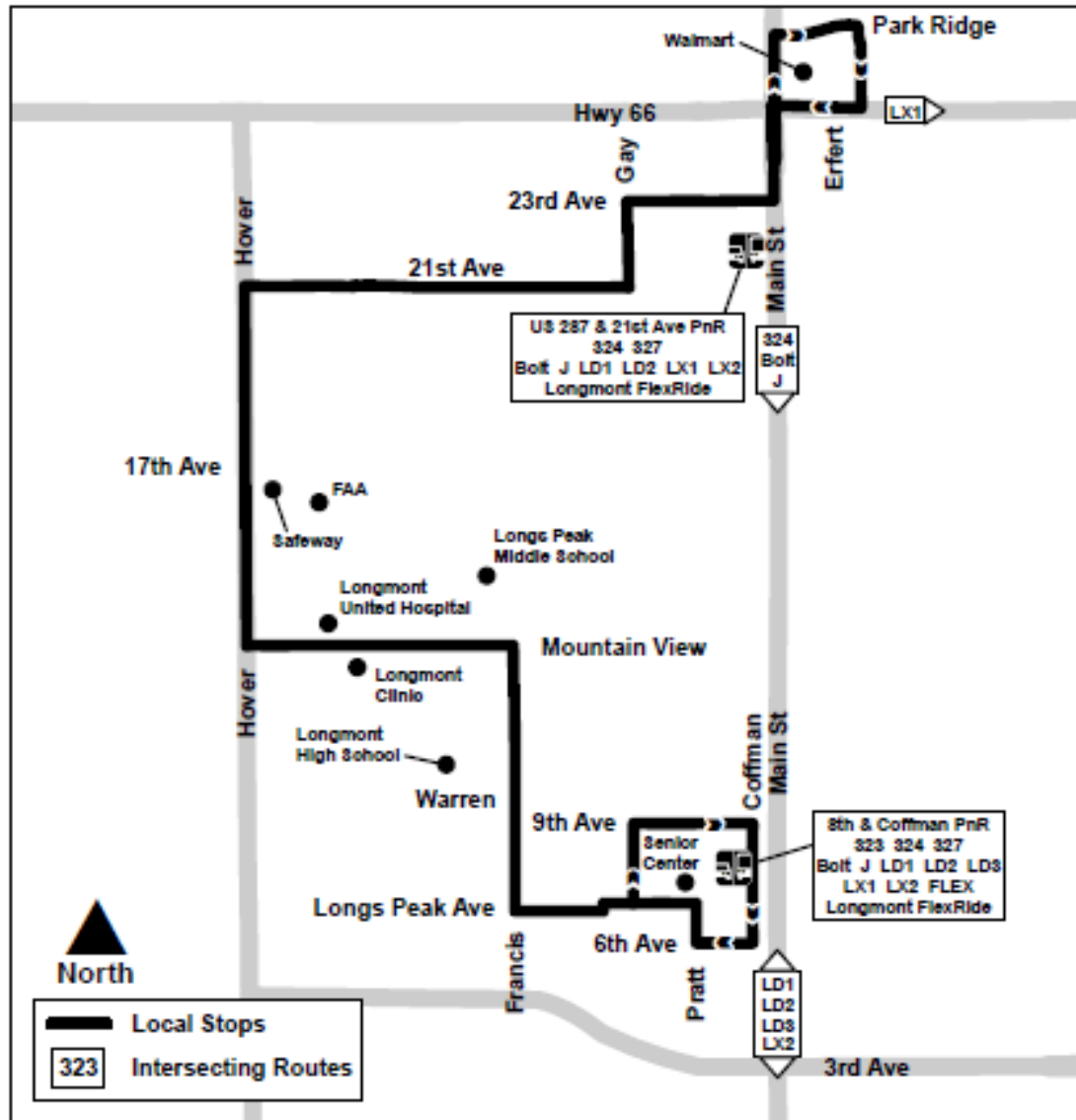


**January 2021  
Runboard –  
Route Frequency**

Week/Sat	11 Nb/ 11 Sb
Sunday	10 Nb/ 11 Sb

# Route 326 Westside Crosstown

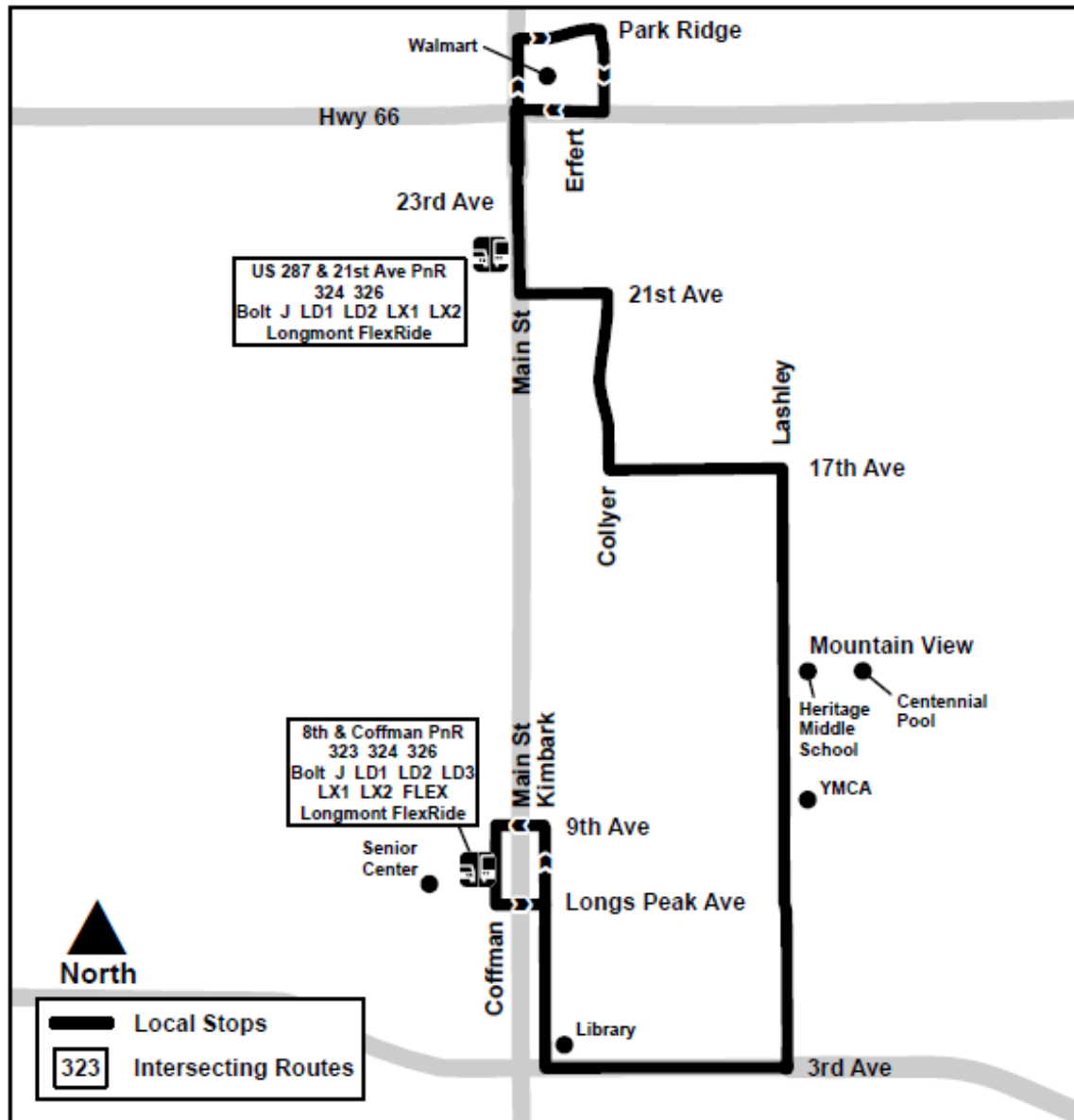
Effective: 12 January 2020  
Map Revised: 12 January 2020



**January 2021  
Runboard –  
Route Frequency**  
Weekday/ 11 Nb/ 11 Sb  
Saturday

# Route 327 Eastside Crosstown

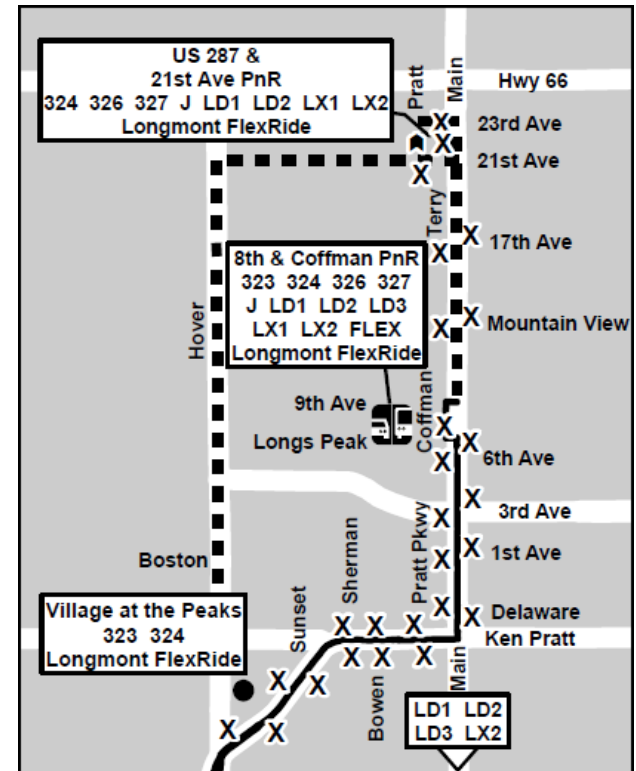
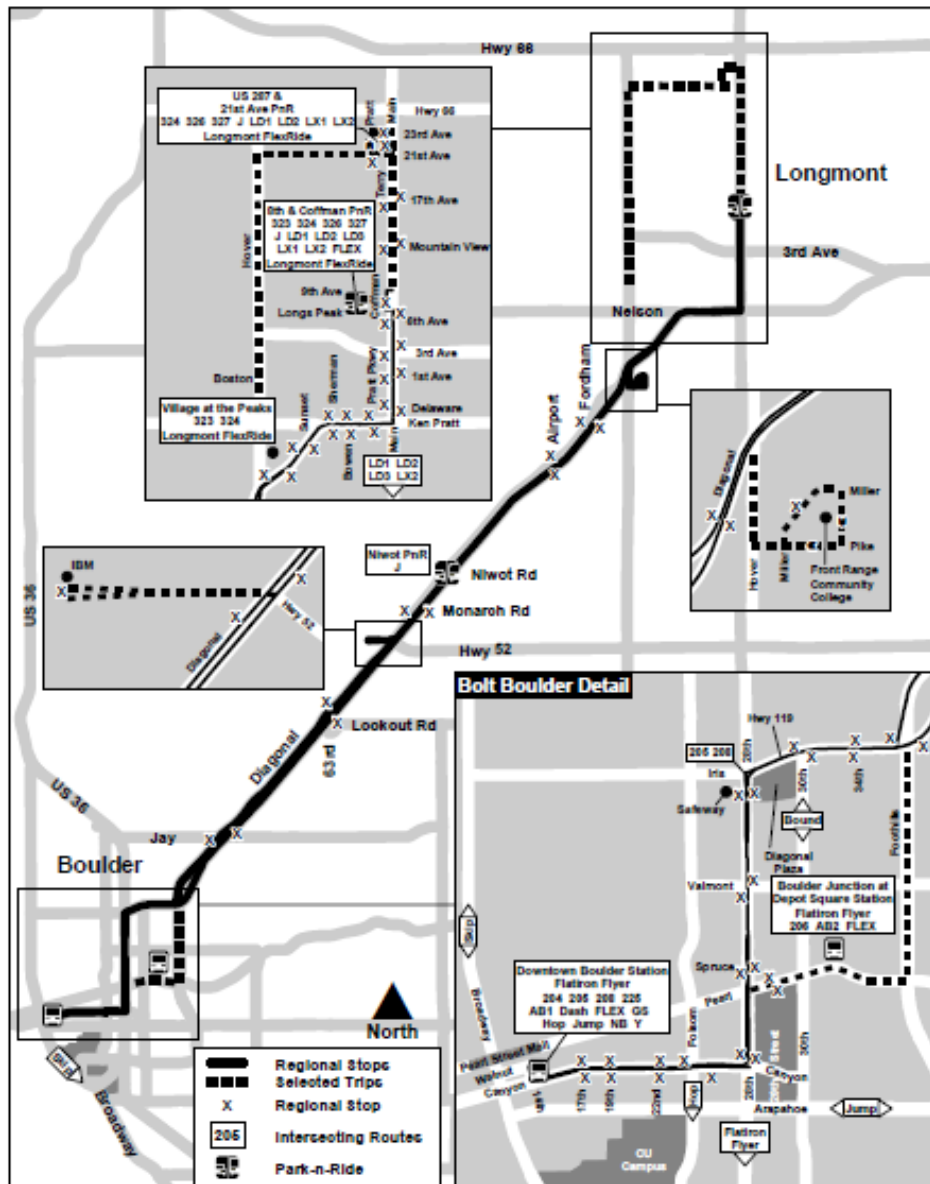
Effective: 12 January 2020  
Map Revised: 12 January 2020



**January 2021  
Runboard –  
Route Frequency**  
Weekday/ 11 Nb/ 11 Sb  
Saturday

# Route BOLT Boulder / Longmont

Effective: 19 April 2020  
Map Revised: 19 April 2020



January 2021

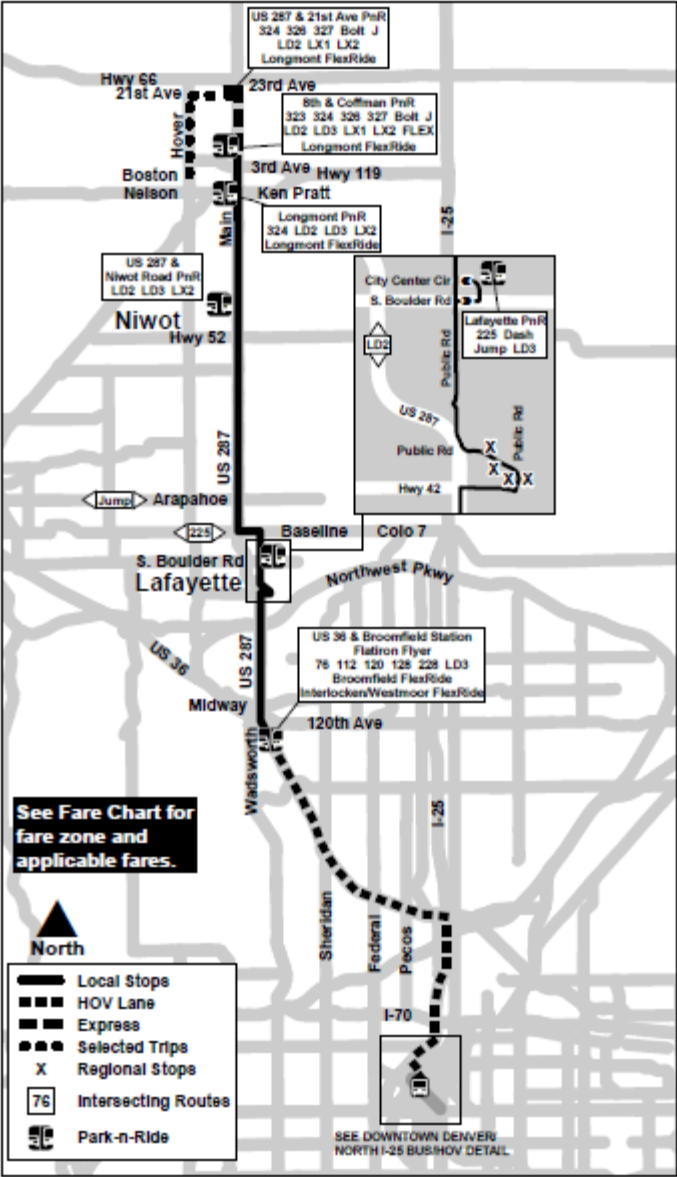
Runboard –

Route Frequency

Weekday	18 Nb/ 19 Sb
Saturday	18 Nb/ 18 Sb
Sunday	18 Nb/ 17 Sb

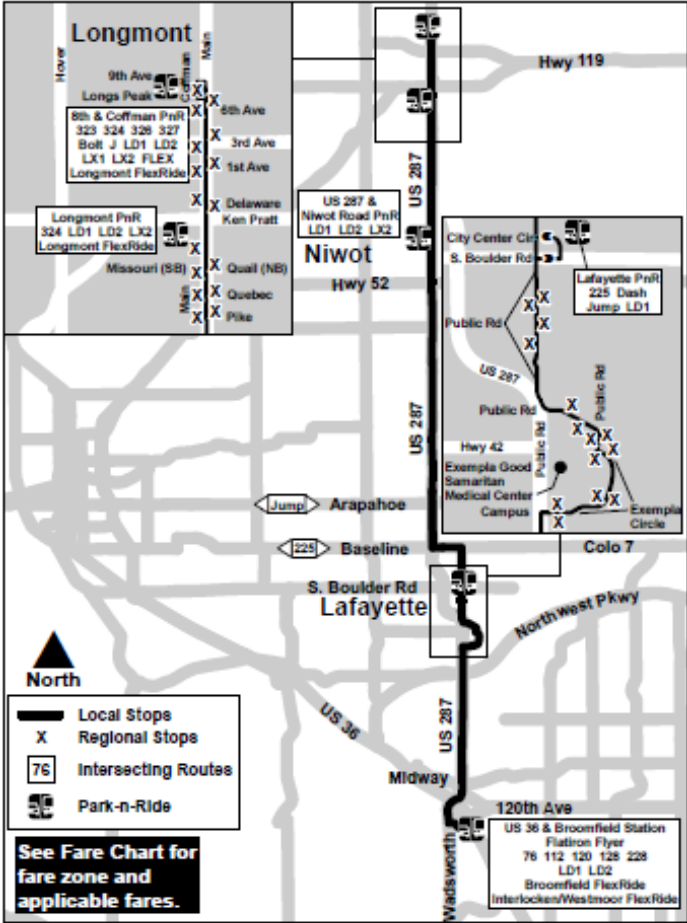
Route LD1 Longmont/Denver

Effective: 10 January 2021  
Map Revised: 10 January 2021



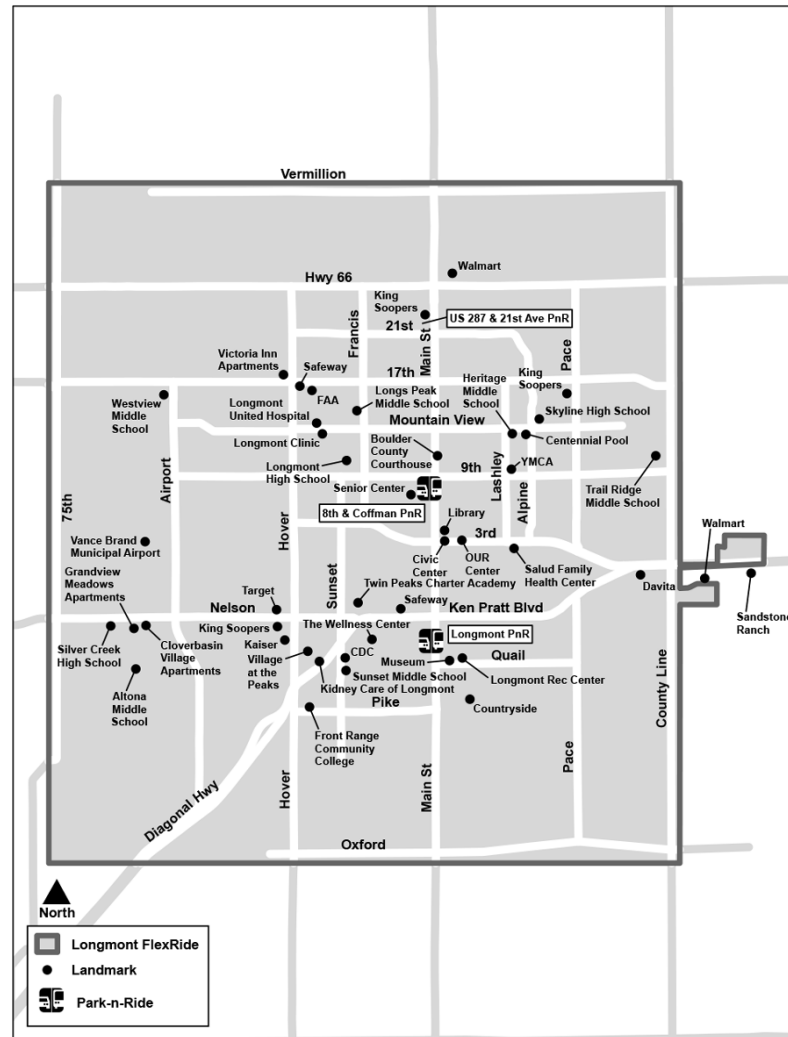
Route LD3 Longmont/Broomfield

Effective: 18 April 2020  
Map Revised: 18 April 2020



January 2021  
Runboard –  
Route Frequency  
Weekday 11 Nb/ 11 Sb  
Saturday 7 Nb/ 7 Sb

# Longmont FlexRide

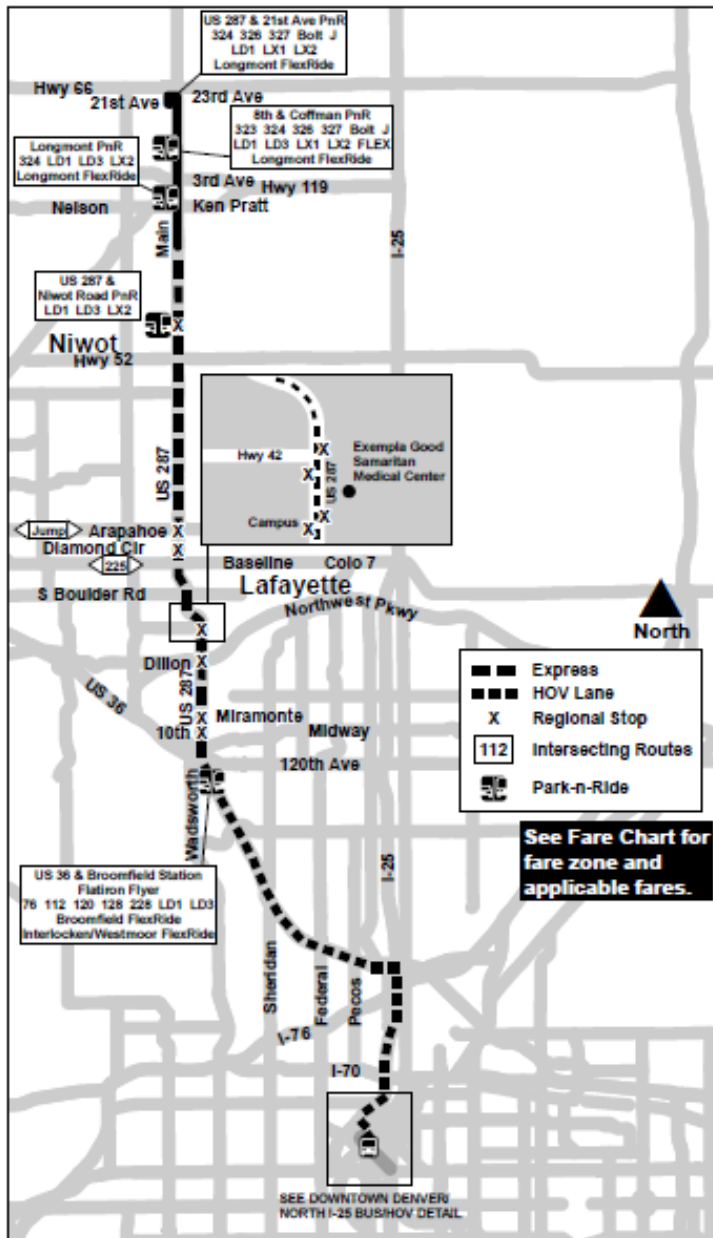


# Maps - Suspended Routes

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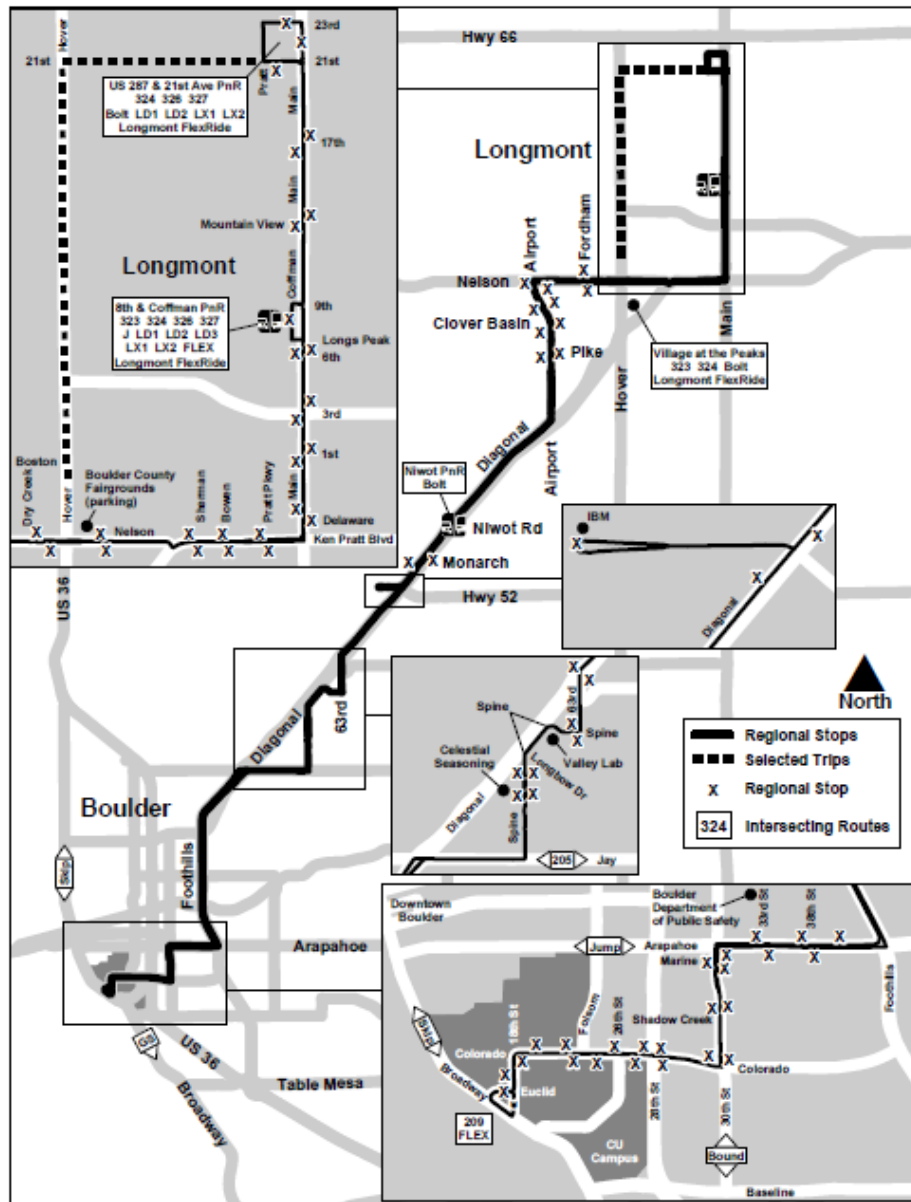
## Longmont/Denver Express

Effective: 18 April 2020  
Map Revised: 18 April 2020



**Route J    Longmont/East Boulder/CU**

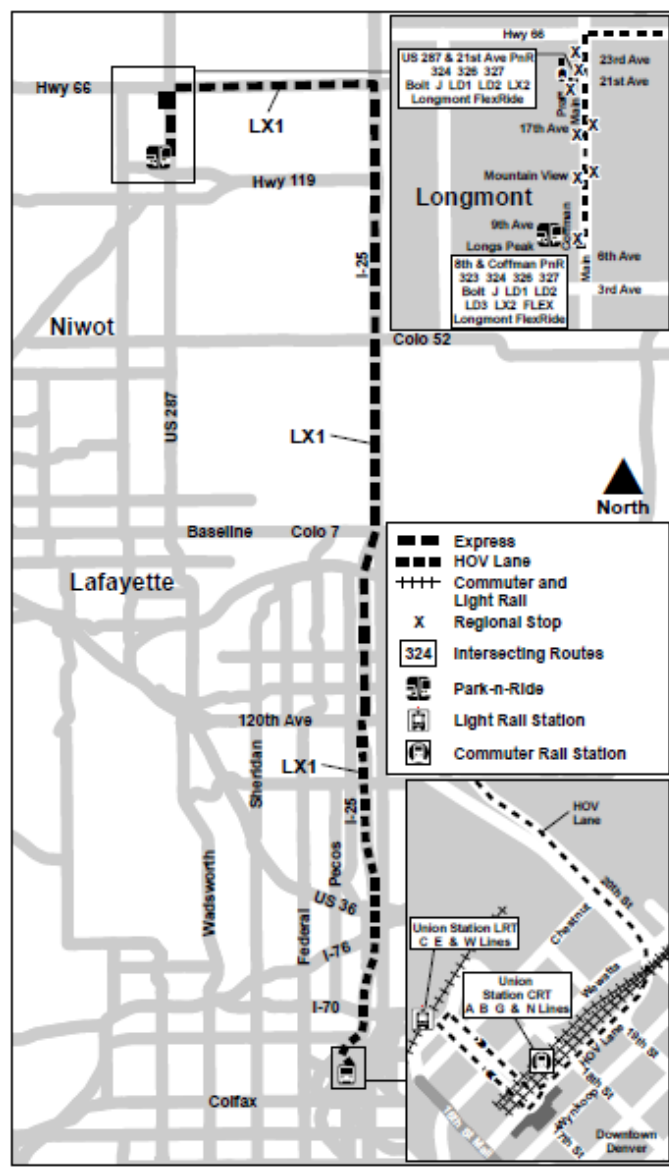
Effective: 12 January 2020  
Map Revised: 12 January 2020





# Route LX1 Longmont/Denver Express

Effective: 20 September 2020  
Map Revised: 20 September 2020



# Route LX2 Longmont/Denver Express

Effective: 20 September 2020  
Map Revised: 20 September 2020

