Commuting Solutions

US 36 FIRST AND FINAL MILE STUDY

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ACKNOWLEDGEMENTS

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EXECUTIVE SUMMARY

The "First and Final Mile" issue is exemplified by the difficulty suburban transit passengers experience accessing activity centers such as employment, housing, shopping, or recreation near Regional Transportation District (RTD) Park-n-Rides. Walk distances can be too distant and transfers to other transit routes can add unreasonable travel time. The US 36 corridor exhibits suburban land use patterns such as single land uses connected by larger arterial roadways designed and built primarily for people traveling in cars.

This study was initiated by 36 Commuting Solutions to identify suitable modal options to begin and complete transit trips without single-occupant vehicle (SOV) travel. The study began by identifying cost-effective options to better connect RTD riders to and from the US 36 Park-n-Rides and the surrounding activity centers utilizing such Transportation Demand Management (TDM) tactics as electric bikes, shuttle circulators, taxis, scooters, golf carts, and bicycles. The study's goal is to increase the convenience of accessing public transit and reducing SOV travel.

In order to ensure this project garnered local jurisdiction and community support, a stakeholder consensus building process was undertaken with corridor communities along US 36, RTD, and the Colorado Department of Transportation (CDOT). Consensus and support for this project was achieved through regular meetings with the Study Advisory Committee (SAC), corridor communities meetings and through impromptu dialogue as issues and opportunities arose.

To better understand the environment and stakeholder expectations, a variety of tools were used to assess existing conditions. The stakeholder communities were surveyed regarding priority issues, opportunities and outcomes. Previous and current planning efforts were reviewed and integrated into the study for continuity. A variety of data including transit ridership, land uses and proposed projects were collected and analyzed for each station area. The project team conducted a field review to understand the existing built environment surrounding each Park-n-Ride.

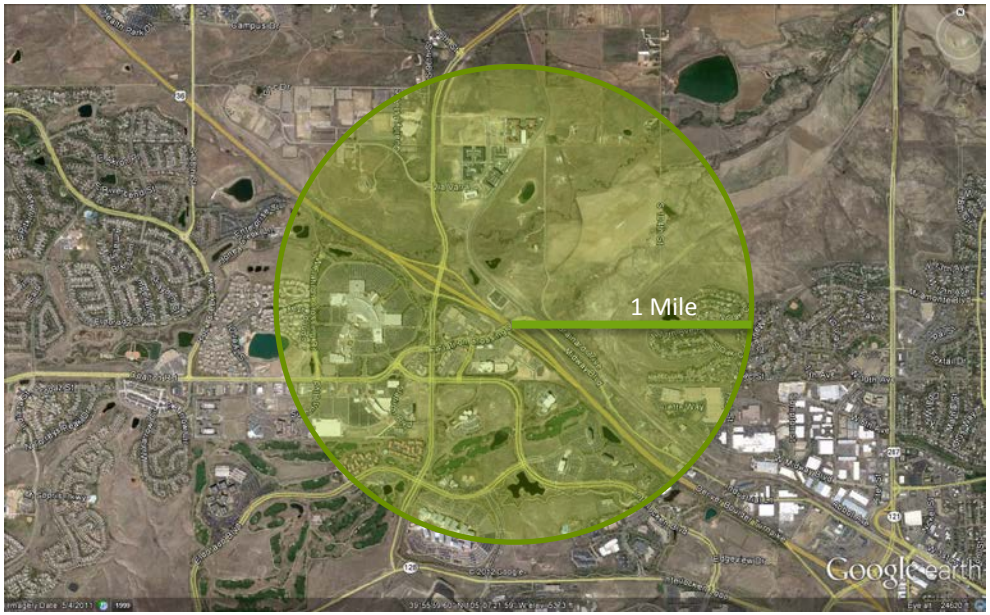
Recommendations were prepared utilizing a collaborative decision making process outlined above. The recommendations strategically address the issues, opportunities and outcomes identified by the stakeholders during the project. Each recommendation was evaluated and then prioritized with stakeholders using on-line surveys, keypad polling and facilitated work sessions. This information was used to develop both station area and corridor recommendations to strategically implement cost effective multi-modal connectivity projects and programs between employment locations, activity centers, residences, and future US 36 Bus Rapid Transit (BRT) stations.

The corridor strategies sought to identify ways to enhance transit accessibility in the US 36 corridor. The top three identified corridor strategies included Bus Then Bike secure bike parking, First and Final Mile (FFM) wayfinding signage, and FFM EcoPasses. The station area strategies focused on infrastructure improvements to increase the safety and comfort of people biking or walking to and from the Park-n-Rides. The strategies included grade separated crossings of major roadways, connections to the planned US 36 Bikeway, enhanced on-street bike facilities, trail extensions or conversions, and intersection and midblock crossing enhancements, along with various programmatic and policy strategies.

INTRODUCTION

The "First and Final Mile" issue is exemplified by the difficulty suburban transit passengers experience to access "activity centers" such as employment, housing, shopping, or recreation near Regional Transportation District (RTD) Park-n-Rides. Walk distances can be too distant and transfers to other transit routes can add unreasonable travel time. The US 36 corridor exhibits suburban land use patterns such as single land uses connected by larger arterial roadways which is designed and built primarily for people traveling in cars. This land use pattern can make it difficult, intimidating, and sometimes unsafe to travel between Park-n-Rides and first and final mile destinations by walking or bicycling. The aerial image of US 36 and East FlatIron Circle Park-n-Ride below shows large roadways connecting secluded land developments such as FlatIron Crossing , business parks, multi-family housing, and single family housing.

Figure 1: Aerial Image demonstrating suburban land use pattern near the East FlatIron Circle Park-n-Ride



The local governments along US 36 are working to minimize the barriers to connect to the US 36 corridor Park-n-Rides by addressing land use, transportation infrastructure and urban design. This study was initiated by 36 Commuting Solutions to define suitable modal options and strategies to begin and complete transit trips without Single-Occupant Vehicle (SOV) travel. This study began by identifying cost effective options to better connect RTD riders to/from the US 36 Park-n-Rides and the surrounding activity centers utilizing such Transportation Demand Management (TDM) tactics as electric bikes, shuttle circulators, taxis, scooters or golf carts, as well as bicycles. The study's priority is to increase the convenience of public transit and reduce SOV travel.

CONSENSUS BUILDING WITH STAKEHOLDERS

In order to ensure the study garnered local government and community support, a stakeholder consensus building process was undertaken with corridor communities along US 36, RTD, and the Colorado Department of Transportation (CDOT). Stakeholders were engaged using meetings, workshops, and keypad polling, which allowed opportunities for stakeholders to contribute their opinions about mobility choices and solutions. Given the different funding priorities, level of design, and on-going efforts, it was critical to have structured and unstructured opportunities to build support for first and final mile (FFM) solutions. Consensus and support for this project was achieved through regular meetings with the Study Advisory Committee (SAC), corridor community meetings, RTD coordination meetings and through impromptu dialogue as issues and opportunities arose.

STUDY ADVISORY COMMITTEE

The SAC was made up of representatives from each of the corridor communities, including the City of Boulder, Boulder County, Town of Superior, City of Louisville, City & County of Broomfield, City of Westminster, CDOT and RTD. The SAC met regularly over the course of the study. The input gathered from the SAC at these meetings directly influenced the trajectory of this project and its recommendations resulting in corridor consensus about project goals and objectives; issues, opportunities and outcomes, as well as FFM projects, programs and implementation strategies.

GOAL AND OBJECTIVES

The US 36 First and Final Mile Study was guided by a set of project goals and objectives that are identified below and illustrated in the word cloud in Figure 2. The word cloud was developed by weighting the words used in the goals and objectives according to the number of times they were mentioned. It provides a visual representation of the main focus of the project goals and objectives. Although the project grant application identified goals and objectives for the project at its outset, input gathered from the SAC was used to add several additional objectives and more clearly define the intent of the project.

PROJECT GOAL

Identify opportunities to cost-effectively enhance multi-modal connectivity between employment locations, activity centers, residences and Park-n-Rides to reduce barriers to accessing transit in the US 36 corridor.

PROJECT OBJECTIVES

A series of objectives have helped to clarify the project goal and have guided the project process.

- Define a logical catchment area around each Park-n-Ride to guide where to focus strategies
- Identify the employment target markets (hours of operation, level of pay, type of jobs) within that radius that are “transit dependent” or “choice” riders
- Identify connectivity strategies with the greatest cost/benefit potential to complete the transit trip and identify appropriate project lead for implementation
- Define initial capital/implementation costs and operational/maintenance costs of strategies with the greatest cost/benefit
- Define potential funding strategies, such as sponsorship, advertising, development of metro districts, or user service fees for the strategies with the greatest cost/benefit
- Identify Park-n-Ride solutions with the highest potential to increase transit ridership
- Prioritize mobility projects and programs for stations with stakeholder consensus
- Identify upcoming public and private construction projects whereby specific TDM strategies can be incorporated
- Engage the public at large to understand current travel choice and propensity to use TDM strategies. Determine multi-modal solutions that work within their identified constraints
- Develop an on-going metric to monitor if TDM investments are changing mode share
- Develop a process by which local jurisdictions and RTD provide information for review and input to 36 Commuting Solutions on any Park-n-Ride and/or station area projects that may impact proposed TDM tactics through this study

Figure 2: Goal & Objectives Word Cloud

ISSUES, OPPORTUNITIES AND OUTCOMES

In order to identify initial study focus areas, the project team brainstormed with the SAC to discuss key issues, opportunities and outcomes for the FFM study at the project kick-off meeting. The SAC was then given the opportunity to revise the list. Through this process, an agreed upon list of issues, opportunities and outcomes for both the individual station areas and the US 36 corridor were generated.

Following the SAC kick-off meeting, a survey was sent the SAC. For each of the issue, opportunity and outcome statements that were generated at the kick-off meeting, respondents were asked to rank the statement. Options for ranking were: most important, more important, neutral, less important, and least important. 18 survey responses were received; Figure 3 shows agency identification of the respondents. The responses were used to prioritize the lists of issues, opportunities, and outcomes on the following pages. The lists are numbered from most important to least important.

Figure 3: Agency Identification of Survey Respondents

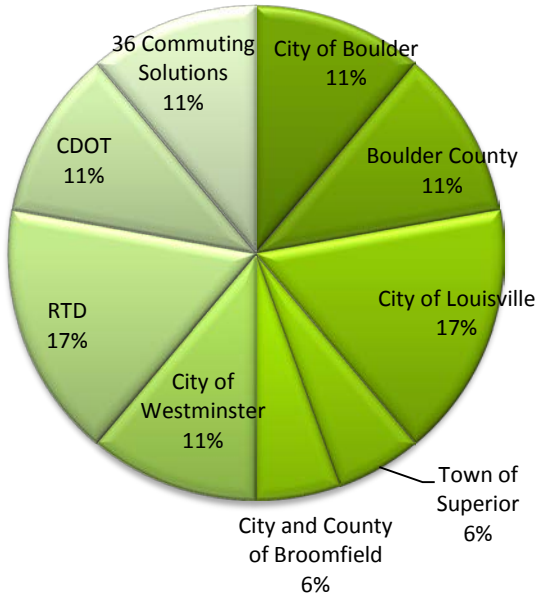


Figure 4: Loading the AB SkyRide at McCaslin Park-n-Ride

STATION AREA ISSUES

1. There is a need to develop a unified set of goals and objectives for this project
2. Some Park-n-Rides lack direct bicycle facilities at station platforms
3. The travel choices and willingness to use alternative modes to the station area of those who drive less than 2 miles is not known
4. Lack of secure and varied bicycle parking options in station areas
5. Most of the current transit riders live beyond the 1 mile radius
6. A lack of diverse land uses near stations
7. There is missing data for the actual bicycle usage levels at the current Park-n-Rides. This includes total bikes parked at racks and shelters and bikes that did not get loaded due to capacity constraints. There is also missing data for "Kiss-n-Ride" patrons and "walk up" patrons
8. Data is not available to evaluate the pedestrian environment and the users' experience
9. Data is not available to understand actual vs. perceived safety in the first and final mile
10. There is a lack of bike amenities for riders such as tools, maps, lighting, showers, or bike stations with secure parking (such as valet)
11. There is not an existing summary of the pedestrian and bike Level of Service (LOS)
12. Access to some Park-n-Rides is via private property (outside of the SAC control)

CORRIDOR ISSUES

1. There is frequent trunk service in the corridor but when you get off the regional buses there are infrequent local connections to destinations
2. There are new and existing barriers to transit usage – lack of wayfinding and signage, transit service user guides, Kiss-n-Ride, etc. – make it easier to access Park-n-Rides (consider the user experience)
3. The changes in land use in station areas may not be considering the FFM solutions that get prepared in this study. There is a need to reach out to private land owners and planning staff working on redevelopment plans
4. The re-use of the current buses could limit effectiveness of mobility solutions
5. Need to level the playing field with automobile travel times
6. Shuttles providing FFM services have required major subsidy
7. Bike sharing/B-cycle stations will need to be placed beyond the station area since multiple stations are needed to establish a bike share system. There may not be the densities beyond FFM areas to support such stations
8. Defining profit-making TDM strategies could be a challenge in a low-density corridor setting
9. The "induction" or "targets" of new riders into the BRT system is unknown
10. Pedestrian safety crossing major arterials to the stations is a concern

STATION AREA OPPORTUNITIES

1. Redevelopment near stations areas could diversify land uses and address connectivity
2. Parking utilization rates at current Park-n-Ride and regional ridership is increasing
3. Bike and car sharing "nonprofits" currently operating in region
4. Call-n-Ride user logs provide insight on role of new shuttles
5. Models other than B-Cycle are available for bike sharing and will be evaluated
6. Existing programs such as Guaranteed Ride Home should be considered and further understood

CORRIDOR OPPORTUNITIES

1. There are on-going mobility projects in each jurisdiction beyond the first and final mile
2. US 36 Coalition is organized and could use recommendations to secure funding
3. Major opportunity to integrate TDM strategies and other solutions along the corridor (i.e. Interoperability between Denver and Boulder Bike sharing/ B-Cycle)
4. Intelligent Transportation Systems (ITS) for transit users that provides travel time, parking availability, bus transfer info, apps, etc. are currently being used by other agencies and the technology is readily available
5. The existing RTD buses may likely be used in the future. This provides an opportunity to evaluate several programs and facilities that gradually transition to reduce bike on bus levels with higher levels of convenience
6. The US 36 Express Lanes Project will be constructed with some BRT elements
7. New development provides opportunities for mobility enhancements when projects are constructed
8. In the near future there will be comparable travel times for both auto and transit to major destinations
9. Recommendations could be incorporated in the upcoming Design-Build projects
10. The status of the current redevelopment projects in the US 36 corridor (most in planning) presents an opportunity to work with land owners to implement TDM programs and parking reductions that offer financial incentives to developers, tenants, and occupants
11. Wi-Fi on buses could allow for multi-tasking and could be considered work-time as an added benefit to using the new BRT system
12. Local, regional and national attention for the changes that result from BRT

STATION AREA OUTCOMES

1. Identify upcoming construction projects that can incorporate station area FFM projects
2. Prioritized list of mobility projects and programs for stations with group consensus
3. Identify potential funding for mobility projects
4. Understand employer TDM programs, including parking cash out
5. Cost/benefit analysis for each of the station area improvements
6. 30% design plans/costs for projects at each station area that has corridor support

CORRIDOR OUTCOMES

1. Prioritized list of mobility projects and programs for the corridor with stakeholder consensus
2. Determine long-term funding strategies for new funding sources
3. Station area strategies defined at a corridor level as well as customized to the unique characteristics of each station location
4. Timely opportunity to explore incorporating portions of the study recommendations into the US 36 Express Lanes Project, or other local government projects
5. Engage private land owners and stakeholders about the first and final mile cost/benefits

Figure 5: Broomfield Park-n-Ride

EXISTING CONDITIONS

To better understand the environment and stakeholder expectations around each of the Park-n-Rides, a variety of tools were used to assess existing conditions around each station. The stakeholder communities were surveyed regarding priority issues, opportunities, and outcomes. Previous and current planning efforts were reviewed for consistency. A variety of data including ridership, land uses, and proposed projects was collected and analyzed for each station. The project team also spent a day traveling the corridor using US 36 buses and bikes in order to better understand the conditions surrounding each of the stations. The following pages describe the existing conditions analysis and results.

PREVIOUS PLANNING EFFORTS

Previous and current planning efforts were reviewed to understand opportunities for implementation and coordination at each Park-n-Ride. The project team reviewed US 36 corridor-wide plans from RTD and CDOT, corridor community plans from the municipalities where each Park-n-Ride resides, and site specific projects that are pending within the FFM study area for each station. Each of these plans provides different information. US 36 corridor-wide plans from RTD and CDOT provide information about upcoming projects in the US 36 corridor. Corridor community comprehensive plans provide context for community intentions regarding Park-n-Rides located in their communities as well as intentions for multi-modal transportation enhancements. Site specific projects provide information about upcoming construction projects that will take place near each Park-n-Ride. These plans suggest locations where station area project collaboration could take place.

RTD FASTRACKS US 36 BUS RAPID TRANSIT (BRT)

US 36 BRT service is part RTD's FasTracks voter-approved, multi-year comprehensive plan to expand rapid transit service in the Denver metro region. The US 36 BRT Line includes 18 miles of proposed BRT service that connects Denver Union Station to Boulder, passing through Westminster, Broomfield, Superior and Louisville. Six stations are proposed for the US 36 BRT Line, including Westminster Center, Church Ranch, Broomfield, East Flatiron Circle, McCaslin and Table Mesa. US 36 BRT is a joint partnership between the RTD and CDOT. The RTD FasTracks program includes two phases of BRT implementation:

Figure 6: RTD FasTracks US 36 Bus Rapid Transit Map

Phase 1: $23.5 million for improvements such as adding bus slip ramps and access improvements to RTD Park-n-Rides at US 36 & McCaslin Boulevard, US 36 & Church Ranch Boulevard, US 36 & Broomfield and US 36 & Table Mesa. These projects have been completed.

Phase 2: $219 million representing a proportionate share of the transit component of US 36 highway improvements. The US 36 Environmental Impact Statement (EIS) calls for adding BRT elements such as shared use in the US 36 High Occupancy Vehicle (HOV)/High Occupancy Toll (HOT) lanes to serve as the fixed guideway, unique vehicles, high frequency service, pre-paid fare collection via kiosks, Variable Message Signs (VMS) to provide riders with real-time bus arrival information, station design enhancements, and creating a BRT service identity. Phase 2 will include the extension of the US 36 Bikeway west to the Table Mesa Park-n-Ride.

The project team worked closely with RTD to understand where projects can be incorporated into the US 36 improvements projects and to understand how the BRT improvements will affect this study's recommendations.

LOCAL JURISDICTION PLANNING

Many of the local municipalities in the US 36 corridor have been conducting, or are in the process of updating, comprehensive plans. This section highlights those plans and helps to ensure that projects coming from the FFM Study help implement not only the project goals, but also the community goals related to transportation and connectivity to transit in the corridor. While comprehensive plans may not always provide location specific improvements for implementation, they do provide the overall vision and goals of a community. The project team found that the community comprehensive plans overwhelmingly show support for enhancing connections to Park-n-Rides in ways that reduce the SOV travel.

SUPERIOR COMPREHENSIVE PLAN UPDATE[1]

The Superior Comprehensive Plan was prepared through the combined efforts of residents/business owners/property owners, Planning Commission, Town Board, Town Staff, and planning and engineering consultants. The purpose of the plan is to provide a basis for current and future land use decisions in the Town of Superior. Along with the Town of Superior Land Use Code, the Comprehensive Plan is intended to serve as a guide to facilitate planning of undeveloped lands or redevelopment of private lands, protect and enhance existing development, highlight opportunities for private and public investment; and ensure compatibility between existing uses and future development. The draft plan was released in September 2012. Several policies in the Draft Superior Comprehensive plan apply loosely to this project. Overall, the Town of Superior is in favor of enhancing connections in the first and final mile of the McCaslin Park-n-Ride. References to directly connecting new land uses to US 36 transit include:

[1] "Town of Superior Comprehensive Plan Review Draft." September 2012

POLICY 8.1.a: ALTERNATIVE MODES OF TRANSPORTATION: Encourage alternative modes of transportation through the establishment of bicycle routes, pedestrian corridors, and transit stops linking residential areas with commercial, recreational, and open space facilities with established or proposed regional bicycle systems and with transit hubs.

POLICY 8.1.c: SUPERIOR RTD PARK-N-RIDE FACILITY: Encourage public transit by promoting the Superior RTD Park-n-Ride facility as the primary regional transit hub within the Town and by promoting local bus routes.

POLICY 8.1.d: US 36 BUS RAPID TRANSIT HOV LANES: Support the development of managed lanes on US 36 with a bus rapid transit station to serve the Town of Superior. Participate in all US 36 corridor meetings and support pedestrian/bicycle/local bus access to the BRT stations.

POLICY 8.1.f: INTEGRATED VEHICULAR AND PEDESTRIAN/BICYCLE CORRIDORS: Require new development to integrate new vehicular and pedestrian/bicycle corridors with adjacent development and the Town of Superior Trails Plan and Transportation Plan.

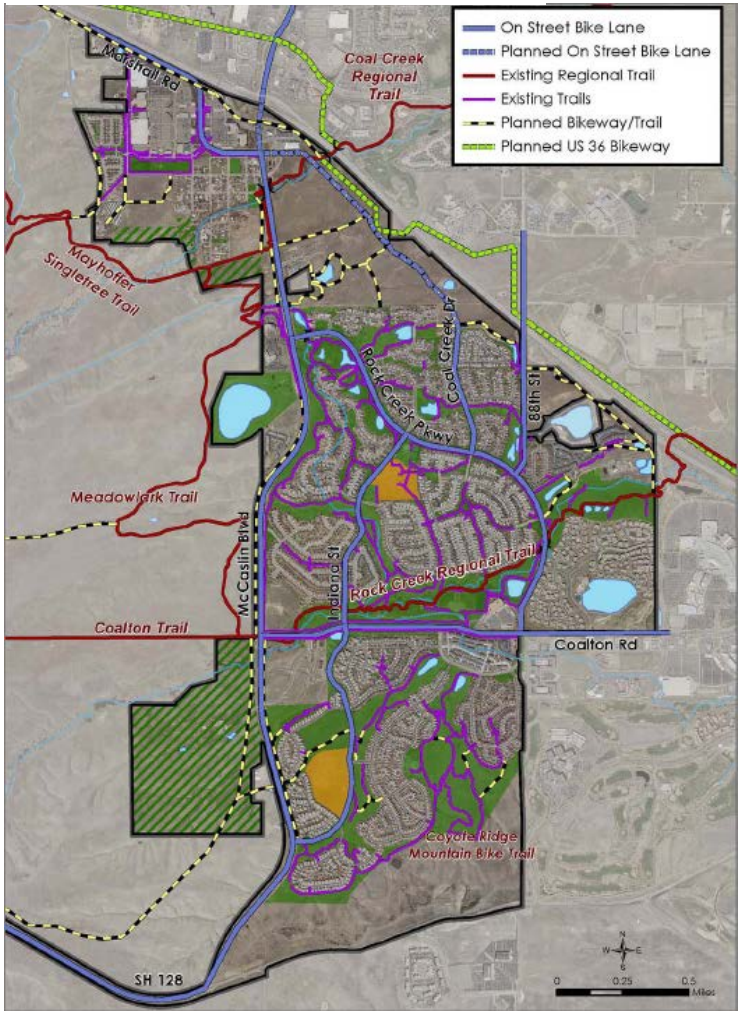
POLICY 10.6.a: ACCESS TO PUBLIC AMENITIES AND COMMUNITY FACILITIES: Ensure that the trail system provides convenient and attractive access to key public amenities, community facilities, and specialty areas.

GOAL 10.7: MULTI-MODAL TRANSPORTATION SYSTEM: Include trails as an integral part of the Town's multi-modal transportation system to efficiently meet local and regional transportation needs.

POLICY 10.7.b: LINKS TO TRANSIT HUBS: Ensure that developers provide bicycle and pedestrian trails in accordance with the vision for the Town's trail system and that link to existing and future transit hubs.

POLICY 10.7.f: COMMUTER BICYCLE EXPRESSWAYS: Support links to future commuter bicycle expressways, when developed.

Figure 7: Superior Proposed Bike Connections



LOUISVILLE COMPREHENSIVE PLAN UPDATE[2]

The City of Louisville is currently updating their 2009 Comprehensive Plan. The Comprehensive Plan will illustrate a community-based vision, set policy framework (goals/objectives) for the vision, and outline implementation and monitoring of the vision. The project began in early 2012 and embarked on data collection and analysis between March and July. A charrette was hosted in August from which a document was published describing the process and direction of the update.

Louisville is described as having five discreet types of areas that exist in the City – centers, neighborhoods, corridors, special districts, parks and open space. The area types nearest the McCaslin Park-n-Ride are corridors (with centers character zone), special districts, and neighborhoods. The development pattern near the Park-n-Ride is suburban in character with a low density, single use land use pattern. The charrette identified the area around McCaslin and the Park-n-Ride as an area of change, as opposed to an area of stability. Community participation during the charrette showed that community members would like to see the area near the station develop into an urban neighborhood and urban center. The community character and framework plan envisions that this area will transition into an urban center.

Figure 8: Vision for Century Place south of Dillon Road (looking south from Dillon Road)

A possible scenario for redeveloping the area near the McCaslin Park-n-Ride is to create the "McCaslin Urban Center" entertainment district by:

- Creating a "Main Street"
- Re-orienting the theater and hotel
- Allowing mixed use buildings in front of Home Depot

The City of Louisville values a balanced transportation system where the City enables motorists, transit customers, bicyclists and pedestrians of all ages and abilities to be partners in mobility, and where the City creates and maintains a multi-modal transportation system to ensure that each user can move in ways that contribute to the economic prosperity, public health, and exceptional quality of life in the City. Project recommendations are consistent with the recommendations made in the Louisville comprehensive plan.

[2] Department of Planning & Building Safety, "2012 Comprehensive Plan – Update, Community Charrette Workshop, Final Presentation."

BOULDER COUNTY TRANSPORTATION ELEMENT UPDATE[3]

The Transportation Element of the Boulder County Comprehensive Plan describes Boulder County's current and planned multi-modal transportation system and examines how to best meet future travel needs. The Transportation Element combines past plans and new ideas into a single document to identify transportation facilities, services, and programs and develop recommendations for them.

The Transportation Element helps implement the goals of the Boulder County Comprehensive Plan (BCCP):

- Ensure Effective and Efficient Management of the Existing Transportation System
- Minimize Environmental Impacts
- Ensure Safety for All Modes
- Support a Healthy and Sustainable Economy
- Ensure Equitable Access to the Transportation System
- Enhance County Identity and Community Character

The plan identifies five strategies that will indicate how to address long range travel need and suitability issues. They include

- Develop a Multi-modal Transportation System – vision elements for roadway, bicycle & pedestrian, and transit
- Create the Complete Trip – transportation demand management regional-local connections (facility, mode)
- Invest in Key Travel Corridors – key corridors include US 36, SH 119, SH 7
- Address Travel Needs – accessibility programs
- Support Local Transportation Needs and Mountain Connections – Recreational opportunities, town goals, town site initiatives

[3] "Boulder County Transportation Master Plan". Presentation to PLAN Boulder County. August 10, 2012

CITY OF BOULDER TRANSPORTATION MASTER PLAN UPDATE[4]

The City of Boulder Transportation Master Plan (TMP) calls for creating a complete, balanced and sustainable transportation system by completing all the modal systems and reducing the share of travel occurring in single occupant vehicles. The TMP is currently in the early stages of being updated. As with all City of Boulder master plans, the Transportation Master Plan takes its overall policy direction from the Boulder Valley Comprehensive Plan (BVCP). This update to the TMP will be structured around integration with the City of Boulder's new Sustainability Framework, as the organizing framework for all city planning efforts. The update also will reflect the City's Climate Commitment and Priority Based Budgeting process.

Following the Policy Review phase, the Boulder City Council approved the following recommended refinements to guide the work on the TMP update:

- Add Three New Objectives – Continue the progress of meeting each of the TMP's six objectives with the addition of three new objectives, including improving safety, neighborhood accessibility, and vehicle miles traveled per capita.
- Refine and Expand the Four Policy Focus Areas –Significant efforts in each of the four focus areas have been made and each remains relevant to continuing to achieve the goals of the TMP. Refinements to the focus areas include the following:
    - Multi-modal Corridors: In order to be more current and descriptive, the multi-modal corridors focus area could be more consistently renamed to Complete Streets. Within this focus area, progress on implementing the transit system has lagged over the last 10 years and requires additional consideration. This focus area could also include evaluating potential bicycle and pedestrian system connections and other multi-modal innovations.
    - Regional Travel: Continue the focused work with our regional partners to fully implement true bus rapid transit (BRT) service on US 36 and to expand travel options on regional corridors in Boulder County.
    - TDM: In the TDM focus area, the concept of a community-wide Eco-Pass has received significant support as a potential initiative and the EcoPass program is one of the most successful at achieving mode shift. This focus area will also include addressing potential parking and congestion management strategies in conjunction with other community planning efforts.
    - Funding: The funding shortfall has increased and will be a significant challenge to achieving the goals and objectives of the TMP and should be addressed.
    - Integrate with Sustainability Initiatives: Add "Integrate Sustainability Initiatives" as a new focus area. While there is a track record of coordinating the TMP across community goals, there are new opportunities for coordination in current city initiatives such as the Climate Action Framework, Boulder Civic Area project, Parking, Parks & Recreation Master Plan as well as others such as the Sustainable Streets and Centers.

[4] City of Boulder. September 18, 2012 City Council Agenda. August 28, 2012 Dinner Discussion Summary on Transportation Master Plan Update.

WESTMINSTER BICYCLE MASTER PLAN[5]

The Westminster Bicycle Master Plan was completed in June of 2011. The bike plan recommends 132 miles of bikeway network; bike facilities on 28 percent of the city's existing streets; 122 connection points to the existing off-street trail system; 5 miles of shared use path (U.S. 36 bike trail) - (4 percent of network total); 46 miles of bicycle lanes – (35 percent of network total); 27 miles of side paths (arterial street sidewalks) – (20 percent of network total); 14 miles of signed bicycle routes – (11 percent of network total); and 40 miles of signed bicycle routes with shared lane use markings – (30 percent of network total).

Implementation budget was not designated to construct significant portions of the Bicycle Master Plan. However, modestly priced components that could logically be included with previously budgeted street overlay or reconstruction projects are being pursued. Several recommendations from the plan address first and final mile connections at the Westminster Park-n-Ride. These recommendations include sidepaths, bike lanes, bike routes, and shared lane markings. Connections to the existing trail network are also proposed.

Figure 9: Westminster Proposed Bicycle Facility Types

Figure 10: Westminster Proposed Bicycle Connection Locations

[5] "2030 Westminster Bicycle Master Plan." City of Westminster. June 27, 2011

SITE SPECIFIC PROJECTS

Several of the US 36 Park-n-Rides have projects underway or planned for the future. Many of these projects will provide opportunities to implement recommendations developed from the FFM Study with projects from local communities to maximize available funding. Some of these projects, such as the Westminster Mall Redevelopment and the Superior Town Center, are longer-term redevelopment projects while others, such as the McCaslin Diverging Diamond Interchange and development at Arista, are funded and will take place within the next few years.

WESTMINSTER MALL REDEVELOPMENT[6]

The goal of the Westminster Center Urban Reinvestment project is to develop a high-density urban center of regional scope on the 105-acre parcel that used to be occupied by the Westminster Mall. The property's central location between Denver and Boulder, along with easy access to US 36, Northwest Rail and bus service, makes it an ideal candidate for redevelopment.

The desired Transit-Oriented Development (TOD) is envisioned to contain specific features that are designed to encourage public transport use and differentiate the development from urban sprawl.

This project will provide prime access to both the US 36 BRT station on the east side of Sheridan Boulevard and the future commuter rail station on the south side of 88th Street. The proposed grade separated crossings of these two major arterial roadways combined with a robust network of pedestrian and bike facilities within the Westminster Center redevelopment will serve to realize the redevelopment authorities goal of creating a true transit oriented development.

Figure 11: A Proposed Vision for the Westminster Mall Redevelopment

[6] "Westminster Center." < http://www.westminstercenter.us/Home.aspx> August 2012

DIVERGING DIAMOND INTERCHANGE (DDI) PROPOSAL AT MCCASLIN[7]

A Diverging Diamond Interchange (DDI) is a type of diamond interchange in which the two directions of traffic on the non-freeway road cross to the opposite side on both sides of the bridge at the freeway. The proposed DDI at McCaslin will provide opportunities to enhance the bicycle and pedestrian connections to US 36 transit through a potential grade separated crossing of McCaslin Boulevard. The DDI will be constructed as part of the Phase 2 US 36 Express Lanes Project.

Figure 12: Rendering of the McCaslin DDI

SUPERIOR TOWN CENTER[8]

The Town Center development has been envisioned by the Town for at least the past fifteen years when the properties were annexed to the Town in 1997. Since then, the Town has had numerous development concepts for the properties and even completed a visioning process in 2007. The visioning process was completed as a way to identify key elements for developers that would be desired by the Town and stimulate development of the Town Center. In 2006, the Town approved an amendment to the Superior Urban Renewal Authority (SURA), which expanded the boundaries of SURA to include the Town Center properties. This was done to allow for, and promote development of the project.

Figure 13: Superior Town Center Transportation Recommendations

In an effort to promote development of the Town Center, the Town approved an agreement with the property owners (Biella/Menkick), Oz Architecture and Civil Resources to work cooperatively on a Planned Development (PD) for the properties. The property included in the PD would be the 80+ acres that includes the Town's approximately 12+ acres and the Biella/Menkick properties. This area had the hotel, hockey facility, downtown, and mixed-use office, retail, with residential above in the Town's 2007 Town Center Vision plan.

Superior New Town Center is a 162 acre parcel of vacant land on the US 36 corridor. The proposed development includes 250,000 square feet of retail; 450,000 square feet of office; a hotel and conference center; a 120,000 square foot ice rink and approximately 2,500 dwelling units. Superior New Town Center is envisioned as a well-connected addition to Superior with connections to local trails, the Park-n-Ride, and existing streets. As this development takes place, improved connections to the Park-n-Ride will be implemented.

[7] Information provided by Gavin McMillan on August 18, 2012.
[8] "Superior Town Center Planned Development Plan." Planning Commission Meeting Presentation. September 4, 2012.

TABLE MESA PEDESTRIAN BRIDGE[9]

The RTD FasTracks BRT project includes the construction of a slip ramp and pedestrian bridge at the Table Mesa Park-n-Ride – a $7 million FasTracks project that will save 3-5 minutes for eastbound bus trips. The pedestrian bridge, which spans US 36 just east of the current Table Mesa bridge, follows other US 36 BRT projects such as the building of new Park-n-Ride facilities, slip ramps and pedestrian bridges in Superior, Broomfield and Westminster.

Projects recommended through the FFM Study reflect the updated configuration of the Table Mesa Park-n-Ride and reflect the expected changes in travel behavior.

Figure 14: RTD Table Mesa Pedestrian Bridge

ORIGINAL BROOMFIELD NEIGHBORHOOD PLAN[10]

The Original Broomfield Neighborhood Plan covers a planning area generally bounded by Main Street to the east, West 112th Avenue and the City of Westminster to the south, US 36 to the south/west and US 287 and W. 120th Avenue to the north. The central core of Original Broomfield is primed to become a transportation hub with plans for a commuter rail station at W. 116th Avenue at the Burlington Northern and Santa Fe (BNSF) railroad and a BRT station in the vicinity of the 1st BANK Center and US 36. These and other significant regional transportation improvements planned in and around this neighborhood are expected to improve access and stimulate new development and redevelopment in the area. The proposed plan refines the Comprehensive Plan's land use designations in an effort to balance the demand for growth with the desire by others to preserve core areas comprised of long-time residents and businesses.

Figure 15: Original Broomfield Illustrative Plan

There are both opportunities and constraints for new development and redevelopment in the overall planning area. The opportunities relate to the area's proximity to regional transportation corridors and the potential for improved access to the area. In addition, several properties have great visibility from the travel corridors. This opportunity is notable given much of the area is considered to fall within the southeastern gateway to Broomfield and the substantial amount of land still available for new development or redevelopment. Existing constraints for the neighborhood stem largely from the physical barriers associated with the BNSF railroad and US 36. The Plan supports improved access through the area to alleviate some of these constraints. Planning efforts are well underway for the initial transportation improvements associated with the 120th Avenue Connection and the BRT station. These initiatives and other longer term efforts are expected to provide major improvements to regional east-west roadway connectivity and transit service.

[9] "Table Mesa Pedestrian Bridge." RTD FasTracks. <http://www.rtd-fastracks.com/us36_14> August 2012

[10] "Original Broomfield Neighborhood Plan: A Mixed Use District." City and County of Broomfield, CO. September 9, 2008.

While the proposed regional transportation and transit improvements are anticipated to provide a substantial overall benefit to the immediate and broader community, there will be impacts on certain existing businesses and residences and these impacts should be addressed with sensitivity and equity.

The Plan mandates pedestrian and bicycle connections be constructed and enhanced throughout the planning area to provide safe and direct access to the planned transit stations, adjacent neighborhoods, and existing City/County amenities such as the 1st BANK Center, library, parks, trails, schools, businesses and adjacent neighborhoods. The FFM Study used the information provided in the Plan to enhance the recommendations for connections to the Broomfield Park-n-Ride for existing residents as well as new residents that will come with redevelopment.

ARISTA TRANSIT ORIENTED DEVELOPMENT[11]

The Arista TOD is a master planned, mixed-use community located along US 36 east of Wadsworth in Broomfield. The centerpiece of the development is the 1st BANK Center. Arista Place is the center of Arista made up of a two-block pedestrian mall featuring the aLoft Hotel, office space and residential units. The City & County of Broomfield has done a good job of encouraging mixed use streets in their new development areas. Recommendations from this plan work to enhance the existing requirements.

Figure 17: Arista Development Viewed from the Parking Structure

Figure 16: Arista Master Plan

[11] "Arista: Exciting Pedestrian Lifestyle." < http://www.aristabroomfield.com/> August 2012

STATION DATA

To better understand the characteristics of the individual Park-n-Ride areas, a variety of data was collected for the mile surrounding each station area. Each piece of data helps to better understand the Park-n-Ride characteristics including population and employment density, transit usage, roadway network, walking network, and biking network. The data shown below was collected from available data sources and is also shown graphically in the subsequent maps.

Table 1: Data Collection Results

Data Item	Source	Table Mesa	McCaslin	East Flatiron Circle	Broomfield	Church Ranch	Westminster Center
Land Use	County Parcel Data	See Map	See Map	See Map	See Map	See Map	See Map
Roadway Volumes	DRCOG	See Map	See Map	See Map	See Map	See Map	See Map
Park-n-Ride Capacity	RTD	824	466	264	940	396	1,310
Park-n-Ride Utilization	RTD	60%	79%	36%	48%	29%	70%
Park-n-Ride Trip Length	RTD	See Map	See Map	See Map	See Map	See Map	See Map
Miles of Roadways	CDOT	48	36	36	45	38	54
Mile of Bikeways	DRCOG	23	10	10	2	6	15
Ratio of Roadways to Bikeways	CDOT/DRCOG	0.47	0.28	0.29	0.05	0.15	0.27
Average Daily Station Boardings	RTD	755	625	272	702	312	1,271
Average Daily Weekday Buses	RTD	463	221	113	412	141	449
Population	2010 US Census	15,729	6,851	3,162	7,763	8,226	19,590
Employment	2010 Census LEHD	3,998	5,314	11,855	4,060	3,375	8,130
% of Employees Who Live in Station Area	2010 Census LEHD	7.1%	1.2%	0.2%	0.7%	1.5%	2.5%
Bike Routes	DRCOG	See Map	See Map	See Map	See Map	See Map	See Map
Areas Within Walking Distance	CDOT, Fehr & Peers	See Map	See Map	See Map	See Map	See Map	See Map

Figure 18: Table Mesa Park-n-Ride Existing Condition

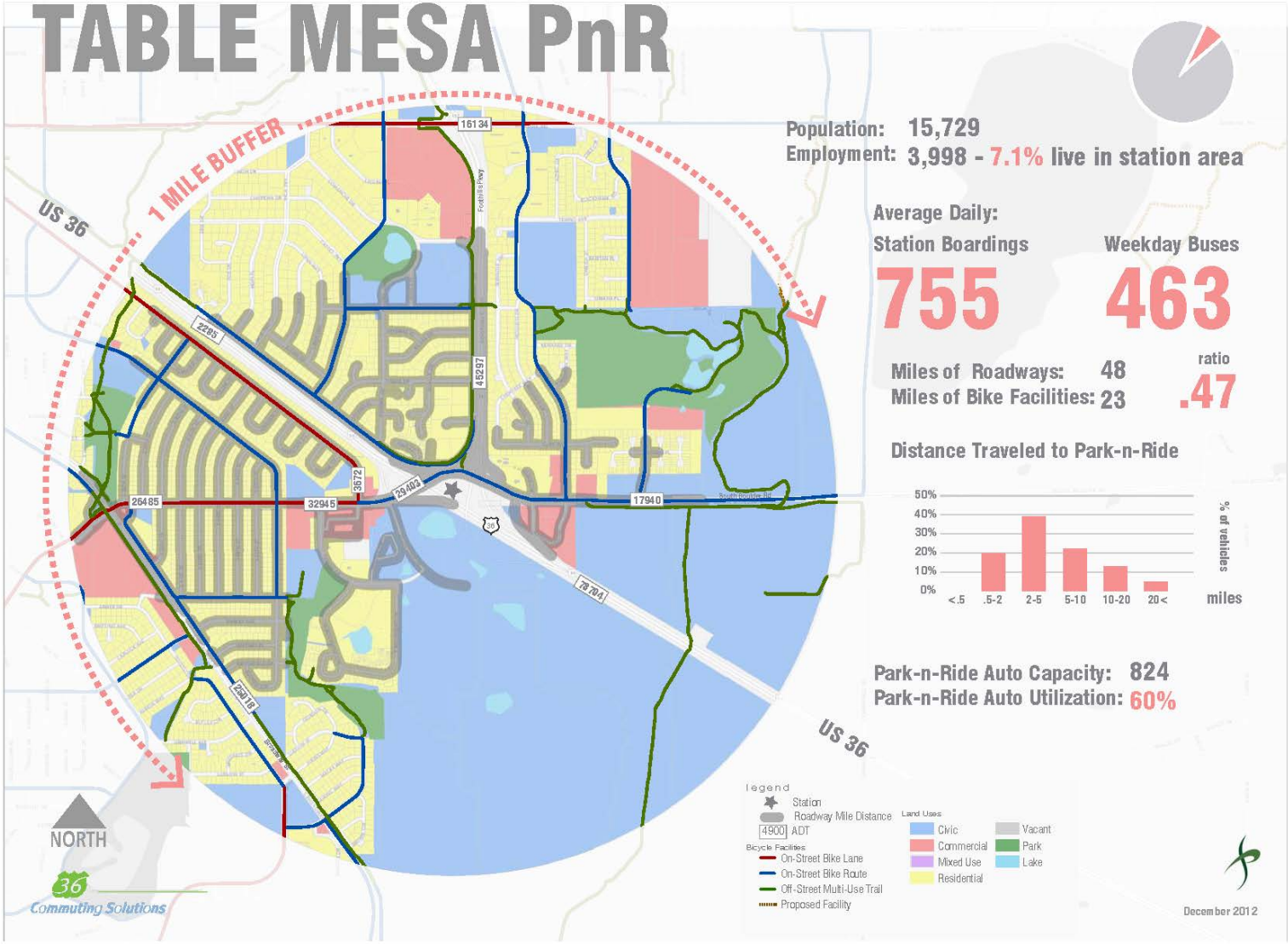


Figure 19: McCaslin Park-n-Ride Existing Condition

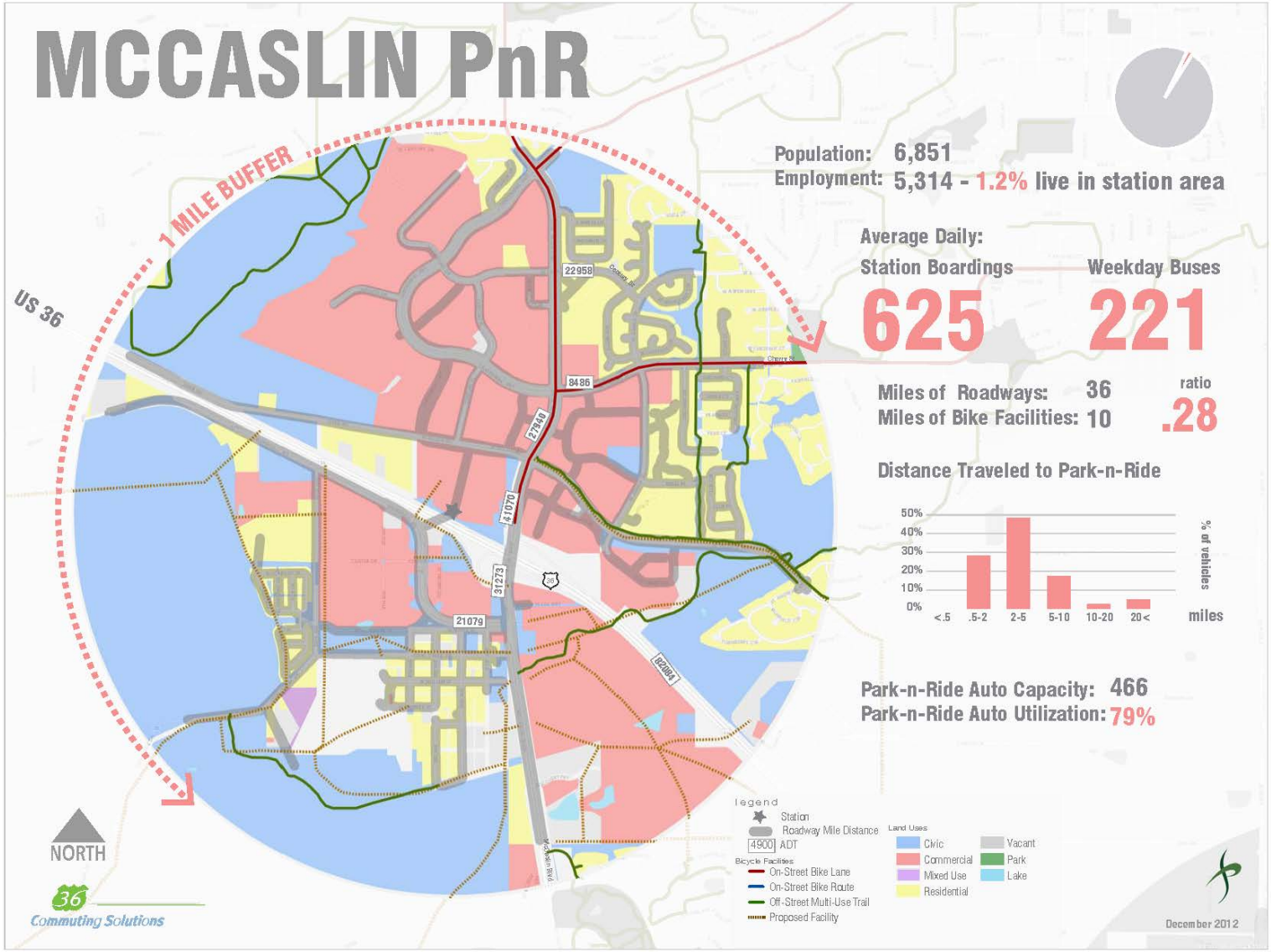


Figure 20: East Flatiron Circle Park-n-Ride Existing Condition

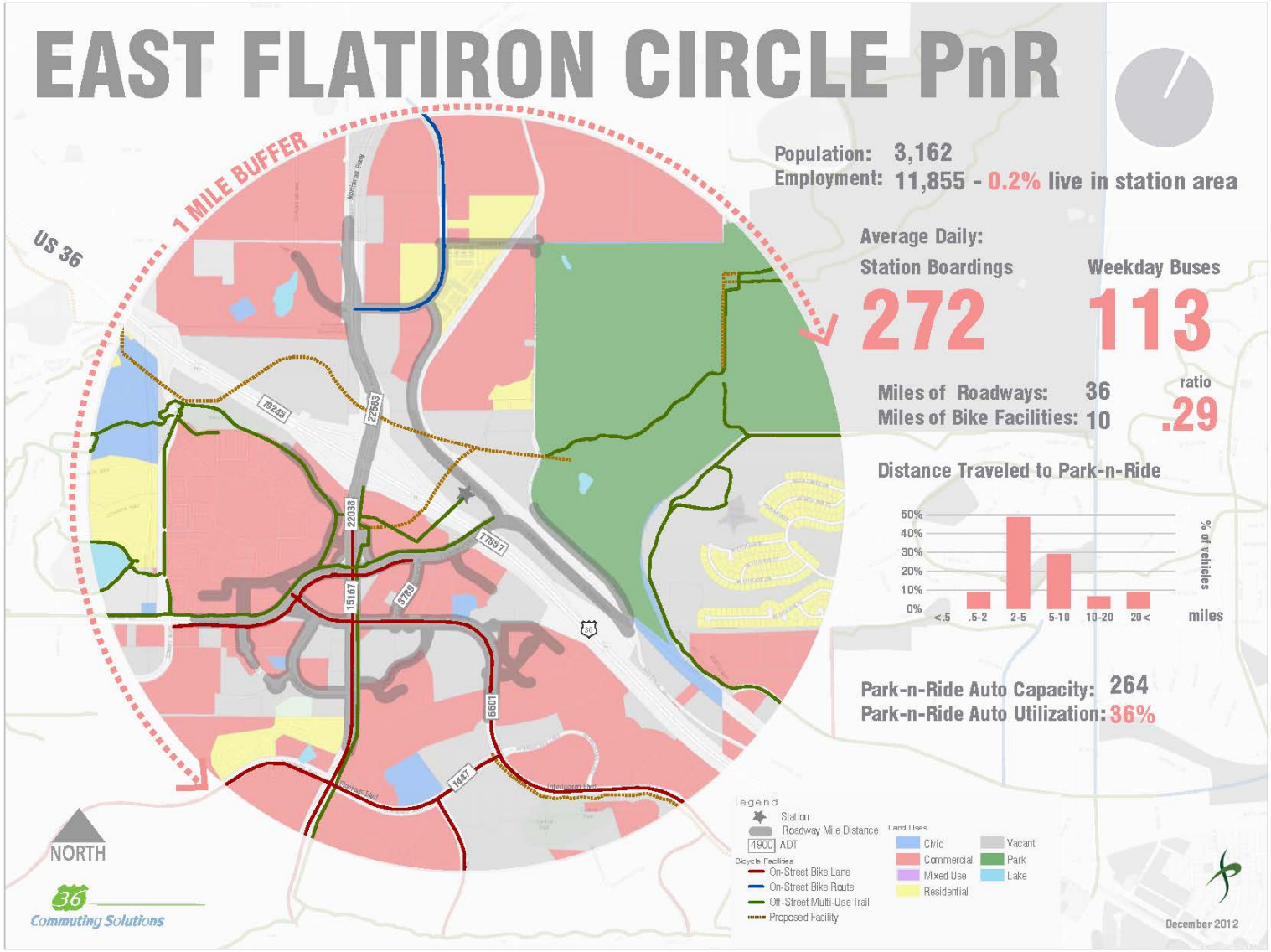


Figure 21: Broomfield Park-n-Ride Existing Condition

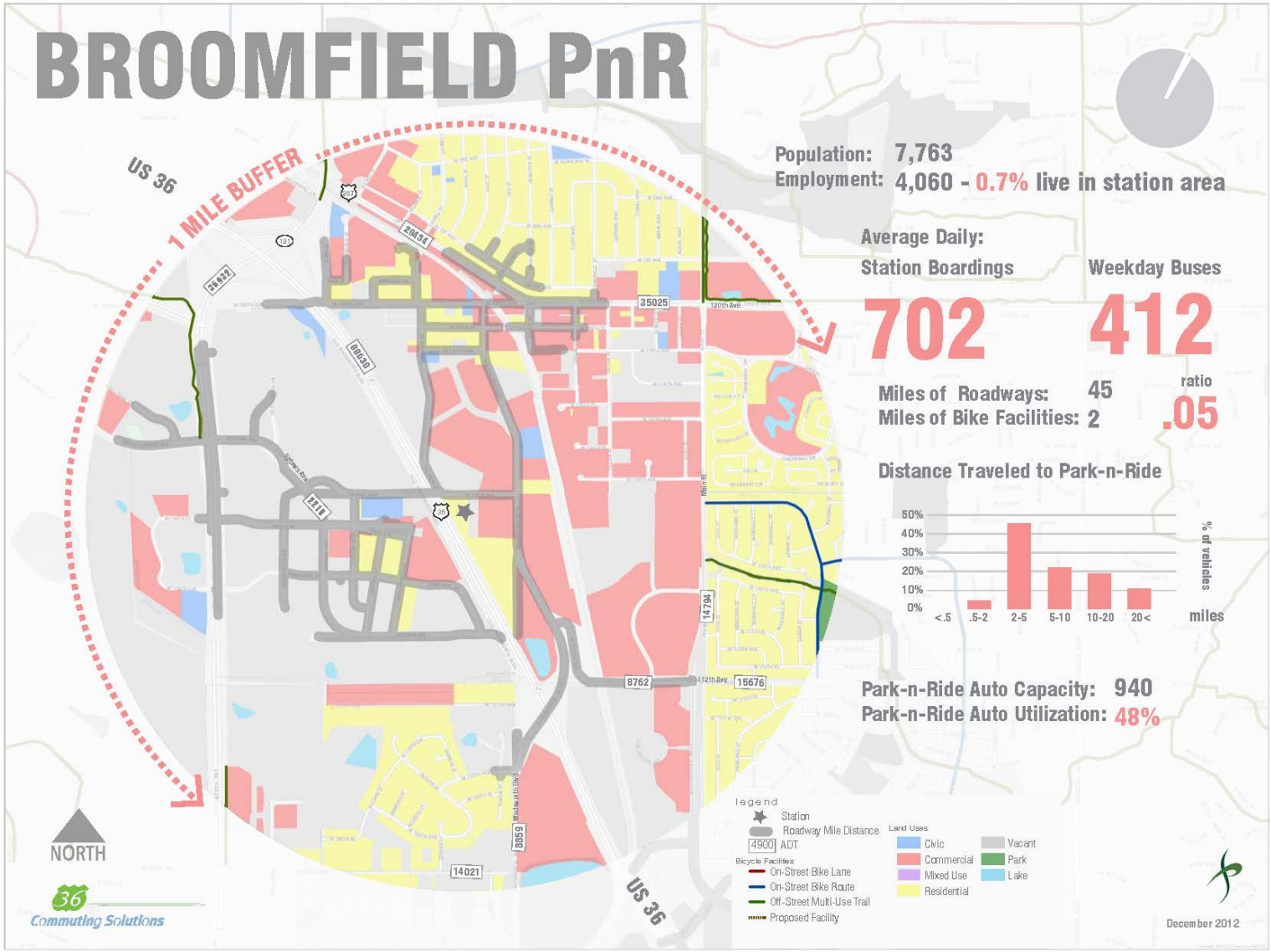


Figure 22: Church Rand Park-n-Ride Existing Condition

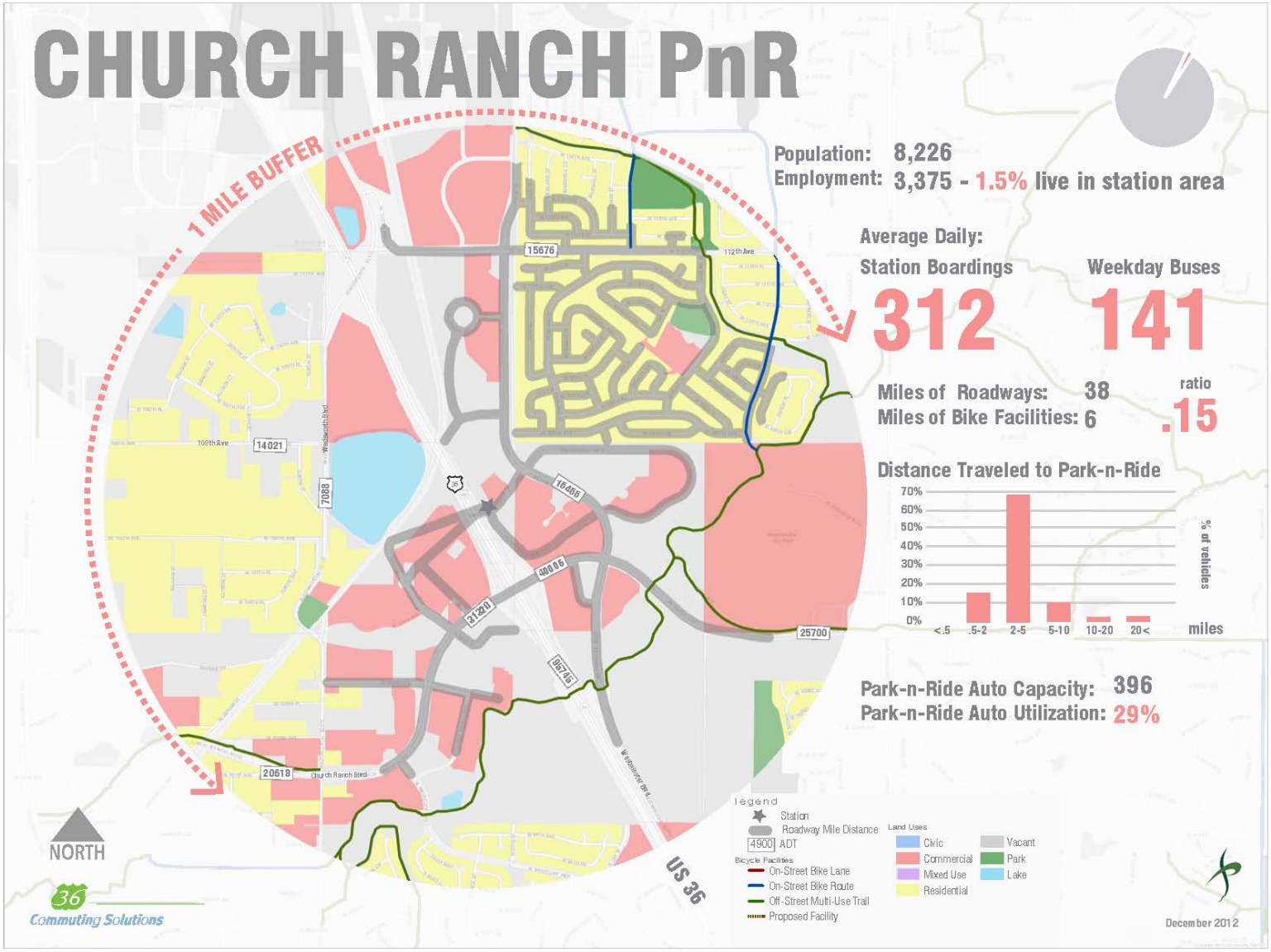


Figure 23: Westminster Center Park-n-Ride Existing Condition

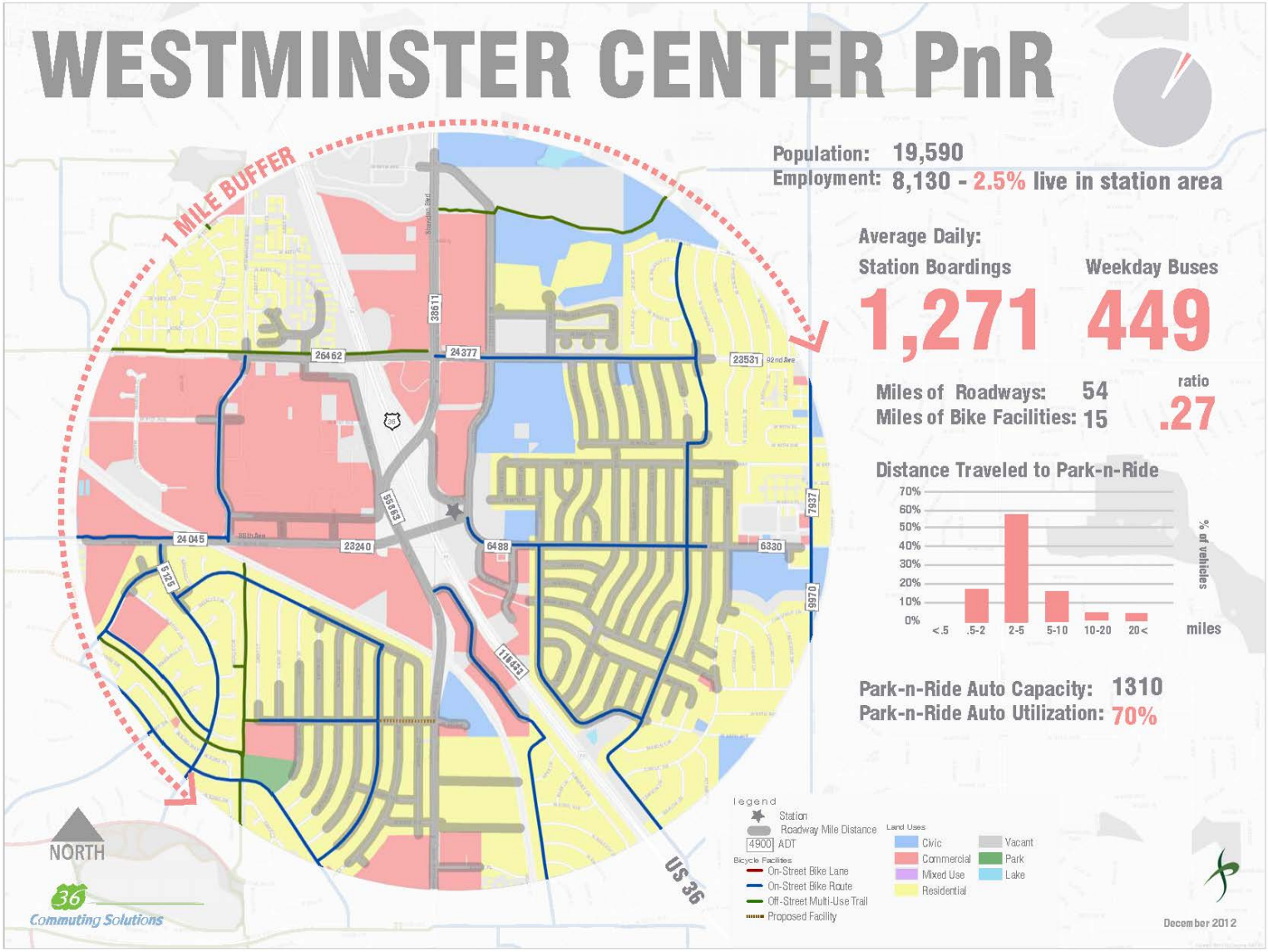
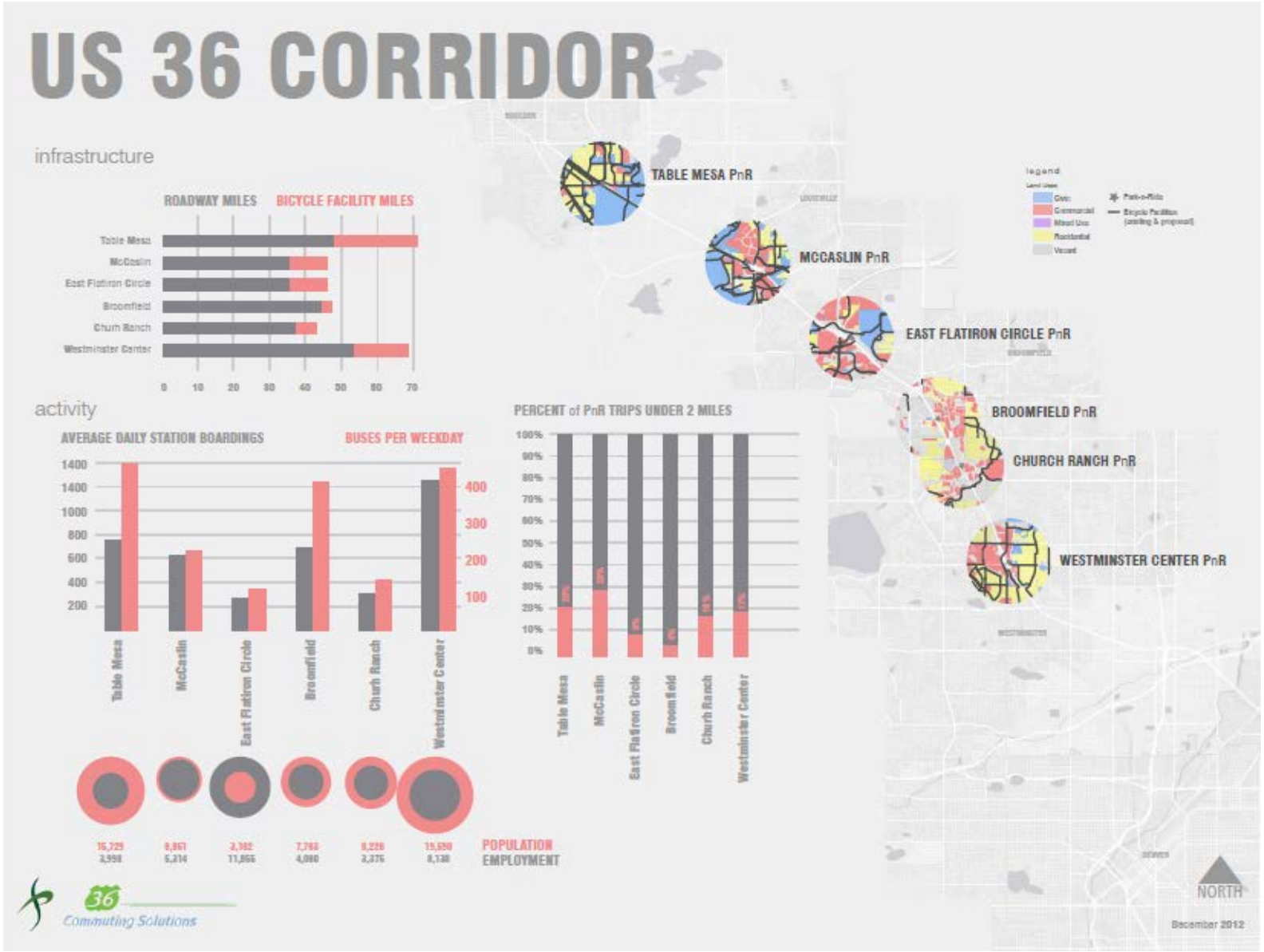


Figure 24: US 36 Corridor Existing Conditions



FIELD OBSERVATION

On September 21, 2012, the project team spent the day riding RTD and biking through the US 36 corridor to explore the station areas and better understand some of the issues and opportunities that the stakeholder group had brought up during the kick-off meeting. The field observations also provided the opportunity to confirm existing conditions data that had been collected. Traveling through each Park-n-Ride highlighted key missing connections to complete multi-modal trips within the first and final mile of the Park-n-Rides. Each station presented different challenges for first and final mile connectivity. Following is a brief summary of the observations at each station.

TABLE MESA

"Desire lines", or social paths, from the Park-n-Ride intersection to apartment complex to the north across Thunderbird Drive
Bike conflicts with interchange intersections
Bike access and pedestrian access to new eastbound bus ramp
Informal Kiss-n-Ride activity taking place at the parking structure access
Relocation of the eastbound bus access could shift informal Kiss-n-Ride activity to South Loop Drive

Figure 25: Informal Kiss-n-Ride Activity

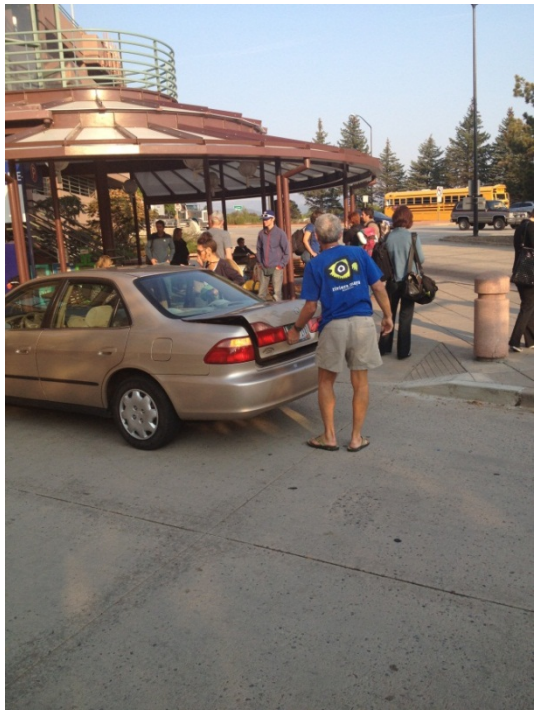


Figure 26: "Desire Lines"

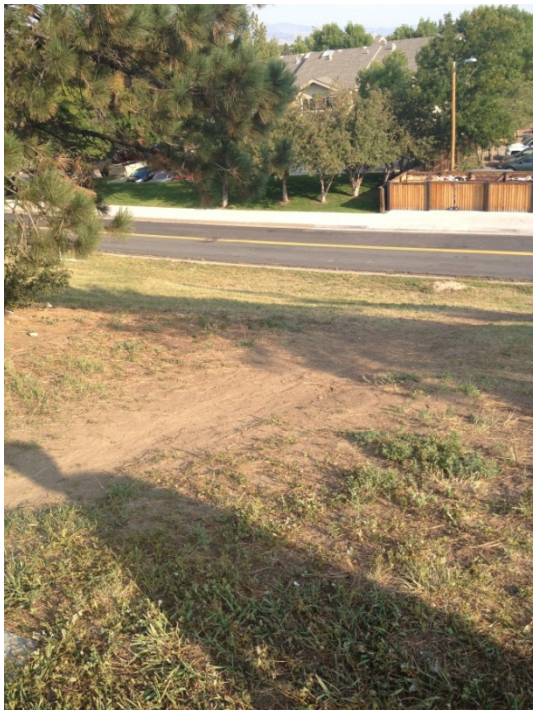


Figure 27: Approach to Future Eastbound Bus Ramp

McCASLIN	Potential to create better bike access over the pedestrian bridge Opportunity to enhance pedestrian accommodation at intersections north and south of the new DDI Limited wayfinding signage for Park-n-Ride Limited wayfinding signage for trail connections Access to the public street network requires travel through private property
EAST FLATIRON CIRCLE	Opportunities to enhance connections to/from the path at E. Flatirons (former ZIP path) to surrounding business parks Density of business parks may provide opportunities for enhance shuttle service The path at E. Flatirons infrastructure allows for potential personal electrical vehicle operation Several missing trail connections north of the Park-n-Ride Trail connections to multifamily and office land uses near the Park-n-Ride

Figure 28: View from Bridge over E Flatiron Crossing Drive

Figure 29: McCaslin Pedestrian Bridge

Figure 30: FlatIron Multi-Use Path

BROOMFIELD
- 120th and railroad tracks north and east of the Park-n-Ride are barriers
- Bike lanes on new roadways are sub-standard width
- Upcoming redevelopment may provide opportunities for collaboration
- Opportunity to market transit to 1st BANK Center event attendees

CHURCH RANCH
- Long walk from Park-n-Ride to bus stop locations
- Lots of great trail connections, limited wayfinding connections
- No bike lockers adjacent to the bus stop
- Restricted access between adjacent commercial parcels and bus stop

Figure 31: Measuring Bike Lanes in Broomfield

Figure 32: 1st BANK Center

Figure 33: Lengthy Sidewalk Connection to Church Ranch Park-n-Ride

WESTMINSTER Difficult pedestrian connection from the Park-n-Ride across Sheridan
Desire lines across railroad tracks south of 88th Street
Lack of on-street bike facilities
Need to enhance connections between westbound Park-n-Ride and residential areas to the east
Westminster Center redevelopment provides a good opportunity to improve connections across Sheridan

Figure 34: Desire Lines across Railroad

Figure 35: Potential Connection

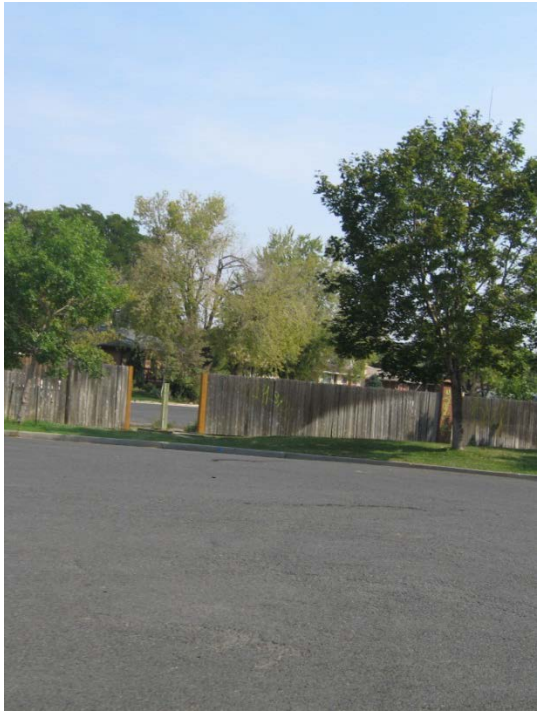


Figure 36: Difficult Connection across Sheridan

PUBLIC INVOLVEMENT

MEDIA RELATIONS AND EMAIL COMMUNICATION

Email communication was distributed at key opportunities to provide decision makers, 36 Commuting Solutions members, and the general public with information about the project as well as the study outcomes. The emails provided a summarized study background and purpose, study activities and findings (when applicable), study organization, etc. These newsletters also solicited comments, suggestions, and provided contact information. Emails were distributed to the existing database of 36 Commuting Solutions members, transportation stakeholders and the general public.

Media relations was conducted to daily and weekly print and web-based publications with differing audiences throughout the US 36 corridor. The purpose of the press release was to build study awareness to people who may not currently be using transit but may have interest in this project.

WEBPAGE AND SOCIAL MEDIA

A primary means for sharing information and soliciting comments, suggestions, and input information involved the use of a study webpage. The webpage was established on the 36 Commuting Solutions website for the general public and other interested parties. Web addresses and brief information were provided in study newsletters, partner agency websites, at presentations, and through other means. The site was updated periodically with the latest study information.

Social media platforms Facebook and Twitter were also used to distribute information about the desire for public feedback and to distribute links to surveys. The purpose of using social media was to facilitate information sharing and to allow Followers to be active participants in the development of the study. In an effort to increase the number of Followers, a raffle was held and advertised to a variety of media channels. The goal of this effort was to get future BRT riders who are not currently represented in the 36 Commuting Solutions database. New contacts have been added to the 36 Commuting Solutions database.

SURVEY

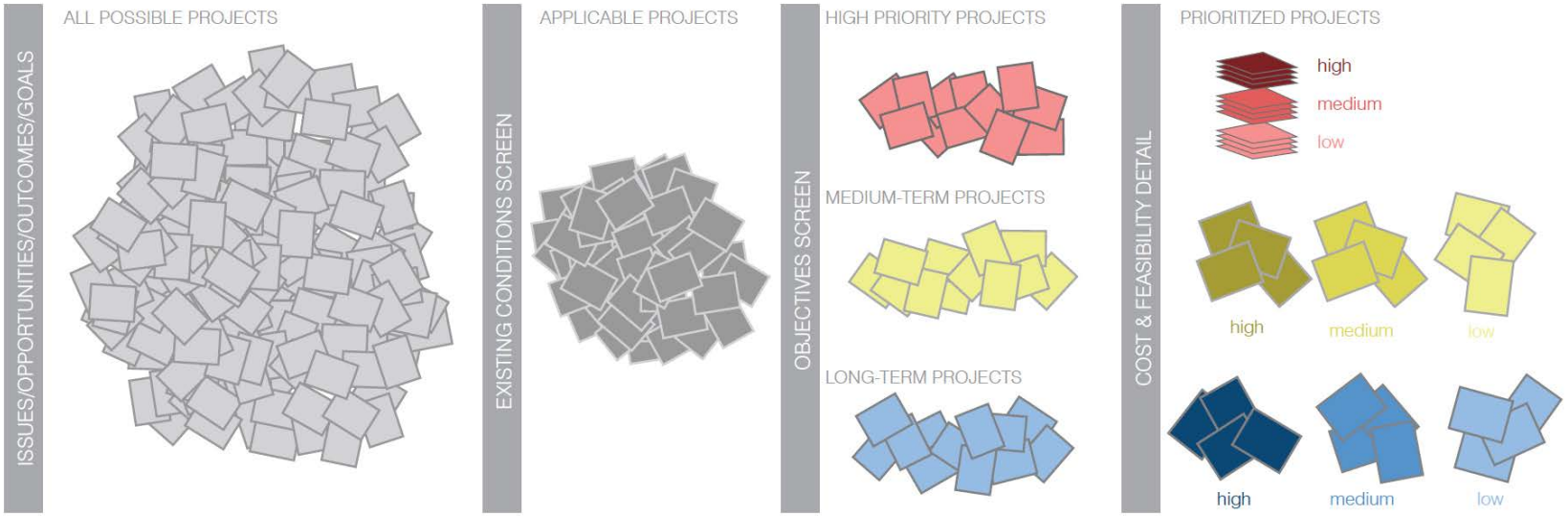
36 Commuting Solutions developed the online US 36 First and Final Mile Study Public Opinion Survey to better understand the barriers to riding RTD in the US 36 corridor. The survey asked questions about existing transit usage as well as the reasons people choose to, or choose not to, use transit for their daily commute. Over 900 people completed the survey which was distributed through US 36 media outlets, existing business contacts and in-person at US 36 Park-n-Rides. The results of the survey were used to inform the recommendations made at each Park-n-Ride and the recommendations for the corridor. The survey questions and a full summary can be found in the Appendix of this report.

ALTERNATIVES DEVELOPMENT SUMMIT

The project team conducted an Alternatives Development Summit to integrate the issues, opportunities and outcomes identified by the SAC; organize feedback from the US 36 stakeholders regarding potential FFM strategies; review the survey results from over 900 US 36 commuters who completed an on-line survey; and prepare evaluation criteria based on the project goals the SAC identified at the commencement of the project. The goal of the Alternatives Development Summit was to develop a short-list of strategies that could be implemented corridor-wide and at individual stations. This was achieved by applying a series of evaluation criteria to approximately 30 corridor-wide strategies and a myriad of station area strategies that were identified as potential options for the US 36 corridor by the SAC, identified from peer regions in the U.S., and recommended in previous regional planning efforts. The following graphic shows the process that was used to evaluate and prioritize projects. The details of each strategy and their evaluation can be found in the Appendix of this document. The 13 evaluation criteria that were developed and then applied to the strategies at the Alternatives Development Summit included:

- 3 evaluation measures of the strategy's ability to meet SAC, regional agencies, and the public's identified project outcomes
- 4 evaluation measures of the strategy's ability to have an outcome that supports local and regional mobility goals
- 6 evaluation measures of the strategy's ability to be implemented with current and future funding given its cost

Figure 37: Project Prioritization Process



There were 11 corridor FFM strategies that were identified as priorities based on the evaluation criteria. The 11 strategies are ordered below based on the initial prioritization conducted at the Alternatives Development Summit:

1. Secure Bike Overnight Parking (based on Boulder County Design)
2. Final Mile Mobile App to plan multi modal trips
3. Transit Supportive Land Use Policies
4. FFM Branded Wayfinding and Signage
5. Bike Share (B-Cycle, Bike Library)
6. Private Car Share Provider (eGO, ZIP, Occasional Car, Electric Vehicle Car Sharing)
7. US 36 Bus Tracker (real time)
8. Issue B-cycle membership cards to all in FFM (valid in Denver and Boulder currently)
9. FFM EcoPasses
10. Peer-to-Peer Car Sharing
11. Commuting Buddy System (Bike Buddy, Transit Buddy, Etc.)

INDIVIDUAL STAKEHOLDER MEETINGS

Following the Alternatives Development Summit, the project team conducted individual meetings with each of the US 36 stakeholders to review the evaluation criteria and the 11 short-listed alternatives (as described in the previous section). These sessions presented the potential strategies to over 40 representatives from RTD, city manager offices, public works staff, and planning departments. During these sessions, local staff and the project team also reviewed the field audit information (as described in the previous section) and developed a short-list of station area infrastructure projects that could be implemented to support the corridor level strategies.

RTD

Prior to meeting with the local jurisdictions to discuss station-specific recommendations, the project team met with RTD staff to preview recommendations and understand how these recommendations fit with RTD's ongoing corridor construction projects and planning processes. The project team previewed the recommendations that were brainstormed at the Alternatives Development Summit to ensure that there were not any recommendations that were inconsistent with RTD's plans in the Park-n-Ride areas. Overall, the recommendations were well received. RTD expressed their budgetary constraints and wanted to make sure that the strategies that were being developed through this project would not be the sole responsibility of RTD to implement.

TABLE MESA PARK-N-RIDE

The project team met with staff representatives from the City of Boulder, Boulder County and RTD on October 31, 2012 to discuss the Table Mesa Park-n-Ride. Meeting attendees were quick to point out the Table Mesa Park-n-Ride does not serve as the end of line station for a majority of US 36 regional transit riders – who require final mile solutions at other transit stops in Boulder. Approximately 80% of US 36 regional transit trips are boarding or alighting somewhere in Boulder. Of these, 20% are accessing regional services at Table Mesa Park n Ride, another 20% at the Downtown Boulder Transit Center and the remainder board and alight at other transit stops along Boulder's regional corridors. Yet, improvements at the Table Mesa Park-n-Ride will still benefit a significant number of regional transit users.

Boulder has been very proactive to plan for, and improve bicycle, pedestrian, and transit travel. Many of the infrastructure projects identified through the field and planning research have been identified in the City's Transportation Master Plan. Several projects are currently funded or including pedestrian and bike safety improvements in the vicinity of the new eastbound bus ramp and a new traffic signal and pedestrian and transit stop improvements at the intersection of South Boulder Road and Manhattan Drive. A pedestrian underpass connecting Thunderbird to the Park-n-Ride has been through preliminary design but is not yet funded.

A key discussion topic was the likely change in the travel patterns currently taking place at the Table Mesa Park-n-Ride that will result from the completion of the US 36 eastbound bus ramp. Meeting attendees recognized that the change in bus travel patterns could have potential impacts on the CU South Loop Road,

particularly related to parking and Kiss-n-Ride activity. The city shared that it has plans to remove or reconstruct the right turn lane approach to CU South Loop Road/US 36 and identified this area as a more appropriate and viable location for a Kiss n Ride to serve the Denver-bound transit boarding platform.

Meeting attendees expressed support for additional secure bike parking at the eastbound bus stop to complement the pilot installation of the Bus then Bike shelters proposed for the westbound bus stop. They were also very interested in the possibility of a FFM EcoPass program that would provide transit passes to residents and businesses within the first and final mile of the Park-n-Ride. Another idea that resonated was a multi-modal hub where a highly visible single location for transportation options such as car share, bike share, bike repair station, and secure bike parking are provided.

MCCASLIN PARK-N-RIDE

The project team met with Town of Superior, City of Louisville, and Boulder County staff to discuss the McCaslin Park-n-Ride. One of the big projects that will be taking place near the McCaslin Park-n-Ride is the Diverging Diamond Interchange (DDI) at McCaslin and US 36. On the south side of the intersection, a grade separated crossing is being considered to facilitate bicycle and pedestrian connections underneath McCaslin and connecting the Park-n-Ride to the proposed development in the area and existing Coal Creek Trail. The underpass is not currently funded as part of the DDI, but Superior is having cost estimates completed to determine if they can fund the underpass. All of the meeting attendees agreed that the underpass will be an important piece of infrastructure to enhance first and final mile connections, particularly between the bus stop and proposed Superior Town Center.

Meeting attendees also agreed that increasing bicycle connectivity between the bus stop and destinations in both Louisville and Superior is important. A lot of discussion about how that should happen took place. Connections and wayfinding signage to existing trails is important. The alignment of the US 36 Bikeway was also thoroughly discussed. A variety of alternatives were discussed as well as ways to connect existing bike infrastructure into the future bikeway. Connections to the funded Marshall underpass were also discussed. Yet this was determined to be less important to first and final mile connections and more relevant to recreation bicycle activity in the area.

The Superior Call-n-Ride was also an important topic of conversation. RTD discontinued the service due to low off-peak performance. During the conversation, Superior stated that peak hour performance was better than most RTD Call-n-Ride service. However, all day ridership did not meet RTD standards. The Town of Superior is very interested in reinstating the service, even if only during the peak commuting hours.

Meeting attendees also discussed the idea of a multi-modal hub at the stop. It was agreed that the south side would likely be a better location for consideration as RTD owns the parking on the south side. Parking on the north side of the stop is leased and Louisville would rather not change the terms of the agreement.

EAST FLATIRON CIRCLE AND BROOMFIELD PARK-N-RIDES

The project team met with City and County Broomfield, City of Louisville staff, and RTD on October 31, 2012 to discuss the East FlatIron and Broomfield Park-n-Rides. Meeting attendees recognized that connections across the railroad track are critical for connecting residential areas to the Park-n-Ride and noted that the railroad crossing to Main Street east of the Park-n-Ride could potentially be accomplished by using an existing drainage way under the railroad tracks. There are currently no plans to provide an all-weather sidewalk/multi-use path to connect the termination of the provided CDOT sidewalk at 116th to the existing Park-n-Ride stairs/RTD elevator.

In addition to the infrastructure projects to enhance connections to the stop, wayfinding signage and markings on 1st St and 3rd St. to direct residents to the Commerce connection to the Park-n-Ride was well received. Repurposing the emergency signal on 120th to a pedestrian-activated crossing signal to facilitate crossings of Midway Boulevard was also discussed.

Meeting attendees also discussed increasing awareness of RTD service for 1st BANK Center events. The City warned the project team to be cautious of proposing any kind of ticket price increase to transit ridership but encouraged consideration of a marketing a packaged ticket that includes a discounted RTD fare.

After completing the conversation related to the Broomfield Park-n-Ride, discussion shifted to the East FlatIron Circle Park-n-Ride. Broomfield informed the project team that Brainard Drive will be relocated to intersect Midway southeast of the Flatiron Crossing intersection. Louisville is also planning to construct trails along 96th and 104th connecting to Broomfield. Trails to connect to Conoco Phillips development were also discussed as important connections.

Connections to the businesses via a shuttle service were also discussed. The proposed employment shuttles may need RTD consent as they may be competing operation. RTD and the City of Louisville have had discussions about providing bus service along US 287 from Lafayette.

Wayfinding to highlight connections to the station and destinations were well received. Broomfield would like to see any wayfinding signage coordinated with local wayfinding efforts and format to reduce potential conflicts.

WESTMINSTER AND CHURCH RANCH PARK-N-RIDES

The project team met with the City of Westminster on October 29, 2012 to discuss both the Westminster and Church Ranch Park-n-Rides. One of the most important topics of conversation centered on connecting the bus stop to the Westminster Center Redevelopment and the future Northwest Rail stop. CDOT is proposing a potential realignment of Sheridan Boulevard in the vicinity of the Westminster Center Redevelopment that may include a grade separated underpass of Sheridan Boulevard as part of the US 36 Bikeway construction. An alternative crossing of Sheridan Road that was discussed included extending the existing pedestrian bridge over Sheridan. The precedent for pedestrian bridge expansion was set at the County Line station when the pedestrian bridge was

extended from the stop to connect to the Park Meadows Mall. Westminster staff indicated they were considering an underpass of Sheridan that also provided auto access to the Park-n-Ride similar to the Westminster Promenade/Shops at Walnut Creek connection.

Connections to the east side of the station were proposed in the Westminster Bicycle Master Plan. In order to complete the 88th Ave bike facilities, coordination with Adams County will be required. The City liked the idea of demonstration projects, which are low cost, inexpensive, and "quick fix" type projects. These are projects that could be implemented on a small scale to evaluate their effectiveness.

After discussing the Westminster Park-n-Ride, conversation shifted to the Church Ranch Park-n-Ride. City staff informed the project team that the Park-n-Ride will be moving to coincide with the approximate location to the north side of the Park-n-Ride lot. Relocation is scheduled for 2016. The City would like to see this accelerated, if possible. The City is advocating for a path south of the railroad and under the new US 36 bridge to connect the area east of US 36 into the US 36 Bikeway. CDOT has identified some funding constraints with this trail underpass. City staff has not initiated discussions with BNSF yet. The City has provided CDOT with $800,000 worth of right-of-way that could potentially be used for funding some of the underpass improvements.

The City would also like to see better connectivity to Westmoor Business Park. Currently, it is a difficult bike connection between Church Ranch and the business park. The connection could be improved with underpass enhancements and a better trail connection near 103rd & Old Wadsworth. Old Wadsworth Boulevard to Wadsworth Parkway is a missing trail link for the Walnut Creek Trail that would require Jefferson County involvement in any proposed improvements the existing narrow underpass underneath the BNSF railroad.

CORRIDOR RECOMMENDATIONS AND IMPLEMENTATION

The study recommendations were prepared using a collaborative decision making process with the US 36 stakeholders and address the issues, opportunities, and outcomes identified during the project. Each recommendation in this section was evaluated and prioritized with stakeholders using online surveys, keypad polling and facilitated work sessions. Also, the project team reviewed over 900 survey responses from current transit riders and non-transit riders regarding first and final mile connectivity in the US 36 corridor. This information was used to develop the following recommendations.

RECOMMENDATION #1: BUS THEN BIKE SECURE BIKE PARKING

Purpose and Need: The current US 36 regional bus routes experience periods of significant bike loading demand. Given the current on-board bike capacity of the fleet, there are times when on-board bike areas are full and riders are required to lock their bicycle at the Park-n-Ride or wait for another bus. These conditions were acknowledged in the user surveys conducted by 36 Commuting Solutions, mentioned in previous RTD studies of bike and ride access, and observed during the field work session for this study. Additionally, the on-board bike capacity of the future US 36 fleet is unknown and the travel time advantages of the BRT system could be offset if a significant number of new bike loadings occur in the future. Finally, previous planning studies and user surveys indicate that the presence of additional secure bicycle parking at both ends of a transit trip has significant influence for using a bicycle for first and final mile connectivity.

Background: RTD is in the final stages of a joint effort with Boulder County to locate a Bus then Bike secure bike parking facility at the Table Mesa Park-n-Ride. This Bus then Bike secure parking facility will provide several key advantages to other methods of secure bicycle parking located at some of the RTD Park-n-Rides in the US 36 corridor. Bus then Bike parking occupies an area similar to the current RTD bike lockers, but offers twice the amount of secure bicycle parking. The Bus then Bike parking facilities are open air and more visible than the current bike lockers. They do not require the removal of a front wheel or reverse loading into a narrow area, which minimizes transition time between modes. Their security is similar to the current bike lockers and provides a similar opportunity to store bicycles overnight or for long periods of time. They can also be a critical component of a micro-sized community or employer-based bike sharing program by addressing the “secure or long-term docking” challenge at Park-n-Rides that might not be suitable for B-cycle based bike sharing stations at this time.

Details: The Bus then Bike design that is being installed at the Table Mesa Park-n-Ride is recommended for use at other locations in the US 36 corridor, pending any new information that is obtained after the Table Mesa Park-n-Ride facility has been used for 6 months or more. It should be noted that Boulder County has built four Bus then Bike facilities in the last year and the Table Mesa Park-n-Ride bike shelter will include revisions to their original design based on the experience over the last year of constructing and operating them. The first phase of deployment is planned to be at an additional demonstration facility at the McCaslin Park-n-Ride. The next phase is planned to be at least one facility at the East Flatiron Circle, Broomfield, Church Ranch, and Westminster Center Park-n-Rides. The Bus then Bike facility that is being recommended will have up to 24 secure bike spaces, offer covered parking, and have keycard access that will

limit access to only those who sign up for access. This facility will not displace any free, public, or unsecured bicycle parking. The current design is modular and can be expanded in the future if demand increases. A single "module" is similar to the dimensions of an automobile parking space.

Figure 38: Bus then Bike Shelter in Boulder

Implementation: Ongoing involvement and partnership from the stakeholders represented in this project will be required to implement the Bus then Bike facilities throughout the corridor. The work completed during this project includes identifying this strategy as the top priority for the US 36 corridor for first and final mile connectivity, preparing conceptual design and location plans for the facilities at each of the US 36 Park-n-Rides, and identifying the partnerships that will need to occur over the next year to ensure the facilities can be successfully implemented. These facilities will be most effective for US 36 commuters if they are deployed at each Park-n-Ride in the corridor and offer universal access to secure parking at each station in the corridor. This will require and initial effort from the stakeholders to identify capital funding, and then ongoing effort to support a maintenance and operations program. The conceptual design and location plans for the Bus then Bike shelters at each Park-n-Ride are provided in the Appendix. These plans will serve as a basis for future designs and help to identify potential constraints at each location. The location plans provide several options for siting the shelters at each Park-n-Ride along with pro's and con's for each option. The Table Mesa Park-n-Ride is excluded from these plans since the final shelter at this location has been identified and is in the process of being implemented.

Step 1: Finalize Plans: The stakeholders will work with RTD staff on final siting details for the Bus then Bike facilities at each of the Park-n-Rides. This will include completing the design bid packages and identifying any additional safety improvements necessary to implement the facilities. The stakeholders will also complete the final cost estimates for the facilities and host a workshop to identify a series of funding opportunities to pursue over the next year for construction of the facilities. At this workshop the stakeholders will re-evaluate the funding schedule that is identified below with the final projects costs. During this time, an operating plan will also be prepared that identifies the role of 36 Commuting Solutions and RTD as administrator and oversight of the Bus then Bike program.

Lead: 36 Commuting Solutions, Boulder County Engineering Staff
Support: Corridor communities and RTD staff
Deliverables: 90% design plans for a Bus then Bike facility at each Park-n-Ride
Timeline: Q1 of 2013

Step 2: Identify Funding and Raise Awareness: 36 Commuting Solutions will take the lead with the stakeholders on a grant writing and fundraising campaign for the Bus then Bike facilities. This will include working with the local communities to make presentations with elected officials, businesses

or other potential partners. Stakeholders will also contact private and nonprofit organizations to identify opportunities for partnership or cost sharing and interest from their memberships. This will also include identifying interest for starting micro-sized community or employer based bike sharing programs that could be coupled with these facilities. 36 Commuting Solutions will also launch a marketing campaign designed to fundraise and increase awareness of the facilities. This step will also involve a stakeholder workshop that will review any current funding opportunities and identify those that might be applicable to implementing and maintaining the facilities. Additional review of the user data from the Table Mesa Bus then Bike facilities will be reviewed to understand the user demand, profile, and adjustments that maybe required as the facilities are implemented at other Park-n-Rides in the US 36 corridor. This will likely guide RTD approval of the Bus then Bike shelter concept as a corridor-wide strategy, in which they will support expanding beyond Table Mesa and McCaslin.

Lead: 36 Commuting Solutions
Support: Corridor Communities
Funding Applications: Minimum of two submitted applications to potential funding sources
Timeline: Q1-4 of 2013

Step 3: Construction: Once the funding sources have been determined, the project will enter into the construction phase. The goal is to complete construction prior to the opening of the US 36 BRT. During this time, the stakeholders will engage RTD, as necessary, to hire an independent contractor to install the Bus then Bike facilities at each of the Park-n-Rides. 36 Commuting Solutions and the local stakeholders will also begin a marketing campaign that is designed to raise awareness and grow membership for the facilities. The local communities will also implement safety improvements on local roads near the Park-n-Rides to develop a network of bike facilities and encourage these facilities be used by beginner and intermediate bicyclists. 36 Commuting Solutions will also identify opportunities to implement micro-sized community or employer based bike sharing programs to complement the Bus then Bike facilities. The operator will make final arrangements with the maintenance provider and support the new members with their memberships.

Lead: 36 Commuting Solutions and independent contractor
Support: Corridor communities and RTD
Timeline: Q2-4 of 2014 (or as stations are funded)

Step 4: Monitoring: The Bus then Bike shelters will also serve an important role as the US 36 RTD fleet changes and the desired travel time reductions from the BRT improvements are realized. It will be critical to provide an annual report to the RTD Board of Directors, US 36 elected officials and the public, to summarize the benefits, trade-offs and improvements for these facilities into the future.

Lead: RTD and 36 Commuting Solutions
Support: Corridor communities
Deliverables: Annual report on usage, demographics, and ongoing grant reporting requirements
Timeline: 2016 and beyond

Preliminary Costs and Funding: The preliminary capital cost estimate for each Bus then Bike facility is approximately $60,000. This estimate includes the shelter, internal hardware, IT hardware, and site preparation. The estimate is based on the current Bus then Bike facility that is being installed as a demonstration site at the Table Mesa Park-n-Ride. The cost for each facility will be refined as 90% construction drawings are prepared. The estimated maintenance and administrative costs for each facility is estimated at $200/month and includes once a month maintenance (power washing, sweeping, painting, security checks, etc.), administration of the security card database, and user support for the facility. A list of funding sources and their applicability to this recommendation can be found at the end of this section. This recommendation will require an initial capital investment and ongoing maintenance funding.

RECOMMENDATION #2: FIRST AND FINAL MILE SIGNAGE AND WAYFINDING

Purpose and Need: The completion of the US 36 BRT Phase 1 and 2 is scheduled for 2015. These improvements will provide new station areas that have reconfigured multi-modal access to RTD service, including the new US 36 Bikeway between Denver and Boulder.

Currently there are monument signs at each of the RTD Park-n-Rides that identify their location as well as signage within the facilities that direct pedestrians to bus platforms from parking areas. However, signage and wayfinding that directs RTD patrons to and from destinations within the first and final mile of the new BRT stations via non-motorized modes of travel are not present at every Park-n-Ride. Also, the non-motorized directional signage that is present at some of the Park-n-Rides in the US 36 corridor is not universally branded and does not provide consistent destination information. Given the significant investments that are being made in the station area over the next year, it will be critical to convey the changes that are taking place and how they have improved access to first and final mile destinations for current and potential riders.

Figure 39: Branded Wayfinding

Background: Signage and wayfinding are the first points of contact that RTD and station area businesses have with their "customers". Likewise, residents who live within the first and final mile of the station areas will experience changes in travel patterns and have new multi-modal access opportunities in the station areas in 2015. Wayfinding signage could minimize congestion at key access points in the first and final mile and maximize the multi-modal investments that RTD and the local communities are making in the station areas. The FFM wayfinding program can also be used to brand and market the significant-new investments that have been made in the station areas to their full potential. Comprehensive signage and wayfinding programs have been implemented by peer transit agencies and local communities as part of their outreach strategies to maximize the benefit of their new BRT investments. Locally, examples such as the ART shuttle in Englewood provide context for branding stops and stations within the first and final mile of high capacity, or rapid, transit. The FFM signage and wayfinding will also be critical to direct current and future riders to the safest multi-modal facilities to make their first and final mile connections.

Details: US 36 corridor stakeholders are in the final stages of a signage system for the US 36 Bikeway project. This signage will be critical to users who will be traveling along the US 36 Bikeway. The current plans do not include signage for multi-modal connectivity within the first and final mile of each station area. "US 36 FFM" branded signage could be designed with a standard pallet of colors, logos, and fonts to direct non-motorized travelers to and from destinations within the first and final mile of station areas and to the US 36 Bikeway. The standard pallet could include templates for existing signs, new signs, large destination

signs, pedestrian-level signs, ground markings, and other forms of multimedia notifications within the first and final mile. The signage and wayfinding could have a "universal brand" that is recognizable between all station areas. This would allow non-motorized users to complete trips between multiple station areas referencing this "universal branded" signage. The signage and wayfinding system will augment signage in some first and final mile locations that are being used for trails or other economic development efforts, however the US 36 FFM signage is not intended to replace or supersede those efforts. The signage and wayfinding within the first and final mile could also be integrated into the station area amenities and the US 36 BRT vehicles. This could include wrapping shelters, trash, recycling, bike racks, and Bus then Bike facilities at the station areas with the "universal brand". There is not an immediate opportunity to "wrap" the US 36 BRT buses with the "universal brand" as they are not exclusively used for the US 36 corridor. This will be critical as the buses, not the stations, are the major component of a multi-modal trip. However, it may be possible to apply the "universal brand" to the vehicles as part of a pilot program that test how removable/transferable graphics can be added to the US 36 vehicles as part of the vehicle's daily check-in/out process.

Implementation: Ongoing involvement and partnership from the stakeholders represented in this project will be required to implement the US 36 FFM signage and wayfinding throughout the corridor. The work completed during this project includes identifying the need for this signage, collecting a photo inventory of critical intersections that need signage, and developing support from the SAC member to work toward implementing this solution. The signage and wayfinding will be most effective for all US 36 commuters if they are deployed at each of the Park-n-Rides in the corridor and offer similar information.

Step 1: Identify funding to hire a creative consultant: 36 Commuting Solutions will work with stakeholders to apply for funding and work with RTD staff to identify a "universal brand" for the US 36 FFM signage and wayfinding. This will include applying for local, state, and federal grants that address mobility and active transportation. Opportunities for private sector funding will also be considered from corridor, regional, and statewide partners. All grant applications will be prepared and submitted jointly by US 36 stakeholders to maximize the potential of each application. Before submitting the grant applications, 36 Commuting Solutions staff will identify the potential costs for an independent consultant to develop the content. 36 Commuting Solutions will also work with the local jurisdictions to identify local matching funds for this study. The emphasis of this step is securing funding to hire a creative consultant to design and locate the signage and wayfinding. If funding opportunities are available to achieve this, and fabricate the signage, they will be explored (eliminating Step 3). The brand identity task will be coordinated with RTD's efforts to develop a unique identity for US 36 BRT and will tie into these existing plans.

Lead: 36 Commuting Solutions
Support: Corridor communities, CDOT and RTD staff
Funding Applications: Minimum of 2 submitted applications to potential funding sources
Timeline: Q1 of 2014

Step 2: Work with a creative consultant to prepare construction plans and "universal brand": The stakeholders will use the funding from Step 1 to hire a creative consultant to identify a "universal brand" for the US 36 FFM signage and wayfinding. This work will include a series of workshops with the stakeholders and the public to build support for a preferred brand. Branding efforts conducted as part of the US 36 BRT project will be integrated into the "universal brand" development. As part of this work the content of each sign and the exact location within the first and final mile will be identified. The universal brand will tie into and complement RTD's brand identity for US 36 BRT and consider identifying application to shelters, bike

racks, and Bus then Bike facilities. The products prepared by the consultant will include construction and fabrication details that will be used to obtain preliminary cost estimates from contractors.

Lead: 36 Commuting Solutions
Support: Corridor communities, CDOT and RTD
Deliverables: Creative content, construction plans, project schedule, and cost estimate
Timeline: Q3-4 of 2014

Step 3: Secure funding for construction and implementation: 36 Commuting Solutions will work with stakeholders to apply for funding sources to construct and implement the FFM wayfinding and signage. This will include applying for local, state, and federal grants that address mobility and active transportation. Opportunities for private sector funding will also be consider from corridor, regional, and statewide partners. The grant applications will be prepared and submitted jointly by the US 36 stakeholders to maximize the potential of each application. The applications will utilize the work completed in Step 2 to make the case for "shovel ready" grant applications. 36 Commuting Solutions will also work with the local jurisdictions to identify local matching funds for construction and implementation. The emphasis of this step is securing funding to construct and implement the signage. Grant or private funding opportunities for individual components of the implementation items such as application to shelters, bike racks, and Bus then Bike facilities will also be pursued.

Lead: 36 Commuting Solutions
Support: Corridor communities, CDOT and RTD
Funding Applications: Minimum of 2 submitted applications to potential funding sources
Timeline: Q1-4 of 2015

Step 4: Construction and Implementation: Once the funding sources have been determined the project will enter into the construction phase. The goal is to complete construction in a timeline that is close to the opening of the US 36 BRT and the US 36 Bikeway. During this time the stakeholders will support 36 Commuting Solutions to hire a contractor to install the signage (and wayfinding elements if funding is available). This will include a review panel that is composed of engineers from each of the municipalities in the US 36 corridor and RTD/CDOT engineering staff.

Lead: 36 Commuting Solutions
Support: Support: Corridor communities, CDOT and RTD staff
Timeline: Q1 2016

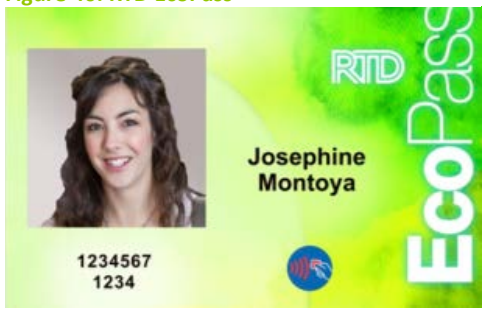
Preliminary Costs and Funding: The preliminary cost estimate for the signage and wayfinding program is $75,000 to prepare a detailed signage program and approximately $15,000/station for fabrication and installation. This estimate includes up to 60 hours/station for a wayfinding team to prepare detailed location plans for signage and wayfinding. The estimate also assumes approximately 80 new signs will be installed in the first and final mile station areas. The cost for the signage and wayfinding program will be refined as the wayfinding team prepares the detailed program. The estimated maintenance costs for the signage and wayfinding is estimated at $5,000/year. This estimate includes annual adjustments and maintenance checks with the sign installer and fabricator. A list of

funding sources and their applicability to this recommendation can be found at the end of this section. This recommendation will require an initial capital investment and ongoing maintenance funding.

RECOMMENDATION #3: FIRST AND FINAL MILE ECOPASS

Purpose and Need: Over the next five years RTD, CDOT, and local agencies are going to make a significant multi-modal investment within all of the US 36 BRT stations first and final mile station areas. This includes a wide range of safety improvements for non-motorized transportation that will provide access to major housing, commercial and civic destinations near the US 36 BRT stations. Providing EcoPasses to those who live, work, and/or go to school in the first and final mile of station areas will optimize the benefit of these significant multi-modal investments that are being made to connect neighborhoods and employment to the US 36 BRT station areas. Creating an equitable opportunity for people to obtain an EcoPass from their employer, neighborhood, or school in their first and final mile would be a unique opportunity to cost-effectively meet the goals of this project.

Figure 40: RTD EcoPass



Background: This recommendation presents a unique opportunity to bring together a variety of public and private sector partners to improve economic, social, and mobility conditions in the US 36 corridor. At the core, this recommendation is about developing cost-effective transportation solutions in the first and final mile of future US 36 BRT stations. This was one of the major suggestions from the public comments received during the project. Developing a US 36 First and Final EcoPass program will involve a consolidated effort from all US 36 stakeholders and RTD. It is critical to understand that this recommendation acknowledges that over the last three years RTD has increased the rates of their various passes and programs as their costs to provide services have increased. Likewise, existing EcoPass programs that were in place at some locations in the US 36 corridor have been disbanded in the face of declining sales tax revenue or budget streamlining. This recommendation will involve RTD and the US 36 stakeholders working together to identify costs structures for the US 36 FFM EcoPasses that are compatible with rider, agency, and partner funding sources. RTD already has an existing Master EcoPass program, which is largely the approach we will seek for the FFM EcoPass.

Details: A US 36 FFM EcoPass study will need to be conducted. This project will require close examination of the potential lost revenues that RTD could experience with a highly utilized EcoPass program and the equity challenges of calculating a cost to residents, businesses, and institutions on a corridor-wide level within the first and final mile of US 36 BRT stations. Detailed funding analysis and gauging preliminary support for the program with residents, employees, and students will also be required. This study effort will require subjective analysis, transparent forecasts, and proven methods of consensus building to build support for a program. RTD, Boulder County, and the City of Boulder will begin a similar study for a countywide EcoPass in Boulder County in January of 2013. The results and metrics of this study could be used to determine how a US 36 FFM EcoPass program could be implemented.

Implementation: This recommendation will follow the implementation of the other priorities. The timing of this recommendation will rely on the upcoming results of RTD's countywide EcoPass study in Boulder County and the implementation of RTD's Smart Card program in the US 36 corridor. The following steps will maintain support for this recommendation while other priorities are addressed, while working within the current EcoPass program guidelines.

Step 1: Support Current RTD EcoPass Program: 36 Commuting Solutions will work with RTD and potential EcoPass participants (businesses, residents, etc.) within the first and final mile area of each Park-n-Ride to streamline RTD's current application procedures that are required for as part of RTD's EcoPass program. Specifics could include working with neighborhoods to help gain the necessary signatures, checks, and other commitments required to meet the EcoPass program guidelines.

Lead: 36 Commuting Solutions
Support: Support: Corridor communities and RTD Staff
Timeline: Q3 2013

Step 2: Study the feasibility of a US 36 FFM EcoPass: 36 Commuting Solutions will prepare a work plan that will address the feasibility of implementing an EcoPass program for residents, businesses, and institutions within the first and final mile of each US 36 Park-n-Ride. This study can utilize concepts that were developed in the RTD EcoPass Study for Boulder County to evaluate the feasibility of implementing passes in the US 36 corridor. This project will require joint funding from stakeholders and participation from RTD staff.

Lead: 36 Commuting Solutions
Support: Support: Corridor communities and RTD staff
Timeline: Q4 2014

Preliminary Costs and Funding: This recommendation will require additional coordination with RTD to determine the feasibility of implementing an EcoPass in the US 36 first and final mile area. The additional coordination will require technical support that is estimated at $75,000 over 12 months. This estimate includes up to 550 hours of support to work with RTD to prepare a cost structure and administrative program to administer US 36 FFM EcoPasses. This recommendation will require an initial operational investment study and potential annual subsidy.

FUNDING

The following charts show potential funding sources for each of the corridor recommendations.

Table 2: Funding Options for FFM Recommendations - Tax Strategies

	Business Improvement District (property tax)	Tax Increment Financing (property tax)	Maintenance District (property tax)	Local Improvement District (property tax)	General Improvement District (property or sales tax)	Local Improvement District (sales tax)	FFM Metro District (property tax)
US 36 Park-n-Ride Bus then Bike Shelters			X				X
FFM Signage and Wayfinding	X	X			X		X
FFM EcoPasses	X						X

Table 3: Funding Options for FFM Recommendations - Private Funding

	Private Sector Sponsorship	Private Sector Participation	Private Sector Development Impact Fee Adjustments	Private Foundations	Nonprofit Organizations	Kaiser Permanente Active Living
US 36 Park-n-Ride Bus then Bike Shelters	X		X			X
FFM Signage and Wayfinding	X					
FFM EcoPasses	X	X	X			

Table 4: Funding Options for FFM Recommendations - Existing Public Funding

	Local Jurisdictions General Fund	Local Jurisdiction TOD Planning	HPTE[12] Excess Toll Revenue (Transit & TDM)	US 36 Design Build Integration
US 36 Park-n-Ride Bus then Bike Shelters	X		X	X
FFM Signage and Wayfinding			X	X
FFM EcoPasses			X	

Table 5: Funding Options for FFM Recommendations - New Public Grants

	RTD PnR Funding (FTA 5309)	Safe Routes to School	FASTER and FASTER 2.0	FTA Very Small Starts	FTA Bike to Transit Funding	Job Access Reverse Commuting (5316)	DRCOG - Transportation Enhancements	DRCOG Transportation Demand Management	Transportation Infrastructure Finance and Innovation Act (TIFIA)
US 36 Park-n-Ride Bus then Bike Shelters	X		X		X	X	X	X	
FFM Signage and Wayfinding			X		X		X	X	
FFM EcoPasses						X		X	

[12] By statute any excess revenue must stay in the US 36 corridor. However, no IGA is in place for what excess toll revenue will be used for. Excess toll revenue could be spent on the items listed, but it is not dedicated funding. No agreement has been made regarding upfront payment and per the Concession Agreement, revenue sharing won't take place for 15-20 years.

INDIVIDUAL PARK-N-RIDE RECOMMENDATIONS

In addition to the corridor strategies, individual station area strategies were also developed to address the unique barriers and characteristics surrounding each station and identify projects that improve multi-modal accessibility to each site. These station area strategies were developed based on input received from the SAC, review of community plans, station area data collection, and field review. The majority of the identified strategies focus on pedestrian and bicycle infrastructure improvements that can provide low stress connections between the Park-n-Ride and the various activity centers. One recommendation that is consistent throughout all the station areas is the establishment of a 36 Commuting Solutions Transportation Coordinator position that would focus on coordination with new residents and businesses in the area to encourage the implementation and utilization of many of the TDM strategies already in place within the corridor or recommended within this study. Many of the recommendations developed in this study are already identified in Capital Improvement Plans, Comprehensive Plans, and Bicycle Facility Plans of many US 36 communities. The station area projects for each Park-n-Ride is provided below. The list of station area projects includes a ranking of projects based on internal priorities for each jurisdiction. In locations where a Park-n-Ride covers two jurisdictions, individual priorities for both jurisdictions are provided.

TABLE MESA PARK-N-RIDE

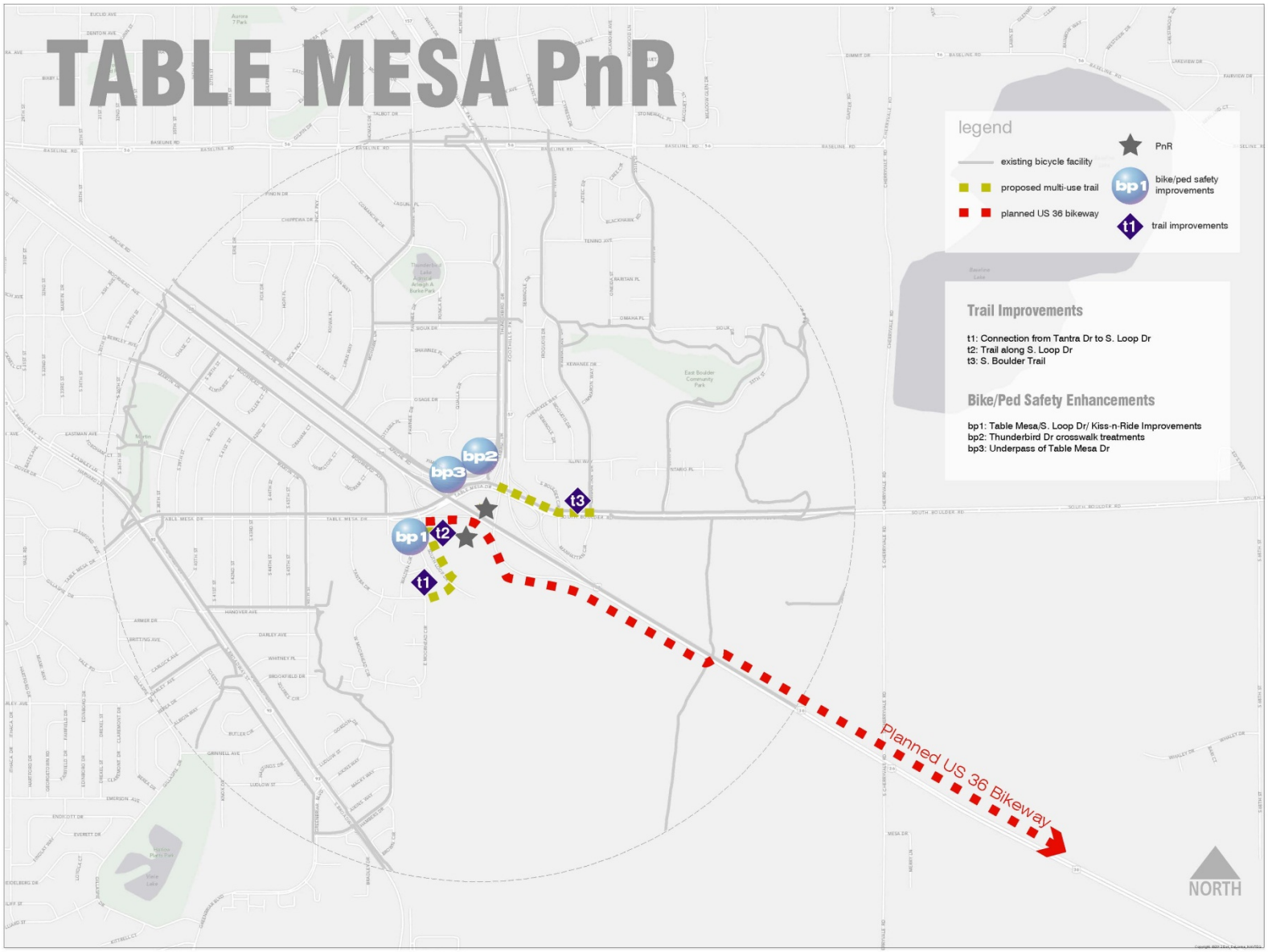
The majority of station area projects at the Table Mesa Park-n-Ride focused on changes in access and circulation surrounding the pending completion of the new eastbound RTD bus ramp.

Table 6: City of Boulder Projects – Table Mesa Park-n-Ride

Priority	FFM Category	Project Map ID #	FFM Strategy	Lead Agency	Supporting Agency	Details
Funded	Infrastructure	T3	S. Boulder Trail extension between Manhattan Drive and Table Mesa Park-n-Ride	City of Boulder		Project is funded and is scheduled to be constructed within the next 2 years
Funded	Infrastructure	T1	Tantra Drive to S. Loop Dr. multi-use path connection	City of Boulder		City has identified funding for this trail connection
1	Infrastructure	BP2	Pedestrian Crossing enhancement on Thunderbird	City of Boulder		Enhance the multiuse path connection across Thunderbird to the Park-n-Ride
2	Infrastructure	BP1	Kiss-n-Ride Parking Management/Circulation	City of Boulder	36 CS	Remove EB right turn lane on west approach of Table Mesa to S. Loop Road to provide designated area for kiss-n-ride

3	Infrastructure	BP3	Table Mesa underpass from Thunderbird to Park-n-Ride	City of Boulder	36 CS	Provide an underpass connection to housing to the north of the station (preliminary design complete, no funding identified)
4	Shuttles	N/A	Peak Hour Buff Bus from Regent/Colorado to Table Mesa	CU Boulder/36 CS	City of Boulder	Implement a peak hour circulator that connects the east side of CU campus to Table Mesa Park and Ride
5	Infrastructure	N/A	Mini Transportation Hubs	City of Boulder/RTD	36 CS	Implement mini transportation hubs (bike share, car share, transit stop, e-car charging, e-longboard & secure bike parking) at Table Mesa Shopping Center and Meadows Shopping Center
6	Infrastructure	T2	S. Loop Road multi-use path connection into CU South	City of Boulder/CU Boulder		Provide off-street path along South Loop Drive to connect to CU South and multi-use trail from Tantra Dr.
7	Programs	N/A	Boulder/Boulder County Transportation Coordinator	36 CS		Establish an Employee Coordinator/Trainer to work with new residents and businesses in the FFM area
8	Shuttles	N/A	Foothills Parkway employer based shuttle services	36 CS	City of Boulder/CU Boulder/Boulder Transportation Connections	Coordinate with private business in Foothills Drive corridor to implement employer based shuttles that provide reservation based trips to the BRT

Figure 41: Table Mesa Park-n-Ride Recommended Projects



MCCASLIN PARK-N-RIDE

The majority of station area projects at the McCaslin Park-n-Ride focus on ways to enhance the accessibility between some of the employment centers and residential neighborhoods on the boundaries of the one-mile station area.

Table 7: City of Louisville Prioritized Projects – McCaslin Park-n-Ride

Priority	FFM Category	Project Map ID #	FFM Strategy	Lead Agency	Supporting Agency	Details
1	Infrastructure	BP4	Pedestrian/bike underpass of McCaslin as part of DDI	Town of Superior		Establish grade separated crossing of McCaslin to improve connection to planned Superior Town Center/South Louisville/Coal Creek Trail
2	Shuttles	N/A	Locally funded peak hour Call-n-Ride in Superior	Town of Superior		Use the former LYNX shuttle buses to reestablish peak hour Call-n-Ride service
3	Infrastructure	T1	Wayfinding to PnR perimeter roads	Louisville/Superior	RTD	Improve signing to street and trail network adjacent to the Park-n-Ride. Will require coordination with private property owners
4	Infrastructure	N/A	Mini Transportation Hubs	Louisville/Superior	36 CS	Implement mini transportation hubs (bike share, car share, transit stop, e-car charging, e-longboard & secure bike parking) at PnR
5	Programs	N/A	Priority pick-up/drop-off locations	Louisville/Superior	RTD	Establish priority locations for carpools, vanpools, and shuttles providing connections between US 36 transit and destinations
6	Infrastructure	BP2	Sidewalk connection along the west side of McCaslin between Town of Superior building and Key Equipment Finance Building	Town of Superior		Complete sidewalk on the west side of McCaslin south of the Coal Creek crossing
7	Infrastructure	BP1	Trail Crossing at Dillon Road to connect to Coal Creek Trail	City of Louisville		Provide an accessible trail crossing at Dillon Road with high visibility crosswalk markings, pedestrian ramps and signing to connect the Powerline Trail to the Coal Creek Trail

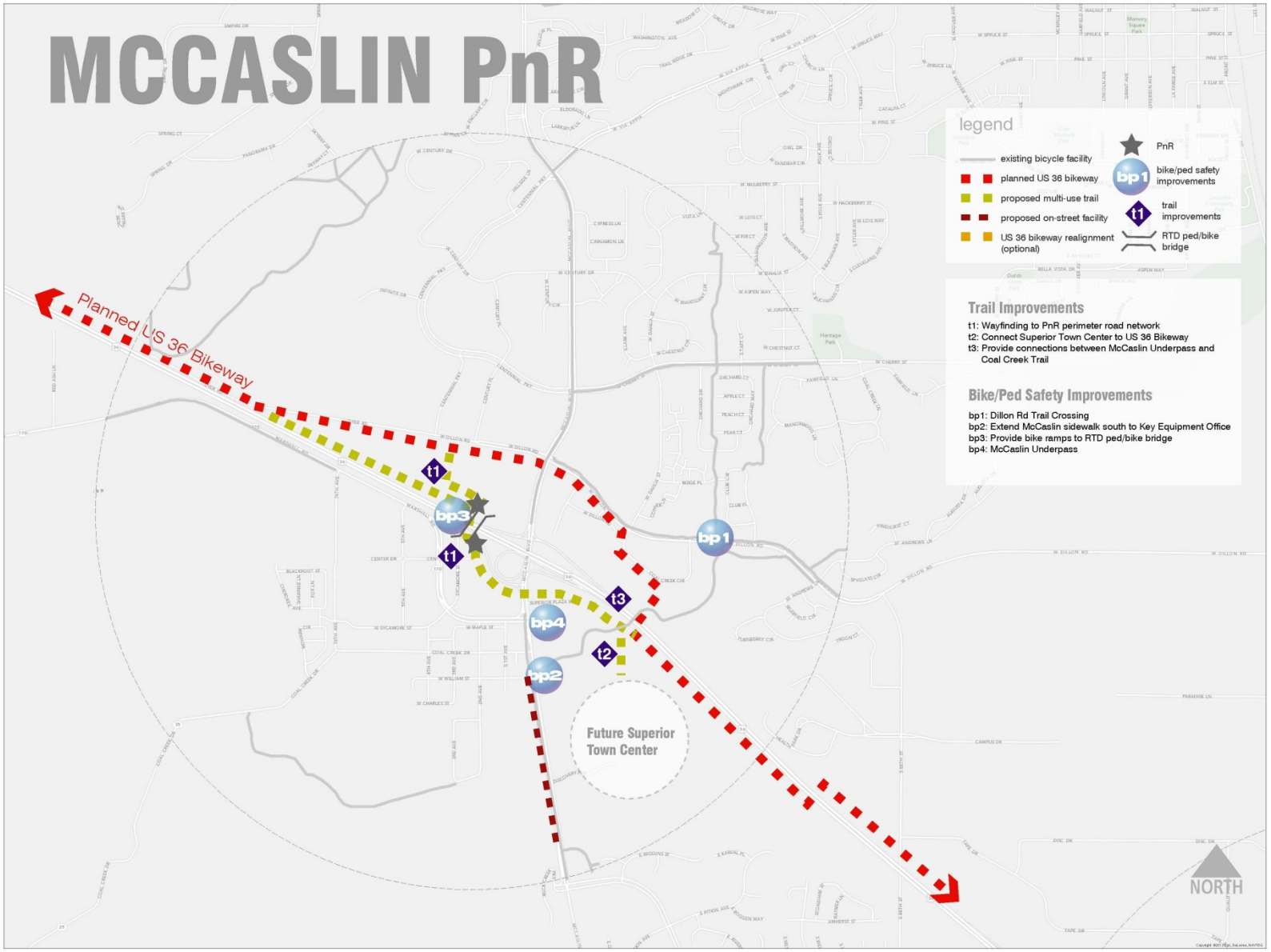
8	Infrastructure	BP3	Ramps to RTD Park-n-Ride bridges	Louisville/Superior	RTD	Provide bike/ADA accessible ramps from the platform to the bridge across US 36. Requires regrading and resurfacing of existing maintenance ramp on Superior Side and construction of new ramp on Louisville side
9	Shuttles	N/A	Locally funded peak hour Call-n-Ride in Louisville	City of Louisville		Use the former LYNX shuttle buses to augment the existing Call-n-Ride service in Louisville

Table 8: Town of Superior Prioritized Projects – McCaslin Park-n-Ride

Priority	FFM Category	Project Map ID #	FFM Strategy	Lead Agency	Supporting Agency	Details
1	Infrastructure	BP4	Pedestrian/bike underpass of McCaslin as part of DDI	Town of Superior	CDOT	Establish grade separated crossing of McCaslin to improve connection to planned Superior Town Center/South Louisville/Coal Creek Trail
2	Infrastructure	T3	Connections between McCaslin underpass and Coal Creek Trail	Town of Superior	CDOT	Provide enhance connection between grade separated crossing of McCaslin and Coal Creek Trail
3	Infrastructure	BP2	Sidewalk connection along the west side of McCaslin between Town of Superior building and Key Equipment Finance Building	Town of Superior		Complete sidewalk on the west side of McCaslin south of the Coal Creek crossing
4	Shuttles	N/A	Locally funded peak hour Call-n-Ride in Superior	Town of Superior		Use the former LYNX shuttle buses to reestablish peak hour Call-n-Ride service
5	Infrastructure	BP3	Ramps to RTD Park-n-Ride bridges	Louisville/Superior	RTD	Provide bike/ADA accessible ramps from the platform to the bridge across US 36. Requires regrading and resurfacing of existing maintenance ramp on Superior Side and construction of new ramp on Louisville side
6	Infrastructure	T1	Wayfinding to PnR perimeter roads	Louisville/Superior	RTD	Improve signing to street and trail network adjacent to the Park-n-Ride. Will require coordination with private property owners
7	Shuttles	N/A	Employer based shuttle services	Louisville/Superior	36 CS	Coordinate with private business to implement employer based shuttles that provide reservation based trips to the PnR
8	Programs	N/A	Centennial Valley/Superior Market Place Transportation Coordinator	36 CS	Louisville Superior	Establish an Employee Coordinator (EC)/Trainer to work with new residents and businesses in the redevelopment area
9	Programs	N/A	Priority pick-up/drop-off locations	Louisville/Superior	RTD	Establish priority locations for carpools, vanpools, and shuttles providing connections between 36 transit and destinations

10	Programs	N/A	Louisville/Superior Transportation Coordinator	36 CS	Establish a EC to work with new residents and businesses in the FFM area
11	Infrastructure	T2	Connections between Superior Town Center and US 36 Bikeway	Town of Superior	Provide enhanced connections for bicycle and pedestrian travel between the Park-n-Ride and Superior Town Center.

Figure 42: McCaslin Park-n-Ride Recommended Projects



EAST FLATIRON CIRCLE PARK-N-RIDE

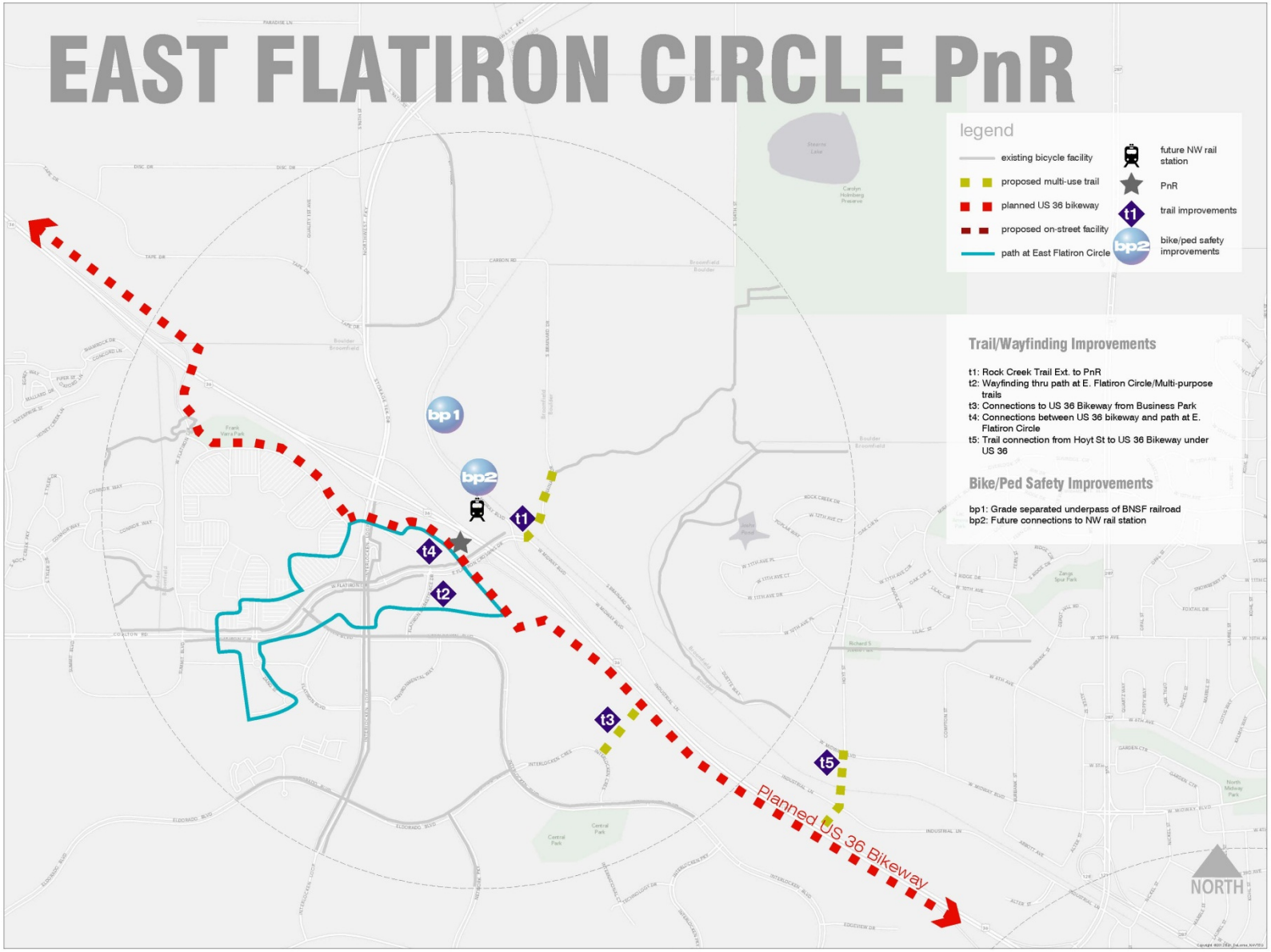
The majority of station area projects at the East Flatiron Circle Park-n-Ride focus on ways to enhance the accessibility between some of the employment centers on the boundary of the one-mile station area through a variety of travel modes.

Table 9: City and County of Broomfield Prioritized Projects – East FlatIron Park-n-Ride

Priority	FFM Category	Project Map ID #	FFM Strategy	Lead Agency	Supporting Agency	Details
1	Infrastructure	T3	Trail connections to and from US 36 Bikeway and Interlocken	CDOT	Broomfield	Trail connections between Interlocken business sites
2	Infrastructure	T4	Trail connections to and from US 36 Bikeway/ path at E. Flatirons	CDOT		Trail connections between Interlocken business sites
3	Infrastructure	BP2	Future access connections to NW Rail Station	Broomfield		As station details are established make sure good pedestrian bike accommodations are provided to and from the station and existing street network
4	Infrastructure	BP1	Trail connection under BNSF tracks from Rock Creek to Flatiron Crossing Drive Underpass	Broomfield		Convert existing box culvert and extend trail from CP property in Louisville to Multi-use Path on Midway that connects to the BRT
5	Infrastructure	T1	Rock Creek Trail connection to Park n Ride via Midway	Broomfield		Connect Rock Creek Trail to Park-n-Ride via Midway, pending property acquisition
6	Infrastructure	T2	Provide enhanced wayfinding through path at E. Flatirons /Multi purposes trails and US 36 Bikeway	Broomfield	Flatiron Improvement District, 36 CS	Provide enhanced wayfinding signing and marking to key destinations within the FFM
7	Programs	N/A	East Flatiron City Center Transportation Coordinator	36CS		Establish an Employee Coordinator/Trainer to work with new residents and businesses in the redevelopment and FFM area
8	Programs	N/A	Shuttle Service on the 96th Street corridor between Louisville and E. Flatiron Circle Park and Ride	Louisville	RTD	Provide shuttle service connection downtown Louisville with E. Flatiron PnR

9	Programs	N/A	Neighborhood Electric Vehicle, E-Longboards, E-Bikes Subsidies	36 CS		Provide subsidies to encourage purchase of alternative E vehicles. Use is subject to local jurisdiction approval.
10	Infrastructure	T5	Trail connections between W. Midway and US 36 Bikeway	Broomfield		Provide trail connection from W. Midway south across BNSF RR and US 36 to connect to US 36 Bikeway
11	Shuttles	N/A	Employer based shuttle services	36 CS	private providers, employers	Coordinate with private business to implement employer based shuttles that provide reservation based trips to the BRT

Figure 43: East FlatIron Circle Park-n-Ride Recommended Projects



BROOMFIELD PARK-N-RIDE

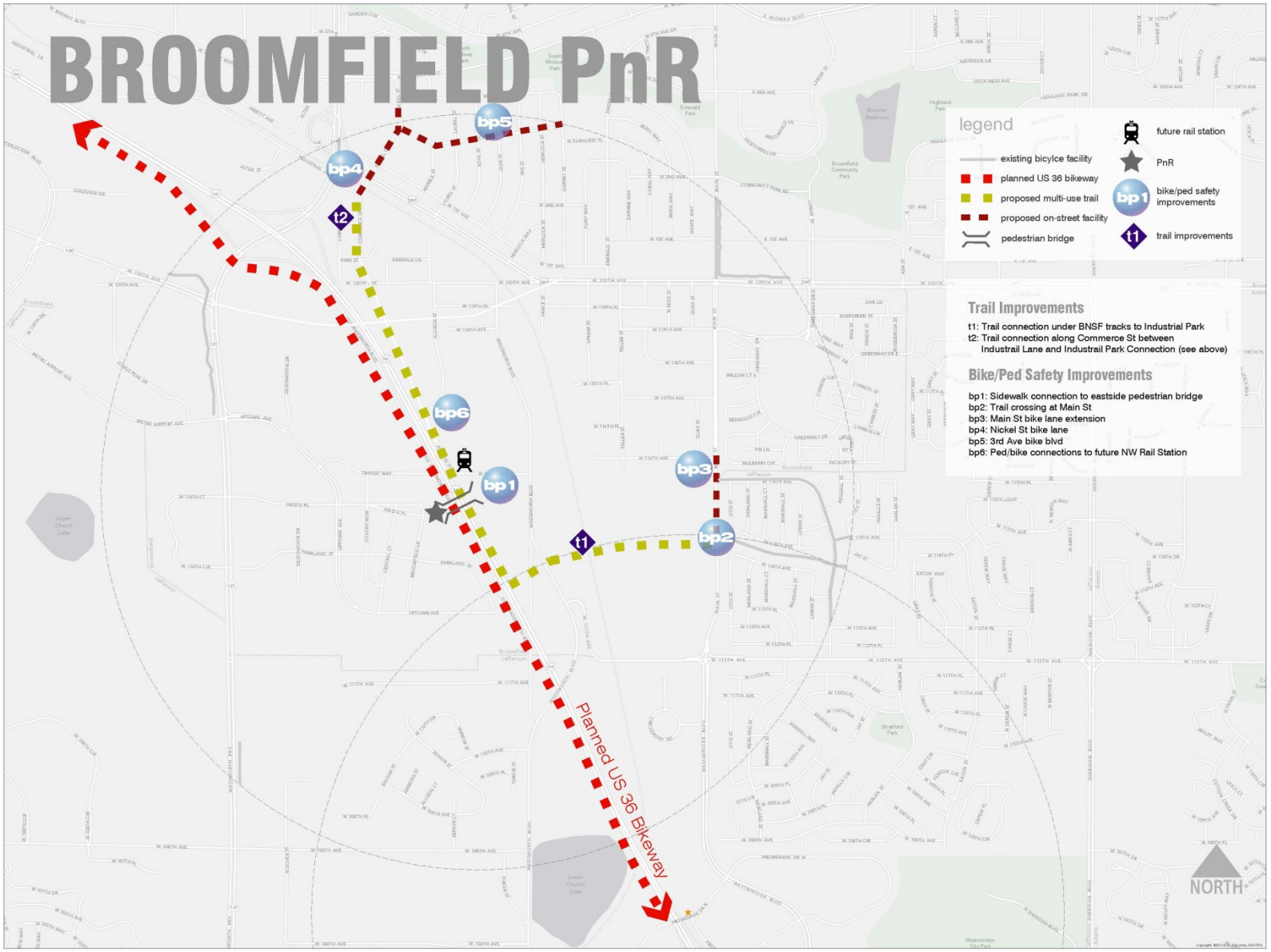
The majority of station area projects at the Broomfield Park-n-Ride focused on infrastructure improvements to improve the connections between the Park-n-Ride and the surrounding residential areas on the north side of US 36.

Table 10: City and County of Broomfield Prioritized Projects – Broomfield Park-n-Ride

Priority	FFM Category	Project Map ID #	FFM Strategy	Lead Agency	Supporting Agency	Details
1	Infrastructure	BP1	Sidewalk connection to Eastside Pedestrian Bridge	CDOT		Construct a new sidewalk to connect to the future sidewalk that will be built on Commerce and 116th Street on the east side of the bridge
2	Programs	N/A	Confirm bicycle design standards for future development meets industry standards	Broomfield		Use AASHTO Guide for the development of bike facilities for established bike lane standards
3	Infrastructure	T2	Off-Street Trail connection along Commerce Street that extends between Rockies Field trail connection and Midway	CDOT		Provide trail connection along Commerce Street alignment adjacent to US 36 to connect down to Rockies Field Trail Connection
4	Infrastructure	BP6	Future access to NW Rail Station	Broomfield Planning		As station details are established make sure good pedestrian bike accommodations are provided to and from the station and existing street network
5	Infrastructure	BP2/BP3	Trail crossing at Main Street to connect Industrial Park and Big Dry Creek Trail and in the vicinity of Rockies Field and 114th Ave	Westminster / Jefferson County		Provide trail connection across Main Street to connect Big Dry Creek and trail linking Industrial Park. Consider installing raised crosswalk, curb extensions or staggered pedestrian refuge median island to facilitate safe crossing. Potential connections as development occurs.
6	Infrastructure	T1	Trail connection under BNSF tracks to Rockies Field and Big Dry Creek Trail	Open Space and Trails		Convert existing box culvert and extend trail from Rockies Field to Wadsworth Multi-use Paths

7	Programs	N/A	Transportation Coordinator	36 CS		Establish an Employee Coordinator/Trainer to work with new residents and businesses in the redevelopment area
8	Infrastructure	BP4	On-street bike facilities to connect with residential areas north of PnR	Broomfield Capital Improvement Projects		Provide on-street bike facilities along Main Street, Nickel, and Commerce
9	Infrastructure	BP5	On-street bike facility to connect with residential areas north of PnR	Broomfield Capital Improvements Projects		Sign 3rd Avenue as a bike route
10	Shuttles	N/A	Expand existing Ten West Shuttle to connect to other Interlocken sites	36 CS and Ten West		Cost sharing strategy required to fund enhanced shuttle service
11	Programs	N/A	Incorporate discounted transit fare into combined ticket/RTD fare for 1st Bank Center events	36 CS	RTD	Offer a discounted RTD fare as an add on to event ticket price to encourage transit use for 1st Bank Center events

Figure 44: Broomfield Park-n-Ride Recommended Projects



CHURCH RANCH PARK-N-RIDE

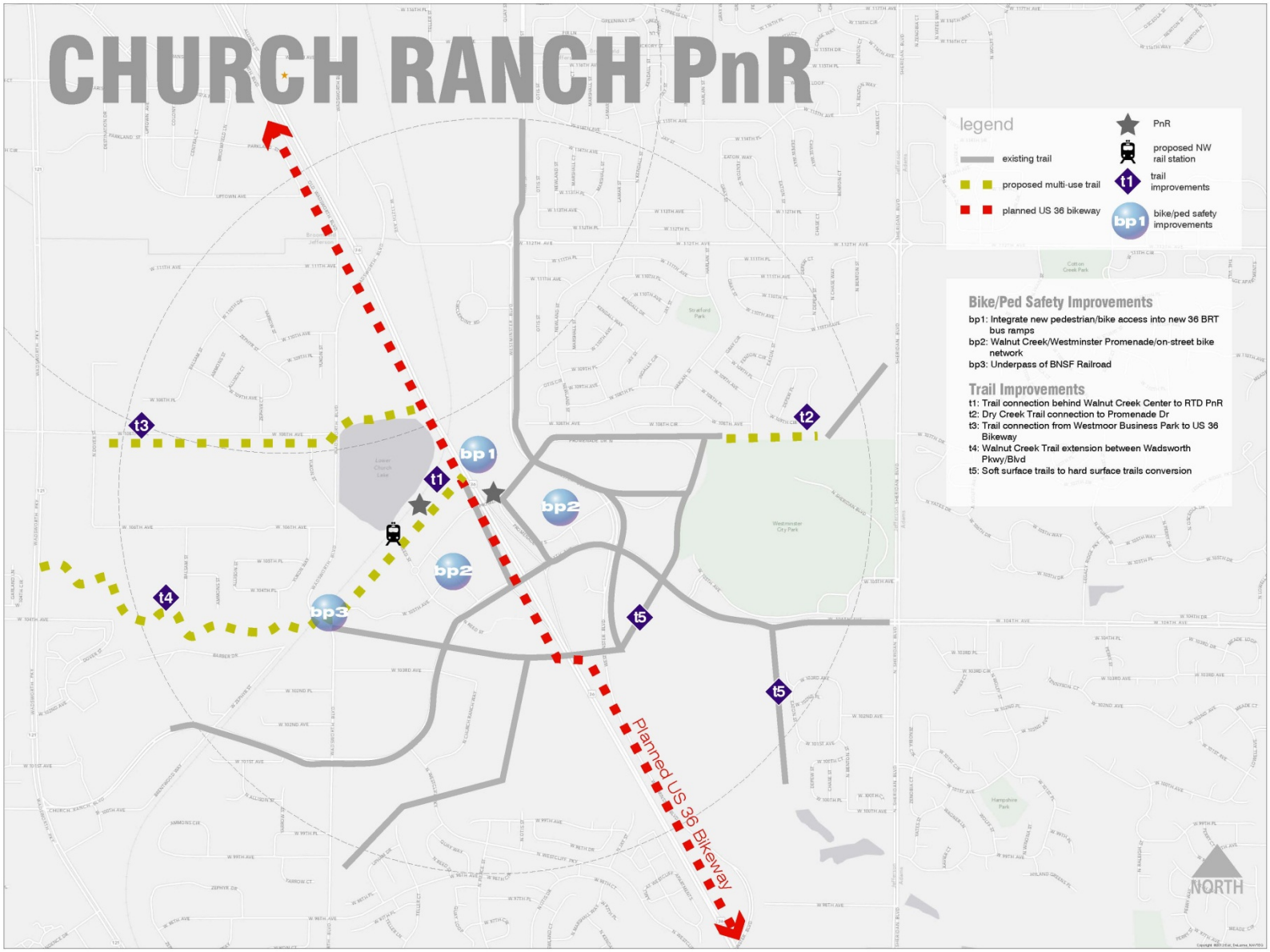
The majority of station area projects at the Church Ranch Park-n-Ride focused on infrastructure and wayfinding improvements to improve the connections between the new BRT bus ramp locations, existing park and ride, surrounding land uses, and existing trail network.

Table 11: City of Westminster Prioritized Projects – Church Ranch Park-n-Ride

Priority	FFM Category	Project Map ID #	FFM Strategy	Lead Agency	Supporting Agency	Details
1	Infrastructure	BP3	Construct new underpass of Wadsworth under BNSF RR in the vicinity of 104th and provide multi-modal accommodations	Jefferson County	BNSF/Westminster	Reconstruct and widen the Wadsworth Blvd. underpass of BNSF to provide better ped/bike accommodations along Wadsworth
2	Infrastructure	BP1	Integrate new pedestrian and bike connections to relocated US 36 BRT bus ramps	CDOT/RTD	Westminster	Insure proposed station plans provide good connections to existing street/trail network
3	Infrastructure	T2	Provide connection between Dry Creek Trail and Promenade Drive Trail to provide direct access to the loading area	Westminster	Westminster	Construct a hard surface trail connection between Dry Creek Trail and Promenade Drive in the vicinity of Eaton Street
4	Infrastructure	T3	Trail connection from Westmoor Business Park to US 36 Bikeway	Westminster	Westminster Open Space	Construct a trail on the south side of 108th Avenue from Westmoor to US36 Bikeway just north of Lower Church Lake
5	Programs	N/A	Shops at Walnut Creek/ Westminster Promenade Transportation Coordinator	36 CS		Establish an Employee Coordinator/Trainer to work with new residents and businesses in the redevelopment area
6	Infrastructure	T4	Extend Walnut Creek Trail between Wadsworth Parkway and Wadsworth Boulevard	Jefferson County	Westminster	Connect Walnut Creek Trail between Wadsworth Parkway and Wadsworth Boulevard

7	Infrastructure	T1	Provide a trail connection behind the Shops at Walnut Creek Shopping Center adjacent to BNSF RR ROW connecting PnR and Walnut Creek trail termini at 104th	Westminster	BNSF/Westminster Open Space	Provide trail extension behind Walnut Creek Shopping Center and adjacent to BNSF RR ROW to connect PnR to Wadworth Blvd and the Shops at Walnut Creek trail termini at 104th
8	Infrastructure	BP2	Provide on street bike lanes and marked shared lanes on internal roadway network through Walnut Creek/ Westminster Promenade	Westminster		Provide marked shared lanes along Reed Street and Promenade Dr. and look at opportunities to perform lane diets to provide designated bike lanes if width allows
9	Infrastructure	T5	Explore conversion of soft surface trails to hard surface trails	Westminster	Westminster Open Space	Convert soft surface trail or provide hard surface trail along portions of Big Dry Creek and Farmers High Line Canal Trails

Figure 45: Church Ranch Park-n-Ride Recommended Projects



WESTMINSTER PARK-N-RIDE

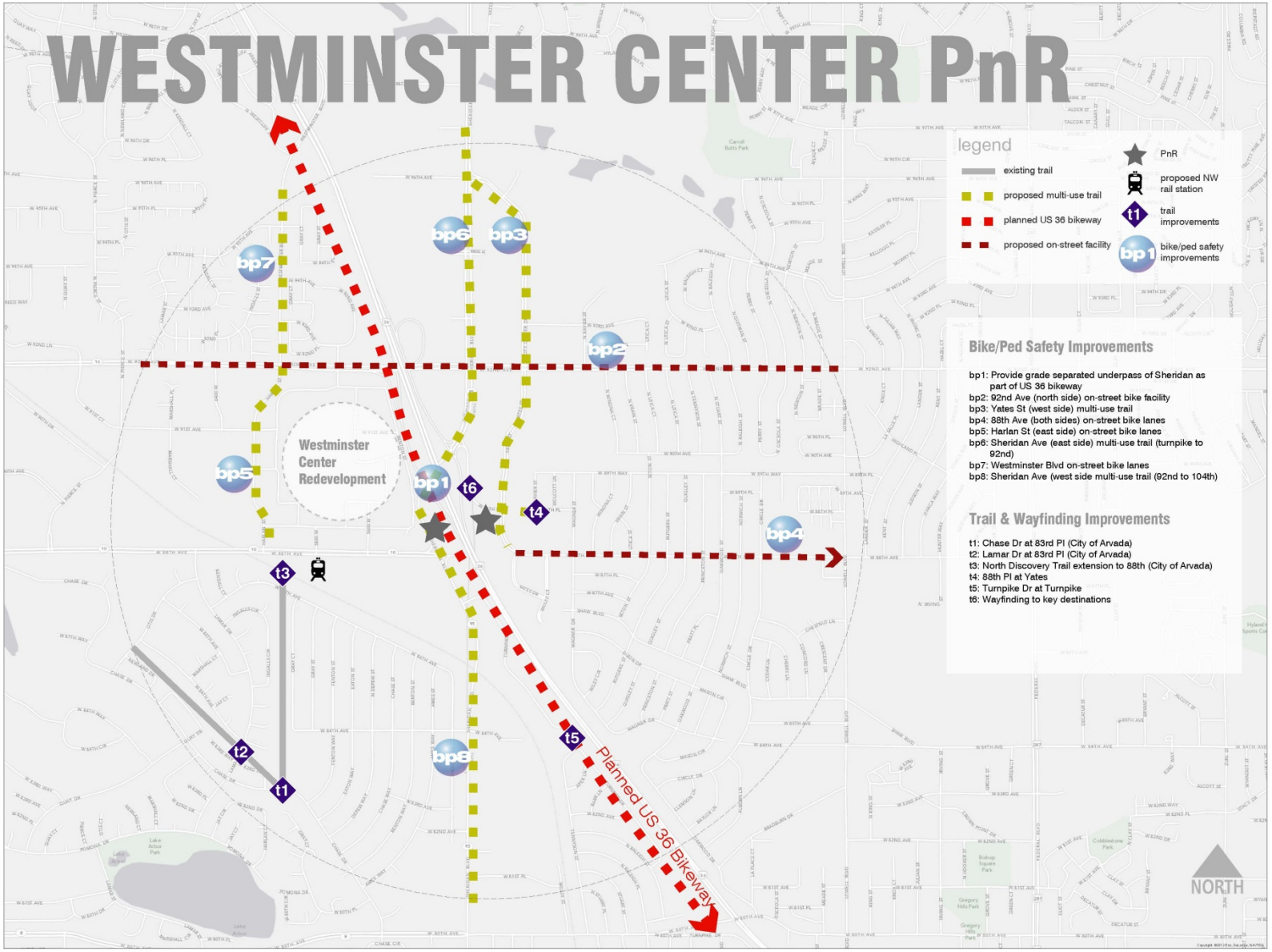
The majority of station area projects at the Westminster Center Park-n-Ride focus on multi-modal connections between the Park-n-Ride, future Westminster City Center redevelopment, future NW Rail station and surrounding residential areas. Particular focus was given on the best ways to overcome the access barriers presented by the higher volume arterials surrounding the park and ride.

Table 12: City of Westminster Prioritized Projects – Westminster Park-n-Ride

Priority	FFM Category	Project Map ID #	FFM Strategy	Lead Agency	Supporting Agency	Details
1	Infrastructure	BP1	Provide grade separated crossing of Sheridan Blvd. between Westminster Center Redevelopment and south side PnR	Westminster	RTD/CDOT	Either extend RTD pedestrian bridge over Sheridan or underpass under Sheridan as part of US 36 Bikeway to connect PNR to the former mall site redevelopment area
2	Infrastructure	BP4	Provide bike lane along 88th Ave. Between Yates and Federal	Westminster /Adams County		Provide on street bike lanes
3	Infrastructure	BP2	Provide on-street bike lanes on 92nd between Federal and Utica Ct. and then divert to 8 foot sidewalks	Westminster		Perform a lane diet on 92nd to maximize bike lane width on 92nd between Federal and Utica. Consider ramping WB bike lane onto upgraded multi-use path between Yates and Utica
4	Infrastructure	BP5/BP7	Provide on-street bike lanes along Harlan St./Westminster Blvd between 88th and 104th	Westminster		Perform a lane and road diet along portions of Westminster Blvd and Harlan to provide on-street bike lanes
5	Infrastructure	BP8	Provide multi-use trail along Sheridan Blvd between Turnpike Drive and 92nd as part of Ph 1 DB	Westminster	CDOT/RTD	Construct multi use trail as part of Sheridan construction/relocation to connect to Westminster proposed side path terminus along Sheridan at 92nd and terminus of bike lanes along Turnpike Drive at Sheridan
6	Infrastructure	BP3	Provide upgraded multi-use trail along the east side of Yates/west side of City Center Dr between 88th and Sheridan	Westminster		Investigate feasibility of widening existing sidewalk and improving intersection crossings of sidewalk along Yates and City Center Dr. to allow for the multi-use trail designation

7	Infrastructure	BP6	Provide upgraded multi-use trails on the west side of Sheridan between 92nd and 104th	Westminster		Widen existing trail/sidewalk to minimum of 10 feet, preferably 12 feet to meet multi-use path design standards
8	Policy	N/A	Bikes are allowed to use sidewalks	Westminster		Where sidewalk meets minimum width requirements for a shared use path and driveway conflicts are minimal, consider signing and stenciling sidewalk facilities as multi-use paths
9	Infrastructure	T5	Extend trail connection between existing termini of Turnpike Dr. south of PnR	Westminster		Provide hard surface connection to connect both termini of Turnpike Dr.
10	Infrastructure	T4	Extend sidewalk/trail connection of 88th Place west to Yates	Westminster		Provide hard surface connection between the sidewalk on the east side of Yates and 88th Place
11	Infrastructure	T6	Provide improved wayfinding to key destinations such as Westminster City Hall/ITT	Westminster		Improve destination wayfinding surrounding PnR
12	Programs	N/A	Employee sponsored bike library for City of Westminster Employees	Westminster		City of Westminster to provide bikes to employees to travel between PnR and city building
13	Programs	N/A	Westminster City Center Transportation Coordinator - TDM Planner	36 CS	US 36 CS	Establish an Employee Coordinator/Trainer to work with new residents and businesses in the redevelopment area

Figure 46: Westminster Park-n-Ride Recommended Projects



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APPENDIX

The Appendix provides additional context for the work completed during this study.

- US 36 First and Final Mile Public Opinion Survey
- US 36 First and Final Mile Corridor Station Area Strategy Summaries
- US 36 First and Final mile Potential Bus Then Bike Shelter Location Plan

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APPENDIX: US 36 FIRST AND FINAL MILE PUBLIC OPINION SURVEY

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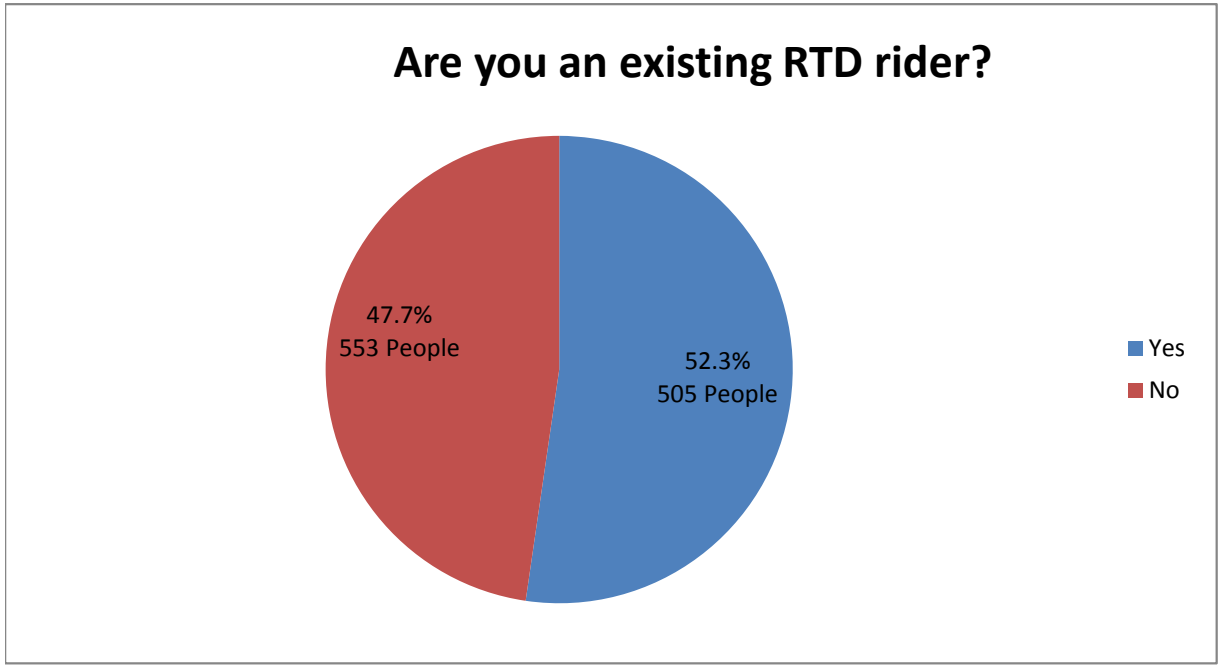
US 36 First and Final Mile Study Public Opinion Survey

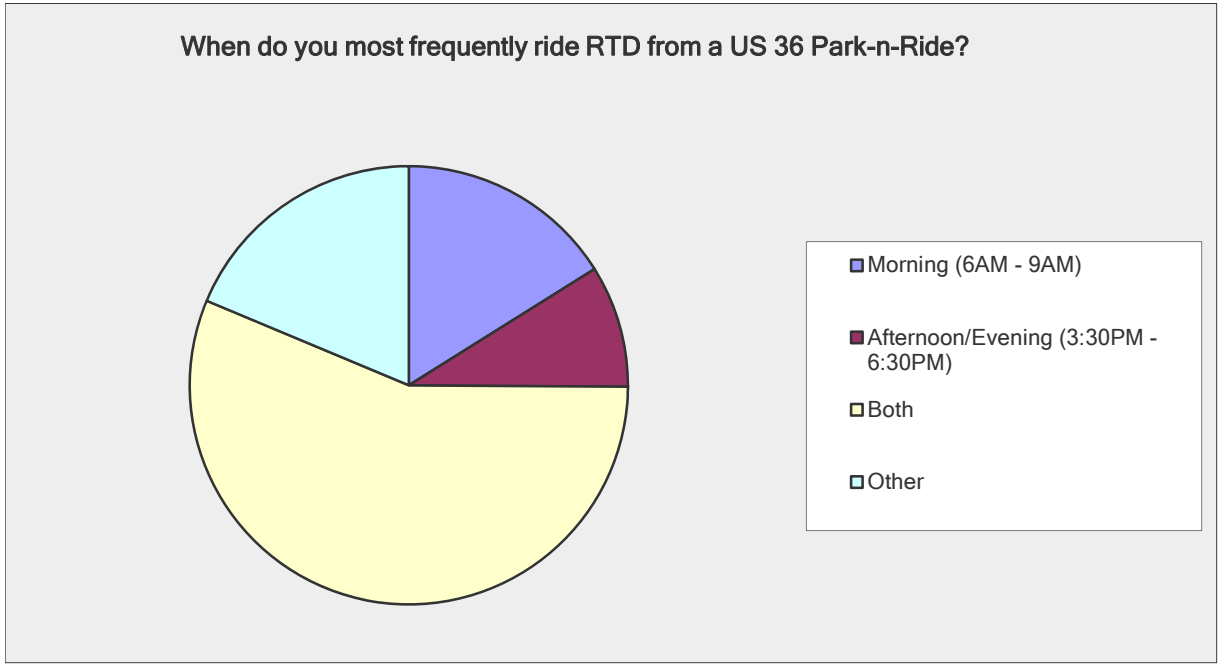
Are you an existing RTD rider?		
Answer Options	**Response Percent**	**Response Count**
Yes	52.3%	553
No	47.7%	505
	answered question	1058
	skipped question	0



US 36 First and Final Mile Study Public Opinion Survey

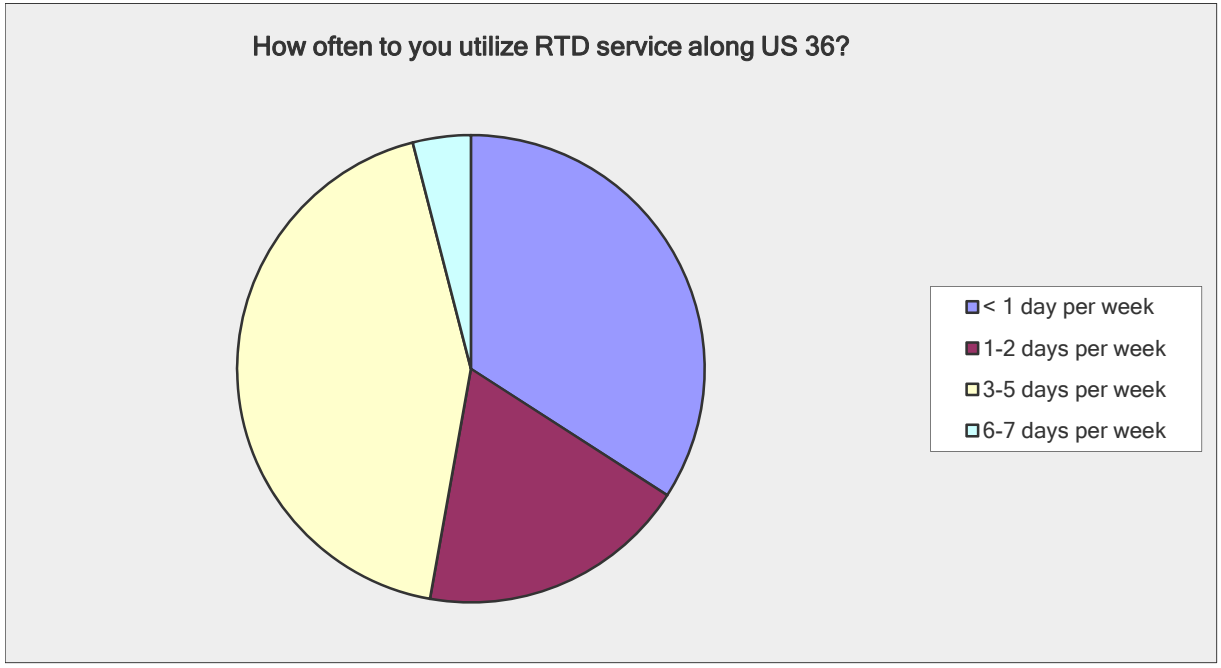
When do you most frequently ride RTD from a US 36 Park-n-Ride?

Answer Options	Response Percent	Response Count
Morning (6AM - 9AM)	16.1%	81
Afternoon/Evening (3:30PM - 6:30PM)	9.0%	45
Both	56.2%	282
Other	18.7%	94
Please specify		94
answered question		502
skipped question		556



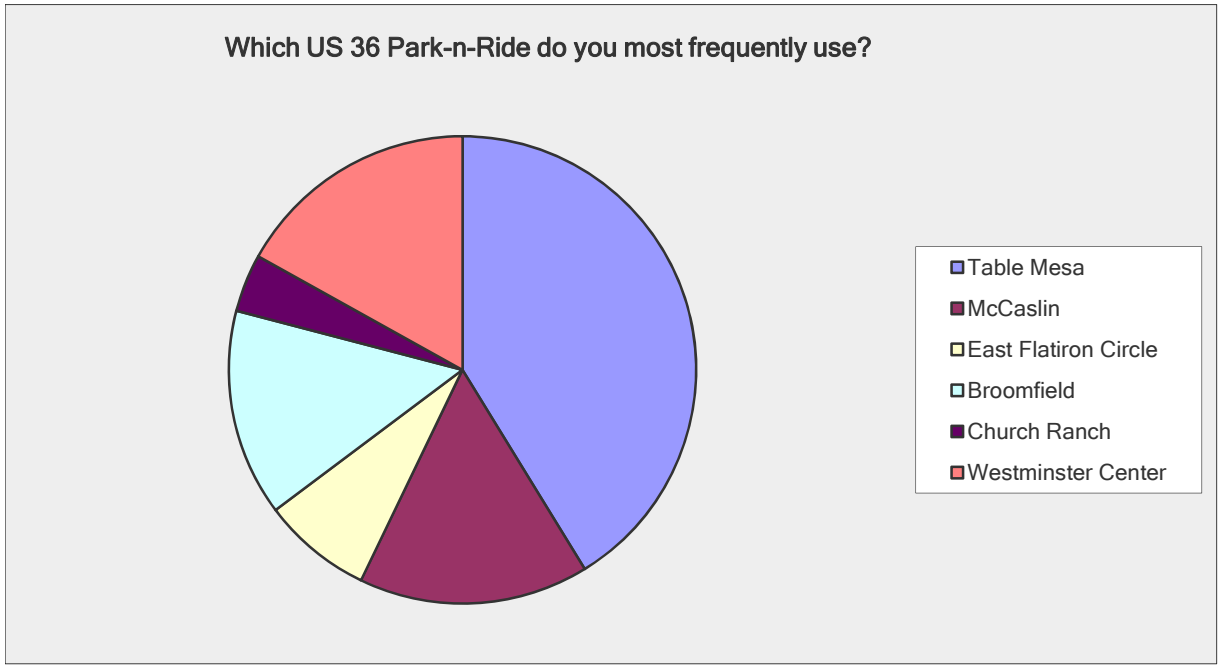
US 36 First and Final Mile Study Public Opinion Survey

How often to you utilize RTD service along US 36?		
Answer Options	**Response Percent**	**Response Count**
< 1 day per week	34.1%	171
1-2 days per week	18.7%	94
3-5 days per week	43.2%	217
6-7 days per week	4.0%	20
	answered question	502
	skipped question	556



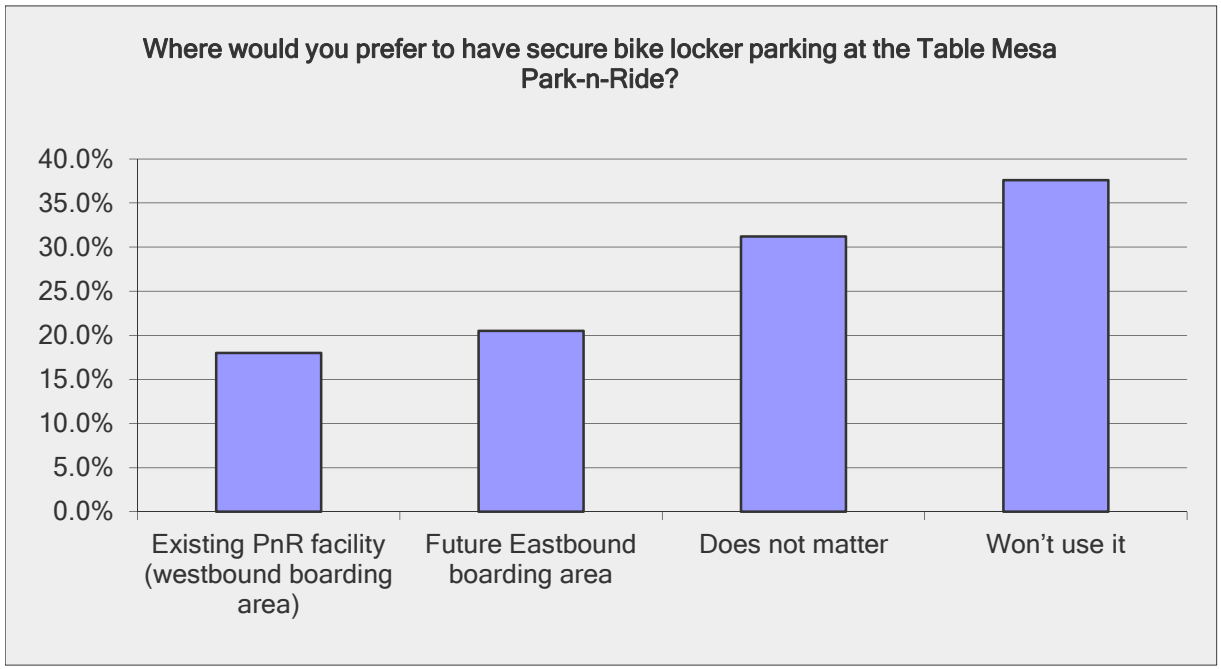
US 36 First and Final Mile Study Public Opinion Survey

Which US 36 Park-n-Ride do you most frequently use?		
Answer Options	**Response Percent**	**Response Count**
Table Mesa	41.2%	207
McCaslin	15.9%	80
East Flatiron Circle	7.6%	38
Broomfield	14.3%	72
Church Ranch	4.0%	20
Westminster Center	16.9%	85
	answered question	502
	skipped question	556



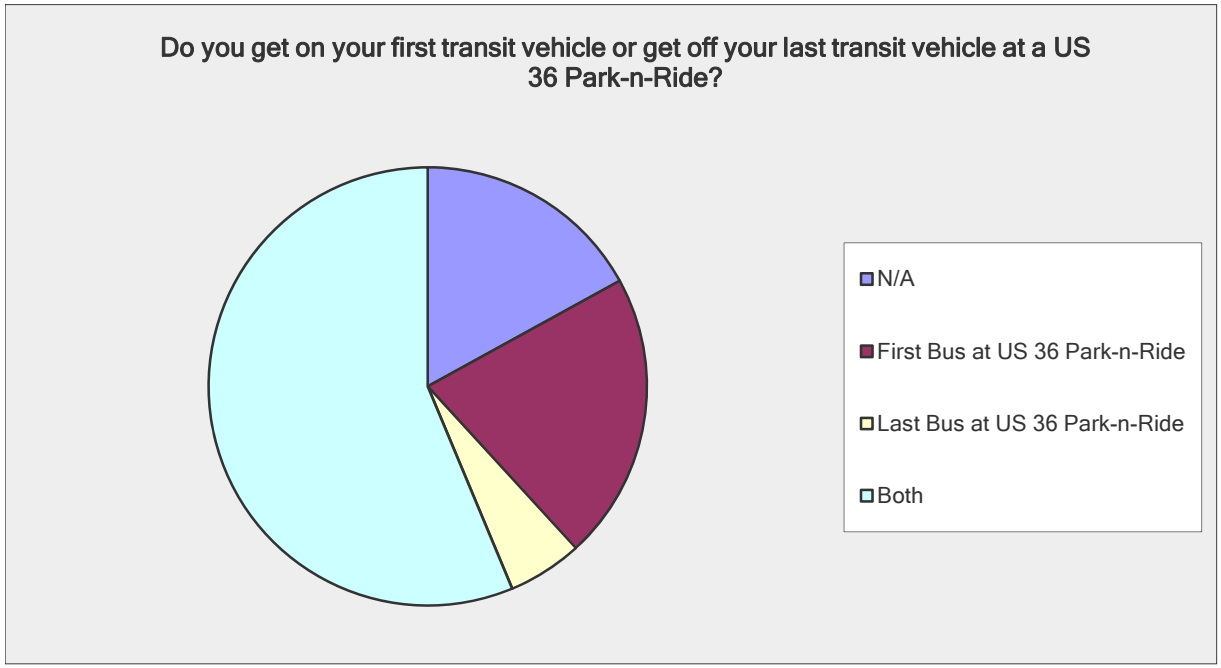
US 36 First and Final Mile Study Public Opinion Survey

Where would you prefer to have secure bike locker parking at the Table Mesa Park-n-Ride?		
Answer Options	**Response Percent**	**Response Count**
Existing PnR facility (westbound boarding area)	18.0%	37
Future Eastbound boarding area	20.5%	42
Does not matter	31.2%	64
Won't use it	37.6%	77
	answered question	**205**
	skipped question	**853**



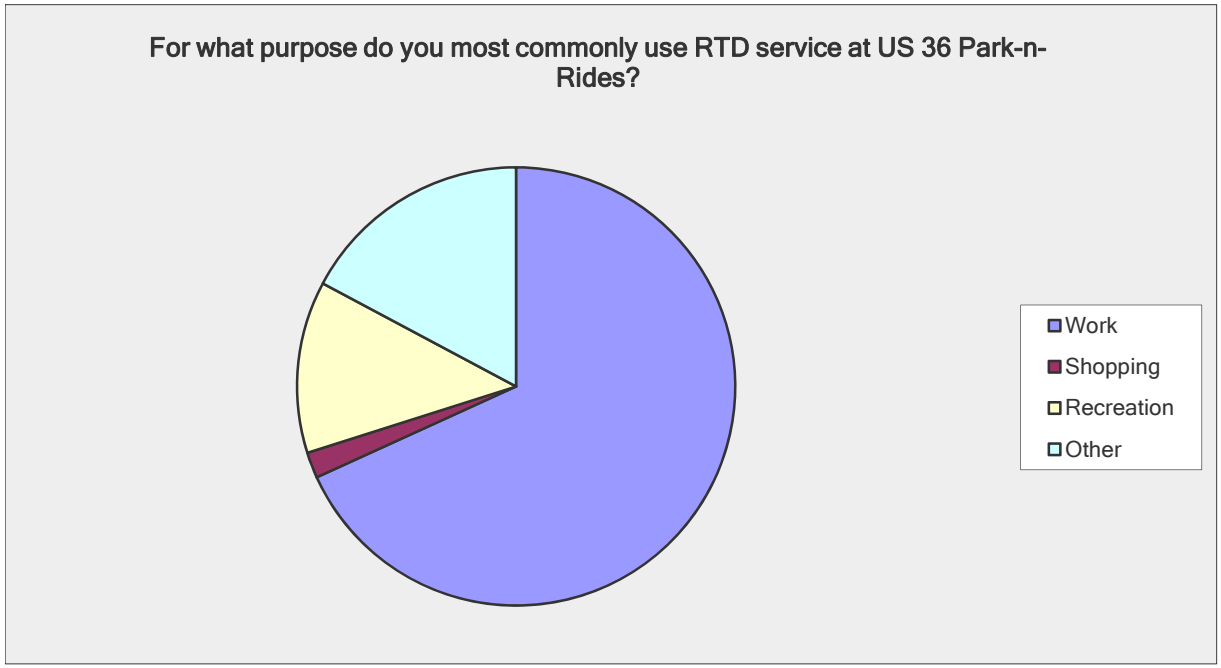
US 36 First and Final Mile Study Public Opinion Survey

Do you get on your first transit vehicle or get off your last transit vehicle at a US 36 Park-n-Ride?		
Answer Options	**Response Percent**	**Response Count**
N/A	17.0%	80
First Bus at US 36 Park-n-Ride	21.2%	100
Last Bus at US 36 Park-n-Ride	5.5%	26
Both	56.3%	265
answered question		**471**
skipped question		**587**



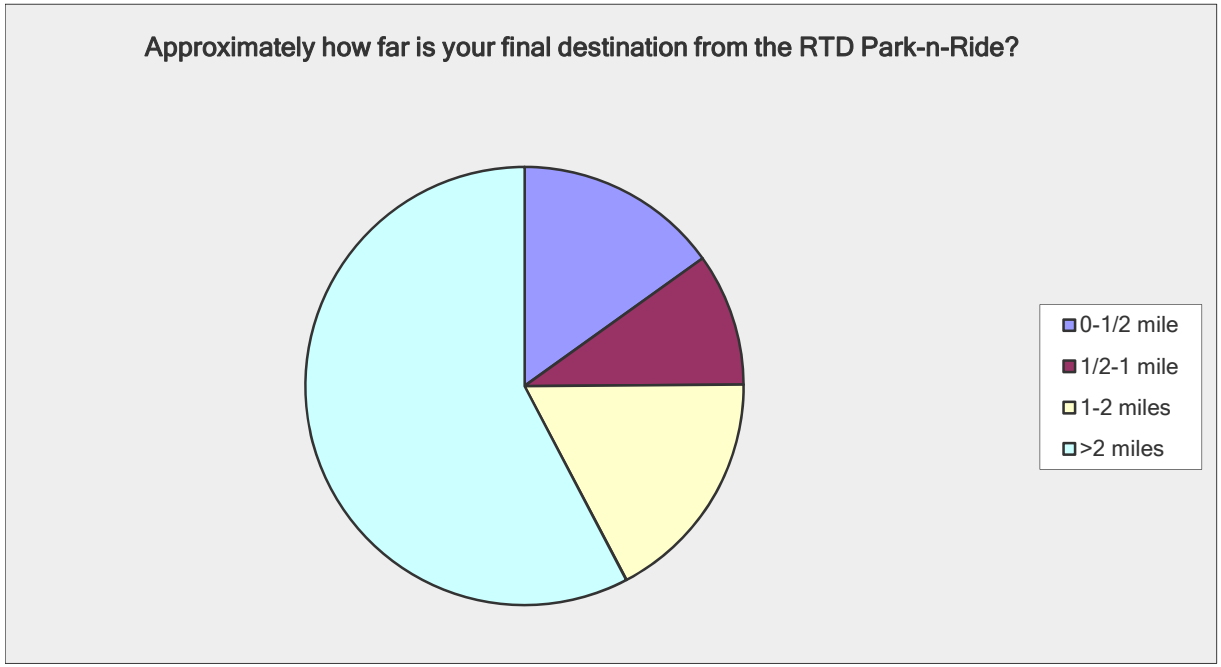
US 36 First and Final Mile Study Public Opinion Survey

For what purpose do you most commonly use RTD service at US 36 Park-n-Rides?		
Answer Options	**Response Percent**	**Response Count**
Work	68.2%	321
Shopping	1.9%	9
Recreation	12.7%	60
Other	17.2%	81
Please Specify		83
	answered question	**471**
	skipped question	**587**



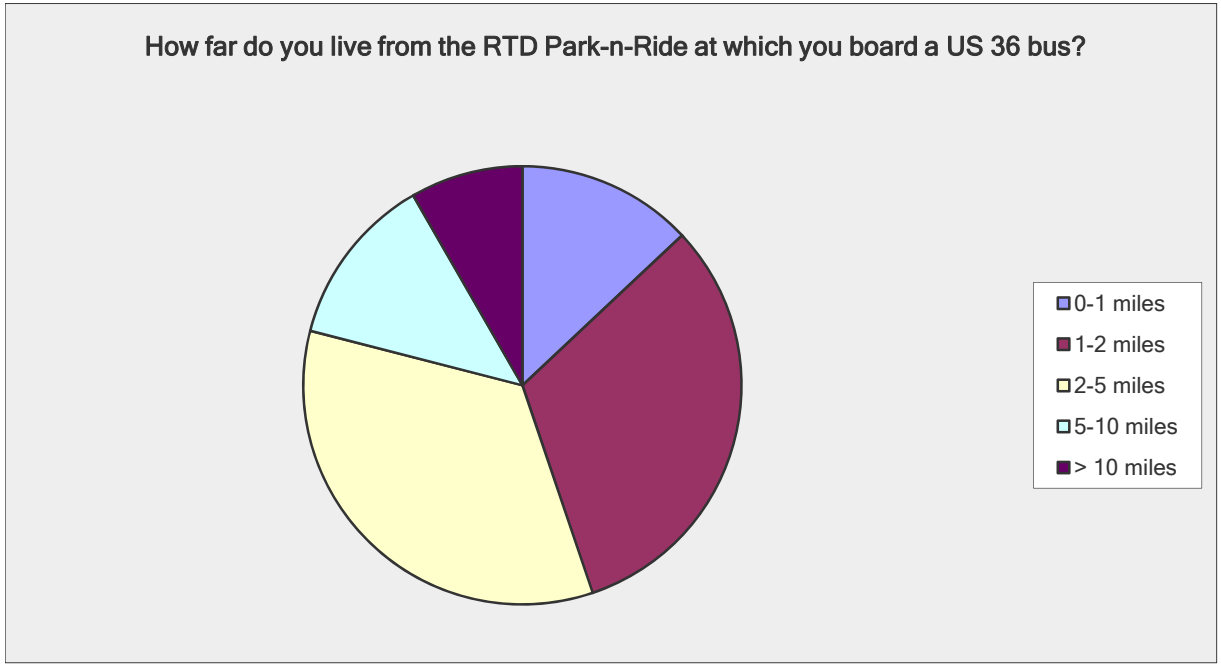
US 36 First and Final Mile Study Public Opinion Survey

Approximately how far is your final destination from the RTD Park-n-Ride?		
Answer Options	**Response Percent**	**Response Count**
0-1/2 mile	15.1%	71
1/2-1 mile	9.8%	46
1-2 miles	17.4%	82
>2 miles	57.7%	272
	answered question	**471**
	skipped question	**587**



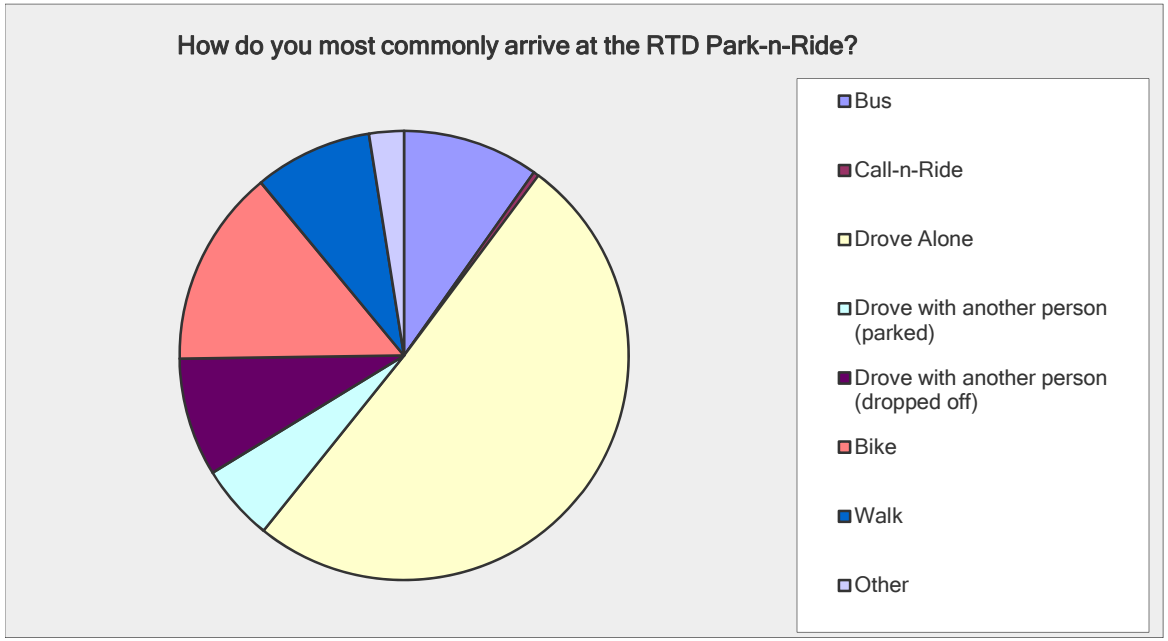
US 36 First and Final Mile Study Public Opinion Survey

How far do you live from the RTD Park-n-Ride at which you board a US 36 bus?		
Answer Options	**Response Percent**	**Response Count**
0-1 miles	13.0%	61
1-2 miles	31.8%	150
2-5 miles	34.2%	161
5-10 miles	12.7%	60
> 10 miles	8.3%	39
Comments		22
	answered question	471
	skipped question	587



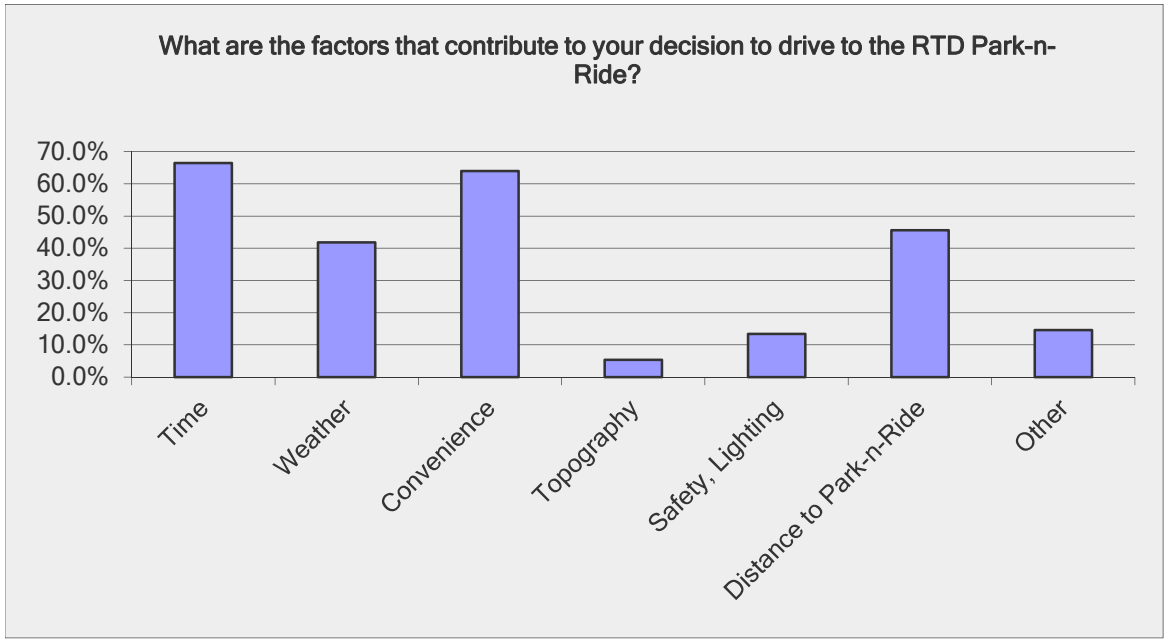
US 36 First and Final Mile Study Public Opinion Survey

How do you most commonly arrive at the RTD Park-n-Ride?		
Answer Options	**Response Percent**	**Response Count**
Bus	9.8%	46
Call-n-Ride	0.4%	2
Drove Alone	50.5%	238
Drove with another person (parked)	5.5%	26
Drove with another person (dropped off)	8.5%	40
Bike	14.2%	67
Walk	8.5%	40
Other	2.5%	12
Please Specify		18
answered question		**471**
skipped question		**587**



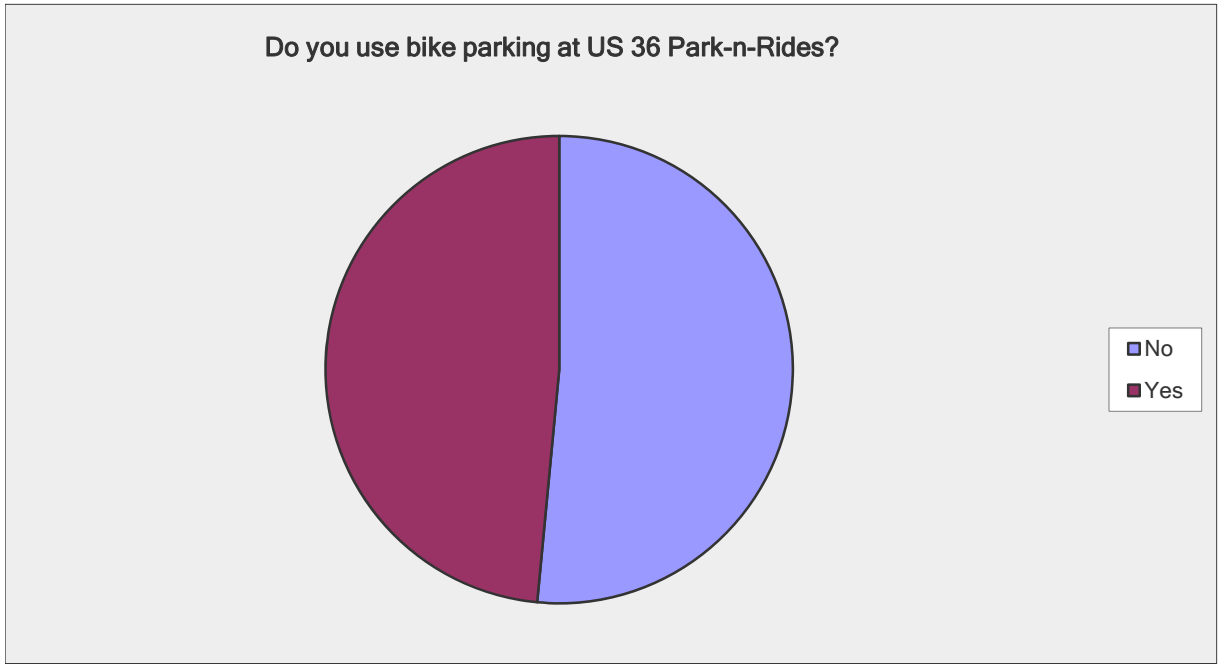
US 36 First and Final Mile Study Public Opinion Survey

What are the factors that contribute to your decision to drive to the RTD Park-n-Ride?		
Answer Options	**Response Percent**	**Response Count**
Time	66.5%	159
Weather	41.8%	100
Convenience	64.0%	153
Topography	5.4%	13
Safety, Lighting	13.4%	32
Distance to Park-n-Ride	45.6%	109
Other	14.6%	35
Please specify		39
	answered question	239
	skipped question	819



US 36 First and Final Mile Study Public Opinion Survey

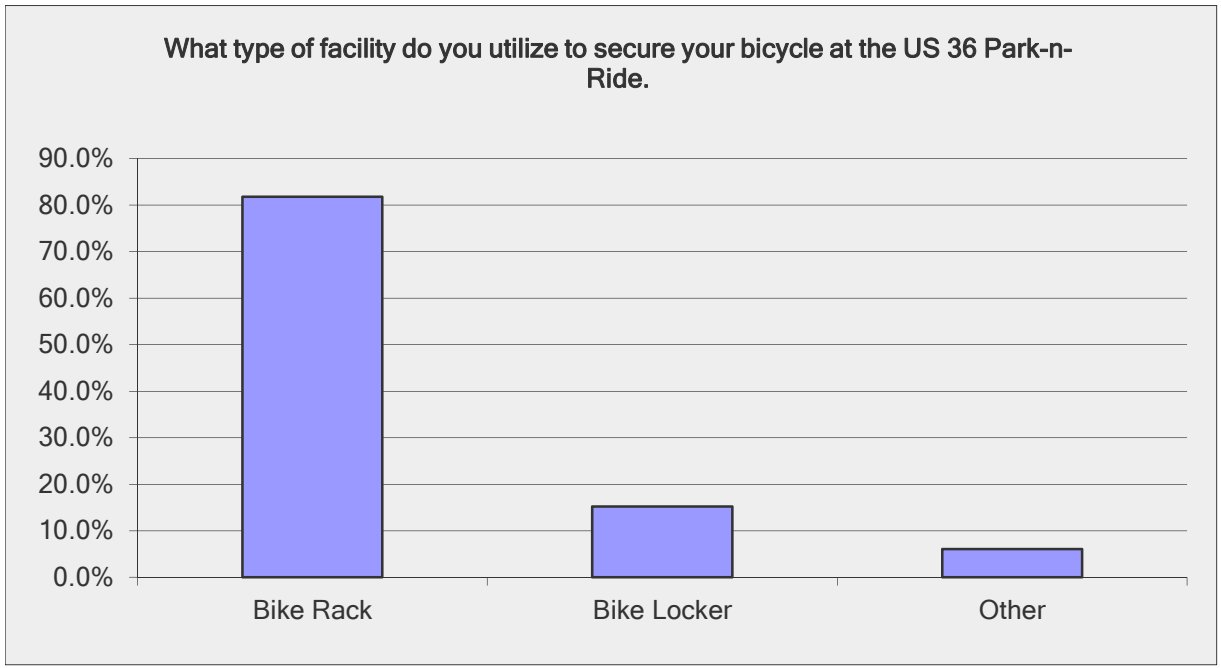
Do you use bike parking at US 36 Park-n-Rides?		
Answer Options	**Response Percent**	**Response Count**
No	51.5%	35
Yes	48.5%	33
	answered question	68
	skipped question	990



US 36 First and Final Mile Study Public Opinion Survey

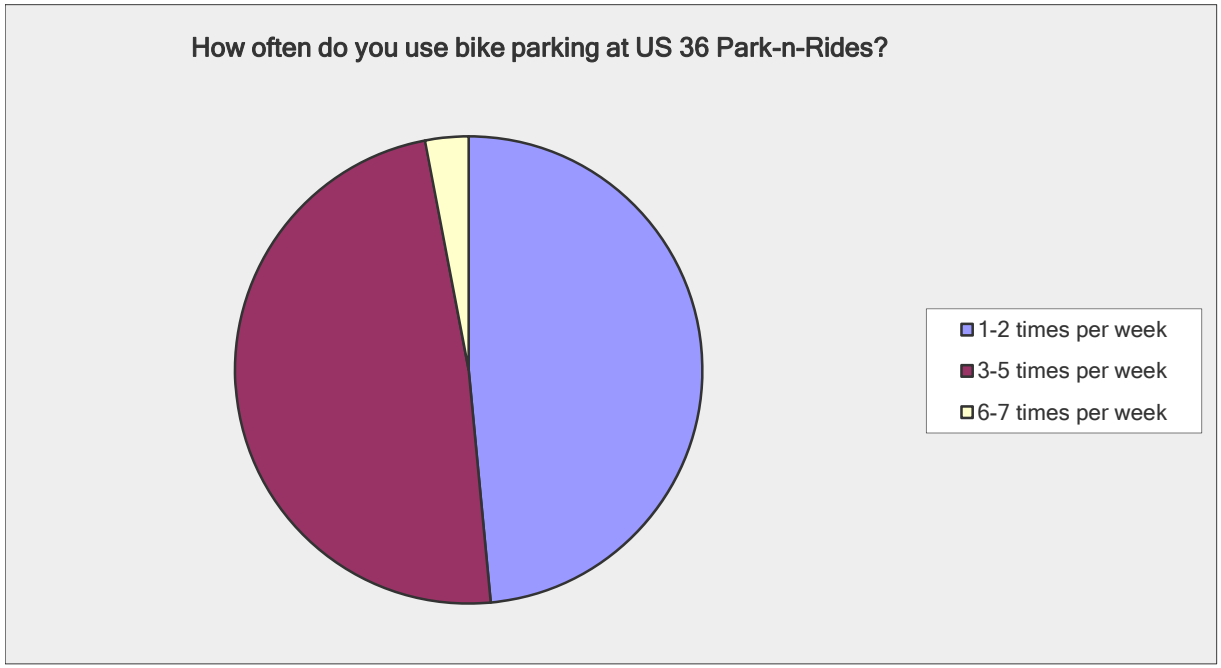
What type of facility do you utilize to secure your bicycle at the US 36 Park-n-Ride.

Answer Options	Response Percent	Response Count
Bike Rack	81.8%	27
Bike Locker	15.2%	5
Other	6.1%	2
Please specify (sign pole, bench, etc...)		2
answered question		33
skipped question		1025



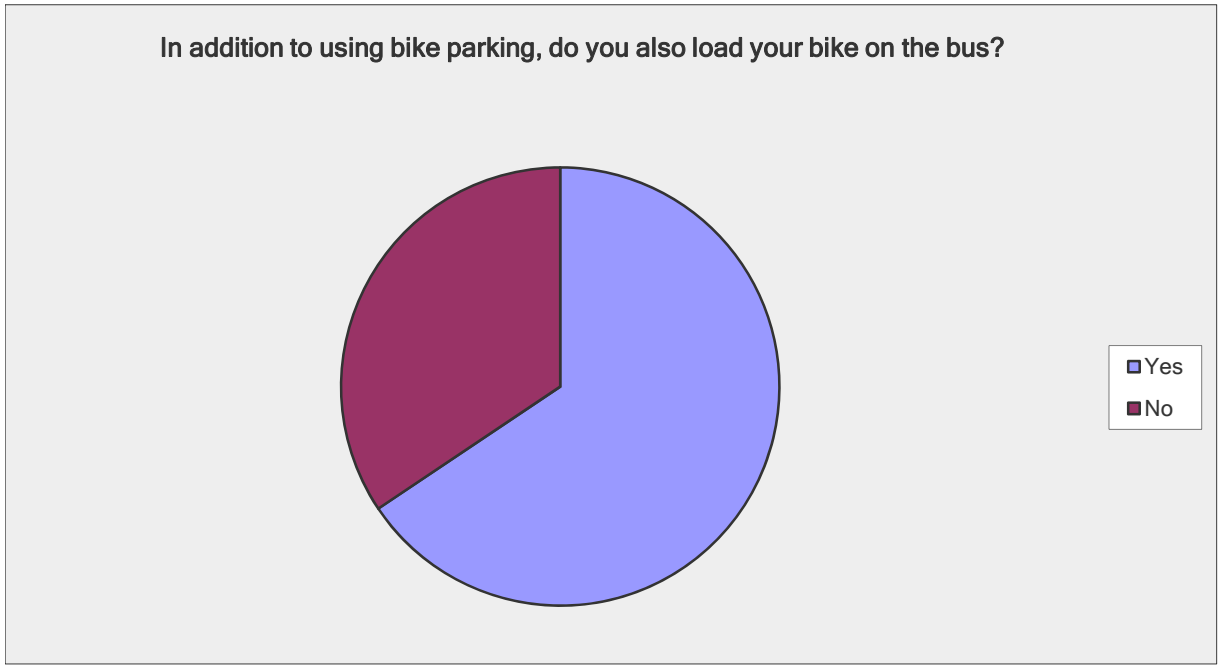
US 36 First and Final Mile Study Public Opinion Survey

How often do you use bike parking at US 36 Park-n-Rides?		
Answer Options	**Response Percent**	**Response Count**
1-2 times per week	48.5%	16
3-5 times per week	48.5%	16
6-7 times per week	3.0%	1
	answered question	33
	skipped question	1025



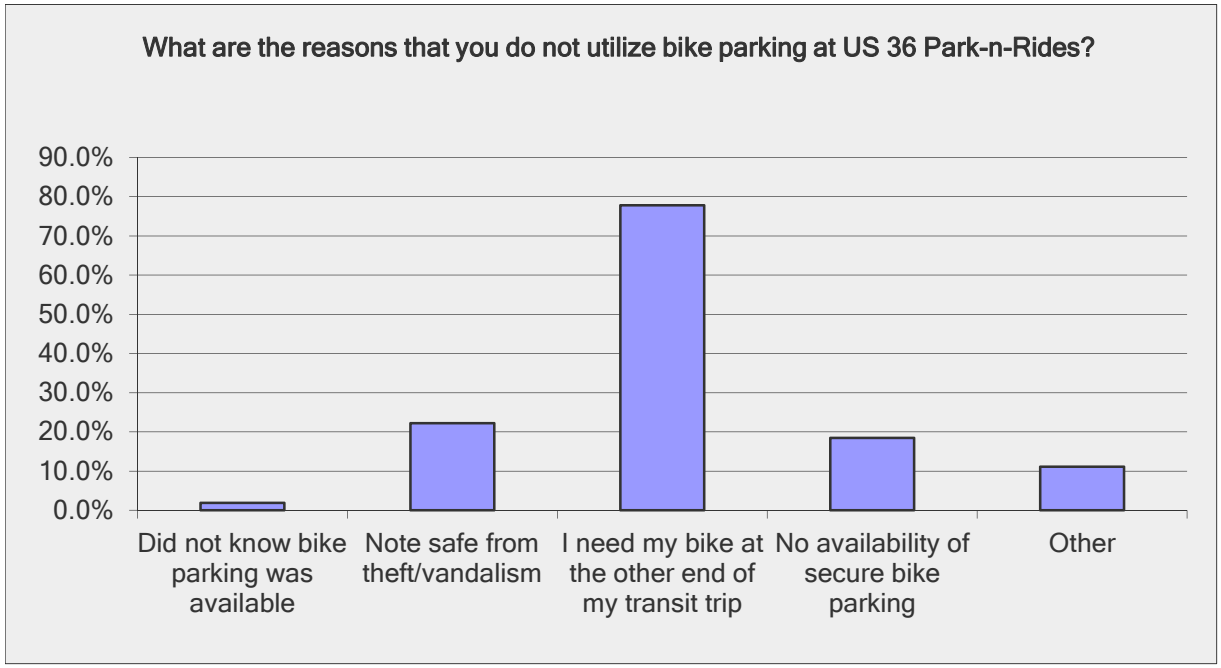
US 36 First and Final Mile Study Public Opinion Survey

In addition to using bike parking, do you also load your bike on the bus?		
Answer Options	**Response Percent**	**Response Count**
Yes	65.6%	21
No	34.4%	11
	answered question	32
	skipped question	1026



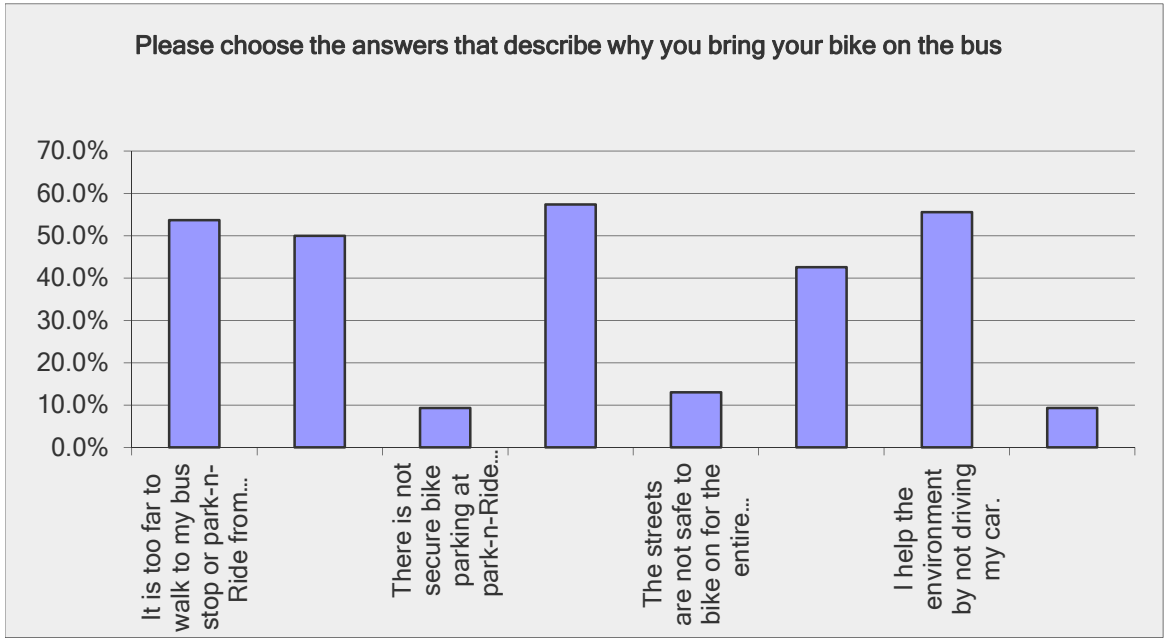
US 36 First and Final Mile Study Public Opinion Survey

What are the reasons that you do not utilize bike parking at US 36 Park-n-Rides?		
Answer Options	**Response Percent**	**Response Count**
Did not know bike parking was available	1.9%	1
Note safe from theft/vandalism	22.2%	12
I need my bike at the other end of my transit trip	77.8%	42
No availability of secure bike parking	18.5%	10
Other	11.1%	6
Please specify		5
	answered question	54
	skipped question	1004



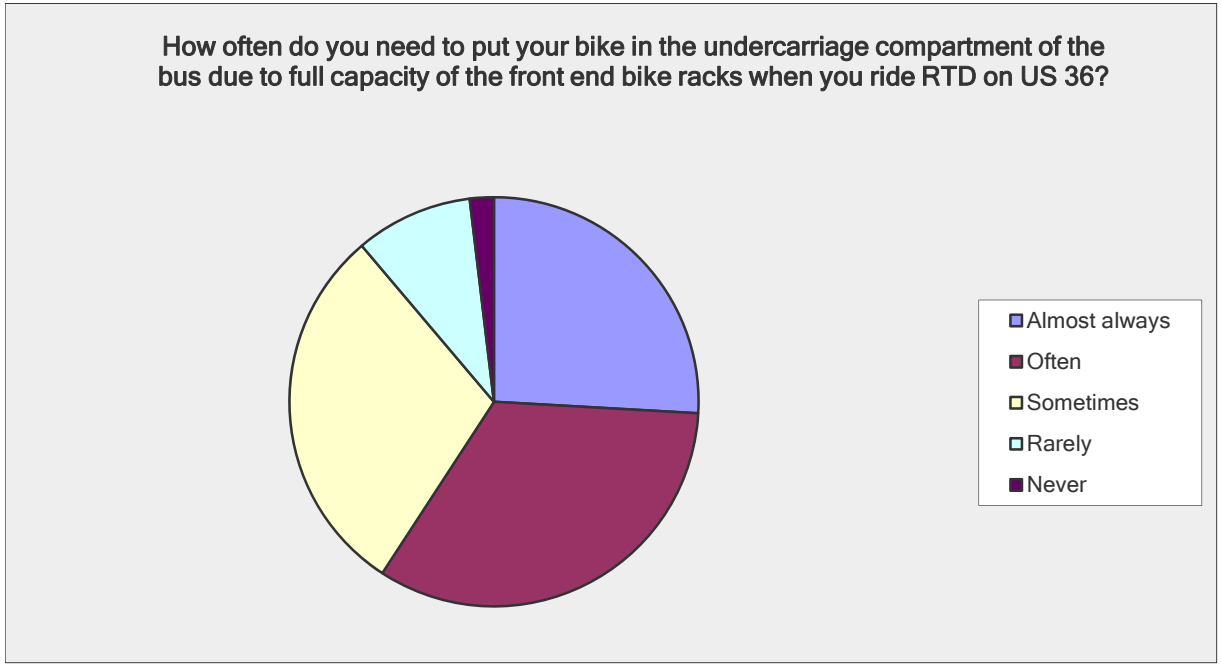
US 36 First and Final Mile Study Public Opinion Survey

Please choose the answers that describe why you bring your bike on the bus		
Answer Options	**Response Percent**	**Response Count**
It is too far to walk to my bus stop or park-n-Ride from	53.7%	29
My entire trip is too far to bike the whole distance	50.0%	27
There is not secure bike parking at park-n-Ride where I	9.3%	5
I need my bike for other trips during the day	57.4%	31
The streets are not safe to bike on for the entire distance	13.0%	7
It is too far to walk from my last bus stop, light rail station	42.6%	23
I help the environment by not driving my car.	55.6%	30
Other (please specify)	9.3%	5
	answered question	54
	skipped question	1004



US 36 First and Final Mile Study Public Opinion Survey

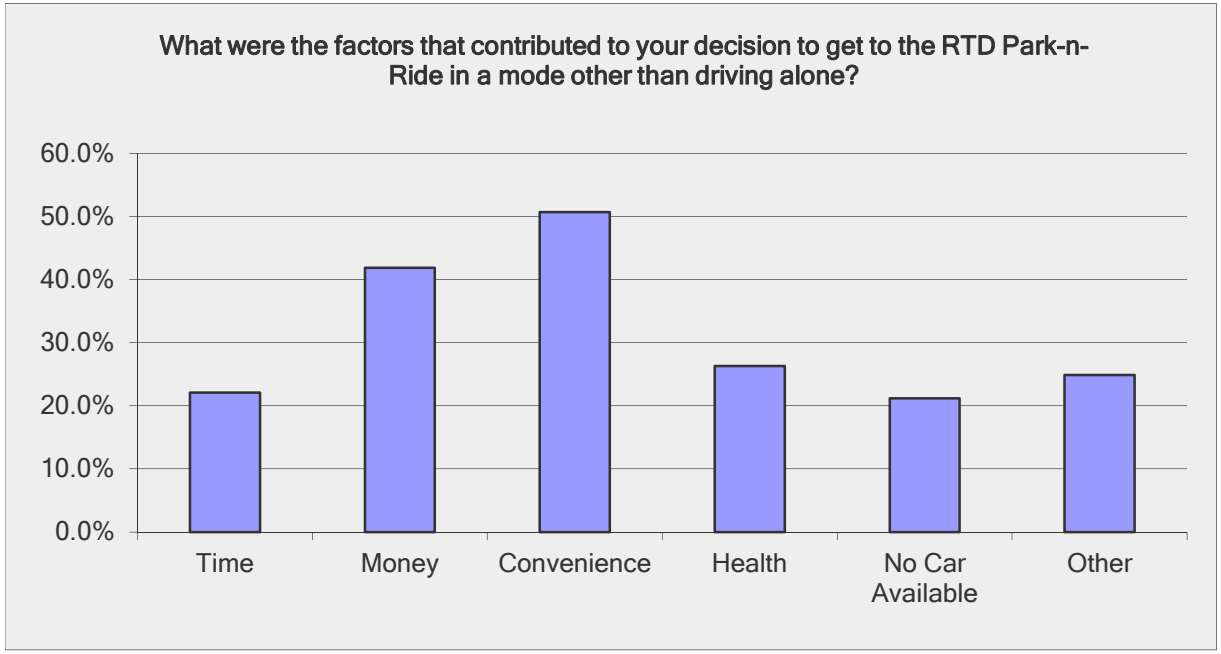
How often do you need to put your bike in the undercarriage compartment of the bus due to full capacity of the front end bike racks when you ride RTD on US 36?		
Answer Options	**Response Percent**	**Response Count**
Almost always	25.9%	14
Often	33.3%	18
Sometimes	29.6%	16
Rarely	9.3%	5
Never	1.9%	1
	answered question	54
	skipped question	1004



US 36 First and Final Mile Study Public Opinion Survey

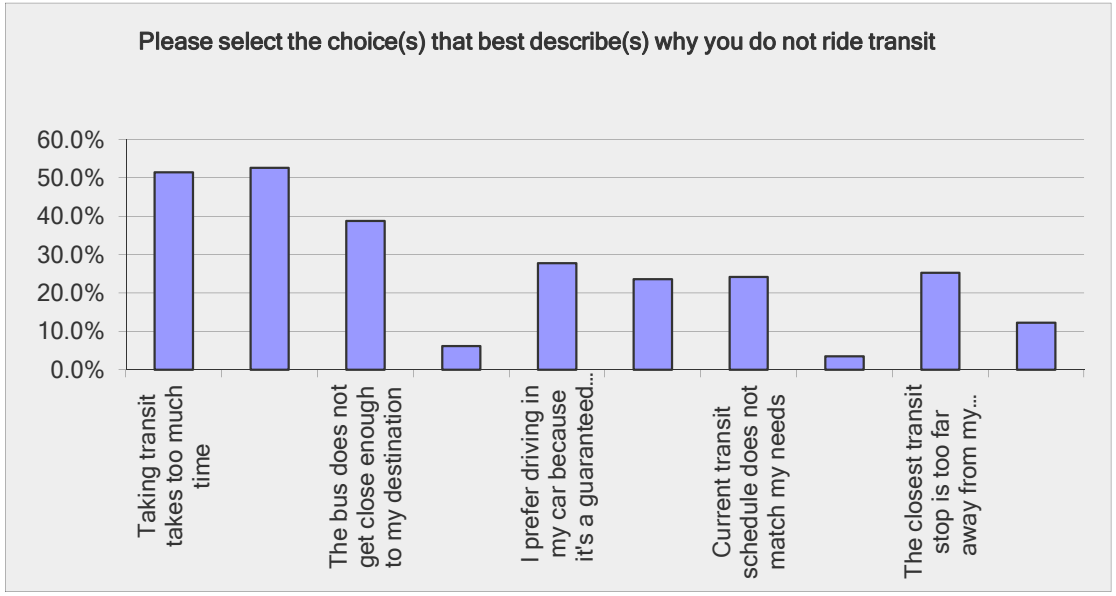
What were the factors that contributed to your decision to get to the RTD Park-n-Ride in a mode other than driving alone?

Answer Options	Response Percent	Response Count
Time	22.1%	48
Money	41.9%	91
Convenience	50.7%	110
Health	26.3%	57
No Car Available	21.2%	46
Other	24.9%	54
Please Specify		61
	answered question	217
	skipped question	841



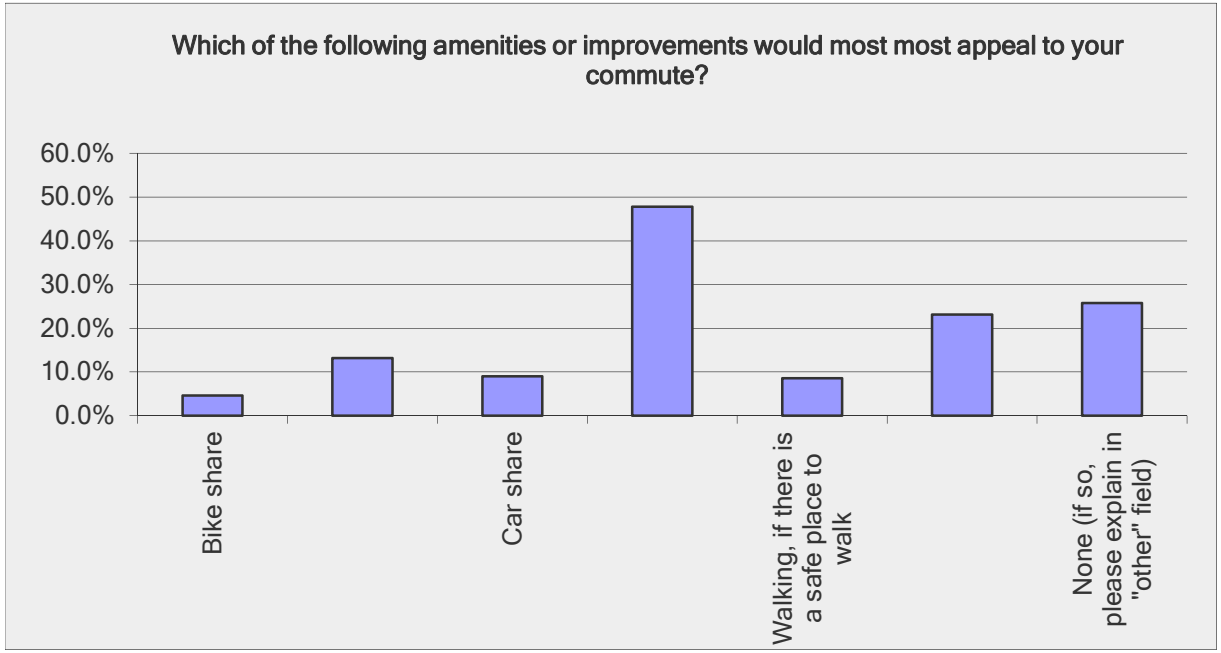
US 36 First and Final Mile Study Public Opinion Survey

Please select the choice(s) that best describe(s) why you do not ride transit		
Answer Options	**Response Percent**	**Response Count**
Taking transit takes too much time	51.5%	234
It is faster to drive	52.6%	239
The bus does not get close enough to my destination	38.8%	176
I like biking the entire distance between my home and	6.2%	28
I prefer driving in my car because it's a guaranteed mode	27.8%	126
I need a car during the day	23.6%	107
Current transit schedule does not match my needs	24.2%	110
I participate in a carpool/vanpool	3.5%	16
The closest transit stop is too far away from my house	25.3%	115
Other	12.3%	56
Please specify		69
	answered question	**454**
	skipped question	**604**



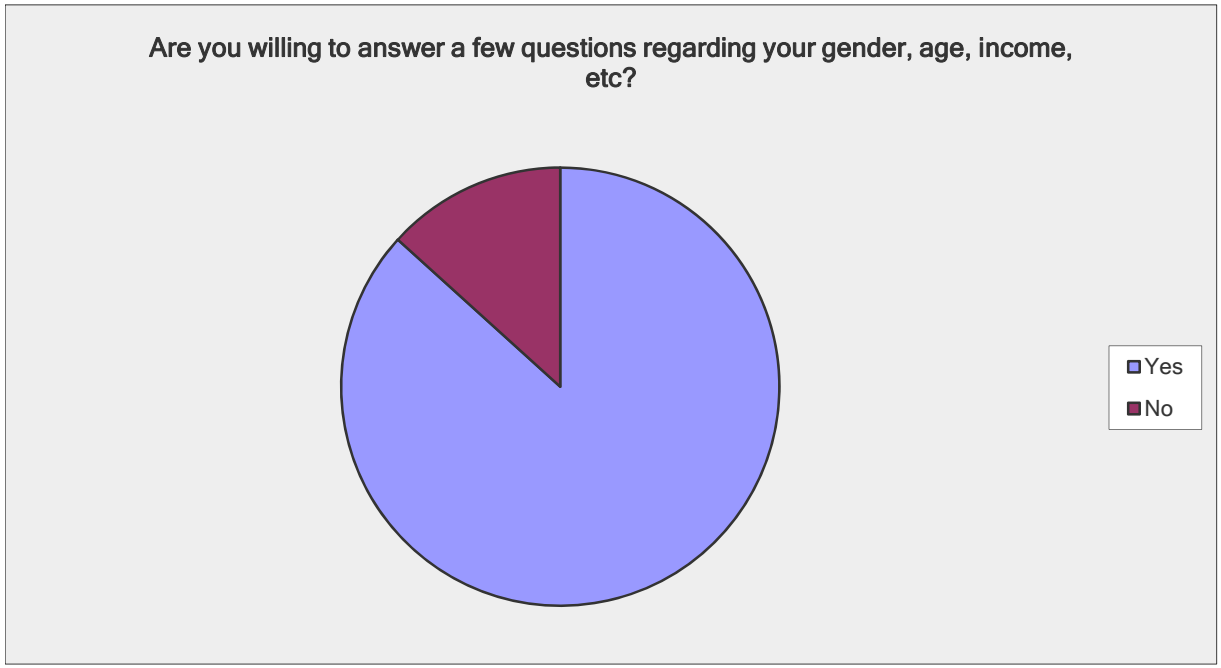
US 36 First and Final Mile Study Public Opinion Survey

Which of the following amenities or improvements would most most appeal to your commute?		
Answer Options	**Response Percent**	**Response Count**
Bike share	4.6%	21
Covered/secure bike parking	13.2%	60
Car share	9.0%	41
More convenient transit times/routing	47.8%	217
Walking, if there is a safe place to walk	8.6%	39
Shuttle service	23.1%	105
None (if so, please explain in "other" field)	25.8%	117
Other (please specify)		99
	answered question	**454**
	skipped question	**604**



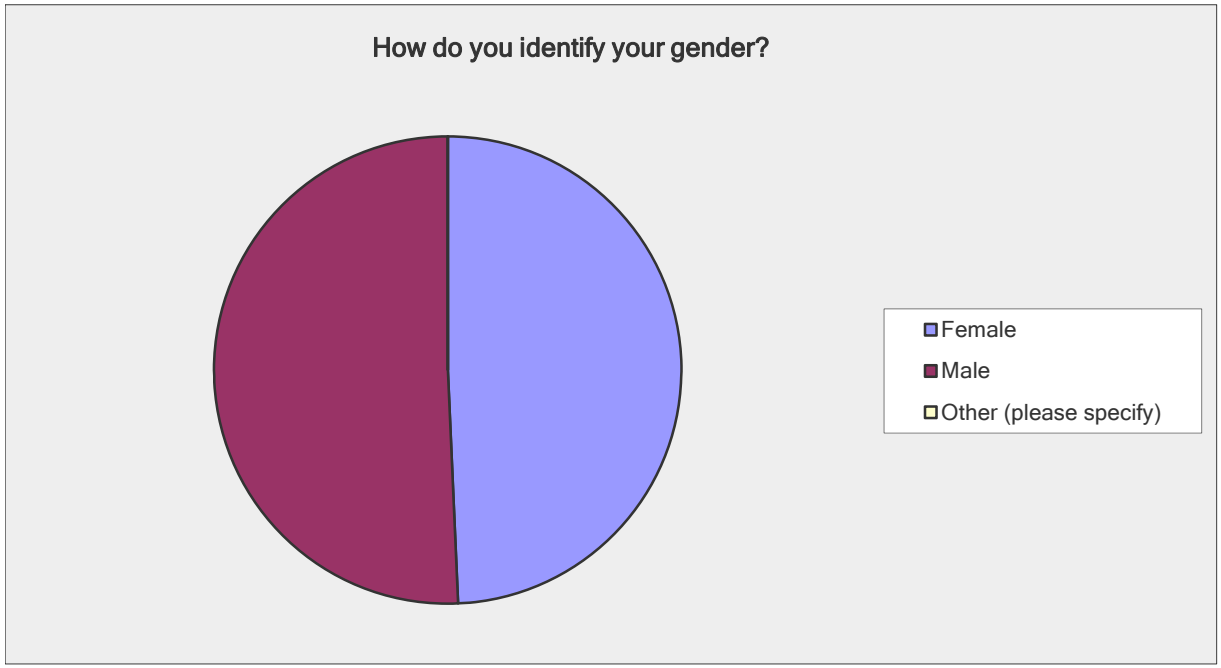
US 36 First and Final Mile Study Public Opinion Survey

Are you willing to answer a few questions regarding your gender, age, income, etc?		
Answer Options	**Response Percent**	**Response Count**
Yes	86.7%	790
No	13.3%	121
	answered question	**911**
	skipped question	**147**



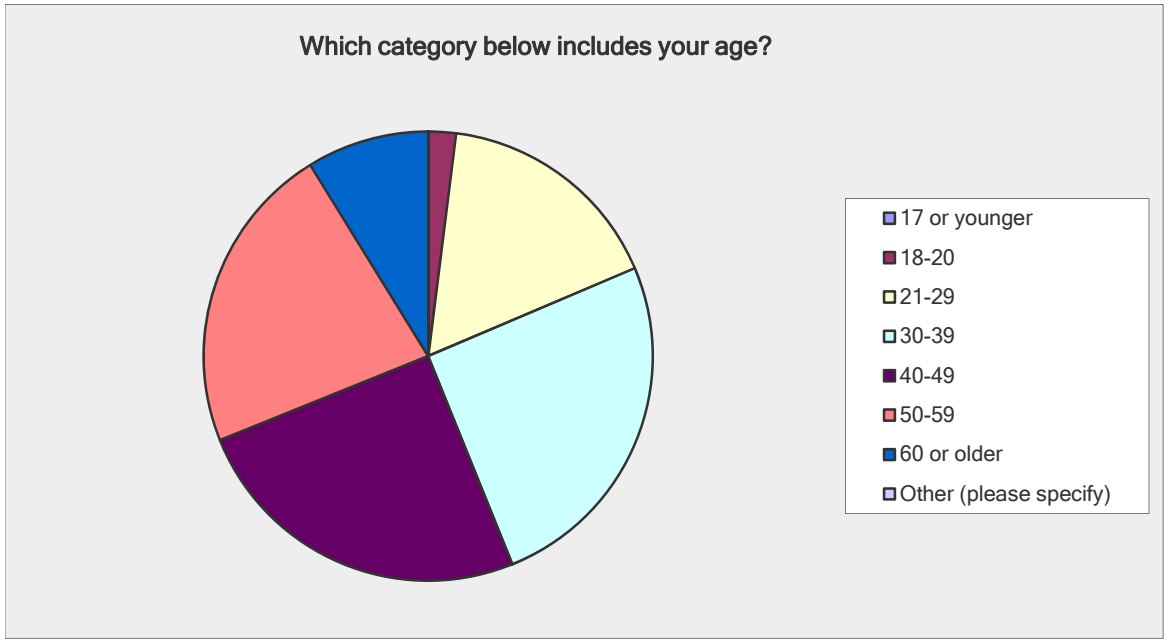
US 36 First and Final Mile Study Public Opinion Survey

How do you identify your gender?		
Answer Options	**Response Percent**	**Response Count**
Female	49.3%	385
Male	50.7%	396
Other (please specify)	0.0%	0
	answered question	781
	skipped question	277



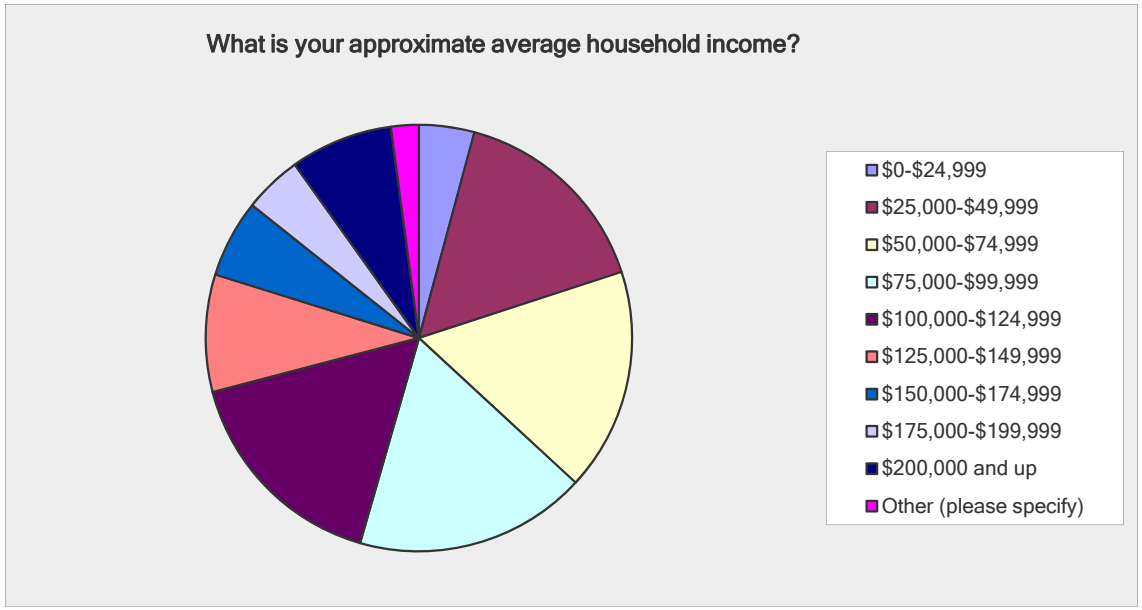
US 36 First and Final Mile Study Public Opinion Survey

Which category below includes your age?		
Answer Options	**Response Percent**	**Response Count**
17 or younger	0.0%	0
18-20	2.0%	16
21-29	16.6%	130
30-39	25.3%	198
40-49	25.0%	196
50-59	22.3%	175
60 or older	8.8%	69
Other (please specify)	0.0%	0
	answered question	**784**
	skipped question	**274**



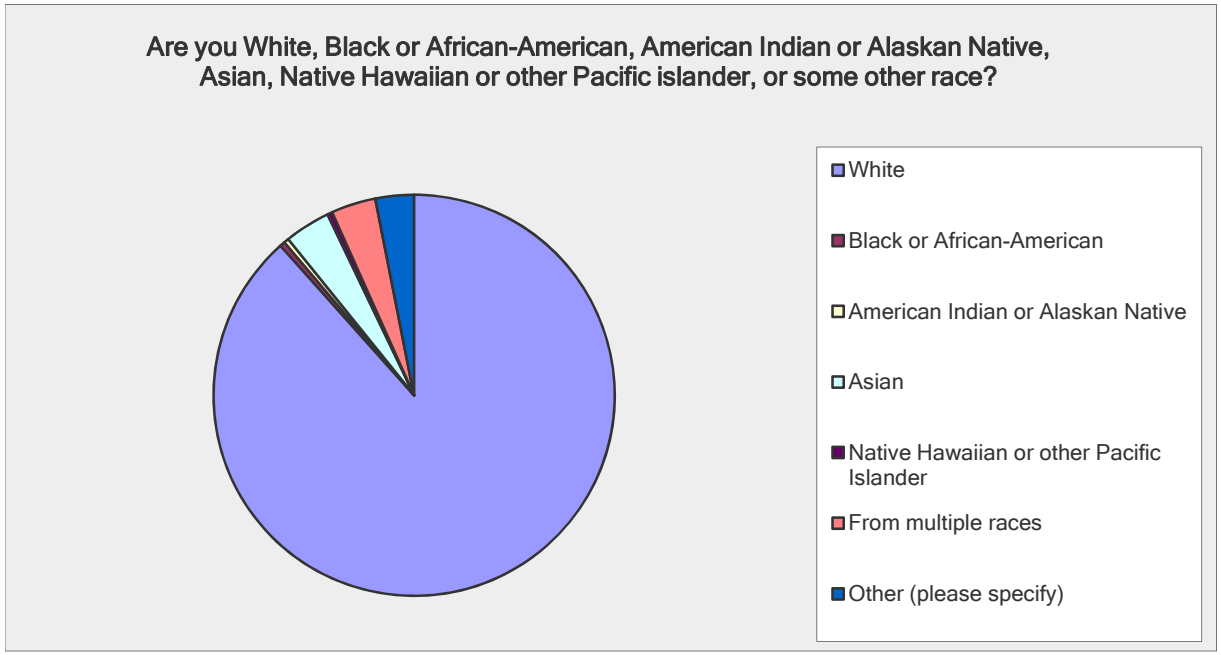
US 36 First and Final Mile Study Public Opinion Survey

What is your approximate average household income?		
Answer Options	**Response Percent**	**Response Count**
$0-$24,999	4.2%	32
$25,000-$49,999	15.8%	121
$50,000-$74,999	16.9%	130
$75,000-$99,999	17.6%	135
$100,000-$124,999	16.5%	127
$125,000-$149,999	8.9%	68
$150,000-$174,999	5.9%	45
$175,000-$199,999	4.4%	34
$200,000 and up	7.8%	60
Other (please specify)	2.1%	16
	answered question	**768**
	skipped question	**290**



US 36 First and Final Mile Study Public Opinion Survey

Are you White, Black or African-American, American Indian or Alaskan Native, Asian, Native Hawaiian or other Pacific islander, or some other race?		
Answer Options	**Response Percent**	**Response Count**
White	88.4%	686
Black or African-American	0.4%	3
American Indian or Alaskan Native	0.4%	3
Asian	3.7%	29
Native Hawaiian or other Pacific Islander	0.4%	3
From multiple races	3.6%	28
Other (please specify)	3.1%	24
answered question		776
skipped question		282



APPENDIX: US 36 FIRST AND FINAL MILE CORRIDOR AND STATION AREA STRATEGY SUMMARIES

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Potential US36 FFM Strategies - Corridor

October 23, 2012

			Stakeholder Priorities			Project Outcomes				Funding & Implementation				Cost Analysis			
														Project Cost			
	Code	US 36 FFM Strategy	Noted as a Safety/Connectivity Priority During Field Observation	Identified in a Community Plan	Identified as a Priority from Commuter Survey	Ability to serve "carless" traveler for both the FFM and off-peak trips	Ability to be implemented in a timely manner	Ability to change the mode of arrival to RTD PnR	Ability to encourage new RTD ridership	Could be Implemented as part of US36 DB	Could be Implemented as part of a Redevelopment Project in FFM Boundary	Could be Implemented as part of CIP Project	Eligibility for funding	Estimated Construction Cost*	Estimated Operation and Maintenance Cost*	Composite Score	Strategy Effectiveness
Bicycle	B-1	Bike Sharing Stations at PnR and other destinations	2	1	1	2	2	2	2	1	1	1	1	3	2	**21**	Medium
	B-2	Employer Bike Library Program	2	1	1	2	2	2	2	1	1	1	1	3	3	**22**	Medium
	B-4	Bike Supply Vending/tool kiosks	2	1	1	1	2	2	2	1	1	1	1	3	2	**20**	Low
	B-5	Secure Bike Overnight Parking (Boulder County Design)	3	1	3	2	2	3	2	2	3	3	3	3	3	**33**	High
Education and Programing Subsidies	EP-1	"Your Bike" Tune Program	2	1	1	1	2	2	2	1	1	1	1	3	2	**20**	Low
	EP-2	Ebike/Folding Bike/Elongboard Rebate Program	2	1	1	2	2	1	2	1	1	2	2	3	2	**22**	Medium
	EP-3	Commuting Buddy System (Bike Buddy, Transit Buddy, Etc.)	2	1	1	2	3	2	2	1	1	2	1	3	3	**24**	Medium
	EP-4	Issue B-cycle Cards to all in FFM (valid in Denver & Boulder)	3	1	1	3	1	3	2	1	2	2	2	3	3	**27**	Medium
	EP-5	FFM Neighborhood Eco Passes	3	2	3	2	2	1	3	1	2	1	2	2	3	**27**	Medium
	EP-6	Rebranding Park-n-Ride Name	1	1	1	1	1	2	2	1	1	1	1	2	3	**18**	Low
Car Sharing	CS-1	Private Car Share Provider (eGO, ZIP, Occasional Car, Electric Vehicle Car Sharing)	2	1	1	3	2	2	2	1	1	1	1	3	3	**23**	Medium
	CS-3	Peer-to-Peer Car Sharing	1	1	1	3	2	2	2	1	1	2	2	3	3	**24**	Medium
Infrastructure	I-1	FFM Branded Way finding & Signage	3	1	2	2	2	2	2	3	2	2	2	3	3	**29**	High
	I-3	Transit Supportive Land Use Policies	2	3	1	2	1	3	3	1	3	1	2	2	3	**27**	Medium
	I-4	Adjusted Parking Requirements (bike & auto) in FFM TODs	2	2	1	1	1	2	2	1	2	3	1	2	3	**23**	Medium
	I-7	Prepare a "Complete Streets" Design Manual for the FFM Zone	2	2	1	1	1	2	2	1	2	2	2	2	3	**23**	Medium
Technology	T-1	"BOLTAGE" Trip Tracker for Rewards (BVSD Foothills/NCAR Model)	2	1	1	1	1	1	1	1	1	2	1	3	3	**19**	Low
	T-2	FFM Mobile App with all Modes	1	1	2	3	2	3	3	3	1	2	2	2	3	**28**	Medium
	T-3	US 36 Bus Tracker (real time)	1	1	2	3	2	3	3	1	1	1	1	3	3	**25**	Medium
	T-4	Guaranteed Ride Home App	3	1	1	3	2	2	1	1	1	1	1	2	3	**22**	Medium
	T-5	Wi-Fi on Buses	1	1	1	1	1	1	1	1	1	1	1	2	2	**15**	Low
	T-6	FFM Monitoring Program - After Investments to Track New Usage	2	1	1	1	3	1	1	1	1	1	1	3	3	**20**	Low
	T-7	Peer-to-Peer Ride Sharing App (e.g. sidecar, Zimride)	2	1	1	1	1	2	2	1	1	1	1	2	3	**19**	Low

***Cost ranking from 1 (highest cost) to 3 (lowest cost)**

Potential US36 FFM Strategies - Table Mesa Park-n-Ride

October 23, 2012

			Stakeholder Priorities			Project Outcomes				Funding & Implementation				Cost Analysis: Project Cost			
	Code	US 36 FFM Strategy	Noted as a Safety/Connectivity Priority During Field Observation	Identified in a Community Plan	Identified as a Priority from Commuter Survey	Ability to serve "carless" traveler for both the FFM and off-peak trips	Ability to be implemented in a timely manner	Ability to change the mode of arrival to RTD PnR	Ability to encourage new RTD ridership	Could be Implemented as part of US36 DB	Could be Implemented as part of a Redevelopment Project in FFM Boundary	Could be Implemented as part of CIP Project	Eligibility for funding	Estimated Capital Cost*	Estimated Operation and Maintenance Cost*	Composite Score	Strategy Effectiveness
Bicycle	B-1	Bike Sharing Stations at PnR and other destinations	2	2	1	2	2	2	2	1	2	1	1	3	3	**24**	Medium
	B-2	Employer Bike Library Program	1	2	1	2	2	2	2	1	1	1	2	3	3	**23**	Medium
	B-3	Bike Supply Vending/tool kiosks	1	1	1	1	3	2	2	1	1	1	1	3	3	**21**	Medium
	B-4	Secure Bike Overnight Parking (Boulder County Design)	3	1	3	2	2	3	2	2	1	3	3	3	3	**31**	High
Education and Programing Subsidies	EP-1	"Your Bike" Tune Program	1	1	1	1	3	1	2	1	1	1	1	3	2	**19**	Low
	EP-5	FFM Neighborhood Eco Passes	3	2	3	3	2	3	3	1	2	2	2	3	3	**32**	High
Car Sharing	CS-1	Private Car Share Provider (eGO, ZIP, Occasional Car, Electric Vehicle Car Sharing)	3	1	3	2	2	3	2	1	1	1	2	3	3	**27**	Medium
RTD Service Adjustments	RTD-1	Service "buy ups" on local routes	2	1	3	3	2	2	3	1	1	2	2	3	3	**28**	Medium
	RTD-2	Expanded Call-n-Ride	2	1	2	3	2	2	2	1	1	2	2	3	2	**25**	Medium
Private Shuttle Service	PS-1	Private shuttles with amenities like "Google bus"	2	2	3	1	2	2	2	1	1	1	1	3	3	**24**	Medium
Infrastructure	I-1	FFM Branded Way finding & Signage	3	2	2	2	3	2	2	3	1	3	3	3	3	**32**	High
	I-2	FFM EV, ebike, elongboard infrastructure	2	1	2	2	2	2	1	1	1	2	2	3	2	**23**	Medium
	I-5	Covered & Secure Scooter Parking at P-n-R	2	1	1	2	2	2	2	2	1	2	2	3	3	**25**	Medium
	I-6	FFM Demonstration Projects	3	1	2	2	2	2	2	2	2	2	2	3	3	**28**	Medium
	I-8	Pedestrian and Bicycle facility enhancement project #1	3	3	2	2	2	2	2	2	2	2	2	3	3	**30**	High
	I-9	Safety Enhancements (Lighting, emergency call boxes, narrow lanes, etc.)	2	2	2	2	1	1	1	2	2	2	2	3	3	**25**	Medium
	I-10	Mini Transportation Hubs	2	1	3	3	1	3	3	2	1	1	2	2	2	**26**	Medium
Technology	T-6	FFM Monitoring Program - After Investments to Track New Usage	2	1	1	1	1	1	1	1	1	1	2	3	3	**19**	Low

***Cost ranking from 1 (highest cost) to 3 (lowest cost)**

Potential US36 FFM Strategies - McCaslin Park-n-Ride

October 23, 2012

			Stakeholder Priorities			Project Outcomes				Funding & Implementation				Cost Analysis: Project Cost			
	Code	US 36 FFM Strategy	Noted as a Safety/Connectivity Priority During Field Observation	Identified in a Community Plan	Identified as a Priority from Commuter Survey	Ability to serve "carless" traveler for both the FFM and off-peak trips	Ability to be implemented in a timely manner	Ability to change the mode of arrival to RTD PnR	Ability to encourage new RTD ridership	Could be Implemented as part of US36 DB	Could be Implemented as part of a Redevelopment Project in FFM Boundary	Could be Implemented as part of CIP Project	Eligibility for funding	Estimated Capital Cost*	Estimated Operation and Maintenance Cost*	Composite Score	Strategy Effectiveness
Bicycle	B-1	Bike Sharing Stations at PnR and other destinations	1	2	1	2	2	2	2	1	2	1	1	3	3	**24**	Medium
	B-2	Employer Bike Library Program	1	2	1	2	2	2	2	1	1	1	2	3	3	**24**	Medium
	B-3	Bike Supply Vending/tool kiosks	1	1	1	1	3	2	2	1	1	1	1	3	3	**22**	Medium
	B-4	Secure Bike Overnight Parking (Boulder County Design)	3	1	3	2	2	3	2	2	1	3	3	3	3	**32**	High
Education and Programing Subsidies	EP-1	"Your Bike" Tune Program	1	1	1	1	3	1	2	1	1	1	1	3	3	**21**	Medium
	EP-5	FFM Neighborhood Eco Passes	3	2	3	3	2	3	3	1	2	1	2	3	3	**31**	High
Car Sharing	CS-1	Private Car Share Provider (eGO, ZIP, Occasional Car, Electric Vehicle Car Sharing)	3	1	3	2	2	3	2	1	1	1	2	3	3	**28**	Medium
RTD Service Adjustments	RTD-1	Service "buy ups" on local routes	2	1	3	3	2	2	3	1	1	2	2	3	2	**28**	Medium
	RTD-2	Expanded Call-n-Ride	3	3	3	3	2	2	2	1	1	2	2	3	2	**29**	High
Private Shuttle Service	PS-1	Private shuttles with amenities like "Google bus"	1	2	2	1	2	2	2	1	1	1	1	3	3	**22**	Medium
Infrastructure	I-1	FFM Branded Way finding & Signage	3	2	2	2	3	2	2	3	1	3	3	3	3	**33**	High
	I-2	FFM EV, ebike, elongboard infrastructure	2	1	2	2	2	2	1	1	1	2	2	3	2	**24**	Medium
	I-5	Covered & Secure Scooter Parking at P-n-R	2	1	1	2	2	2	2	2	1	2	2	3	3	**26**	Medium
	I-6	FFM Demonstration Projects	3	1	2	2	2	2	2	2	2	2	2	3	3	**29**	High
	I-8	Pedestrian and Bicycle facility enhancement project #1	3	3	2	2	2	2	2	2	2	2	2	3	3	**31**	High
	I-9	Safety Enhancements (Lighting, emergency call boxes, narrow lanes, etc.)	2	2	2	2	1	1	1	2	2	2	2	3	3	**26**	Medium
	I-10	Mini Transportation Hubs	2	1	3	3	1	3	3	2	1	1	2	3	3	**29**	High
Technology	T-6	FFM Monitoring Program - After Investments to Track New Usage	2	1	1	1	1	1	1	1	1	1	2	3	3	**20**	Low

***Cost ranking from 1 (highest cost) to 3 (lowest cost)**

Potential US36 FFM Strategies - East Flatiron Park-n-Ride

October 23, 2012

			Stakeholder Priorities			Project Outcomes				Funding & Implementation				Cost Analysis: Project Cost			
	Code	US 36 FFM Strategy	Noted as a Safety/Connectivity Priority During Field Observation	Identified in a Community Plan	Identified as a Priority from Commuter Survey	Ability to serve "carless" traveler for both the FFM and off-peak trips	Ability to be implemented in a timely manner	Ability to change the mode of arrival to RTD PnR	Ability to encourage new RTD ridership	Could be Implemented as part of US36 DB	Could be Implemented as part of a Redevelopment Project in FFM Boundary	Could be Implemented as part of CIP Project	Eligibility for funding	Estimated Capital Cost*	Estimated Operation and Maintenance Cost*	Composite Score	Strategy Effectiveness
Bicycle	B-1	Bike Sharing Stations at PnR and other destinations	1	2	1	2	2	2	2	1	2	1	1	3	3	**24**	Medium
	B-2	Employer Bike Library Program	1	2	1	2	2	2	2	1	1	1	2	3	3	**24**	Medium
	B-3	Bike Supply Vending/tool kiosks	1	1	1	1	3	2	2	1	1	1	1	3	3	**22**	Medium
	B-4	Secure Bike Overnight Parking (Boulder County Design)	3	1	3	2	2	3	2	2	1	3	3	3	3	**32**	High
Education and Programing Subsidies	EP-1	"Your Bike" Tune Program	1	1	1	1	3	1	2	1	1	1	1	3	3	**21**	Medium
	EP-5	FFM Neighborhood Eco Passes	3	2	3	3	2	3	3	1	2	1	2	3	3	**31**	High
Car Sharing	CS-1	Private Car Share Provider (eGO, ZIP, Occasional Car, Electric Vehicle Car Sharing)	3	1	3	2	2	3	2	1	1	1	2	3	3	**28**	Medium
	CS-2	Small Electric Vehicle Car Sharing	3	1	2	2	2	2	2	1	1	3	3	3	3	**28**	Medium
RTD Service Adjustments	RTD-1	Service "buy ups" on local routes	2	1	3	3	2	2	3	1	1	2	2	3	2	**28**	Medium
Private Shuttle Service	PS-1	Private shuttles with amenities like "Google bus"	3	2	2	1	2	3	3	1	1	1	1	3	3	**26**	Medium
Infrastructure	I-1	FFM Branded Way finding & Signage	3	2	2	2	3	2	2	3	1	3	3	3	3	**33**	High
	I-2	FFM EV, ebike, elongboard infrastructure	2	1	2	2	2	2	1	1	1	2	2	3	2	**24**	Medium
	I-5	Covered & Secure Scooter Parking at P-n-R	2	1	1	2	2	2	2	2	1	2	2	3	3	**26**	Medium
	I-6	FFM Demonstration Projects	3	1	2	2	2	2	2	2	2	2	2	3	3	**29**	High
	I-8	Pedestrian and Bicycle facility enhancement project #1	3	3	2	2	2	2	2	2	2	2	2	3	3	**31**	High
	I-9	Safety Enhancements (Lighting, emergency call boxes, narrow lanes, etc.)	2	2	2	2	1	1	1	2	2	2	2	3	3	**26**	Medium
	I-10	Mini Transportation Hubs	2	1	3	3	1	3	3	2	1	1	2	3	3	**29**	High
Technology	T-6	FFM Monitoring Program - After Investments to Track New Usage	2	1	1	1	1	1	1	1	1	1	2	3	3	**20**	Low

***Cost ranking from 1 (highest cost) to 3 (lowest cost)**

Potential US36 FFM Strategies - Broomfield Park-n-Ride

October 23, 2012

			Stakeholder Priorities			Project Outcomes				Funding & Implementation				Cost Analysis			
														Project Cost			
	Code	US 36 FFM Strategy	Noted as a Safety/Connectivity Priority During Field Observation	Identified in a Community Plan	Identified as a Priority from Commuter Survey	Ability to serve "carless" traveler for both the FFM and off-peak trips	Ability to be implemented in a timely manner	Ability to change the mode of arrival to RTD PnR	Ability to encourage new RTD ridership	Could be Implemented as part of US36 DB	Could be Implemented as part of a Redevelopment Project in FFM Boundary	Could be Implemented as part of CIP Project	Eligibility for funding	Estimated Capital Cost*	Estimated Operation and Maintenance Cost*	Composite Score	Strategy Effectiveness
Bicycle	B-1	Bike Sharing Stations at PnR and other destinations	1	2	1	2	2	2	2	1	2	1	1	3	3	**24**	Medium
	B-2	Employer Bike Library Program	1	2	1	2	2	2	2	1	1	1	2	3	3	**24**	Medium
	B-3	Bike Supply Vending/tool kiosks	1	1	1	1	3	2	2	1	1	1	1	3	3	**22**	Medium
	B-4	Secure Bike Overnight Parking (Boulder County Design)	3	1	3	2	2	3	2	2	1	3	3	3	3	**32**	High
Education and Programing Subsidies	EP-1	"Your Bike" Tune Program	1	1	1	1	3	1	2	1	1	1	1	3	3	**21**	Medium
	EP-5	FFM Neighborhood Eco Passes	3	2	3	3	2	3	3	1	2	1	2	3	3	**31**	High
Car Sharing	CS-1	Private Car Share Provider (eGO, ZIP, Occasional Car, Electric Vehicle Car Sharing)	3	1	3	2	2	3	2	1	1	1	2	3	3	**28**	Medium
RTD Service Adjustments	RTD-1	Service "buy ups" on local routes	2	1	3	3	2	2	3	1	1	2	2	3	2	**28**	Medium
	RTD-2	Expanded Call-n-Ride	3	3	3	3	2	2	2	1	1	2	2	3	2	**29**	High
Private Shuttle Service	PS-1	Private shuttles with amenities like "Google bus"	3	3	2	1	2	2	2	1	1	1	1	3	3	**25**	Medium
Infrastructure	I-1	FFM Branded Way finding & Signage	3	2	2	2	3	2	2	3	1	3	3	3	3	**33**	High
	I-2	FFM EV, ebike, elongboard infrastructure	2	1	2	2	2	2	1	1	1	2	2	3	2	**24**	Medium
	I-5	Covered & Secure Scooter Parking at P-n-R	2	1	1	2	2	2	2	2	1	2	2	3	3	**26**	Medium
	I-6	FFM Demonstration Projects	3	1	2	2	2	2	2	2	2	2	2	3	3	**29**	High
	I-8	Pedestrian and Bicycle facility enhancement project #1	3	3	2	2	2	2	2	2	2	2	2	3	3	**31**	High
	I-9	Safety Enhancements (Lighting, emergency call boxes, narrow lanes, etc.)	2	2	2	2	1	1	1	2	2	2	2	3	3	**26**	Medium
	I-10	Mini Transportation Hubs	2	1	3	3	1	3	3	2	1	1	2	3	3	**29**	High
Technology	T-6	FFM Monitoring Program - After Investments to Track New Usage	2	1	1	1	1	1	1	1	1	1	2	3	3	**20**	Low

***Cost ranking from 1(highest cost) to 3 (lowest cost)**

Potential US36 FFM Strategies - Church Ranch Park-n-Ride

October 23, 2012

			Stakeholder Priorities			Project Outcomes				Funding & Implementation				Cost Analysis: Project Cost			
	Code	US 36 FFM Strategy	Noted as a Safety/Connectivity Priority During Field Observation	Identified in a Community Plan	Identified as a Priority from Commuter Survey	Ability to serve "carless" traveler for both the FFM and off-peak trips	Ability to be implemented in a timely manner	Ability to change the mode of arrival to RTD PnR	Ability to encourage new RTD ridership	Could be Implemented as part of US36 DB	Could be Implemented as part of a Redevelopment Project in FFM Boundary	Could be Implemented as part of CIP Project	Eligibility for funding	Estimated Capital Cost*	Estimated Operation and Maintenance Cost*	Composite Score	Strategy Effectiveness
Bicycle	B-1	Bike Sharing Stations at PnR and other destinations	1	1	1	1	2	2	2	1	1	1	1	3	2	**20**	Low
	B-2	Employer Bike Library Program	2	1	1	3	1	1	1	1	1	1	2	2	3	**21**	Medium
	B-3	Bike Supply Vending/tool kiosks	1	1	1	1	3	1	2	1	1	1	1	3	3	**21**	Medium
	B-4	Secure Bike Overnight Parking (Boulder County Design)	3	1	3	2	2	3	2	2	3	3	3	2	3	**33**	High
Education and Programing Subsidies	EP-1	"Your Bike" Tune Program	1	1	1	1	3	1	2	1	1	1	1	3	2	**20**	Low
	EP-5	FFM Neighborhood Eco Passes	2	2	2	3	1	3	3	1	1	2	2	3	3	**28**	Medium
Car Sharing	CS-1	Private Car Share Provider (eGO, ZIP, Occasional Car, Electric Vehicle Car Sharing)	2	1	2	2	2	3	2	1	1	1	2	2	2	**24**	Medium
RTD Service Adjustments	RTD-1	Service "buy ups" on local routes	2	1	2	3	2	2	3	1	1	2	2	3	3	**28**	Medium
	RTD-2	Expanded Call-n-Ride	2	1	2	2	1	2	2	1	1	2	2	3	2	**23**	Medium
Private Shuttle Service	PS-1	Private shuttles with amenities like "Google bus"	3	1	3	3	2	2	2	1	1	1	1	3	3	**26**	Medium
Infrastructure	I-1	FFM Branded Way finding & Signage	3	3	2	2	2	2	1	3	1	2	3	2	3	**30**	High
	I-2	FFM EV, ebike, elongboard infrastructure	2	1	2	2	2	2	1	1	1	2	2	3	2	**24**	Medium
	I-5	Covered & Secure Scooter Parking at P-n-R	1	1	2	1	1	1	1	1	1	2	2	3	3	**21**	Medium
	I-6	FFM Demonstration Projects	3	1	2	2	2	2	2	2	2	2	2	3	3	**29**	High
	I-8	Pedestrian and Bicycle facility enhancement project #1	2	2	2	2	2	2	2	2	2	2	2	3	3	**29**	High
	I-9	Safety Enhancements (Lighting, emergency call boxes, narrow lanes, etc.)	2	2	2	2	1	1	1	2	2	2	2	2	3	**25**	Medium
	I-10	Mini Transportation Hubs	2	1	3	3	1	3	3	2	1	1	2	2	2	**27**	Medium
Technology	T-5	Wi-Fi on Buses	1	1	1	1	1	1	2	1	1	1	1	2	2	**16**	Low
	T-6	FFM Monitoring Program - After Investments to Track New Usage	2	1	1	1	1	1	1	1	1	1	2	3	3	**20**	Low
	T-7	Peer-to-Peer Ride Sharing App (e.g. sidecar, Zimride)	2	1	1	1	2	2	2	1	1	1	1	3	2	**20**	Low

***Cost ranking from 1 (highest cost) to 3 (lowest cost)**

Potential US36 FFM Strategies - Westminster Park-n-Ride

October 23, 2012

			Stakeholder Priorities			Project Outcomes				Funding & Implementation				Cost Analysis: Project Cost			
	Code	US 36 FFM Strategy	Noted as a Safety/Connectivity Priority During Field Observation	Identified in a Community Plan	Identified as a Priority from Commuter Survey	Ability to serve "carless" traveler for both the FFM and off-peak trips	Ability to be implemented in a timely manner	Ability to change the mode of arrival to RTD PnR	Ability to encourage new RTD ridership	Could be Implemented as part of US36 DB	Could be Implemented as part of a Redevelopment Project in FFM Boundary	Could be Implemented as part of CIP Project	Eligibility for funding	Estimated Capital Cost*	Estimated Operation and Maintenance Cost*	Composite Score	Strategy Effectiveness
Bicycle	B-1	Bike Sharing Stations at PnR and other destinations	1	1	1	2	1	2	2	1	1	1	1	2	2	**19**	Low
	B-2	Employer Bike Library Program	1	1	1	2	1	1	1	1	1	1	2	2	3	**19**	Low
	B-3	Bike Supply Vending/tool kiosks	1	1	1	1	3	1	1	1	1	1	1	3	3	**20**	Low
	B-4	Secure Bike Overnight Parking (Boulder County Design)	3	1	3	2	2	3	2	2	3	3	3	2	3	**33**	High
Education and Programing Subsidies	EP-1	"Your Bike" Tune Program	1	1	1	1	3	1	2	1	1	1	1	3	2	**20**	Low
	EP-5	FFM Neighborhood Eco Passes	2	2	2	3	1	3	3	1	1	2	2	3	3	**28**	Medium
Car Sharing	CS-1	Private Car Share Provider (eGO, ZIP, Occasional Car, Electric Vehicle Car Sharing)	3	1	3	2	2	3	2	1	1	1	2	3	3	**28**	Medium
RTD Service Adjustments	RTD-1	Service "buy ups" on local routes	2	1	2	3	2	2	3	1	1	2	2	3	3	**28**	Medium
	RTD-2	Expanded Call-n-Ride	2	1	2	2	1	2	2	1	1	2	2	3	2	**23**	Medium
Private Shuttle Service	PS-1	Private shuttles with amenities like "Google bus"	3	2	3	3	2	2	2	1	1	1	1	3	3	**27**	Medium
Infrastructure	I-1	FFM Branded Way finding & Signage	3	2	2	2	2	2	1	3	1	2	3	2	3	**29**	High
	I-2	FFM EV, ebike, elongboard infrastructure	2	1	2	2	2	2	1	1	1	2	2	3	2	**24**	Medium
	I-5	Covered & Secure Scooter Parking at P-n-R	2	1	2	1	1	1	1	1	1	2	2	3	3	**22**	Medium
	I-6	FFM Demonstration Projects	3	1	2	2	2	2	2	2	2	2	2	3	3	**29**	High
	I-8	Pedestrian and Bicycle facility enhancement project #1	3	3	2	2	2	2	2	2	2	2	2	3	3	**31**	High
	I-9	Safety Enhancements (Lighting, emergency call boxes, narrow lanes, etc.)	2	2	2	1	1	2	2	2	2	2	2	2	3	**26**	Medium
	I-10	Mini Transportation Hubs	2	1	2	3	1	3	3	1	2	1	2	3	3	**28**	Medium
Technology	T-5	Wi-Fi on Buses	1	1	1	1	1	1	2	1	1	1	1	2	2	**16**	Low
	T-6	FFM Monitoring Program - After Investments to Track New Usage	2	1	1	1	1	1	1	1	1	1	2	3	3	**20**	Low

***Cost ranking from 1 (highest cost) to 3 (lowest cost)**

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APPENDIX: US 36 FIRST AND FINAL MILE POTENTIAL BUS THEN BIKE SHELTER LOCATION PLANS

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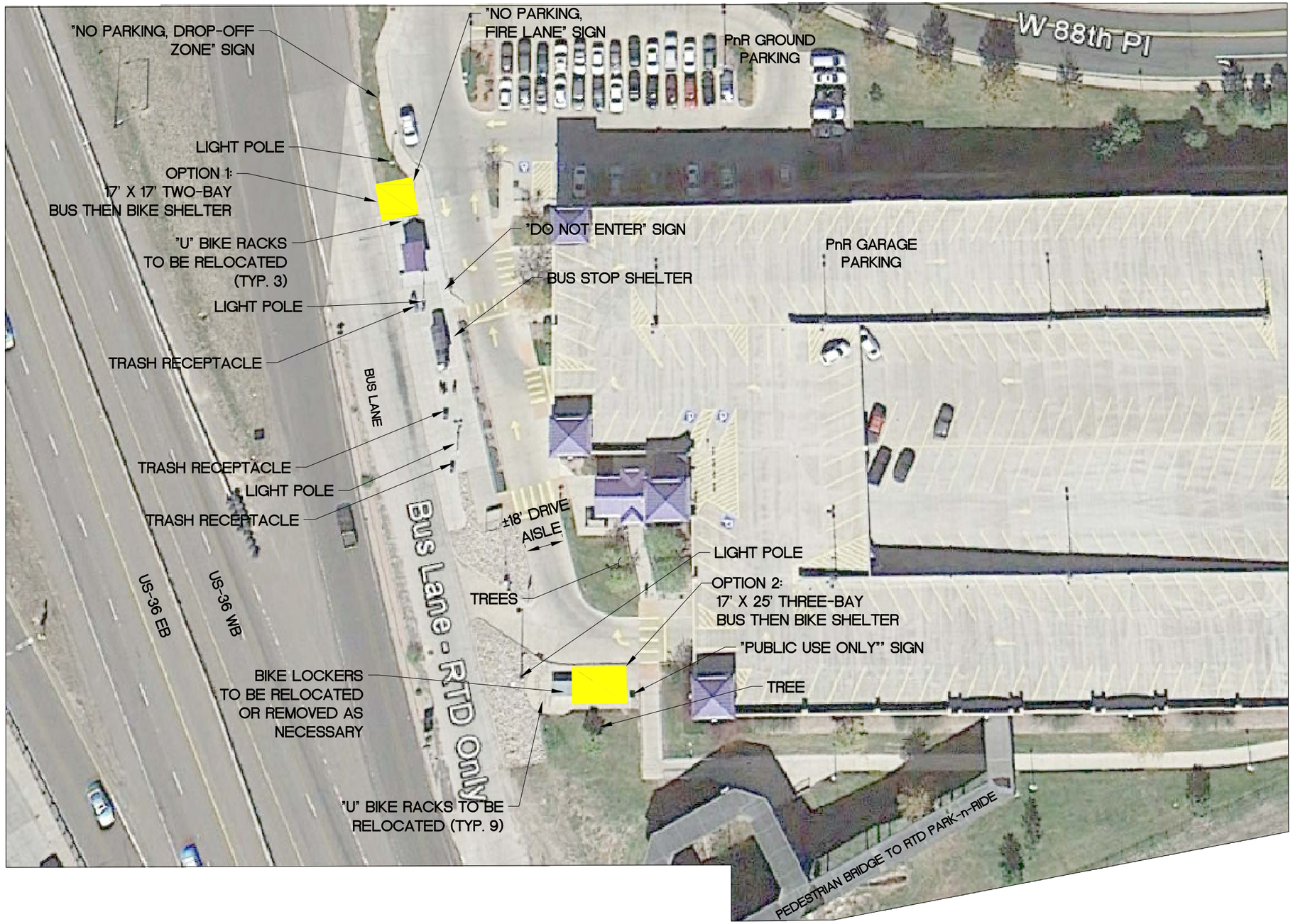
POTENTIAL BUS THEN BIKE SHELTER LOCATION PLANS - WESTMINSTER WB



OPTION 1

PROS:

- CLOSE PROXIMITY TO BRT PICK UP/DROP OFF PROVIDES EASY ACCESS FOR CYCISTS.
- EXISTING GRADES ARE SUITABLE FOR MINIMAL CONSTRUCTION EFFORTS.

CONS:

- US-36 EXPRESS LANE PROJECT MAY ENCROACH ON AREA A SINGLE BAY BTB SHELTER WOULD HAVE TO BE PROPOSED.
- BIKERS MUST CROSS A DRIVE AISLE TO ACCESS PEDESTRIAN BRIDGE.
- POSSIBLE LIGHT POLE RELOCATION.
- MAY CONFLICT WITH EXISTING IRRIGATION SYSTEM.

OPTION 2

PROS:

- NEAREST LOCATION TO PEDESTRIAN BRIDGE PROVIDING EASY ACCESS FOR CYCLISTS.
- EXISTING CONDITIONS ARE SUITABLE FOR MINIMAL CONSTRUCTION EFFORTS AND A CONCRETE PAD EXISTS.
- MAY ACCOMMODATE A THREE-BAY SHELTER.

CONS:

- EXISTING BIKE FACILITIES WOULD BE AFFECTED.
- BIKERS MUST CROSS A DRIVE AISLE TO ACCESS BRT AREA.

WB BRT AREA WILL BE AFFECTED BY US-36 EXPRESS LANES PROJECT.

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US-36 FIRST + FINAL MILE
POTENTIAL BUS THEN BIKE SHELTER LOCATION PLANS

WESTMINSTER RTD PARK-n-RIDE
WESTMINSTER, COLORADO

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Designed By:	MSC
Drawn By:	SAM
Date:	01/31/13
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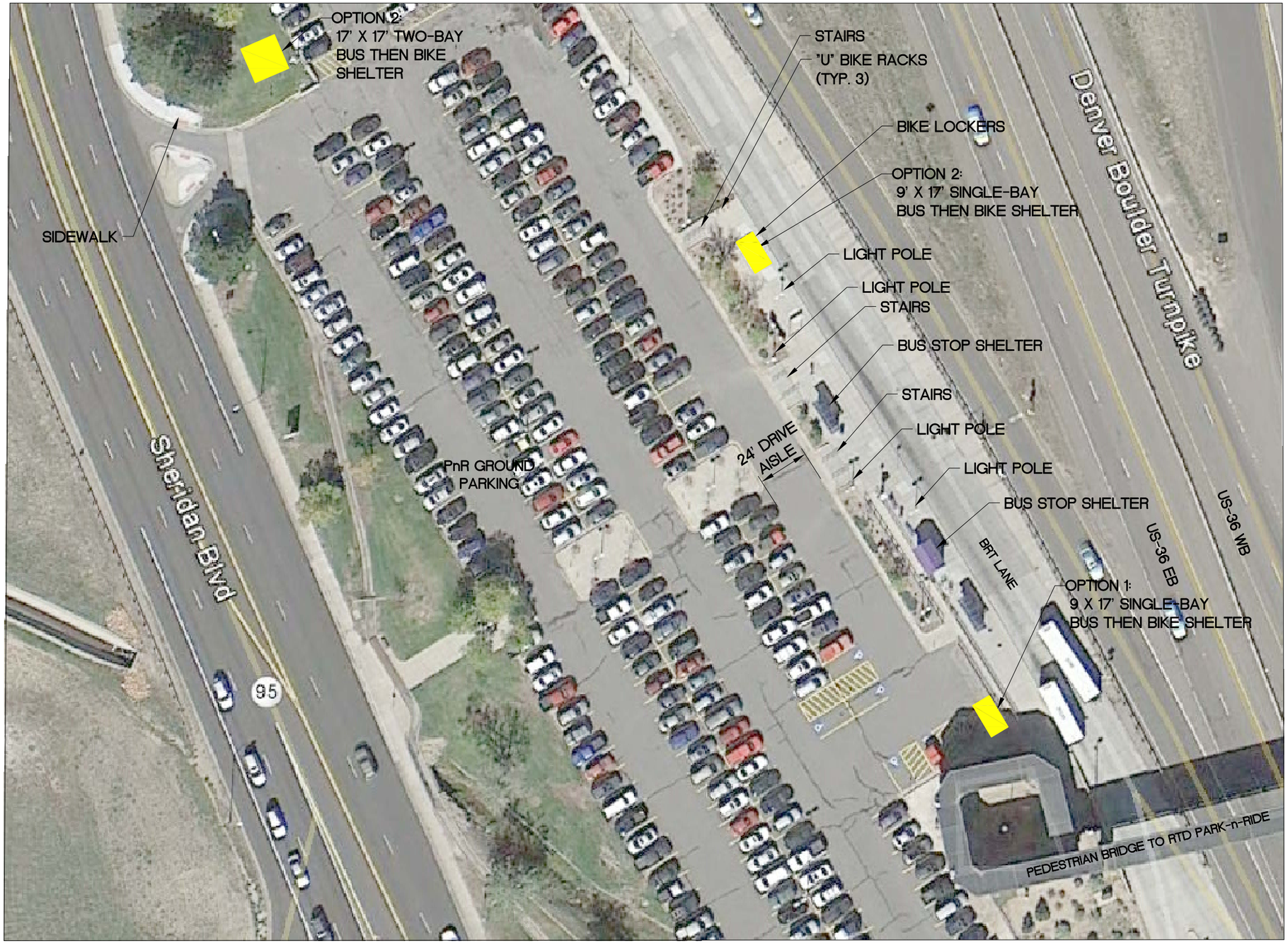
POTENTIAL BUS THEN BIKE SHELTER LOCATION PLANS - WESTMINSTER EB



OPTION 1

PROS:

- CLOSE PROXIMITY TO PEDESTRIAN BRIDGE AND BRT AREA PROVIDES EASY ACCESS FOR CYCISTS.
- EXISTING CONDITIONS ARE SUITABLE FOR MINIMAL CONSTRUCTION EFFORTS.
- ACCOMMODATES SINGLE BTB SHELTER WITHOUT AFFECTING ADA PARKING.
- CYCLISTS MAY REACH PEDESTRIAN BRIDGE AND BRT AREA SAFELY WITHOUT CROSSING A DRIVE AISLE.

CONS:

- LOCATION IS ADJACENT TO ADA PARKING. IF A TWO OR THREE BAY SHELTER IS PROPOSED, THE ADA PARKING MUST BE RECONFIGURED.
- BIKERS MUST WALK UP RAMP OR STAIRS TO ACCESS EXISTING BRT AREA.
- POOR VISIBILITY.

OPTION 2

PROS:

- NEAREST LOCATION TO BRT AREA PROVIDING EASY ACCESS FOR CYCLISTS.
- EXISTING CONDITIONS ARE SUITABLE FOR MINIMAL CONSTRUCTION EFFORTS.
- GREAT VISIBILITY FROM US-36 CORRIDOR AND PARKING AREA.

CONS:

- BIKE LOCKERS WOULD BE REMOVED OR RELOCATED.
- LONG DISTANCE BETWEEN BTB SHELTER AND PEDESTRIAN BRIDGE.

OPTION 3

PROS:

- EXISTING GRADES ARE FLAT.
- MAY ACCOMMODATE A THREE-BAY SHELTER.

CONS:

- POTENTIAL CONFLICTS WITH EXISTING IRRIGATION SYSTEM.
- FURTHEST OPTION FROM BRT AREA AND PEDESTRIAN BRIDGE.
- CYCLISTS MUST CROSS PARKING LOT TO ACCESS BRT FACILITIES.

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US-36 FIRST + FINAL MILE
POTENTIAL BUS THEN BIKE SHELTER LOCATION PLANS
McCASLIN BLVD RTD PARK-n-RIDE
LOUISEVILLE & SUPERIOR, COLORADO

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SHEET 2 OF 2

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POTENTIAL BUS THEN BIKE SHELTER LOCATION PLANS - CHURCH RANCH WB

OPTION 1

PROS:

- CLOSE PROXIMITY TO BRT AREA PROVIDES EASY ACCESS FOR CYCISTS.
- EXISTING CONDITIONS ARE SUITABLE FOR MINIMAL CONSTRUCTION EFFORTS.
- EXCELLENT VISABILITY FROM US-36 CORRIDOR

CONS:

- POSSIBLE CONFLICT WITH EXISTING ELECTRICAL.

WB BRT AREA WILL BE AFFECTED BY US36 EXPRESS LANE PROJECT

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US-36 FIRST + FINAL MILE
POTENTIAL BUS THEN BIKE SHELTER
LOCATION PLANS
CHURCH RANCH RTD PARK-n-RIDE
BROOMFIELD, COLORADO

Project No:	PROJECT NO.
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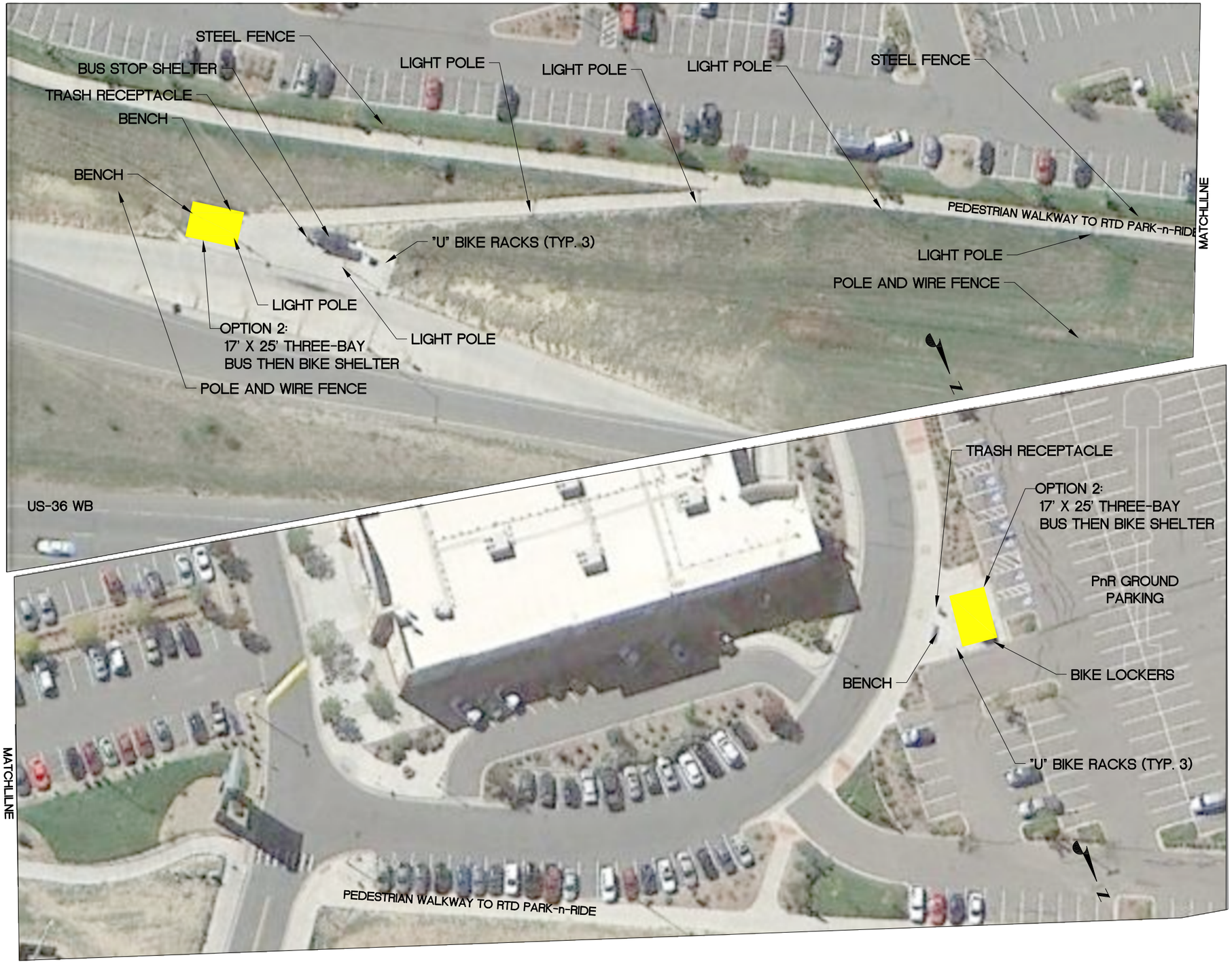
POTENTIAL BUS THEN BIKE SHELTER LOCATION PLANS - CHURCH RANCH EB



OPTION 1

PROS:

- CLOSE PROXIMITY TO BRT AREA PROVIDES EASY ACCESS FOR CYCISTS.
- EXISTING CONDITIONS ARE SUITABLE FOR MINIMAL CONSTRUCTION EFFORTS.
- EXCELLENT VISABILITY FROM US-36 CORRIDOR

CONS:

- LOCATION IS ON PRIVATE PROPERTY.
- POSSIBLE CONFLICT WITH EXISTING LIGHT POLE & BENCHES.

OPTION 2

PROS:

- EXISTING CONDITIONS ARE SUITABLE FOR MINIMAL CONSTRUCTION EFFORTS.
- MAY ACCOMMODATE A THREE-BAY SHELTER.

CONS:

- ADJACENT TO ADA PARKING - ADA COMPLIANCE MUST BE MAINTAINED.
- BIKE LOCKERS AND U-RACKS WOULD BE REMOVED OR RELOCATED.
- POOR VISIBILITY FROM US-36 CORRIDOR.

EB BRT AREA WILL BE AFFECTED BY US-36 EXPRESS LANES PROJECT

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US-36 FIRST + FINAL MILE
POTENTIAL BUS THEN BIKE SHELTER LOCATION PLANS
CHURCH RANCH RTD PARK-n-RIDE
BROOMFIELD, COLORADO

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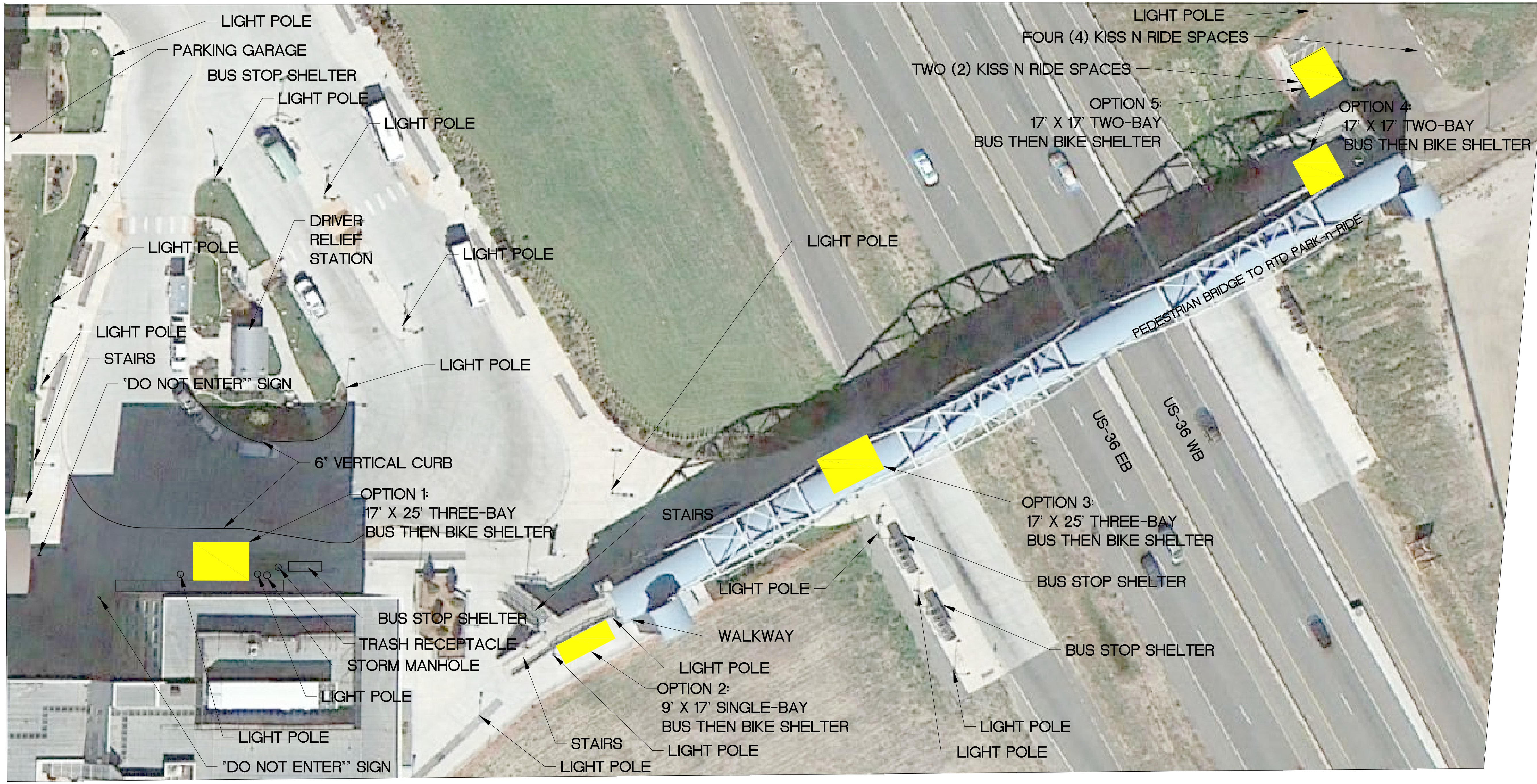
POTENTIAL BUS THEN BIKE SHELTER LOCATION PLANS - BROOMFIELD



OPTION 1

PROS:
- POTENTIAL TO ACCOMODATE THREE-BAY SHELTER.
- EXISTING CONDITIONS ARE SUITABLE FOR MINIMAL CONSTRUCTION EFFORTS.

CONS:
- LOCATION IS ADJACENT TO EXISTING BUILDING AND EXISTING LIGHT POLES, WHICH PRESENT A POSSIBILITY OF UTILITY CONFLICTS.
- FURTHEST OPTION FROM PEDESTRIAN BRIDGE.

OPTION 2

PROS:
- EXISTING CONDITIONS ARE SUITABLE FOR MINIMAL CONSTRUCTION EFFORTS.
- LOCATION IS CLOSE TO PEDESTRAIN WALKWAY AND BRT AREAS

CONS:
- LOCATION IS ADJACENT TO EXISTING BUILDING AND EXISTING LIGHT POLES, WHICH PRESENT A POSSIBILITY OF UTILITY CONFLICTS.
- POOR VISIBILITY.
- ONLY ACCOMODATES A SINGLE BAY SHELTER

OPTION 3

PROS:
- POTENTIAL TO ACCOMODATE THREE-BAY SHELTER.
- EXISTING CONDITIONS ARE SUITABLE FOR MINIMAL CONSTRUCTION EFFORTS.
- EXCELLENT VISABILITY

CONS:
- COULD BE AFFECTED BY US-36 EXPRESS LANES PROJECT
- LOCATED UNDER PEDESTRIAN BRIDGE

OPTION 4

PROS:
- POTENTIAL TO ACCOMODATE THREE-BAY SHELTER.
- EXISTING CONDITIONS ARE SUITABLE FOR MINIMAL CONSTRUCTION EFFORTS.
- LOCATION IS CLOSE TO PEDESTRAIN WALKWAY AND BRT AREA

CONS:
- LOCATED AT THE WB BRT AREA, WHICH HAS LESS BIKE TRAFFIC PROJECTED THAN THE EB BRT

OPTION 5

PROS:
- HIGH VISIBILITY FROM US-36.
- EXISTING GRADES ARE FLAT.
- MAY ACCOMMODATE A THREE-BAY SHELTER.
- CYCLISTS MAY REACH PEDESTRIAN BRIDGE SAFELY WITHOUT CROSSING A DRIVE AISLE.

CONS:
- LOCATED AT THE WB BRT AREA, WHICH HAS LESS BIKE TRAFFIC PROJECTED THAN THE EB BRT
- EXISTING KISS-n-RIDE SPACES WOULD BE ELIMINATED OR RELOCATEDEXISTING BIKE RACKS AND BIKE LOCKERS MUST BE RELOCATED.

THE WB + EB BRT AREAS WILL BE AFFECTED BY THE US36 EXPRESS LANES PROJECT

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US-36 FIRST + FINAL MILE
POTENTIAL BUS THEN BIKE SHELTER
LOCATION PLANS
BROOMFIELD RTD PARK-n-RIDE
BROOMFIELD, COLORADO

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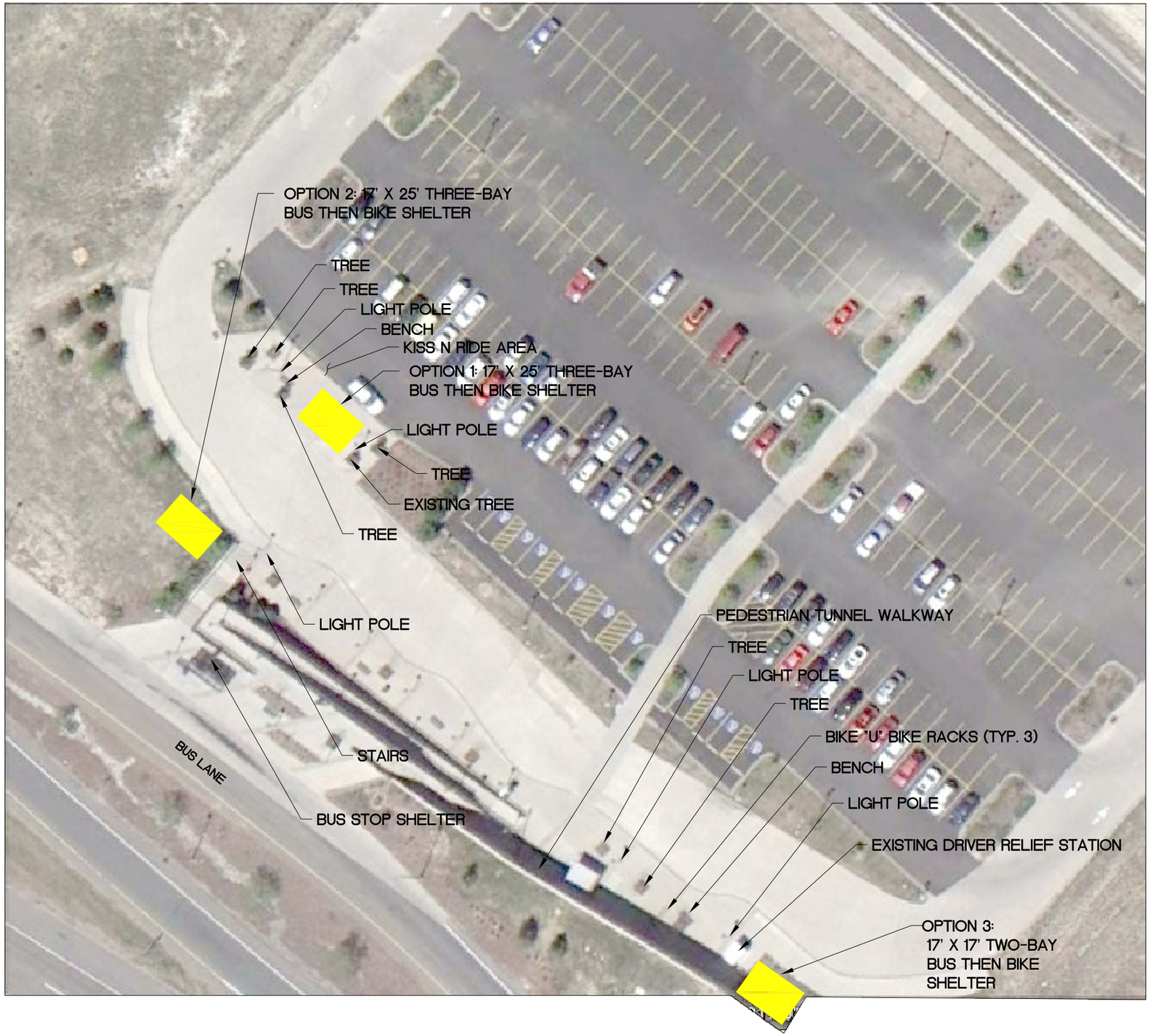
SHEET 1 OF 1

POTENTIAL BUS THEN BIKE SHELTER LOCATION PLANS - EAST FLATIRON WB



OPTION 1

PROS:
- EXISTING PAVEMENT IS SUITABLE FOR MINIMAL CONSTRUCTION EFFORTS.
- HIGHLY VISIBLE FROM PARK-n-RIDE PARKING LOT.

CONS:
- FURTHEST LOCATION FROM BRT AREA & PEDESTRIAN TUNNEL.
- LOCATION REQUIRES USERS TO CROSS BUS LANE TO ACCESS BRT AREA AND THE PEDESTRIAN TUNNEL.
- POOR VISIBILITY FROM US-36 CORRIDOR

OPTION 2

PROS:
- CYCLISTS MAY REACH PEDESTRAIN BRIDGE AND BRT AREA SAFELY WITHOUT CROSSING DRIVE AISLES.
- CLOSE PROXIMITY TO BRT AREA AND PEDESTRIAN BRIDGE PROVIDES EASY ACCESS FOR CYCLISTS.

CONS:
- LANDSCAPED AREA BEHIND LOCATION IS SLOPED AND MAY REQUIRE RETAINING WALL.
- POOR VISIBILITY FROM PARKING AND US-36.

OPTION 3:

PROS:
- ACCOMMODATES THREE-BAY SHELTER.
- CYCLISTS MAY REACH PEDESTRAIN BRIDGE AND BRT AREA SAFELY WITHOUT CROSSING DRIVE AISLES.
- CLOSE PROXIMITY TO BRT AREA AND PEDESTRIAN BRIDGE PROVIDES EASY ACCESS FOR CYCLISTS.

CONS:
- LANDSCAPED AREA BEHIND LOCATION IS SLOPED AND MAY REQUIRE RETAINING WALL.
- POOR VISIBILITY FROM PARKING AND US-36.

WB BRT AREA WILL BE AFFECTED BY US-36 EXPRESS LANES PROJECT

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US-36 FIRST + FINAL MILE
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EAST FLATIRON RTD PARK-n-RIDE
BROOMFIELD, COLORADO

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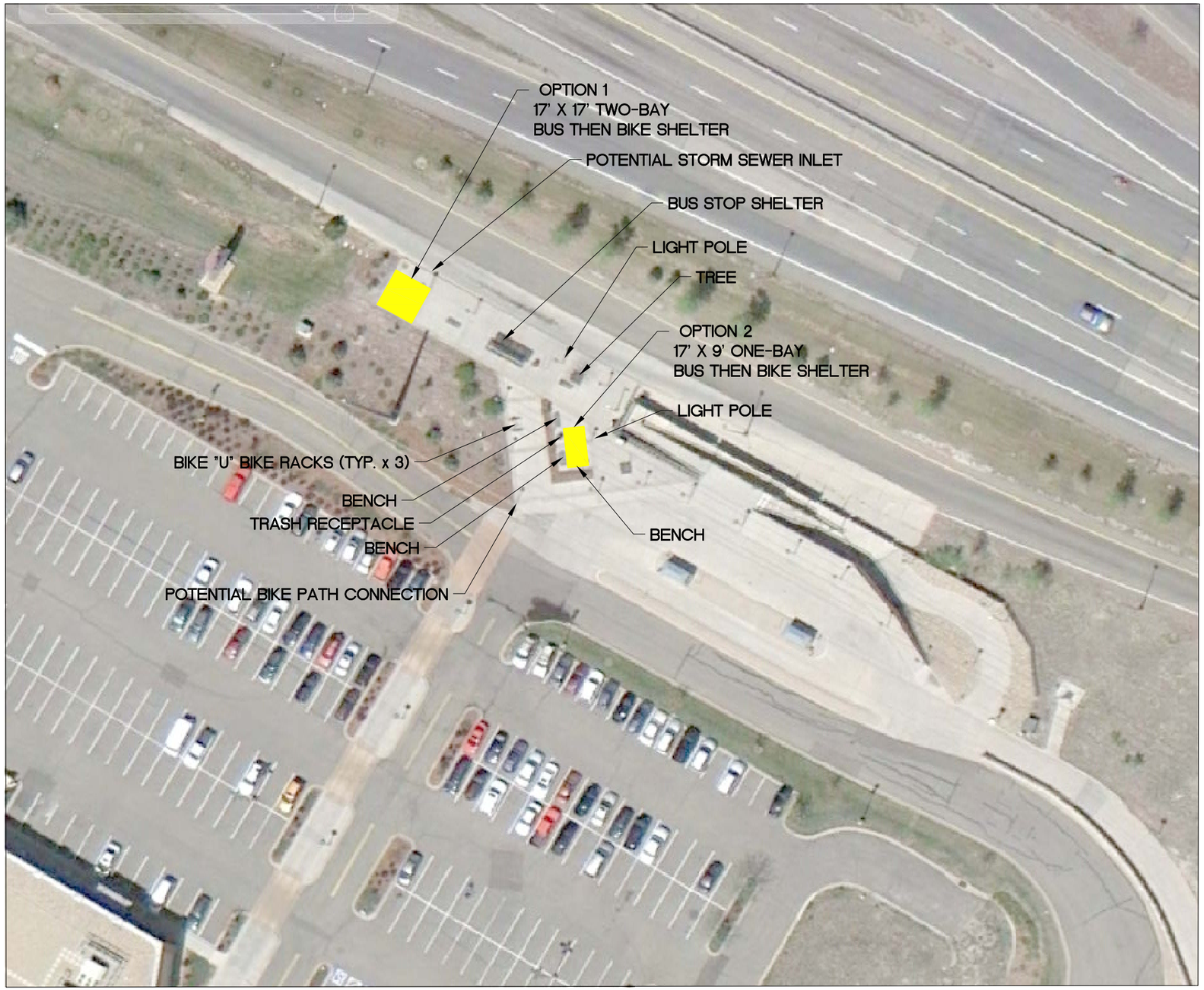
POTENTIAL BUS THEN BIKE SHELTER LOCATION PLANS - EAST FLATIRON EB



OPTION 1

PROS:

- EXISTING PAVEMENT IS SUITABLE FOR MINIMAL CONSTRUCTION EFFORTS.
- HIGHLY VISIBLE FROM US-36 CORRIDOR & BRT AREA
- CYCLISTS MAY REACH EB & WB BRT AREAS SAFELY WITHOUT CROSSING DRIVE AISLES.
- ADJACENT TO LANDSCPAED AREA, WHICH COULD BE USED FOR A BTB SHELTER

CONS:

- POTENTIAL CONFLICT WITH EXISTING ELECTRICAL
- POTENTIAL CONFLICT WITH STORM SEWER INLET ASSOCIATED WITH US-36 EXPRESS LANES PROJECT

OPTION 2

PROS:

- HIGHLY VISIBLE FROM US-36 CORRIDOR.
- CYCLISTS MAY REACH EB & WB BRT AREAS SAFELY WITHOUT CROSSING DRIVE AISLES.
- NEAR POTENTIAL BIKE PATH CONNECTION ASSOCIATED WITH US-36 EXPRESS LANES PROJECT

CONS:

- LOCATED IN CENTER OF EXISITNG PLAZA. POTENTIAL CONFLICTS WITH CYCLISTS IN A BUSY PEDESTRIAQN AREA.
- POTENTIAL CONFLICT WITH EXISTING ELECTRICAL

EB BRT AREA WILL BE AFFECTED BY US-36 EXPRESS LANES PROJECT.

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ENVIRONMENTAL & ENGINEERING SOLUTIONS, Inc.
1600 Stout Street
Suite 250
Denver, CO 80202
www.eesinc.com
303-572-7907

US-36 FIRST + FINAL MILE
POTENTIAL BUS THEN BIKE SHELTER LOCATION PLANS

EAST FLATIRON RTD PARK-n-RIDE
BROOMFIELD, COLORADO

Project No:	PROJECT NO.
Sheet Scale:	1"=50'
Designed By:	MSC
Drawn By:	SAM
Date:	01/31/13
Disk File:	E. FLATIRON.DWG

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POTENTIAL BUS THEN BIKE SHELTER LOCATION PLANS - LOUISVILLE WB

LOUISVILLE OPTION 1

PROS:

- CLOSE PROXIMITY TO PEDESTRIAN BRIDGE PROVIDES EASY ACCESS FOR CYCISTS.
- EXISTING CONDITIONS ARE SUITABLE FOR MINIMAL CONSTRUCTION EFFORTS.

CONS:

- LOCATION IS ON PRIVATE PROPERTY.
- BIKERS MUST CROSS A DRIVE AISLE TO ACCESS PEDESTRIAN BRIDGE.
- POSSIBLE TREE REMOVAL OR RELOCATION.
- MAY CONFLICT WITH EXISTING IRRIGATION SYSTEM.
- POOR VISIBILITY.

LOUISVILLE OPTION 2

PROS:

- NEAREST LOCATION TO PEDESTRIAN BRIDGE PROVIDING EASY ACCESS FOR CYCLISTS.
- EXISTING CONDITIONS ARE SUITABLE FOR MINIMAL CONSTRUCTION EFFORTS. CONCRETE PAD MAY BE ELIMINATED IF EXISTING ASPHALT IS IN ACCEPTABLE CONDITION.
- MAY ACCOMMODATE A THREE-BAY SHELTER.

CONS:

- THREE PARKING SPACES MUST BE ELIMINATED.
- LOCATED ON PRIVATE PROPERTY.
- POOR VISIBILITY FROM US-36 AND SUPERIOR PARK-n-RIDE PARKING LOT.

LOUISVILLE OPTION 3 (A AND B)

PROS:

- HIGH VISIBILITY FROM US-36.
- EXISTING GRADES ARE FLAT.
- MAY ACCOMMODATE A THREE-BAY SHELTER.
- CYCLISTS MAY REACH PEDESTRIAN BRIDGE SAFELY WITHOUT CROSSING A DRIVE AISLE.

CONS:

- POTENTIAL TREE RELOCATION/REMOVAL.
- CONFLICTS WITH EXISTING IRRIGATION SYSTEM.
- EXISTING BIKE RACKS AND BIKE LOCKERS MUST BE RELOCATED.
- FURTHEST OPTION FROM PEDESTRIAN BRIDGE.

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US-36 FIRST + FINAL MILE
POTENTIAL BUS THEN BIKE SHELTER LOCATION PLANS
McCASLIN BLVD RTD PARK-n-RIDE
LOUISVILLE & SUPERIOR, COLORADO

Project No:	PROJECT NO.
Sheet Scale:	1"=50'
Designed By:	MSC
Drawn By:	SAM
Date:	01/31/13
Disk File:	LOUISVILLE.DWG

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POTENTIAL BUS THEN BIKE SHELTER LOCATION PLANS - SUPERIOR EB

SUPERIOR OPTION 1

PROS:

- CLOSE PROXIMITY TO PEDESTRIAN BRIDGE PROVIDES EASY ACCESS FOR CYCLISTS.
- EXISTING PAVEMENT IS SUITABLE FOR MINIMAL CONSTRUCTION EFFORTS.
- HIGHLY VISIBLE FROM PARK-n-RIDE PARKING LOT.

CONS:

- LOCATION IS IN EXISTING BUS LANE AND WILL REQUIRE APPROVAL BY RTD.
- MAY REQUIRE ADDITIONAL DEMOLITION AND PAVING TO ACCOMMODATE REROUTING OF BUS LANE.
- ONLY FITS A SINGLE BAY SHELTER.

SUPERIOR OPTION 2

PROS:

- VISIBLE FROM BOTH PARK-n-RIDE LOT AND US-36.
- CYCLISTS MAY REACH PEDESTRAIN BRIDGE SAFELY WITHOUT CROSSING DRIVE AISLES.

CONS:

- LOCATION CONSTRAINED BY MAINTAINING ADA ACCESS COMPLIANCE FROM PARKING LOT.
- REQUIRES RELOCATION OF EXISTING BIKE RACKS AND BIKE LOCKERS.
- LANDSCAPED AREA BEHIND LOCATION IS SLOPED AND MAY REQUIRE RETAINING WALL.

SUPERIOR OPTION 3:

PROS:

- CLOSE PROXIMITY TO BRIDGE PROVIDES EASY ACCESS FOR CYCLISTS.
- ACCOMMODATES THREE-BAY SHELTER.
- EXISTING CONDITIONS ARE SUITABLE FOR MINIMAL CONSTRUCTION EFFORTS. CONCRETE PAD MAY BE ELIMINATED.

CONS:

- ELIMINATES THREE PARKING SPACES IN A LOT THAT IS FULLY UTILIZED.
- POOR VISIBILITY FROM PARKING AND US-36.
- CYCLISTS MUST CROSS DRIVE AISLE.

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US-36 FIRST + FINAL MILE
POTENTIAL BUS THEN BIKE SHELTER LOCATION PLANS
McCASLIN BLVD. RTD PARK-n-RIDE
LOUISEVILLE & SUPERIOR, COLORADO

Project No:	PROJECT NO.
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