

Upcoming U.S. 36/Northwest Rail Projects Summary

Transportation Infrastructure Projects

U.S. 36 Express Lanes Project, Segment I

The U.S. 36, Phase I project will begin the re-invention of the corridor by extending the High Occupancy Vehicle (HOV)/High Occupancy Toll (HOT) lane in each direction from Pecos Street in Westminster 10 miles to Interlocken Loop in Broomfield. The project will also facilitate Bus Rapid Transit (BRT) service and construct the U.S. 36 Bikeway within the same corridor section. The general purpose lanes will be re-constructed and bridges at Lowell Boulevard, 112th Avenue and Wadsworth bridge carrying SH121/Wadsworth directly over U.S. 36 will be replaced.

U.S. 36 Express Lanes Project, Segment II

CDOT and the High Performance Transportation Enterprise (HPTE) is working to identify funding for the second phase of the U.S. 36 project, which will continue the HOV/HOT lanes from the end of the Phase I project at Interlocken Loop west the remaining eight miles to Table Mesa in Boulder.

The second phase will include all elements of Phase I, including BRT and the U.S. 36 Bikeway

Table Mesa Pedestrian Bridge/Bus Slips Ramp

RTD will construct a new bus slip ramp at the on-ramp from Table Mesa Drive to U.S. 36 and a pedestrian access bridge from the Park-n-Ride to decrease the travel time for east-bound RTD riders. The pedestrian bridge and the slip ramps will open March 2013 and will save an additional 3-5 minutes for east-bound riders.

Bus Queue Jumps at U.S. 36 & McCaslin Boulevard and U.S. 36 & Church Ranch Boulevard

Queue Jumps allow buses to go around the current flow of traffic by providing an additional travel lane for high occupancy vehicles (HOV) to proceed through the intersection prior to other traffic. Queue Jumps will be built at two intersections along U.S. 36 at McCaslin Boulevard and Church Ranch Boulevard.

Northwest Rail from DUS to Westminster Station (70th & Lowell)

The first segment of Northwest Rail is being constructed as part of the Eagle P3 (Public Private Partnership) project, which is also constructing the Gold Line to Arvada and the East Rail Line to Denver International Airport. The 1.8-mile Northwest Electrified Segment (NWES) and the Westminster station will open in 2016. The rail station will provide the keystone for revitalization of the adjacent area that will be comprised of transit-oriented development including high density residential, commercial, and retail components. This redevelopment will also include a 40-acre park and connections to the Little Dry Creek regional bike trail.

U.S. 36 Final Mile Study

The U.S. 36 Final Mile Study will analyze potential connections between U.S. 36 Bus Rapid Transit stations and the surrounding employment centers and communities. Final mile solutions can include constructing complete pedestrian and bicycle paths, adding bike lanes, establishing secure bike storage or bike-sharing programs (like B-Cycle), and Park-n-Ride circulators.

Corridor Transit Oriented Development Projects

Arista

Arista (adjacent to the Broomfield Park-n-Ride and 1st BANK Center) is a Transit Oriented Development promoting urban living within a mix of uses

and in close proximity to RTD transit service. At build out, the Arista development is anticipated to have up to 2,250 residential units and 2,583,000 square feet of commercial with additional capacity for a 225 room hotel. The area is anchored by the 1st BANK Center, ALoft Hotel and Children's Hospital is under construction. The area is approved for 844 residential units and 528,733 square feet of commercial space. Apartments, duplexes, row homes and live/work units provide a diversity of housing types that will insure a vibrant choice of living in the US 36 Corridor.

Boulder Junction

Boulder Junction (vicinity of 30th and Pearl Street in Boulder) will become a transit hub with mixed-used use redevelopment, similar to downtown Boulder. There are several significant projects breaking ground in 2012-2013 thanks to public and private redevelopment projects, as well as Boulder voter support for capital improvements.

Depot Square, a public-private redevelopment project between RTD and Pedersen Development will not only serve as the terminus of U.S. 36 Bus Rapid Transit (BRT), but also will provide: six bay, below grade bus transfer station; five story, 390-space parking garage with 90 dedicated RTD parking spaces; five story, 140 room hotel; 71 units of affordable housing; historic depot refurbishment to an active use such as a restaurant or brew pub; and a public plaza connecting all project elements together and to the surrounding community.

3100 Pearl Apartments, just across Pearl Street from Depot Square, is a private redevelopment and is slated to occur almost in parallel with the new BRT RTD station. The 3100 Pearl Apartments will provide: 319 housing units with an on-site fitness facility including an outdoor swimming pool; 3,000 square feet of retail; and a new multi-use path connection along the tree-lined Boulder Slough.

The City of Boulder is partnering with these redevelopment projects to continue completing a finer grain, multi-modal network and creating a more vibrant pedestrian-oriented neighborhood. With Boulder voters supporting a capital bond initiative in November 2011 the city will advance: A bridge over Goose Creek connecting the Steel Yards and Depot Square; Junction Place, a new local street connection across a new intersection at Pearl; a re-imagined Pearl Street creating a boulevard between 30th Street and the railroad tracks; and a variety of multi-modal connections to existing improvements recently created along 30th.

This collection of public and private investments will break ground in 2012 and 2013 with completion coinciding with the new BRT and first phases of U.S. 36 improvements opening Summer 2015.

Westminster Center Urban Revitalization Project (Redevelopment of the former Westminster Mall)

The 105-acre site of the future Westminster Center, which is currently in various stages of demolition of the former Westminster Mall, will offer a unique place that incorporates the best of urbanity with the conveniences of a suburban infrastructure. Central to this vision is transit-supported, mixed use development. The new development is intended to be a sustainable place that mixes uses, capitalizes on and encourages alternate modes of transportation, creates a strong pedestrian-friendly block layout, and will stand the test of time. The project will include entertainment, office, residential and cultural uses, along with a strong retail component.

The site is currently adjacent to the Westminster Center Park-n-Ride, one of the busiest RTD Park-n-Rides on the U.S. 36 corridor, with over 1,800 passengers boarding every weekday. As the U.S. 36 Project moves forward, the Westminster Center will benefit from station and service enhancements as part of the RTD FasTracks program. Additionally, a privately-funded commuter rail station is planned for the south portion of the

site, where Northwest Rail will be constructed as part of FasTracks. These transit amenities will provide visitors, employees, and residents with car-free access to Boulder, Denver, DIA, and many other regional destinations.

Timeline for U.S. 36/Northwest Rail Projects

Timetable Legend	2012				2013				2014				2015				2016			
	Jan - Mar	Apr - Jun	Jul - Sept	Oct - Dec	Jan - Mar	Apr - Jun	Jul - Sept	Oct - Dec	Jan - Mar	Apr - Jun	Jul - Sept	Oct - Dec	Jan - Mar	Apr - Jun	Jul - Sept	Oct - Dec	Jan - Mar	Apr - Jun	Jul - Sept	Oct - Dec
Project Pre-Construction/Design/Study																				
Project Construction																				
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