Planning for the Future of Transit in Colorado
Speakers

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ELEVATED PLANNING: BALANCING PLACE + CHANGE
SEPT 15-16 2016
National Transit Ridership Trends

Americans Are Abandoning Public Transit—but Don't Blame Uber

In a world of cheap gas, easy-come auto loans, ride-hail, and now a new breed of bike- and scooter-share, transit riders aren’t riding like they used to.
Americans in Seven Metro Areas Say They’re Using Transit Less Frequently Than Two Years Ago.

Percentage of respondents in a survey of 1,704 transit riders

- No change: 50%
- Took transit less: 11%
- Took transit more: 11%
- Stopped using: 6%
- Began using: 24%
National Transit Ridership Trends

U.S. Public Transit Ridership
(millions of rides per month, 12-mo trailing average, major metros)

Adapted from MetLife Investment Management, American Public Transportation Association
Note: Major metros include Boston, Chicago, Los Angeles, New York City, San Francisco, and Washington D.C.
National Transit Ridership Trends

Transit ridership fell in 9 of 10 largest markets in 2017.
Researchers attributed the decline to ride-hailing services, cheap fuel, and the increase of car ownership, among other factors.

% DECREASE

- New York -1.1
- San Francisco -1.3
- Atlanta -2.6
- Boston -3.1
- Chicago -3.2
- Washington, DC -3.4
- Los Angeles -5.4
- Philadelphia -7.3
- Miami -8.7

% INCREASE

+3 Seattle
Colorado Statewide Transit Ridership

Change since 2008

Sources: CDOT, National Transit Database, American Community Survey
Colorado Transit Ridership Trends

Change in transit ridership since 2016

- Greeley-Evans: +16.0%
- Fort Collins: +8.1%
- Denver Region: +1.3%
- Roaring Fork Valley: +0.7%
- Colorado Springs: -0.8%
- Grand Junction: -1.6%
- Pueblo: -4.3%
- Loveland: -5.2%
- Durango: -15.6%

Source: National Transit Database
What’s impacting these trends?
# Ride Hailing Services

## Global Bookings

<table>
<thead>
<tr>
<th></th>
<th>Lyft</th>
<th>Uber</th>
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<tbody>
<tr>
<td>2016</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2017</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2018</td>
<td></td>
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</table>

Neighborhood Migration

2000-2014 Change in **Drive Alone** Commute Mode Share in Denver

5% inflation adjusted income growth in orange and red neighborhoods compared to -2% citywide
Car Ownership

Zero Car Households

Source: American Community Survey
Losing Riders or Losing Trips?

NHTS Statewide Transit Mode Share

<table>
<thead>
<tr>
<th></th>
<th>Weekday</th>
<th>Weekend</th>
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</thead>
<tbody>
<tr>
<td>2009</td>
<td>0.8%</td>
<td>0.8%</td>
</tr>
<tr>
<td>2017</td>
<td>+1.2%</td>
<td>-0.5%</td>
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</tbody>
</table>

Source: National Household Travel Survey
Losing Riders or Losing Trips?

NHTS Total Trips Per Capita

<table>
<thead>
<tr>
<th></th>
<th>2009</th>
<th>2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weekday</td>
<td>4.35</td>
<td>3.84</td>
</tr>
<tr>
<td>Weekend</td>
<td>3.50</td>
<td>4.00</td>
</tr>
</tbody>
</table>

Source: National Household Travel Survey
What’s Contributing to Transit Ridership Loss? (relative magnitude)

- Transit Service Quality & Population Displacement (35%-40%)
- Online Activity (35%-40%)
- Gas Prices (15%-20%)
- Scooter/Bike Share (0% - 5%)
- Car Ownership (5% - 10%)
- TNCs (5% - 30%)

Source: Fehr & Peers
So what can transit agencies do to respond?
Planning for Colorado’s Future
2045 Statewide Transportation Planning

Cady Dawson, AICP | Transportation Planner
Felsburg Holt & Ullevig

2019 APA Colorado State Conference
Snowmass Village, CO
Colorado
2045 Statewide Transportation & Transit Plans
Planning “Reset”

• ISSUE: Travel across Colorado is changing, and population and vehicle miles traveled increasing

• CONCERN: How does CDOT maintain the existing system and plan for the future?

• ROLE: Safely provide connection, choice and a Colorado for all.

• APPROACH: Take a fresh look at transportation investment priorities based on data and stakeholder/public engagement.

• CONSIDERATION: Think differently. What should CDOT be paying for, and why? Then consider funding sources.
An Integrated Multimodal Approach

Transportation Issues
- Stakeholder Input
- Data Findings

Needs & Priorities
- Previously Identified Projects
- Unmet Needs
- Data Findings

10-Year Strategic Project Pipeline
- 2045 Regional Transportation Plan
- 2045 Statewide Transit Plan
- Coordinated Transit & Human Services Plans
Coordinated Public/Stakeholder Engagement & Plan Development

Colorado Transportation Planning Regions

www.YourTransportationPlan.com
2045 Statewide Transit Plan:
Existing Conditions, Gaps & Needs

- Inventory of existing public and human services transit providers
- Stakeholder input on gaps and needs
- Statewide elderly & disabled survey
- Demographic analysis
2045 Statewide Transit Plan: Vulnerable Populations

Central Front Range TPR - % of Total Population

- Limited English Proficiency: 2.3%
- Low-Income: 8.7%
- Minority: 9.9%
- Disabled: 11.7%
- 65+: 16.1%

Source: U.S. Census Bureau, American Communities Survey, 2017
Transit Project Identification: Based on Current Projects, Public Input, & Unmet Needs

Transit Projects

Inter-regional

Regional

Local
How do we pay for it?

• Identify financial needs for operating and capital statewide
  • Prioritize projects into short-, mid- and long-term
• Understand available funding and develop projections through 2045
  • Statewide and for all Transportation Planning Region’s
    • State
    • Federal
    • Local
• Identify funding deficit
• Integrate policy and guidance into Statewide Transit Plan
• Influence transit needs in larger Statewide Transportation Plan
10-Year Strategic Pipeline of Projects + Long Term Vision

- Project Priority Programming Process
- Regional Coordinated Human Service Transportation Plans
- Statewide and Regional Transportation Plans

Must Meet Federal (FHWA and FTA) and State Requirements

10-Year Pipeline of Projects
- CDOT Constrained
- Fiscally Constrained

Public Involvement/Stakeholder Input

Project Implementation
2045 Transit Plans

10 Coordinated Public and Human Services Transit Plans
Get involved!
www.YourTransportationPlan.com
Planning for the Future of Transit in Fort Collins

Melina Dempsey | Transit Planner
FC Moves | City of Fort Collins
Estimated Population Growth³
Fort Collins, 2000-2040

120,000

167,000

237,000

70,000 new residents projected by 2040

TRANSIT IN FORT COLLINS TODAY
Mode Share

Fort Collins – One of few cities in US where **transit ridership is increasing**

2% transit mode share today
“The bus goes where I want, but not when I want.”
— Fort Collins resident
Transport Ridership

BRT (MAX) opens - ridership doubles 2014 - today

50% ridership from CSU

162% Increase Over 10 Years
PLANNING FOR THE FUTURE
Public Input
Data Driven Plan

Projected transit demand based on future population + employment
PLAN OUTCOMES
“The bus goes where I want, but not when I want.”
– Fort Collins resident

“The MAX is excellent, there should be a few more MAX corridors.”
– Community Member Feedback During Visioning Process.
REGIONAL TRANSIT

- Windsor/Greeley (2020)
- Laporte
- Wellington
- Increased FLEX service (Boulder)
- I-25 – more Bustang service, potential front range rail
MOBILITY HUBS
INNOVATION ZONES
TECHNOLOGY INNOVATIONS + ADVANCEMENTS

THEN

Loyal to Mode
Tend to use just one option and rarely switch

Perception of Limited Options
Personally-owned car often the default option

NOW

Mobile Phone
Helps make choices, but each tool has own app

New Options
Many people use just one or two new options (ride-hailing, bike-sharing) in addition to their primary mode

Ride-Hailing
Car ownership separated from car use

FUTURE

Mobility as a Service
Use mobile device to select among many options and seamlessly book and pay for them

More New Options
Including innovative new private sector mobility tools

Choose the Right Tool for the Right Trip
Based on better information about cost, time, and comfort
2040 PERFORMANCE PROJECTIONS

- 120% increase in ridership: 18k – 40k / weekday
- 6% transit mode share: currently ~2%
- 100% increase in revenue service hours
- 85% of residents walking distance to transit: Currently 58%

Transit mode share projected to triple
PLAN IMPLEMENTATION
## IMPLEMENTATION COSTS

<table>
<thead>
<tr>
<th>Investment</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capital Projects (pg. 73)</td>
<td>$271 Million to $308 Million</td>
</tr>
<tr>
<td>Operations and Maintenance in 2040</td>
<td>$30.5 Million per year</td>
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</tbody>
</table>

Doubling O&M costs
## IMPLEMENTATION + PRIORITIES

- Implementation Workgroup

- Funding Study (#1 Priority)

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>OUTCOME</th>
<th>ACTION ITEMS</th>
<th>COST</th>
<th>PRIORITY/TIMING</th>
<th>MEASURE OF SUCCESS</th>
<th>RELATED CITY PLAN OR TRANSPORTATION MASTER PLAN STRATEGY/POLICY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional Transit Connections</td>
<td>Improve regional connections</td>
<td>Improve FLEX service through collaborative planning with Loveland, Berthoud, Longmont and Boulder</td>
<td>$</td>
<td>Ongoing</td>
<td>Increased FLEX ridership</td>
<td>T-4e</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Support CDOT in planning, development and implementation of other intercity transit-services including Bustang expansion and intercity rail</td>
<td>$</td>
<td>Ongoing; long-term for intercity rail</td>
<td>Increased Bustang ridership; future intercity transit between Fort Collins and other Front Range cities</td>
<td>T-4f</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Provide regional transit service to Greeley, Windsor, Laporte, Wellington and other communities</td>
<td>$$$</td>
<td>Ongoing/short-term</td>
<td>New regional transit connections</td>
<td>T-4b, T-4c</td>
</tr>
<tr>
<td></td>
<td>Explore more extensive regional transit integration</td>
<td>Work with neighboring transit agencies on regional fare integration and reciprocity</td>
<td>$</td>
<td>Short-term</td>
<td>New regional fare policies and cross-agency fare reciprocity</td>
<td>T-5e</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Study potential benefits of consolidating transit service or establishing an RTA</td>
<td>$</td>
<td>Short- to medium- term</td>
<td>Study complete; recommendations for next steps</td>
<td>T-4b, T-4c, T-4e, T-4f</td>
</tr>
<tr>
<td>Temporary Emergency Fund</td>
<td>Develop a funding plan to build improvements and implement BRT on West Elizabeth</td>
<td>$$$$</td>
<td>Short-term</td>
<td>Funding secured, service operational</td>
<td>T-5f</td>
<td></td>
</tr>
<tr>
<td>BRT</td>
<td>North College Corridor</td>
<td>Prepare a detailed BRT corridor study to identify specific capital needs and operational characteristics</td>
<td>$</td>
<td>Short-term</td>
<td>Study complete</td>
<td>T-5g</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Develop a funding plan to design, build improvements and implement BRT on North College as transit-supportive uses develop</td>
<td>$$$</td>
<td>Medium- to long-term</td>
<td>Funding secured, service operational</td>
<td>T-5g</td>
</tr>
<tr>
<td></td>
<td>Harmony Corridor</td>
<td>Develop a funding plan to design, build improvements and implement BRT on Harmony as transit-supportive uses develop</td>
<td>$$$</td>
<td>Medium-term</td>
<td>Funding secured, service operational</td>
<td>T-5g</td>
</tr>
</tbody>
</table>
Thank you

Melina Dempsey | Transit Planner
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Planning for the Future of Transit in Downtown Denver

Ryan Billings | Transit + Corridors Planning Supervisor
Public Works | City and County of Denver
Denver’s Mobility Action Plan
Denver is ready to transform its transportation system.

Strategic Goals

**CHOICE**
Providing more choices: Walk, Bike, Drive, Transit or Share

**SAFETY**
Improving safety through Vision Zero

**CLIMATE & HEALTH**
Expanding use of electric vehicles and charging stations

**ACCESSIBILITY**
Increasing technology to make your trip easier and faster

$2+ billion over the next 12 years to make it safer and easier to get where we need to go.

- **30%** Commuters biking, walking or taking transit by 2030
- **80%** Reduction of emissions by 2050
- **Zero** Traffic Deaths by 2030
Commute Mode-Share

Present

- Car (SOV): 69.9%
- Bicycle + Pedestrian: 6.8%
- Other (carpool, telework, etc.): 6%

Future Goal

- Car (SOV): 50%
- Bicycle + Pedestrian: 20%
- Other (carpool, telework, etc.): 15%

Source: American Community Survey 7-Year Estimates, U.S. Census Bureau, 2017
Source: Denver’s Mobility Action Plan, 2017
Denver Moves: Transit

Capital

Service
Denver Moves: Transit
Denver Moves: Downtown
Fifteenth and Seventeenth Transit (FAST) Lane Demonstration Project
Fifteenth and Seventeenth Transit (FAST) Lane Demonstration Project

18th/19th Transit, PBL, and Vision Zero Project
Fifteenth and Seventeenth Transit (FAST) Lane Demonstration Project
Fifteenth and Seventeenth Transit (FAST) Lane Demonstration Project
Fifteenth and Seventeenth Transit (FAST) Lane Demonstration Project
Fifteenth and Seventeenth Transit (FAST) Lane Demonstration Project

Anticipated Outcomes

- 28% reduction in travel time (for this section of route)
- Increased reliability
18th/19th Transit, PBL, and Vision Zero Project
18th/19th Transit, PBL, and Vision Zero Project

Anticipated Outcomes

- 8+ min of travel time savings for MetroRide Service
- Currently 6 min headways
- Future 4.5 min headways (w/ no additional operating budget)
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Public Works | City and County of Denver

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