



# Agenda



1. Welcome and introductions- Chair Greg Mills
2. Pledge of Allegiance
3. Approval of March Meeting Minutes
4. Quarter One Treasurer's Report – Treasurer Emily Baer
5. CDOT Commissioner Update – Commissioner Karen Staurt
6. RTD Directors Reports – Director's Buzek, Harwick, Davidson, Whitmore
7. CDOT Mobility Hub Plan Update – Jennifer Phillips
8. Other



# Pledge of Allegiance



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# Q1 Treasurer's Report



2023 Operating Income	
Carryover Balance 1-1-2023	\$4,265.54
2023 Membership Dues	\$29,484.00
<b>Total Operating Income</b>	<b>\$33,749.54</b>
<u>Approved Operating Expenses (payable to Smart Commute)</u>	
NATA Administration	\$16,000 (down from 2022)
SCMN Membership Dues	\$12,500
<b>Net Operating Cash Balance</b>	<b>\$5,249.54</b>



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# Mobility Hubs and Bustang Service Update

Jennifer Phillips, Interim Director, Division of Transit and Rail



**CO L O R A D O**

Department of Transportation



- Planning Framework for Mobility Hub Development
  - Intro to Mobility Hubs
  - Process to Prioritize and Select Transit Projects
  - Development and Planning Framework
  - Design Guidelines and Standards
  - Implementation Strategies
  - Next Steps/Future Planning
- Bus Rapid Transit (BRT)
  - Characteristics
  - Colorado Blvd
- Bustang Services Update



# Mobility Hubs







- Mobility Hub Vision
  - Re-envision the Traditional Park-and-Ride into Transit Centers - Mobility Hubs
  - Define: Focal Point in the Transportation Network
- Developed the Statewide Transit Plan concurrently with the Statewide Transportation Plan
  - Think comprehensively about the transit network



*“Integrating modal choices into the transportation system better enables the system to move goods and people throughout the network by providing multiple options to reach their destinations”*



## Colorado Transit Network: Northeastern Region



- Intercity Bus Routes**
  - Greyhound
  - Express Arrow
  - Burlington Trailways
  - Los Paisanos Autobus
- Regional Bus Routes**
  - Regional Bus Routes
- Bus Rapid Transit**
  - Flatiron Flyer: Denver to Boulder
  - MAX: Fort Collins
- Transit Gaps**
  - Transit Gaps
- Interregional Express Routes**
  - Bustang
  - Outrider
  - Estes park
  - Pegasus
  - Snowstang
- Other**
  - Mobility Hub
  - Local Transit Systems
  - Amtrak



- Gather Candidate Transit Projects
  - Transit Development Plan
    - Updated Annually (MPO, TPR, Transit Plan, Etc..)
    - Represent the Universe of Transit Projects
- Make Rough Location/Functional Decisions
  - Identification of the Best Area
- Prioritize Projects
  - Based on Selection Criteria



# Prioritize and Select Transit Projects



## Strategic Transit Project Selection Criteria And Ratings

PROJECT READINESS	STRATEGIC NATURE	SUPPORTS STATEWIDE SYSTEM
Planning Level	Significance	Meaningful Connections
Months to Construction	Matching Funds	Serves Needs
Opportunities to Bundle	Grant Funding	Serves Activity Centers
STRATEGIC TRANSIT PLAN GOAL AREAS	STRATEGIC NATURE	ADDITIONAL FACTORS
	Planning Document	County Size
System Preservation	Transit Development Program Priority	Environmental Justice
Mobility Improvements		Project Category
Transit System Development	Ridership Improvement	Cost Estimate
Environmental Stewardship	Travel Time Savings / Reliability	Partner Capital
Economic Vitality		Annual Operating Cost
Safety Improvements		

- EXCELLENT
- VERY GOOD
- GOOD
- FAIR
- POOR



- Location Evaluation
  - Distance to Nearest Hub
  - Operations
  - Site Constraints
  - Travel Patterns
- Typologies
  - Type I: Low Amenities, Rural Area, Low Ridership
  - Type II: Medium Amenities, Higher Ridership, Some Supported Land
  - Type III: High Boardings, High Density Area





## Type I - Mobility Hub

- North Pueblo (Potential)
  - Existing Parking Lot
  - Cost: \$4.5M
  - Simple Design
  - Inbound/Outbound
    - Up to 1.5Miles



- Centerra Mobility Hub
  - Located Right on I-25
  - Cost: \$21M
  - Connected to SH
  - Bicycle Facility
  - PnR
  - Shelter
  - Security Cameras
  - Public Space
  - Slip Ramp





## Recommended Mobility Hub Amenities, by Type

Amenities	Description and Benefits	Type I	Type II	Type III
<b>Regional Connections</b>				
Connections to State Highway System	Connections to the State Highway System provide convenient and efficient routing options for the mobility hub. Being well-connected to the State Highway System also make it easier for transit riders to drive to mobility hubs and park at the park-and-ride lot.	Yellow	Yellow	Green
<b>Multimodal Connections</b>				
Local/Regional Transit Connections	Connections to other local and regional transit systems provide convenient transfer points for passengers. Providing transfer points can make it easier for people to get to their desired destination from the mobility hub.	Yellow	Yellow	Green
Pedestrian Facility Connections	Pedestrian facility connections are essential to the success of a mobility hub. Pedestrian connections provide a safe and comfortable way for people to walk to and from the mobility hub and their destination.	Yellow	Yellow	Green
Bicycle Facility Connections	Bicycle facility connections provide a safe and comfortable way for people to bike to and from the mobility and their destination. These bicycle facilities make biking a viable first/last mile solution to the mobility hub.	Yellow	Yellow	Green
Park-and-Ride	Park-and-Rides provide a convenient place for people to part their car while they ride transit for part of their trip. Since the CDOT mobility hubs provide regional services, park-and-rides provide a viable first/last mile solution for people who do not live within walking or biking distance of the mobility hub.	Green	Green	Green
Passenger Pick-Up / Drop-Off (Kiss-and-Ride)	Having areas that are designated for passenger pick-up and drop-off can allow people to use TNCs for a first/last mile solution. The areas can also be used for people who have a family member or friend drop them off at a transit stop. These designated areas also ensure the cars picking and dropping off passengers do not interfere with transit operations.	Green	Green	Green
Transit Oriented	Coordinating development near mobility hubs can help generate ridership for	Yellow	Yellow	Green



- Preliminary Design of Infrastructure and Unique Characteristics
  - Pedestrians
  - Bicyclists
  - Station Amenities
  - Multimodal Connectivity
  - Transit Oriented Development
  - Renewable Energy





## *Design Features Overview* Interactive Map

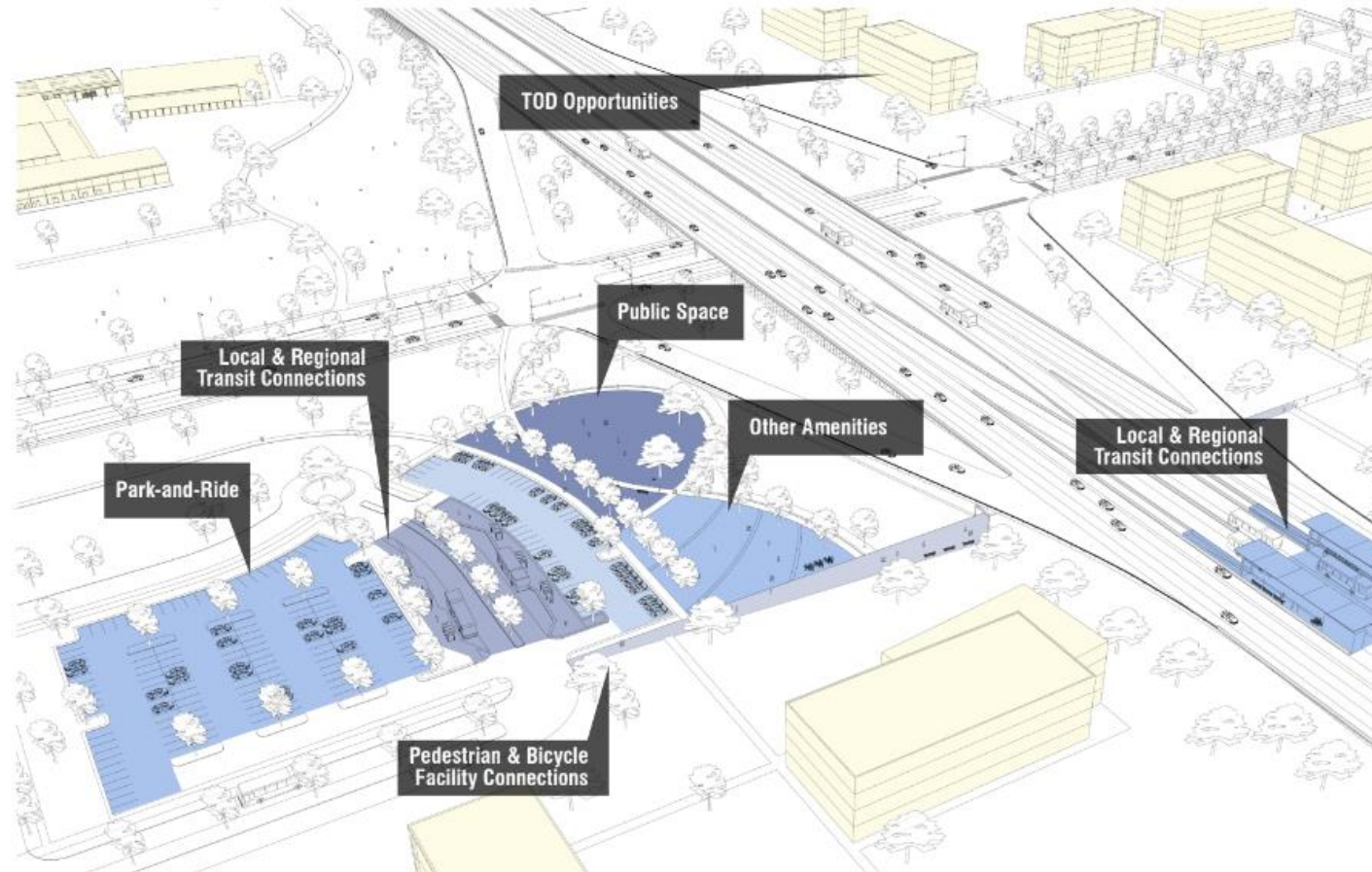


Figure 7: Overview of Design Features Map





## 4.1.1 Pedestrian Features

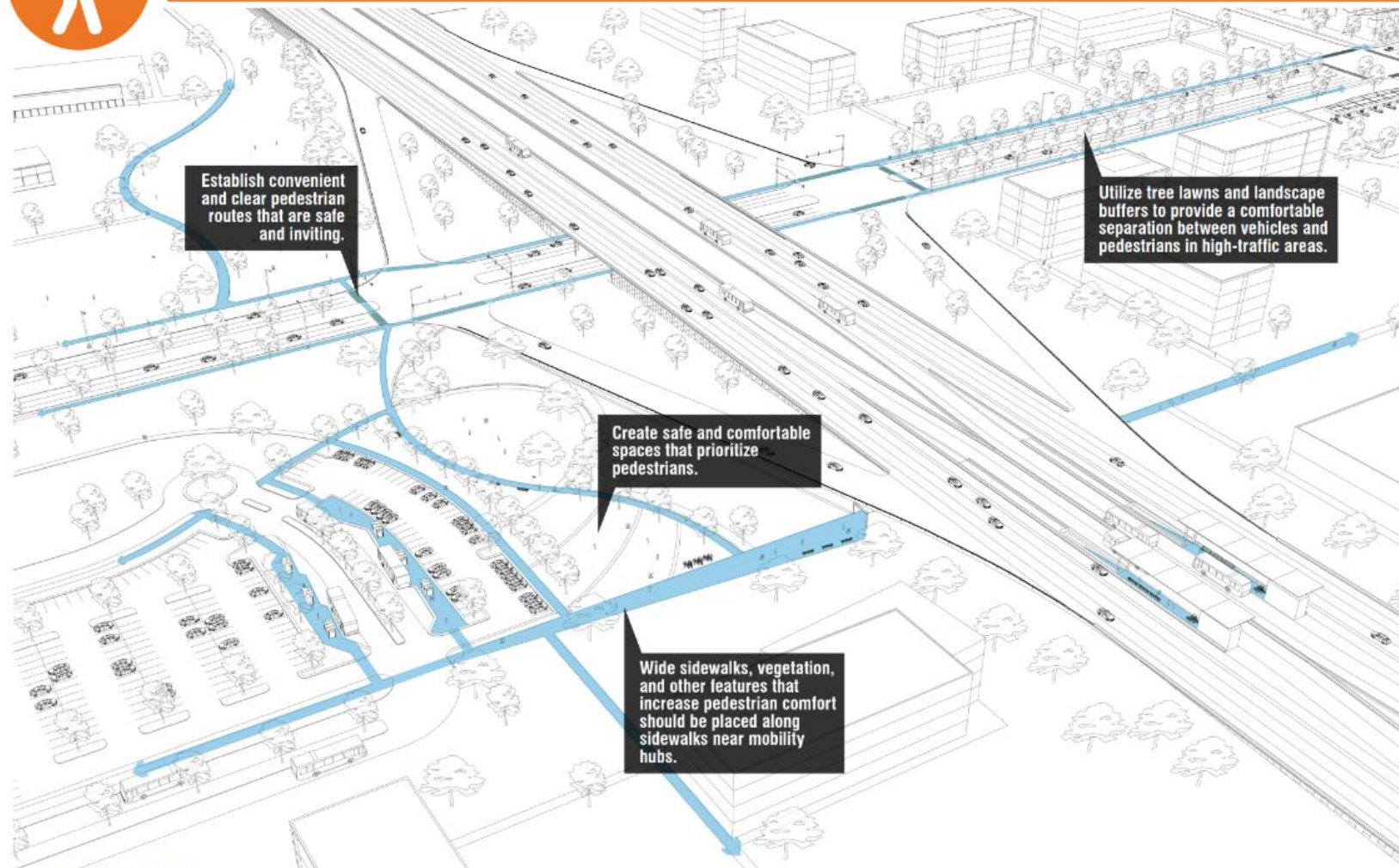


Figure 8: Pedestrian Features Map



4.1.4

## Multimodal Connectivity

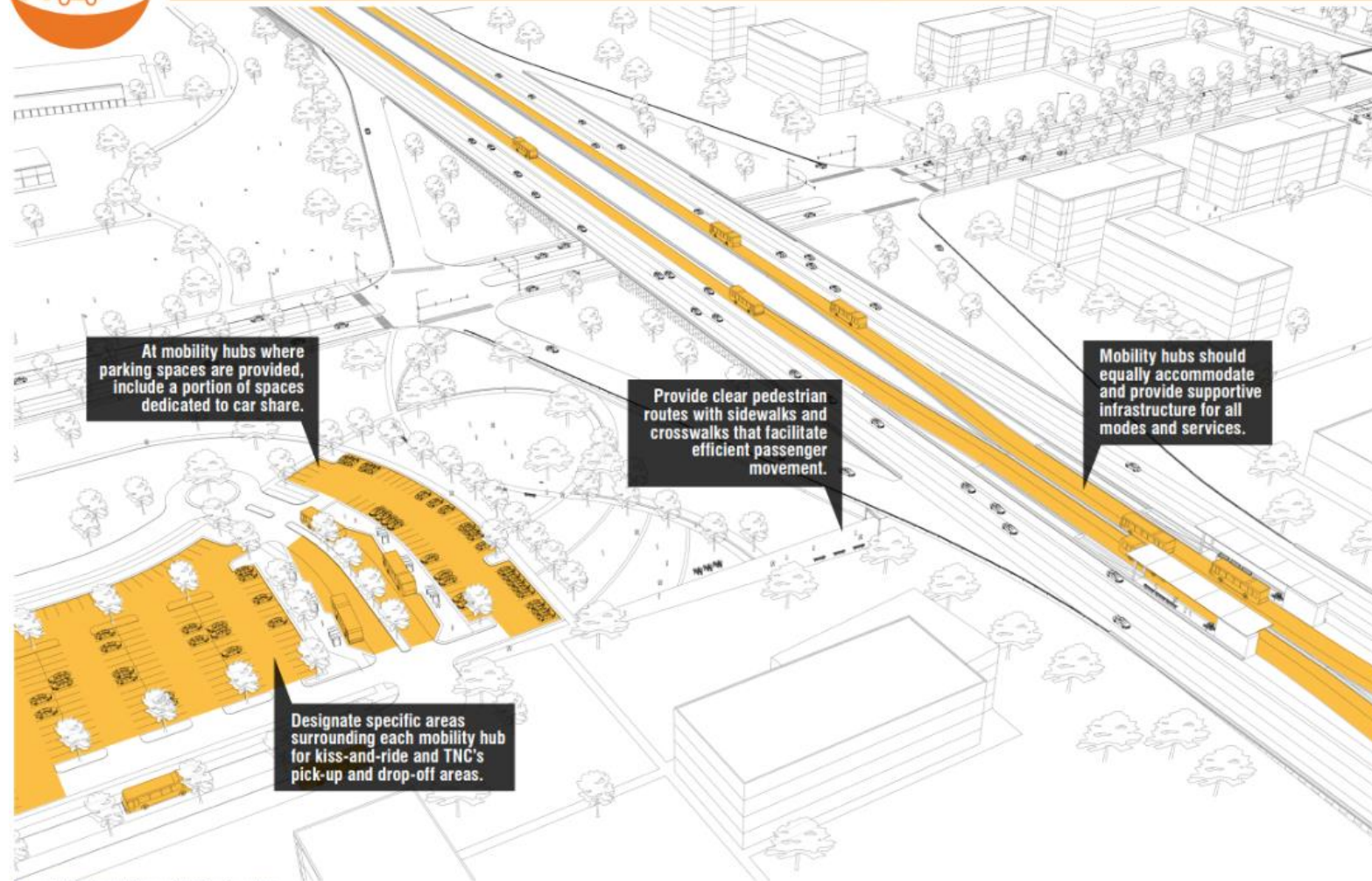


Figure 11: Multimodal Connectivity Features Map



- Funding
  - FTA Grants
  - State & Local Funds
  - Public-Private Partnerships (P3)
- Templates and Guides
  - Mobility Hub Handbook
  - Basis of Design
  - Specifications/Design Standards
  - Operations and Maintenance



- Template to Define the Responsibilities of Various Elements
- Agreements to be put in place for Internal Divisions and External Agencies
  - Division of Maintenance and Operations
  - Intelligent Transportation Systems
  - Property Management
  - Security
- Agreements to be determined for each Hub
- Effort to begin during the Design Phase
- Detail Specific Task, Narrative, Location and Frequency
- Define Interlocal Government Agreements





# Operations and Maintenance Matrix

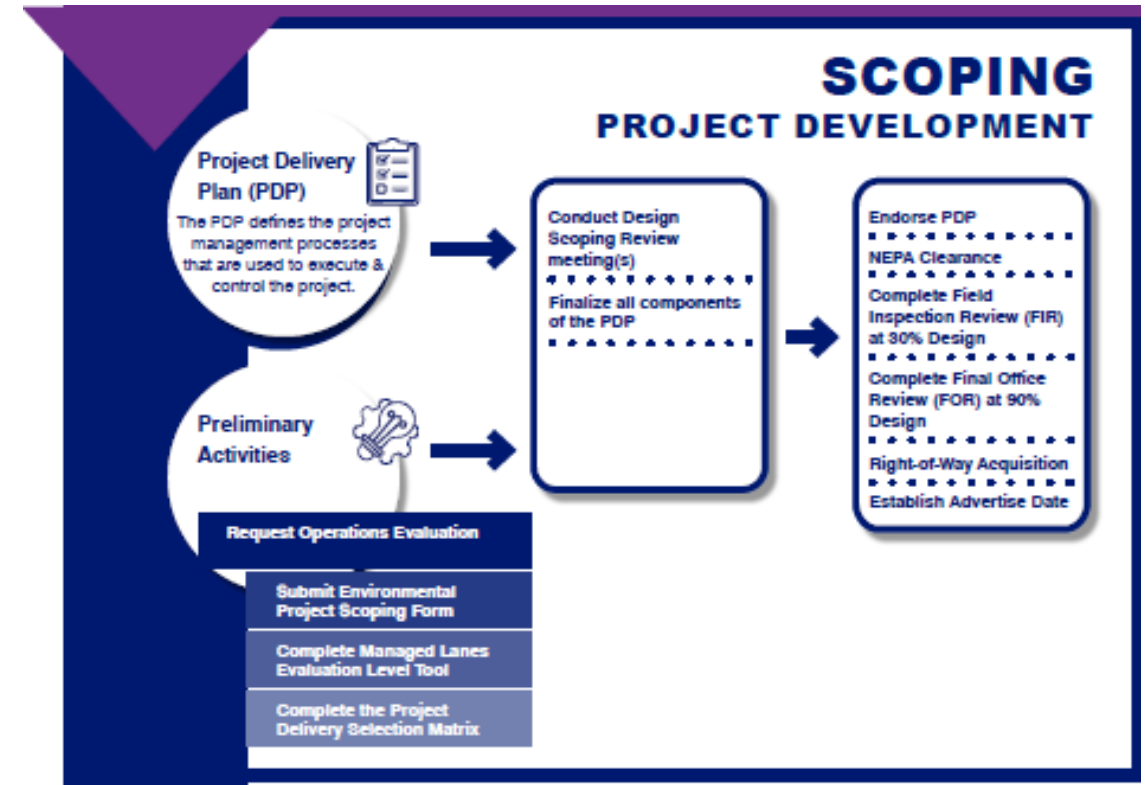
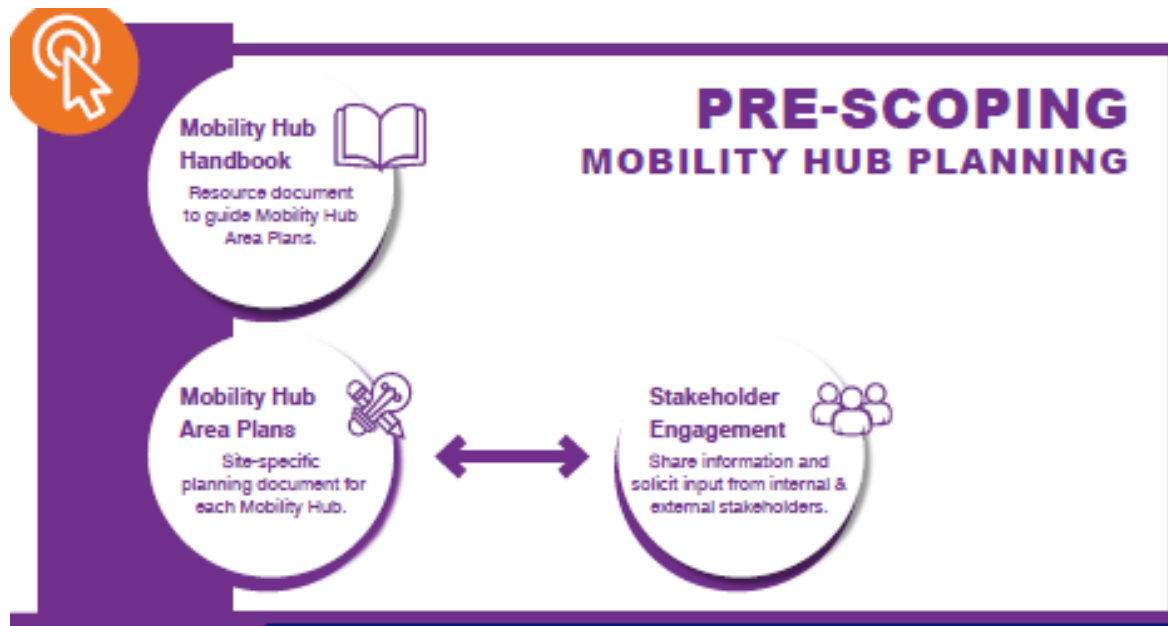
**Table: Mobility Hub Maintenance Agreement**

Amenities and Maintenance Items	CDOT	Local Agency (#####)	Other
<b>Parking Lot and Grounds</b>			
Snow Removal & Traction Application (Sanding, Deicers)		X	
Trash Removal		X	
Cleaning/Graffiti Removal		X	
Lighting	X		
Entrance/Gateway Sign		X	
Fire Hydrant		X	
Bollards	X		
General Maintenance/Minor Repairs	X		
Major Maintenance/Repairs	X		
<b>Pedestrian Facilities and Bus Platforms</b>			
Snow Removal & Traction Application (Sanding, Deicers)		X	
Trash Removal		X	
Cleaning/Graffiti Removal		X	
Lighting	X		
Bus Shelters/Benches/Bike Racks (Bustang)		X	
Bus Shelters (Local Routes)			X
Trash Receptacles		X	





- Develop individual Mobility Hub Area Plan (MHAP)
  - Prescoping Activity
  - Handoff to Regions to Support Delivery
  - Continued DTR Oversight





- Background
  - Mobility Hub Handbook - Complete (Type III)
  - SH7/I25 Mobility Hub Area Plan -Complete
  - Scoping Project Development & Design -in process
    - \$16 million Budget
    - Design
      - \$2 million 12 Months
    - Construction
      - \$14 million 2024





## I-25 and SH7 Interim Transit Hub

- Short Term Vision
  - New Parking area
  - Bus Stations
    - NB Off-Ramp
    - SB On-Ramp
    - Pedestrian Bridge
  - Sidewalks







## I-25 and SH7 Interim Transit Hub

- Long Term Vision
  - Proposed Diverging Diamond Interchange
  - Central median mobility hub
    - Removal of on/off ramp stations
  - Expanded parking area





- Future Planning/Updates
  - Intercity and Regional Bus Network Plan
  - Long Range Transit Plan
    - Regional Transit Plans
    - Coordinated Services Plans
  - Additional Guidance
    - Construction Manual
    - Local Transit Agency Manual

Long Range Statewide & Transit Plans

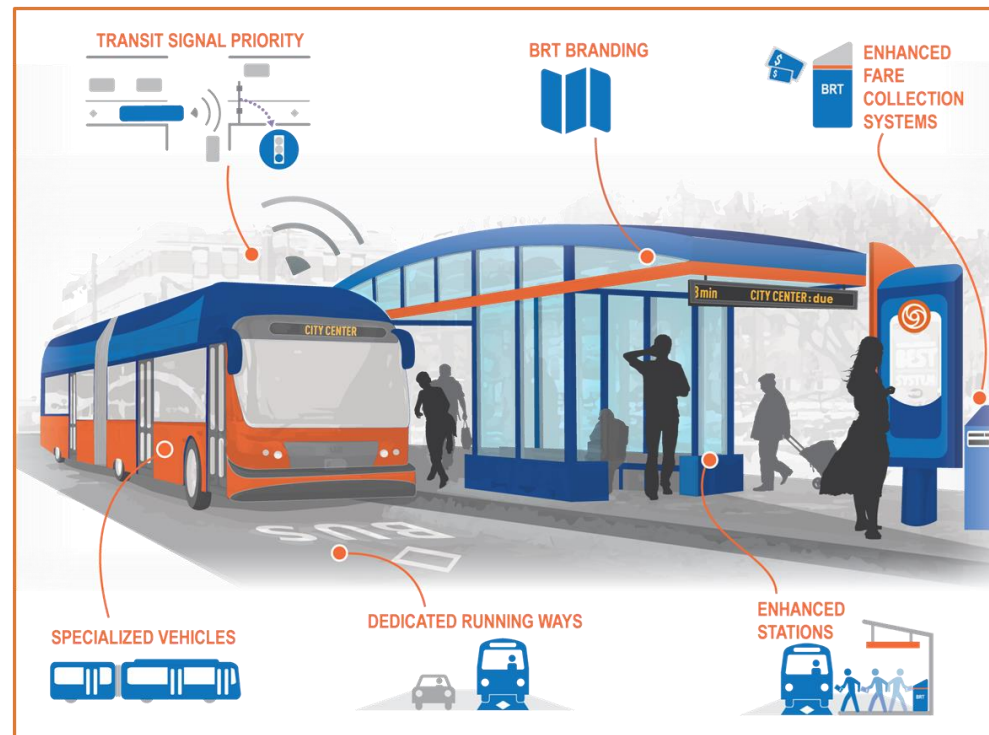
Regional Transit Plans

Intercity and Regional Bus  
Plan

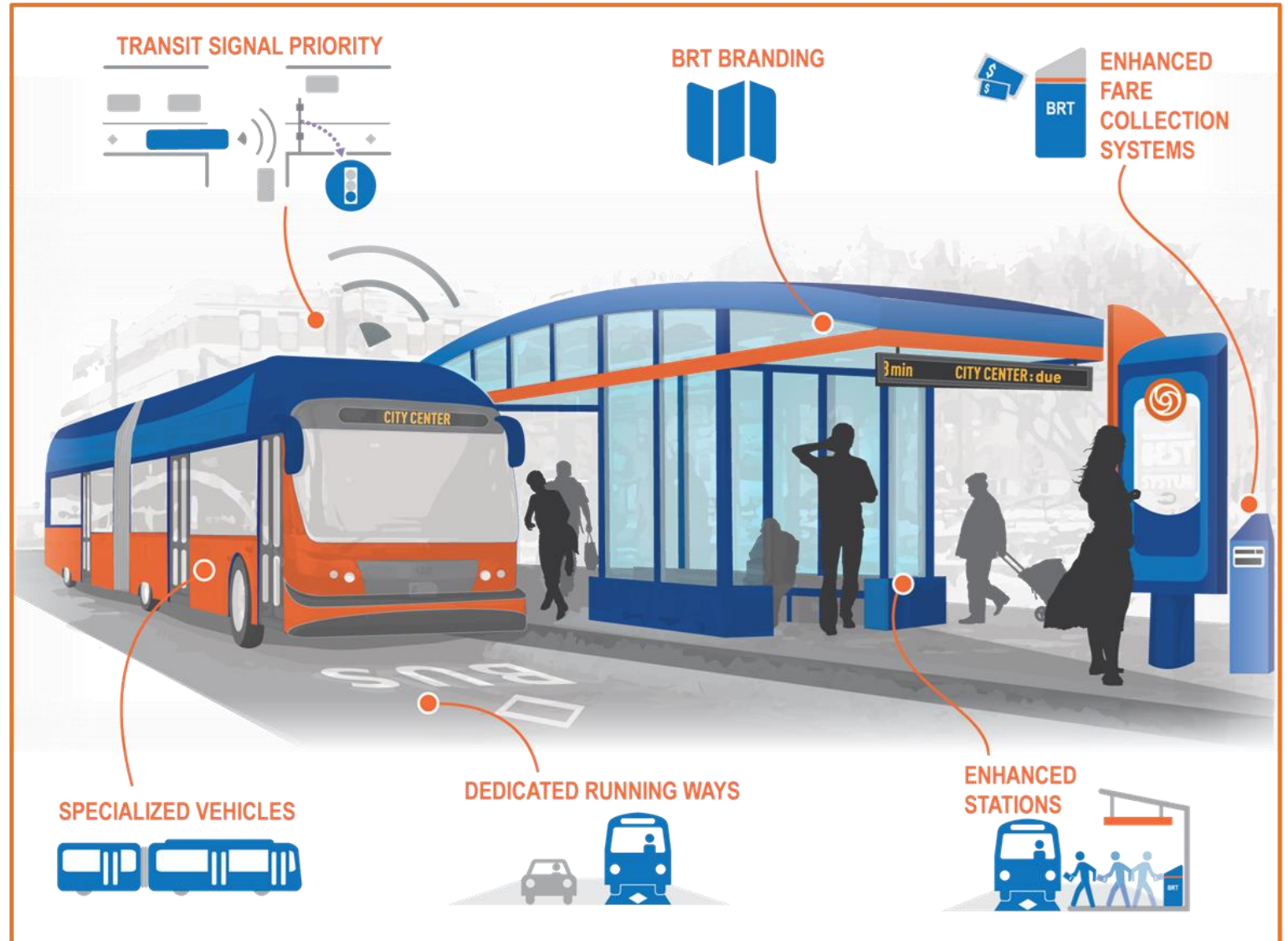
Coordinated Service Plans



# Bus Rapid Transit



- Rapid service with higher frequency (10 - 15 min)
- Rail-like operation/feel
  - Dedicated lanes and/or signal priority
- Stations instead of stops
  - Sidewalk improvements
  - Station amenities
- Community improvement
  - More aesthetic than local bus service





- BRT can support development/redevelopment
- 2015 National Institute for Transportation and Communities (NITC) Report:
  - Concluded BRT systems are associated with positive development and job location outcomes
- 2013 Institute for Transportation and Development Policy (ITDP) report found both light rail and BRT had a similar chance of stimulating economic development

System	Public TOD Investment (millions)	Investments in TOD Areas (millions)	Development per TOD Dollar Invested
<b>Bus Rapid Transit</b>			
Cleveland HealthLine	\$51	\$5,800	\$114.54
Kansas City Main Street Metro Area Express	\$51	\$5,200	\$101.96
Las Vegas Strip & Downtown Express (SDX)	\$47	\$2,000	\$42.28
Boston Washington Street Silver Line	\$31	\$650	\$20.97
Eugene Emerald Express Green Line (EmX)	\$25	\$100	\$3.96
Pittsburgh Martin Luther King, Jr. East Busway	\$252	\$900	\$3.59
Ottawa Transitway	\$585	\$1,000	\$1.71
Boston Waterfront Silver Line	\$719	\$1,000	\$1.39
<b>BRT Summary</b>	<b>\$1,761</b>	<b>\$16,650</b>	<b>\$9.46</b>

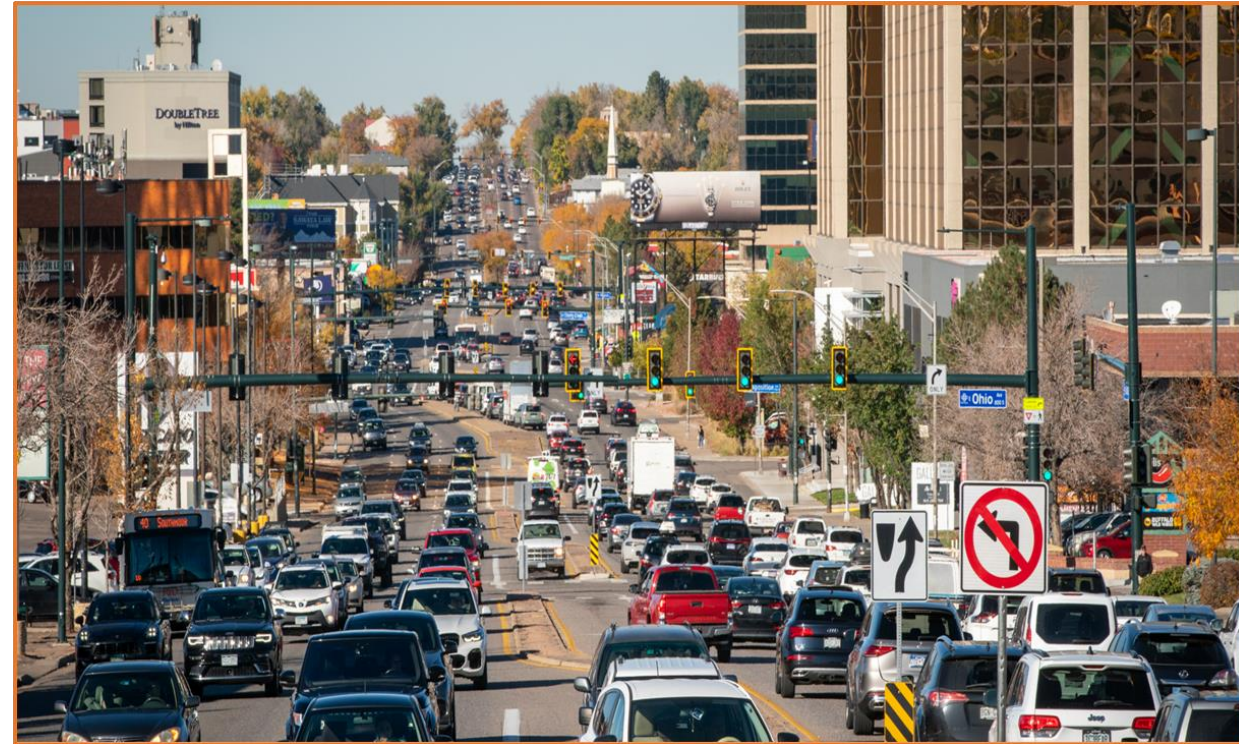
*BRT economic benefits from 2013 ITDP Report*





## Bus Rapid Transit - Colorado Blvd

- A-Line 40th & Colorado Station (I-70)  
- E-Line Colorado Station (I-25)
- 6 - 8 lanes throughout 6.5-mile corridor
- 45,000 - 68,000 AADT
- Primary RTD Route: 40 bus
- 9th highest boardings in system (over 1 million/year)
- Destinations include:
  - City Park, Denver Zoo, Museum of Nature and Science
  - Rose Medical Center
  - Multiple neighborhoods, retail districts, parks





# Bustang Service Update



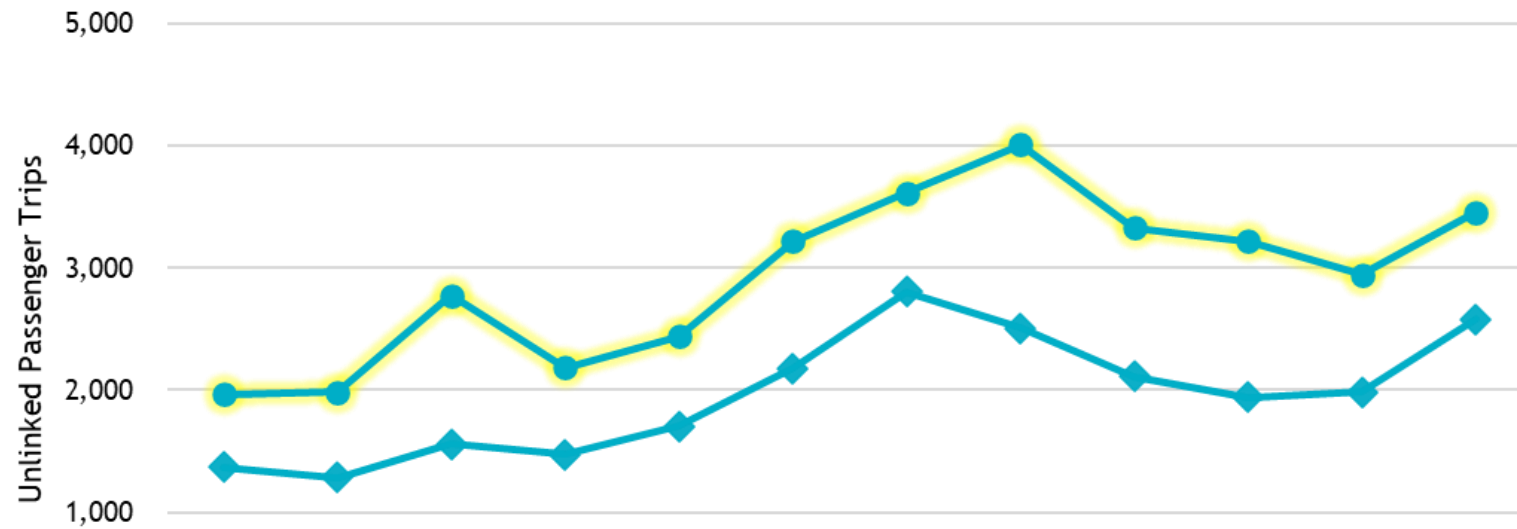






# Ourider Ridership 2022 - Includes DUS to Craig

## Bustang Ourider System Ridership by Month



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
◆ 2021	1,370	1,282	1,560	1,472	1,703	2,177	2,807	2,508	2,111	1,943	1,985	2,579
● 2022	1,967	1,984	2,774	2,181	2,438	3,218	3,613	4,007	3,329	3,219	2,944	3,458



 **BUSTANG**<sup>™</sup>  
TO THE BRONCOS



GOVERNOR JARED POLIS

- Strong Ridership on North and South Lines
  - 1,965 total passengers
- Enhanced marketing
  - Reached just over 385,000 people and drove nearly 6,000 total link clicks



- Planning underway to launch 2023 season
- Strong partnerships
- Enhanced marketing
- Adding stop in Broomfield





## Looking Ahead



- Bustang Expansion Study
- Electric Bus Study
- Vehicle purchases
- Connected Colorado
- Summer Transit Town Halls



Thank you!

# Questions?

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