



Clean, Safe, Economical



Jobs → Transforming Government → Building Community



Role of Transit

- Fundamental component of transportation system
 - Part of community's basic infrastructure
 - 59% of riders going to work or school
- Great cities just don't have room for everyone's car
 - Enables density
- Most efficient means to move people within cities
- Allows individuals to live without a car
 - Millennials
 - Seniors
- Can add & sustain real estate value
- Catalyst for economic growth, fiscal stability

Mountain Metropolitan Transit Business Plan, 2013-2017

Transit's Role in Our Community

The City of Colorado Springs provides public transportation services to the community for citizens' mobility and access to employment. It benefits those who choose to ride transit as well as those who have no other viable transportation option.

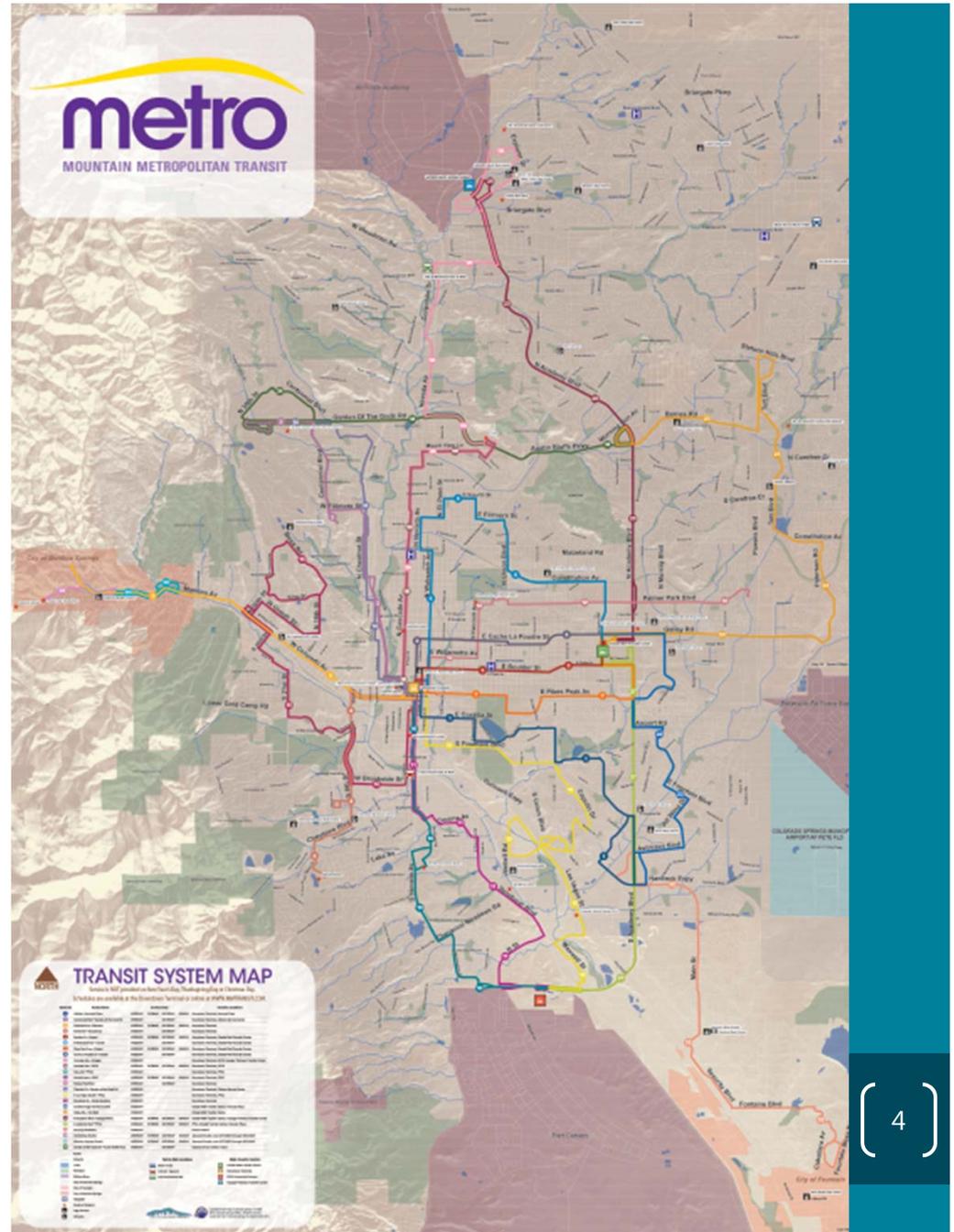
Livable and sustainable communities are places where transportation, housing, and commercial development have been coordinated to provide access to sustainable transportation options. Considering public transportation options in broader economic and land use planning can also help a community expand business opportunities, encourage cost-effective infill development, and create a sense of community through transit-oriented development.

Transit will focus its energies on the more productive corridors by investing in frequencies and service spans to better serve the strong market demand. Intensifying service along transit-supportive corridors promotes infill development by offering location advantages to businesses and individuals choosing to work and live within them.

- Adapted from the FHWA's 2002 and 2010 Conditions and Performance Reports to Congress

Current Transit System

- Serving the Pikes Peak Region
 - North to Research Parkway
 - East to the Powers Boulevard Corridor
 - South into Widefield/Security
 - West into Manitou Springs



Current Transit System

Three Key Metrics:

Geographic Coverage (urbanized area)

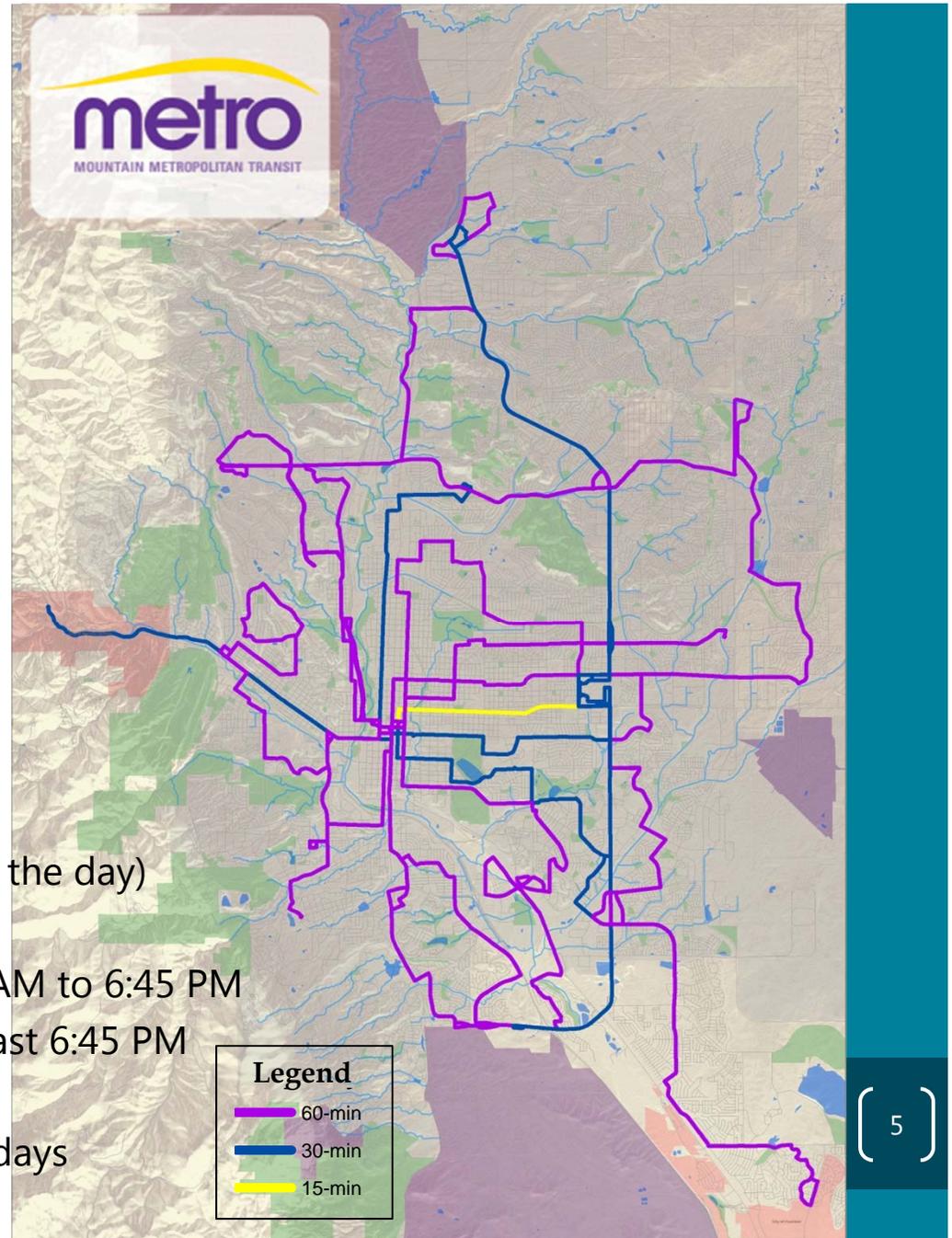
- 48% UA within ½ mile of a bus route

Service Frequency (Headway)

- 15 of 22 routes run every 60 minutes
- 6 routes run every 30 minutes
- 1 route runs every 15 minutes

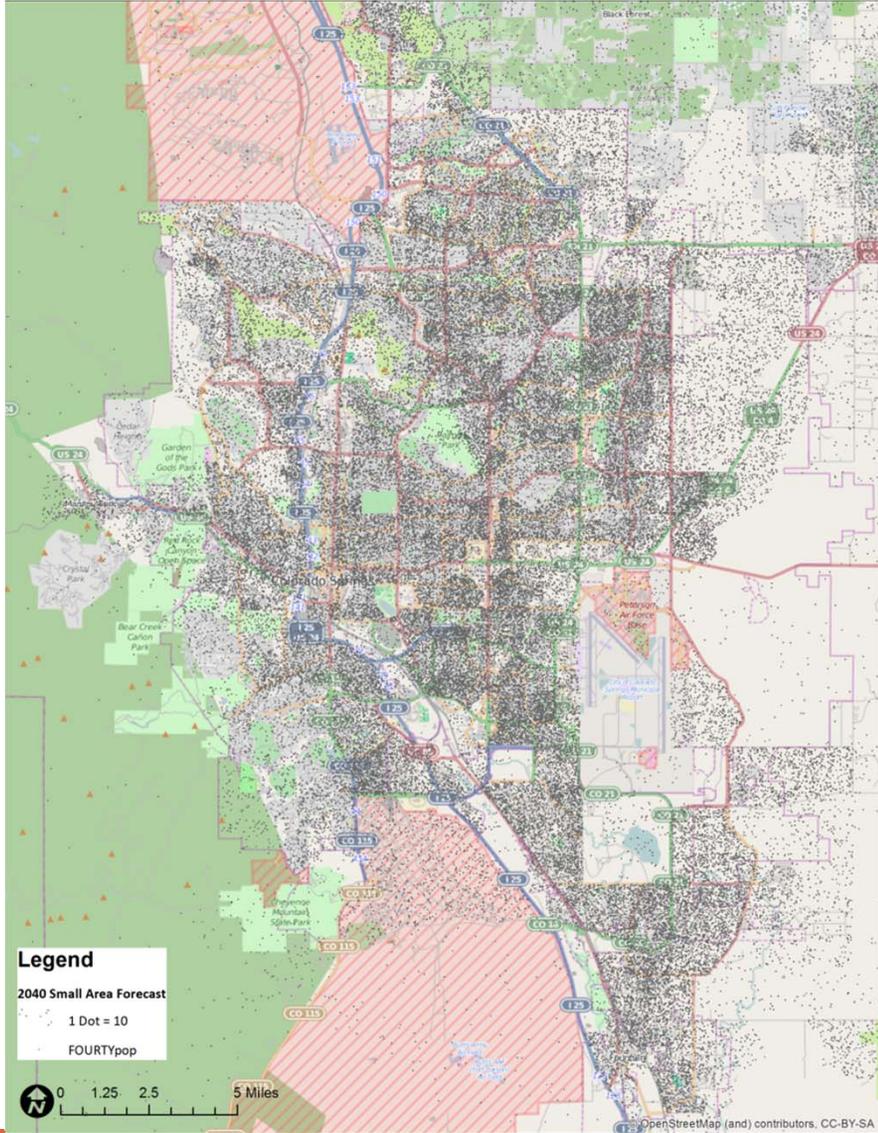
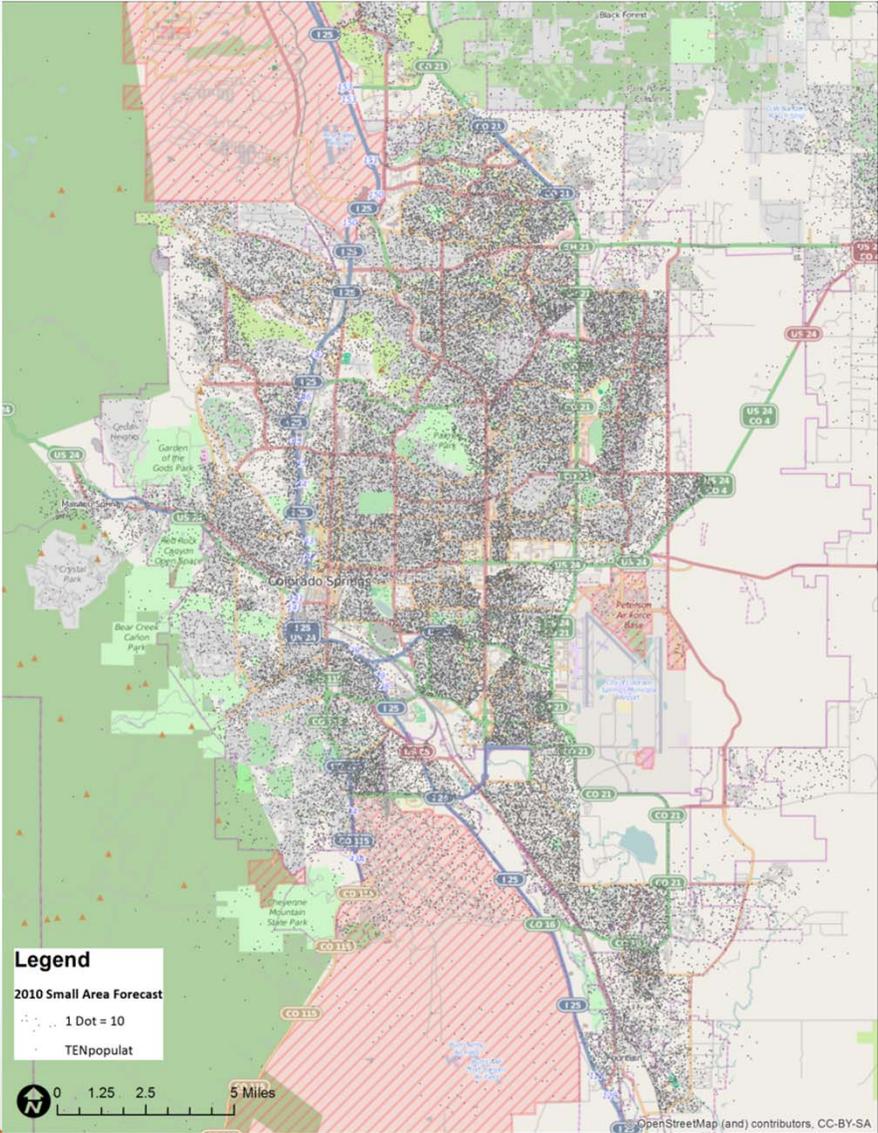
Span of Service (days of the week/hours of the day)

- Operate 362 days of the year
- All 22 routes operate weekdays, 6:15 AM to 6:45 PM
- 8 routes operate weekday evenings past 6:45 PM
- 14 routes operate on Saturdays
- 8 routes operate on Sundays and holidays



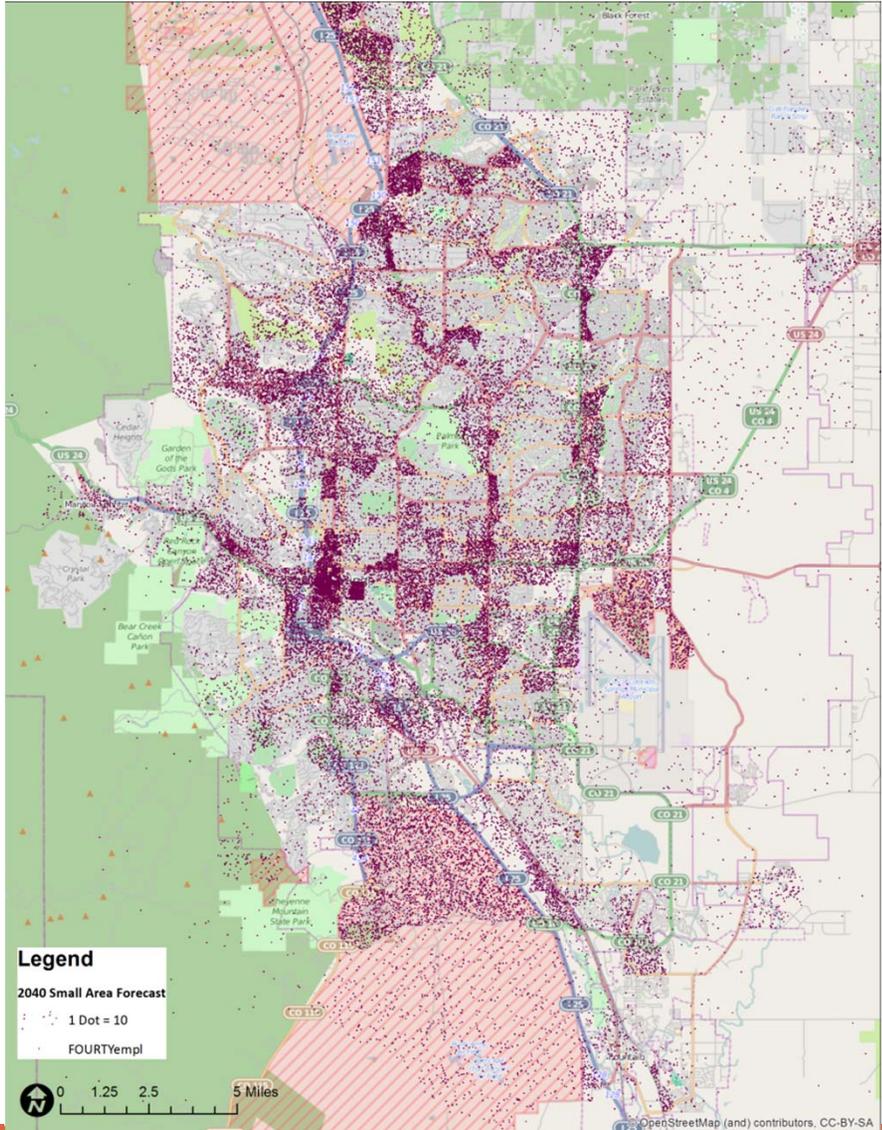
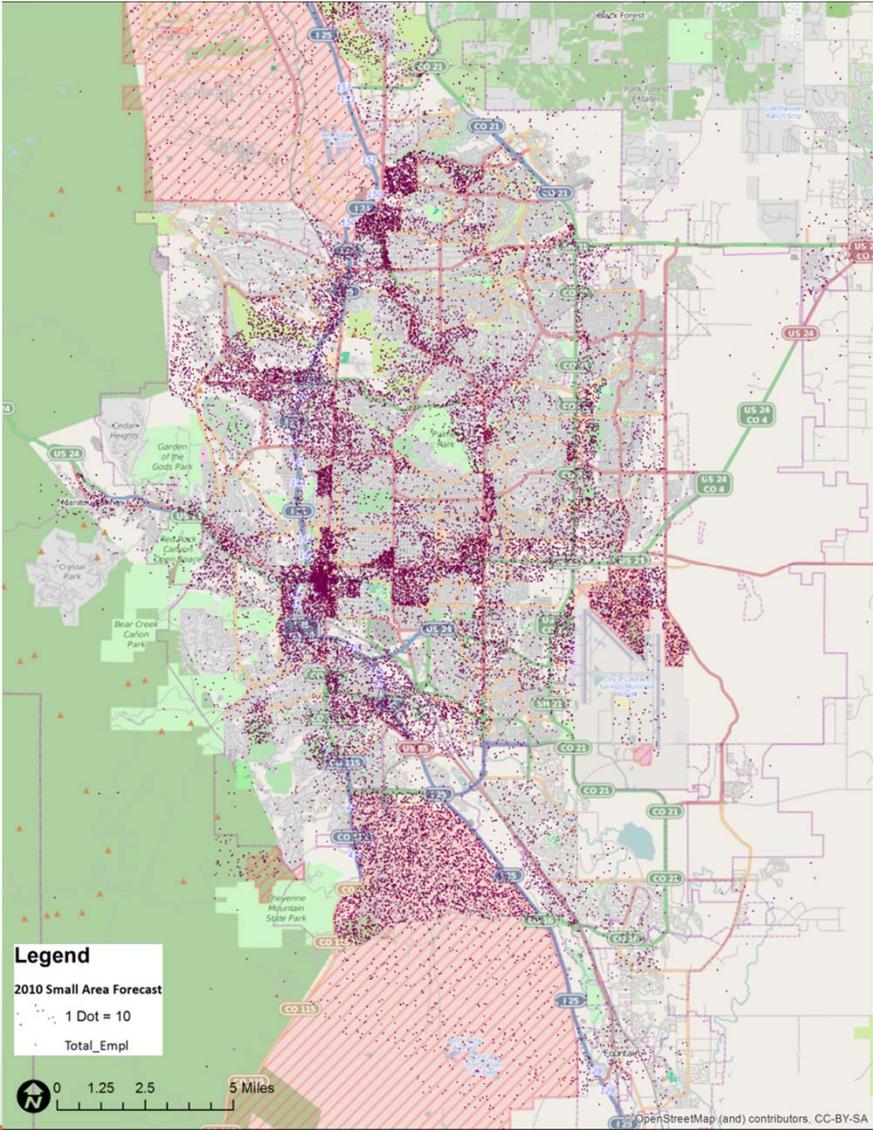
Growth Pattern Population 2010

Growth Pattern Population 2040

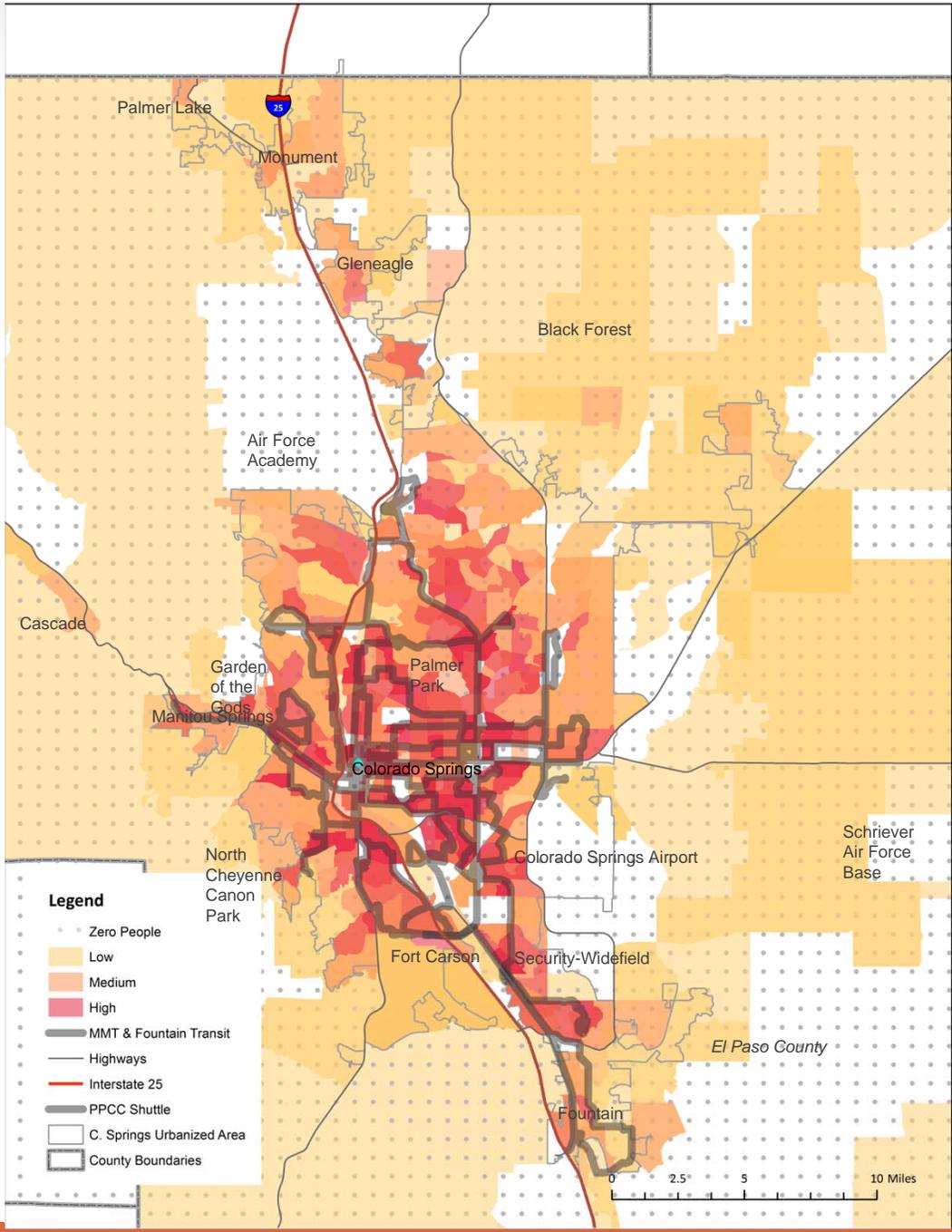


Growth Pattern Employment 2010

Growth Pattern Employment 2040



2010 Transit Demand Index (with Network)



Priorities / Future Direction

- Theme 1: Focus on the Existing Service Area
 - Focus on improving overall productivity and performance of the transit system
- Theme 2: Improve Service Hours and Frequencies
 - Increase frequency on high-ridership routes to improve service and attract new riders
 - Add Saturday service on key routes to expand transit service area and provide access to jobs
- Theme 3: Improve Connectivity, Transfers, and Hubs
 - Provide additional transit access to jobs along high-employment corridors
- Theme 4: New Service and New Service Models
 - Vanpools are a cost-effective approach to right-sizing service to military installations
 - Student Pass Program (UCCS and PPCC)
 - Employer Pass Program

TRANSIT NETWORK RECOMMENDATIONS

2040 TRANSIT PLAN

Theme: Focus on the Existing Service Area

Policy recommendations:

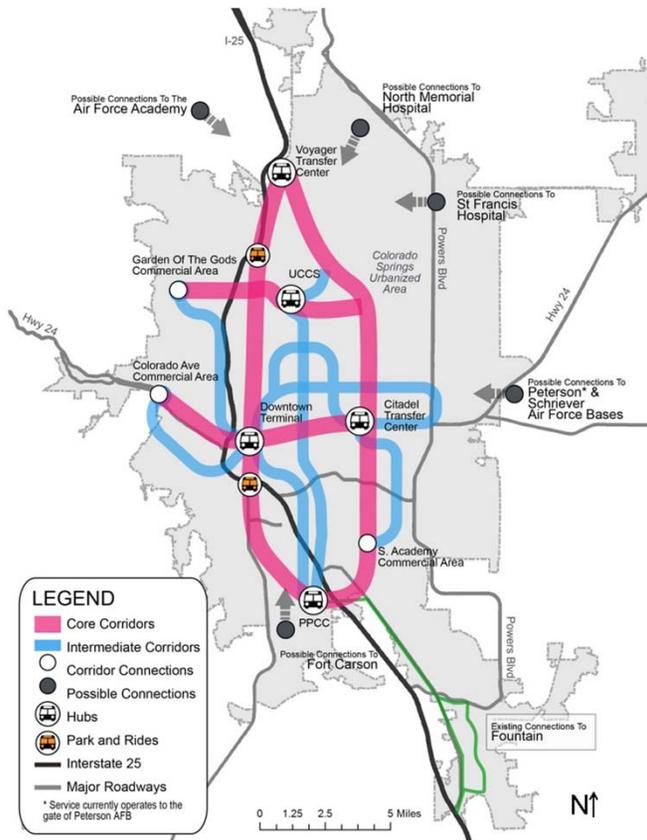
- ✓ Establish performance criteria to validate service expansion
Potential criteria:
 - Base ridership
 - Revenue recovery
 - Potential financial support from those benefitting, etc.
- ✓ Create complementary transit and development opportunities:
 - Concentrate redevelopment, infill, and mixed use (high demand corridors)
- ✓ Implement future transit technologies
 - Create corridors supportive of higher capacity transit (bus rapid transit, streetcar, etc.)



TRANSIT NETWORK RECOMMENDATIONS

2040 TRANSIT PLAN

Theme: Improve Service Span and Frequencies



Policy recommendation:

- ✓ Establish strategic connections based on three corridor classes
- ✓ Develop consistent service standards

Corridor Class	Description
Core	Primary corridors that support land use intensification and key connections
Intermediate	Main corridors/connections that support a base level of service coverage within the existing service
Local	Other connections that provide additional neighborhoods connections



TRANSIT NETWORK RECOMMENDATIONS

2040 TRANSIT PLAN

Theme: Improve Service Span and Frequencies

Policy recommendations:

- ✓ Improve service span and frequencies over time
- ✓ Double total service hours by 2040

	Weekday Daytime (6am-6pm)	Weekday Evening (6pm-12am)	Weekend Daytime (7am-6pm)	Weekend Evening (6pm-11pm)
Core	15 mins	30 mins	30 mins	60 mins
Intermediate	30 mins	60 mins	60 mins	As supported by ridership
Local	30 mins	As supported by ridership		



Next 5-10 Years

- Better frequency on most productive routes
- New Downtown Transportation Center
 - Mountain Metro bus, Greyhound, Bustang, taxis, passenger rail?
- Improved Citadel Transfer Station

Development/Design

- Transit and infill are mutually supportive
 - Density is enabled by transit
 - Transit thrives on density
- Transit-oriented development
 - Concentrated near major transit stops
 - Pedestrian orientation (convenient, functional, attractive)
 - Bicycle orientation
 - Complete trip perspective
- Opportunity: Transit is administered by the primary local government in the region
- Service cost perspective: We have a transit infrastructure in place that could be more fully utilized

Recommendations

1. Revise City regulations to allow for transit supportive land use policies:

- A corridor-based approach that corresponds to existing and anticipated high-frequency transit operations.
- Implementation of a corridor-based Bus Rapid Transit (BRT) system.
- Policies that meet FTA justification for Small Starts Projects (total project cost less than \$250 million; Small Starts funding sought less than \$75 million).

Recommendations – cont.

2. Agree on a definition of TOD and how it could fit into this community:

- “A mixed-use area designed to maximize access to public transport, and often incorporates features to encourage transit ridership” – [Smart Growth America](#)
- “**Transit-oriented development (TOD)** is compact, mixed-use development near transit facilities and high-quality walking environments.” The [TCRP Report 102 study \(PDF\)](#) concludes that the typical TOD leverages transit infrastructure to promote economic development and smart growth, and to cater to shifting market demands and lifestyle preferences” – [Federal Transit Administration](#)
- ❖ TOD is about creating sustainable communities where people of all ages and incomes have transportation and housing choices, increasing location efficiency where people can walk, bike and take transit. In addition, TOD boosts transit ridership and reduces automobile congestion, providing value for both the public and private sectors, while creating a sense of community and place.
- ❖ Allow and encourage infill and redevelopment to: include moderate to higher density development; include a mixture of residential, employment, shopping, and civic uses and types; be walkable to a major transit station or facility; and be oriented principally to transit, pedestrian and bicycle travel from the surrounding area, without excluding automobiles (SGA).

Recommendations – cont.

3. Incorporate TOD as a community improvement tool to:

- Respond to changing market/demographics – growth in non-traditional households, millennials, empty-nesters, seniors
- Respond to multiple community issues – affordable housing shortage, traffic congestion, community redevelopment; environmental stewardship, workforce access to job opportunities, public health improvements

❖ Three vital factors for successful TODs (3Ds):

- i. Density – minimum recommended residential densities for a bus-served community range from 7 to 12 dwelling units/acre
- ii. Diversity – varied land use mix, allows consolidating trips (trip chaining) within TOD, allows for shared parking
- iii. Design – place-making creates comfortable, memorable spaces, softens perceptions of density, enhances walking and bicycling environment

FORT WORTH
INTERMODAL TRANSPORTATION
CENTER









