Denver Moves: Transit Task Force

Meeting #9 – December 7, 2017
1. Welcome & Introductions

• Opening remarks and housekeeping
• Task Force and audience introductions
• Upcoming events and good-to-knows
Today: Focus on Initial “Results”

- Provide update on Colfax BRT
- Connect to August Task Force meeting with draft FTN for review and discussion
- Share corridor evaluation findings and preliminary investment recommendations
- Seek guidance on best ways to share content with public in January
Upcoming Events & Good-to-Knows

• Comprehensive Plan Update
• Denveright Schedule Update
• Comment on Denver Moves: Pedestrians & Trails Draft Plan (by Dec 11)
2. Project Updates

• Recent *Denver Moves: Transit* Plan work
• Colfax Corridor Connections
Preliminary Plans for January

• Between 1/17 and 1/31
• 4 corridor locations, Union Station, Far NE NPI Workshop
• Combine open house, drop-in workshop, and public meeting
• Supplemented with online open house and video presentation
Preliminary Plans for January

- Transit priority corridor recommendations (levels of investment tied to goals)
- FTN recommendations (and supportive elements)
- Stop/station improvements
- Potential improvements to access and connections
Other December Engagement

- Send “year in review” newsletter, announcing January outreach dates and locations
- Hold conference call with Youth Stakeholder Group to plan for January
- Develop plan for school-based outreach to support January events
- Identify additional 2018 partnership opportunities
Colfax Corridor Connections
3. Corridor Evaluation: Preliminary Analysis of Service & Capital Opportunities

• Types of service and capital improvements
• Review of evaluation process
• Orientation to preliminary analysis results
DRAFT Capital Corridor Evaluation & Recommendations
Corridor Evaluation Process

- Comprehensive Set of Corridors
- Initial Corridor Screening
- Corridor Prioritization
- Denver Moves: Transit Plan

EXISTING SERVICE & PAST STUDIES
BASIC CRITERIA
FOCUSED CRITERIA
Evaluated for Transit Corridor Capital Improvements
Transit Plan Goals

Denver Moves: Transit

ENHANCE
Make it more desirable to take transit

SIMPLIFY
Make transit easier to use

CONNECT
Connect people and places to transit

THRIVE
Improve community health and access to opportunity

SUSTAIN
Support a transit system in Denver that will be successful over the long term
Evaluation Measures

**Enhance**
- Operating Speed
- On-Time Performance
- Transit vs. Auto Travel Time (Ratio)
- Potential for Priority Improvements
- Existing Ridership
- Projected Ridership

**Connect**
- Pedestrian Access
- Bicycle Access
- Neighborhood Connectivity
- Existing and Future OD Patterns Served
- Blueprint Jobs and Residents Served
- Existing and Future Population Density
- Existing and Future Employment Density

**Thrive**
- Transit Supportive Population Density
  - Low Income
  - People of Color
  - Older Adults
  - Young People
  - People with Disabilities
  - Households with zero vehicles
- Equity Index Score
- GHG Emissions Reduced
- Existing and Planned Service Hours per Capita

**Sustain**
- Existing and Projected Productivity (passengers per service hour)
- Annualized Lifecycle Operating and Capital Cost per Net New Rider
Critical Measures

• **Supportiveness of Blueprint Land Use Vision**
  - Align transit investment with where we want to grow (jobs and residents)

• **Ridership**
  - Direct ties to equity, community, and GHG emissions measures

• **Productivity**
  - Make efficient use of limited operating resources

• **Cost Effectiveness (operating and capital cost per new rider)**
  - Get the most benefit for least cost

• **Access to Opportunity**
  - Investments to align with Denver Equity Index
## Corridor Capital Investment Continuum

<table>
<thead>
<tr>
<th>Level of Investment</th>
<th>Speed &amp; Reliability Corridors</th>
<th>Medium Capacity Transit</th>
<th>High Capacity Transit</th>
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</thead>
<tbody>
<tr>
<td>Dedicated Lanes</td>
<td>Center-Running Transit Lanes, Peak Hour or All-Day Business-Access and Transit (BAT) Lanes</td>
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<tr>
<td>Speed and Reliability Improvements</td>
<td>Bypass Lanes, Transit Signal Priority, Stop Consolidation, Enhanced Fare Collection</td>
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<tr>
<td>Pedestrian and Bicycle Access</td>
<td>Street Crossings, Sidewalks and Curb Ramps, Stop Accessibility, Bicycle Parking</td>
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<tr>
<td>Passenger Experience</td>
<td>Enhanced Stops and Stations, Real-Time and Printed Information (Visual, Audio, and Tactile)</td>
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DRAFT Frequent Transit Network Recommendations
To meet transit mode share goals, the FTN aspires to provide service that is:

• **Frequent/Ubiquitous**
  - Frequent All Day: 15 minute or better service frequency all day
  - Long Hours: 18- to 24-hour service span (6 a.m. to midnight, or later)
  - Every Day: 7 days per week service

• **Fast and Reliable**
  - Operate transit on streets where it will be most rapid and reliable
  - Take advantage of capital improvements that speed transit
  - Be competitive with automobile travel
Proposed FTN Service & Span

Service Frequency (minutes)

5am 6am 9am 12pm 3pm 7pm 10pm 1am

Frequent

Very Frequent
Engaging the Public
Past Survey Responses
4. Short Break
5. Small Group Activity & Discussion: Digging into the Details

- Work in small groups at 3 stations
- Spend 25 min at each
- Reconvene to discuss results
6. Next Steps

• Next Task Force participation opportunity: Spread the word about winter outreach

• Online (between meeting) engagement opportunity in January

• Task Force Meeting #10: February 1, 2018
7. Questions and Comments

www.denvergov.org/denveright