

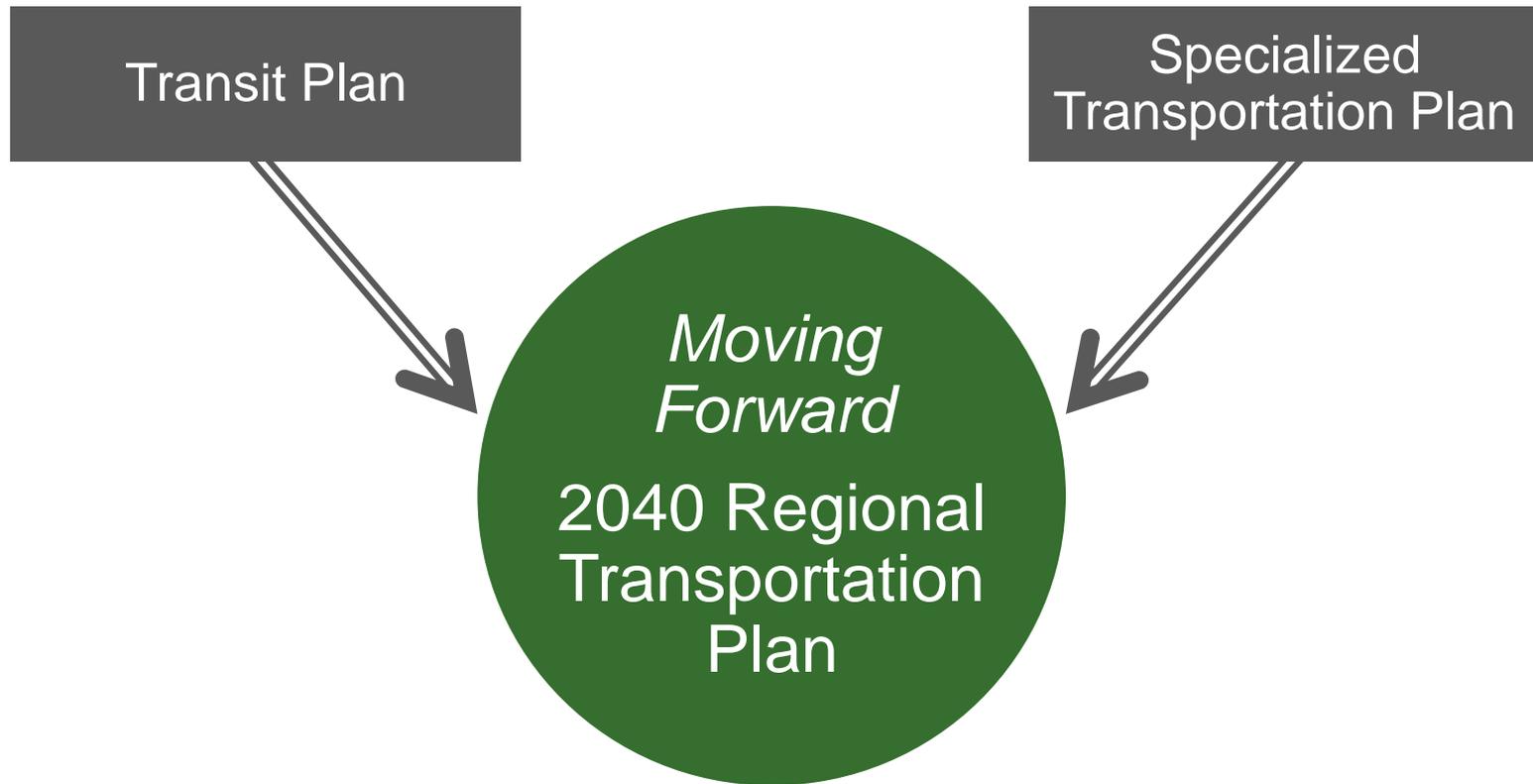
2040 REGIONAL TRANSIT & SPECIALIZED TRANSPORTATION PLANS

COLORADO SPRINGS CITY COUNCIL, JUNE 8, 2015

MOUNTAIN METROPOLITAN TRANSIT &
THE PIKES PEAK AREA COUNCIL OF GOVERNMENTS



MOVING FORWARD 2040 REGIONAL TRANSPORTATION PLAN



WHAT ARE THE PLANS?

- Document policies and programs for transit and specialized services
- Incorporate concepts into the 2040 Regional Transportation Plan
 - Serve as the framework for future system improvements/new services
 - Be presented in near (5 year), mid (10 year) and long-range (20 year) scenarios
 - Guide future planning and grants
 - Reflect stakeholder's needs and input
 - Align with other local plans
 - Build off of the 2040 Regional Transportation Plan objectives

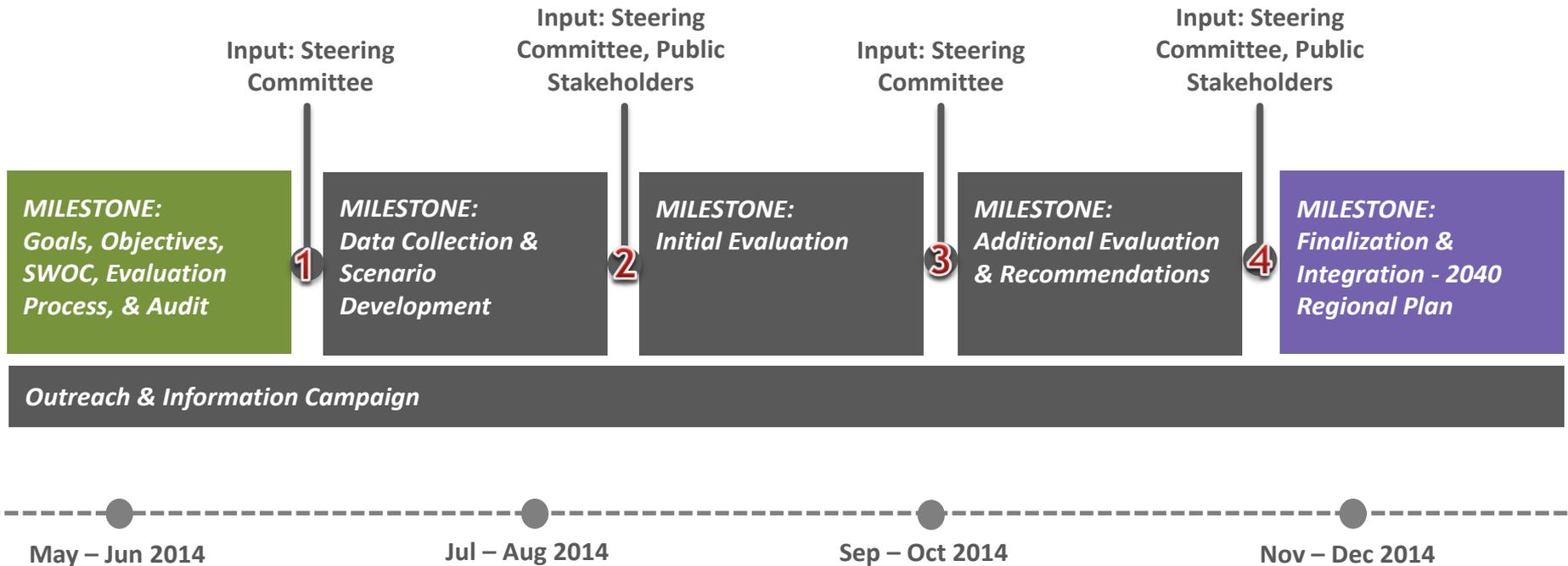


PLANS' OBJECTIVES

- Provide transportation choice
- Improve access to jobs, schools, medical facilities and other services, especially for people without other transportation options
- Create efficiencies and improve cost effectiveness of services
- Provide congestion relief
- Promote environmental stewardship
- Promote economic vitality
- Promote the coordination of services (public, private and non-profit)



WHERE WE ARE



STEERING COMMITTEE GUIDANCE

- Broad Community and Organizational Representation

- School District 11
- COS City Council
- COS Housing Office
- El Paso County Commission
- EPC Human Services & Public Health
- City of Fountain
- El Pomar Foundation
- The Independence Center
- Military Installations
- LiveWell Colorado & Pikes Peak United Way
- UC-Colorado Springs
- Springs Rescue Mission
- PPACG CAC, MCC, PPRTA CAC, CTAB, TPAC



PLANNING CONDITIONS

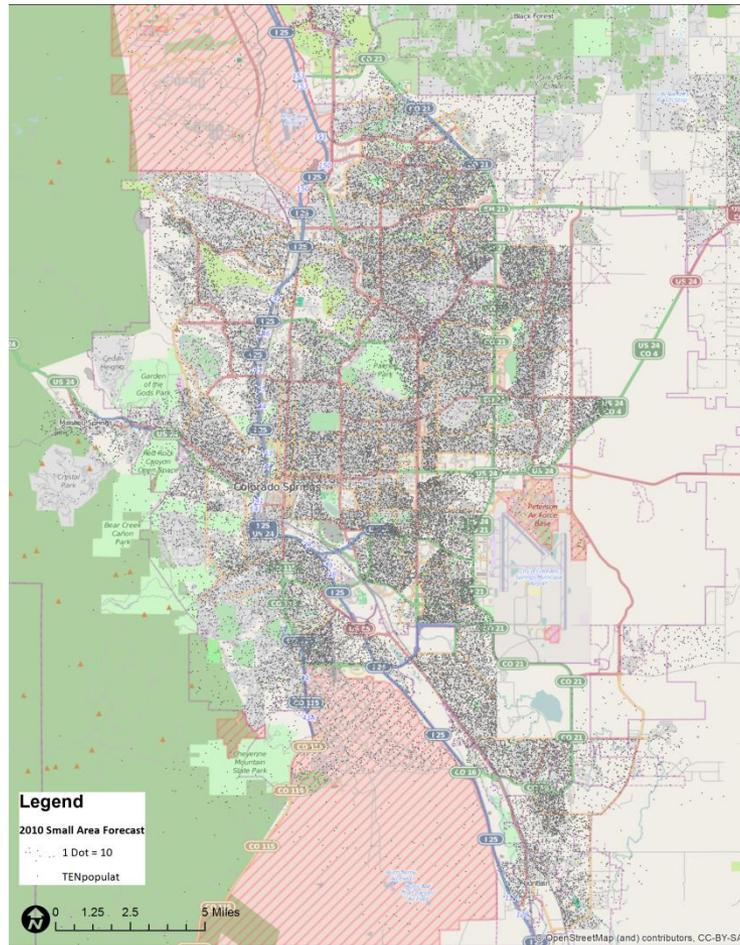
MAKING THE CASE

TRANSIT DEMAND INDEX

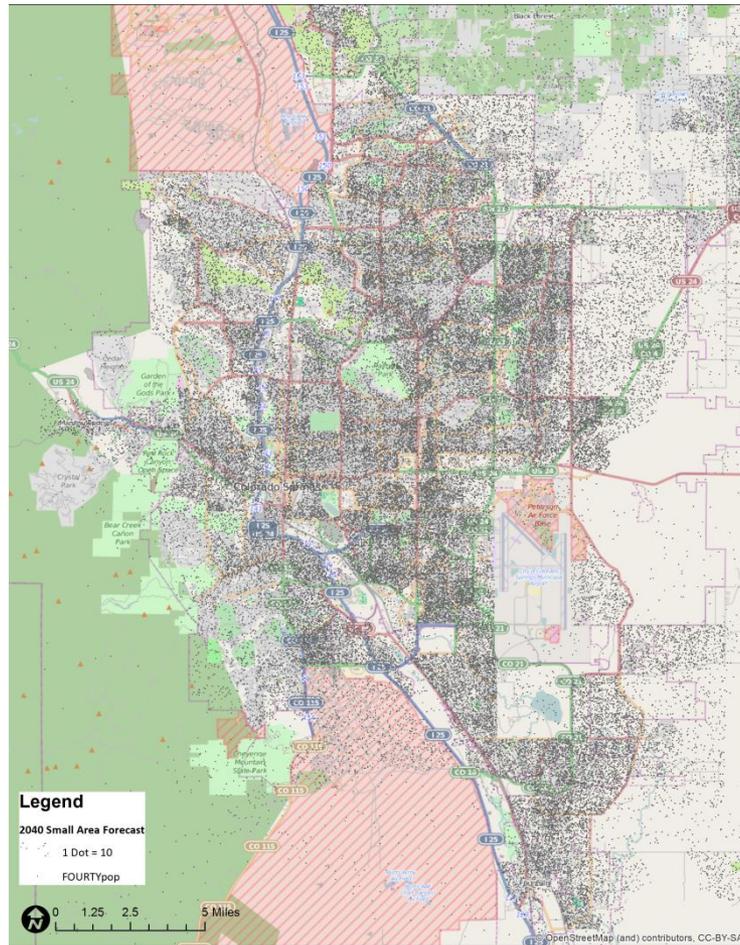
- Examines available data (existing & future)
 - Population
 - Employment
 - University students
 - Seniors
 - Income
 - No car households
- Identifies concentrations
- Overlay existing services & planned services
- Identify gaps



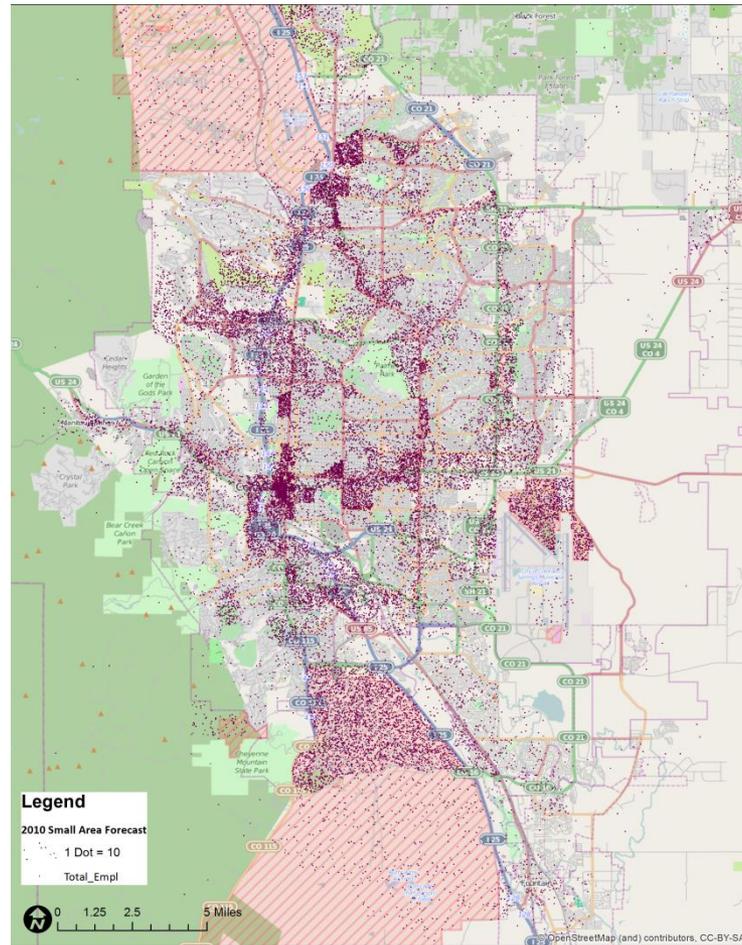
MAKING THE CASE - 2010 POPULATION



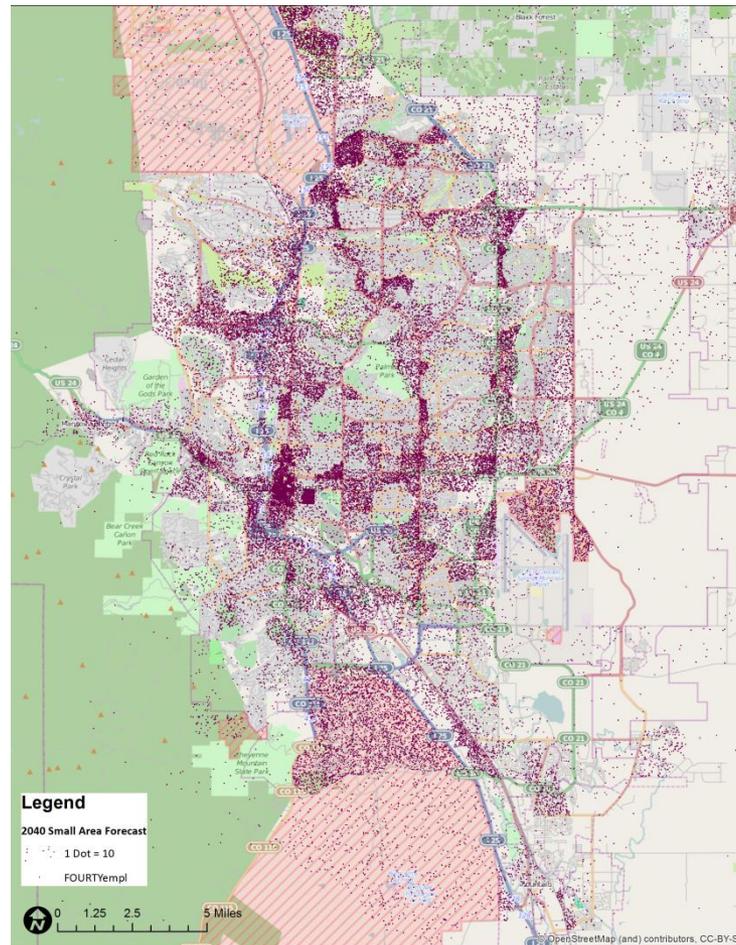
MAKING THE CASE - 2040 POPULATION



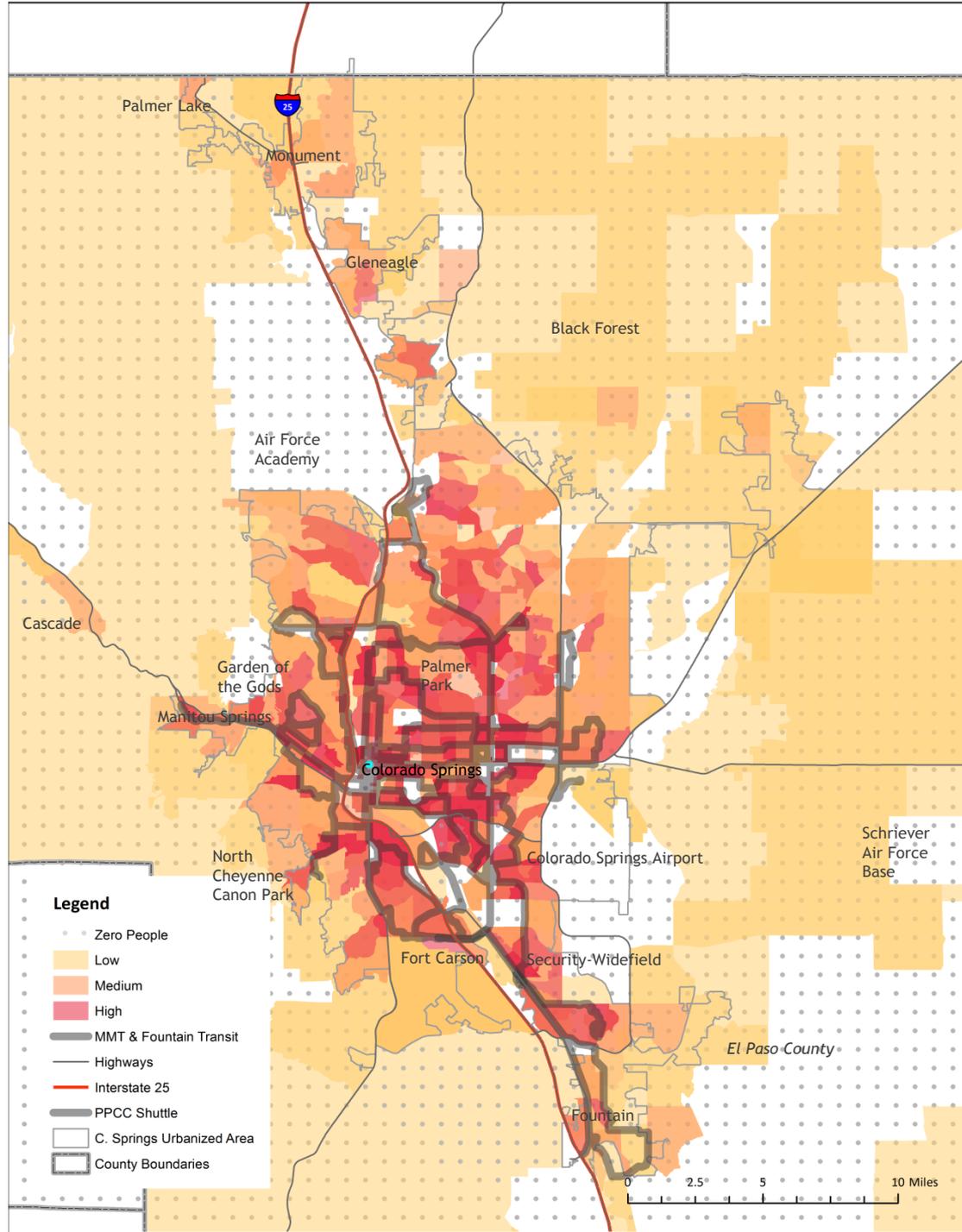
MAKING THE CASE - 2010 EMPLOYMENT



MAKING THE CASE - 2040 EMPLOYMENT



2010 TRANSIT INDEX (WITH NETWORK)



SUMMARY

- Projected growth - dispersed pattern continues (urban/suburban)
- Struggle to serve current service area
- Demand grows (including rural/non service areas)



TRANSIT NETWORK RECOMMENDATIONS

ORGANIZED BY THEMES

TRANSIT NETWORK RECOMMENDATIONS

Theme: Focus on the Existing Service Area

Theme: Improve Service Span and Frequencies

Theme: Improve Connectivity, Transfers, and Hubs

Theme: Provide New Services or New Service Models



TRANSIT NETWORK RECOMMENDATIONS

1

THEME DESCRIPTION

2

*THEME
RECOMMENDATIONS*



TRANSIT NETWORK RECOMMENDATIONS

Theme: Focus on the Existing Service Area

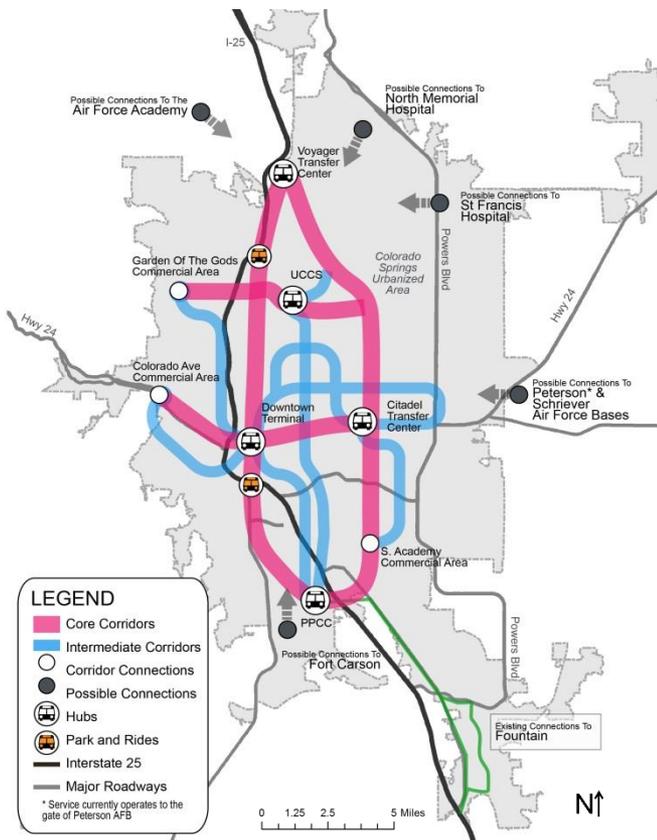
Policy recommendations:

- ✓ 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

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

Theme: Improve Service Span and Frequencies

Policy recommendations:

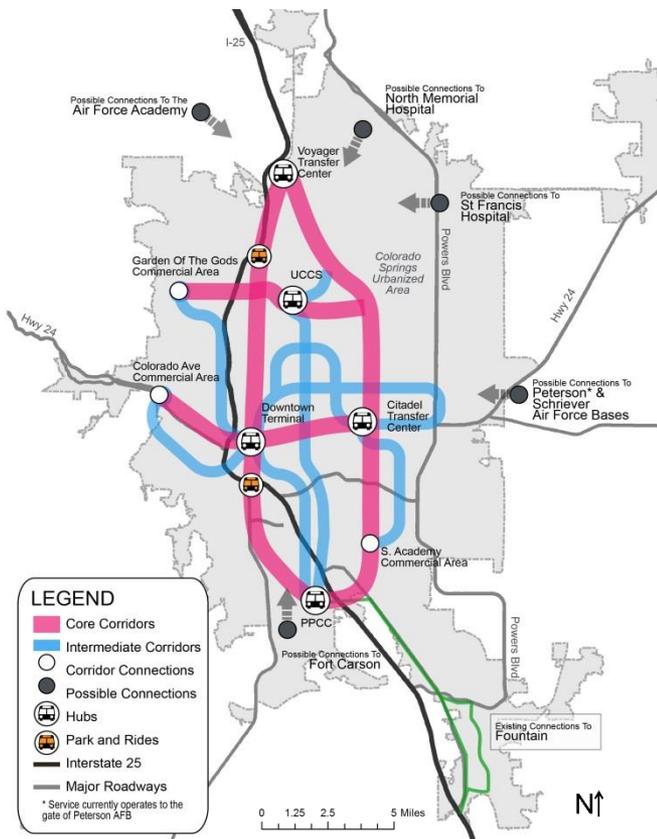
- ✓ Improve service span and frequencies over time
- ✓ Double total service hours by 2040

	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		



TRANSIT NETWORK RECOMMENDATIONS

Theme: Improve Connectivity, Transfers, and Hubs



Policy recommendations:

- ✓ Revise route schedules to reflect actual travel times and improve reliability
- ✓ Reinforce the existing and expanding multiple hub system
- ✓ Coordinate schedules that support more seamless transfers
 - Minimize transfer wait times or increase service for select routes
- ✓ Install bike racks/infrastructure at busy stops and in neighborhoods with service gaps
- ✓ Consider park and ride facilities at strategic locations (core corridors) and 'Bustang' services



TRANSIT NETWORK RECOMMENDATIONS

Theme: Provide New Services or New Service Models

Policy recommendations:

- ✓ Consider new services (meeting new service standards)

New connections	Description of services
Union Boulevard Corridor	New north-south service along Union between UCCS and PPCC
North Memorial Hospital	Possible extension of Union service or shuttle route to/from Chapel Hills Mall
St Francis Hospital	Extension of Powers Boulevard service northward to St Francis Hospital
Air Force Academy	Potential for flexible/on demand service
Peterson/Schriever AFB	Vanpool or peak hour service from popular park and rides
Fort Carson	Potential connection to PPCC or vanpool/peak hour service from park and rides

- ✓ Consider alternative service models of flexible services
 - On demand / call and ride
 - Deviated bus service
- ✓ Consider future higher capacity transit services
 - Express service corridors, bus rapid transit, streetcar



FEEDBACK ON TRANSIT NETWORK

- General support for recommendations
- Encouraging land use and transit coordination:
 - Requiring consideration of transit in land use planning
 - Improved information sharing
 - Incentives for infill development
- Support for core transit corridors
 - System wide improvements must be completed
- Realistic timetables are critical
- Address growth on the east side
- Generally supportive of new service areas



SPECIALIZED TRANSPORTATION RECOMMENDATIONS

ORGANIZED BY THEMES

COORDINATION / INTEGRATION

- Specialized service coordination
- Fixed route combination
 - Feeder services to fixed route
 - Using fixed route for portion of specialized trip
- Fixed route integration
 - Moving passengers to fixed route service (trip-by-trip eligibility)
 - Using demand response or specialized for general trips



TRANSLATING INPUT INTO POLICIES

SPECIALIZED SERVICES

THEME

- *Cost & resource sharing*

POTENTIAL POLICIES

- *Joint dispatch for all*
- *Shared vehicle maintenance*
- *Combined vehicle procurement*
- *Combined driver training*
- *Shared vehicle fleet*

OUTCOMES

- *Customer satisfaction*
- *Improved service*
- *Ability to provide more service at similar cost*
- *Economies of scale/increased system efficiency*



TRANSLATING INPUT INTO POLICIES

SPECIALIZED SERVICES

THEME

- *Increase fixed route use*
 - *Specialized users that can use fixed route*

POTENTIAL POLICIES

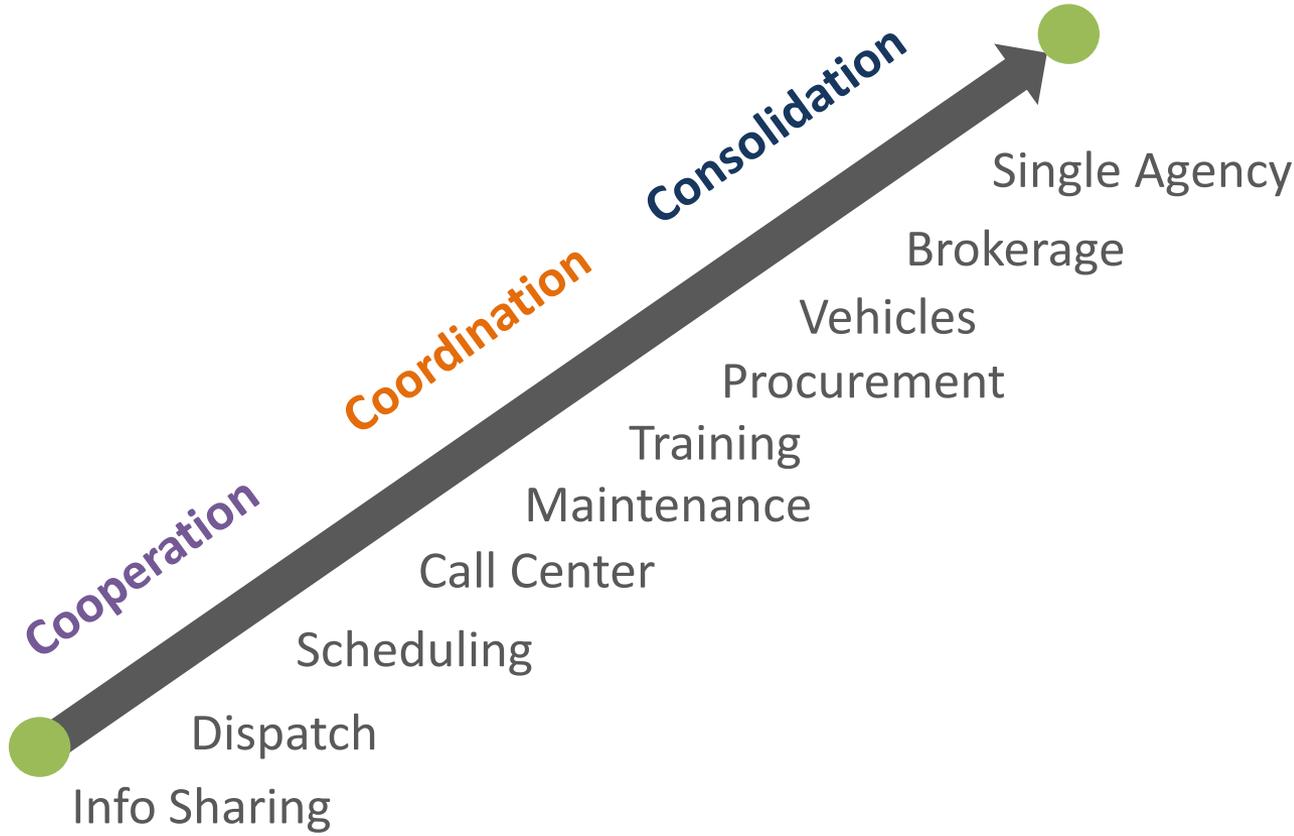
- *Increase training programs to support specialized users to access fixed route system (where appropriate)*
- *Improve fixed route transit to better serve needs of some specialized users (service area, barriers, routes, stop infrastructure, wayfinding, stop spacing, etc.)*
- *Identify key hubs/transfer points*

OUTCOMES

- *More efficient operations*
- *Takes advantage of existing services*
- *Improves mobility options (once learn to use the system)*
- *Potential higher level of service*



CONTINUUM OF COORDINATED SERVICES



FEEDBACK ON SPECIALIZED TRANSPORTATION

- Key considerations for people with mobility needs using fixed route include:
 - Distance between destinations
 - Sidewalks
 - Other last-mile infrastructure
 - Frequency
 - Weather
- Support for coordination of providers:
 - Single call-in number
- Track preferences for those not comfortable with changing providers



THANK YOU!

2040 MOVING FORWARD PLAN

www.movingforwardplan.org/transit-and-specialized-transportation