PLANNING FOR TRANSIT WHEN YOU DON’T RUN TRANSIT
Planning for Transit When You Don’t Run Transit

Moderator:
- Thomas Brennan, Nelson\Nygaard Consulting Associates

The Panel:
- Cris Jones, Transportation Section Manager, City of Salt Lake, UT
- Kathleen Bracke, Go Boulder Manager, City of Boulder, CO
- Kristina Evanoff, senior Multimodal Transportation Planner, City and County of Denver, CO
- Rebecca Heywood, Transit Policy Advisor, New York City Department of Transportation, New York, NY
30 Second History of US Transit

- **Pre-1880s** – Horse-Drawn and Steam Transit
- **1880s – 1930s** – Electric Streetcars Built and Operated Privately
- **1930s – 1940s** – Streetcars Decommissioned & Diesel and Electric Buses Become Dominant Mode
- **1950s – 1960s** – Bus Companies Taken Over by Municipal Agencies or Utilities
- **1970s** – Regional Transit Districts/Authorities Formed (focus on regional commutes)
- **1970s – Today** – Regional Agencies Remain In Place
- **1990s – Today** – Many Regional Agencies Develop Rail Systems
Why City-Led Transit Plans?

- Managing Growth
- Set Priorities for Rights-of-Way
- Meet Goals for Affordability, Equity, Environment
- Fund Local Needs
- Be Better Partners
### Local Jurisdictions Role in Transit Delivery

<table>
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<tr>
<th>Service Area</th>
<th>Transit Agency</th>
<th>City / County</th>
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<td>Street Operations &amp; Design</td>
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<td>Pedestrian &amp; Bicycle Access</td>
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<td>Passenger Environment</td>
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<td>Land Use &amp; Parking Policy</td>
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<td>Education, TDM, &amp; Fare Programs</td>
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City-Led Transit Master Plans

- Seattle Transit Master Plan & Update
- Boulder Transit Master Plan
- Salt Lake City Transit Master Plan
- Denver Moves: Transit
- NYC Citywide Transit Plan
Deliver a Complete Transit System
Align Transit Resources & Investments with Community Goals

- Provides healthy transportation options
- Allows the economy to grow
- Protects and improves our environment
- Supports vibrant, walkable neighborhoods
- Improves safety and comfort
Enhance Decision Making

REPURPOSING RIGHT-OF-WAY FOR TRANSIT

TWO GENERAL PURPOSE LINES WITH LOCAL BUS IN MIXED TRAFFIC

1,200 persons during peak hour (2018)
7.1 minutes average person travel time (2015)

ONE GENERAL PURPOSE LANE, ONE TOL WITH FREQUENT BRT SERVICE

1,750 persons during peak hour (2018)
5.3 minutes average person travel time (2015)
Define Priorities Networks and Corridors

Priorities for Capital Investment

Frequent Transit Network
Build Momentum for Implementation

**2014-2016 Immediate Action Plan**

**Stakeholders/Partners**
- City of Boulder, Boulder Transportation Connections, Downtown Boulder Inc., Boulder Chamber of Commerce, community partners, and Boulder employers

**Investment Program**
- Current

**Strategic Transportation Master Plan (2014-2016)**

**Stakeholders/Partners**
- City of Boulder, Boulder Transportation Connections, Downtown Boulder Inc., Boulder Chamber of Commerce, community partners, and Boulder employers

**Investment Program**
- Current

**Strategic Transportation Master Plan with Local and Regional Partners**

**Stakeholders/Partners**
- City of Boulder, 36 Commuting Solutions, Boulder Transportation Connections, Boulder Chamber, commuter organizations, employers, and other regional partners

**Investment Program**
- Current

**Technology Innovations and Data Management**

**Stakeholders/Partners**
- City of Boulder, 36 Commuting Solutions, Boulder Transportation Connections, Boulder Chamber, commuter organizations, employers, and other regional partners

**Investment Program**
- Current

**Funding**

**Stakeholders/Partners**
- City of Boulder, 36 Commuting Solutions, Boulder Transportation Connections, Boulder Chamber, commuter organizations, employers, and other regional partners

**Investment Program**
- Current

**SEATTLE RAPIDRIDE BUS RAPID TRANSIT EXPANSION TOOLKIT**
RESULTS: THE SEATTLE STORY

TMP completed in 2012 (update in 2015-16) has:

- Grown SDOT transit capacity
- Organized multimodal planning & investment
- Guided successful funding initiatives
- Advanced corridor projects
- Enhanced agency partnerships
- Built advocacy
Funding Initiatives

- City of Seattle sales tax levy
- $45 M annual revenue
- Service hours buy up to implement the Frequent Transit Network

More buses, more options, more Seattle.
Funding Initiatives

- Funding for 7 BRT corridors
- Funding for multimodal improvements
- BRT corridors will be organizing feature for ped and bike improvements
- Programmatic delivery
Denver Moves: Transit

Rail~Volution
September 20, 2017
What is Denver Moves: Transit?

- Denver’s first local transit vision and implementation plan for our city for the next 20 years
- Identification and prioritization of near- and long-term local transit improvements based on community input and analysis
- Guiding decision and identifying investment priorities and implementation strategies to meet current and future community mobility needs
- ~18 month process - anticipated completion in Q1 2018
Denveright: Citywide Multi-Plan Coordination

**IN SUMMARY...**

**The Vision for Denveright is:**

- **Equitable, Affordable and Inclusive**
- **Economically Diverse and Vibrant**
- **Strong and Authentic Neighborhoods**
- **Healthy and Active**
- **Well Connected, Safe and Accessible Places**
- **Environmentally Resilient**

**Four Plans Working Together to Make One City**

- **Parks & Recreation:** Fun Activities in Beautiful Surroundings
- **Land Use & Transportation:** Neighborhood Character and Quality of Life
- **Pedestrians & Trails:** Connecting People and Neighborhoods
- **Transit:** Creating an Easily Traversable City
Examples of Community Engagement To-Date

Pop-up Outreach at Transit Stops & Stations

Outreach at Community Centers & Events

Where do you want more & improved transit and transit amenities?

Build Your Own Transit System Online Survey

Prioritizing Investments Survey

Denveright Website

Task Force

Youth Stakeholder Group
What the Community Wants...

3 key themes have emerged about the kind of transit system the community wants in Denver:

🔗 Connected Transit
🏆 High Quality Transit
🌱 Healthy Transit
Denver Moves: Transit Schedule & Phases

VISION & GOALS
Our first task is to develop a vision and set of goals to guide project decisions and recommendations, with input from the Task Force, stakeholders, and the community.
August 2016 – May 2017

SCENARIO DEVELOPMENT
Working closely with the Blueprint Denver team, we'll establish scenarios that match future land uses and potential transit services, demonstrating different outcomes and the tradeoffs they would require. These scenarios will be evaluated using a framework grounded in the vision and goals.
January – June 2017

TRANSIT PLAN
Denver Moves: Transit will establish a short- and long-term vision for transit in Denver. The plan will document operating, capital, and programmatic priorities; funding and implementation strategies; and land use and other policies to support a transit system that works for Denver.
September 2017 – Early 2018

COMMUNITY ENGAGEMENT
Community engagement will occur throughout the project to guide the vision for transit in Denver and ensure the plan meets the community's needs.
Ongoing

STATE OF THE SYSTEM & MARKET ASSESSMENT
The State of the System Report documents existing conditions of the transit system and provides statistics and trends that will help lay the groundwork to develop the vision for transit in Denver.
August 2016 – February 2017

CORRIDOR EVALUATION
Building on the preferred scenario, we will establish priority transit corridors and evaluate them for necessary investments. We'll explore potential modes of transit—rail, bus rapid transit, local bus—for each corridor along with capital projects that can make transit service work better.
May – September 2017

COMPLETE TRANSIT SYSTEM
By identifying gaps in pedestrian and bicycle access to transit, we will create strategies that can be incorporated into the priority transit corridors and the final vision for transit. We will also develop recommendations for improving transit stops and stations, information and wayfinding, and creating a great passenger experience.
June – September 2017

We are here.
For More Information…

www.denvergov.org/denverright

Kristina Evanoff
Denver Moves: Transit
Project Manager
City and County of Denver
Public Works

Kristina.Evanoff@denver.gov.org
Rail~Volution
September 20, 2017
WHY NOW?

1. There has not been a major transit plan in 50 years
2. The subways are full, congestion is up and bus ridership is down
3. There is regional debate about transit, and we must advocate for New Yorkers

- **60%** of New Yorkers ride transit daily
- **56%** don’t own a car
WHAT IS THE CITYWIDE TRANSIT PLAN?

Vision

- Articulate guiding principles for transit planning
- Define DOT and the City’s role in transit planning
- Develop a shared vision for long-term transit investment

Action

- Evaluate transit need throughout New York City
- Identify next phase of bus rapid transit corridors
- Develop programs for bus priority across the city
- Evaluate potential projects side-by-side
- Plan for relationship of shared use mobility with transit
GUIDING PRINCIPLES

1. Make existing transit work better for today’s New Yorkers
2. Enable New Yorkers to choose transit for all types of trips
3. Increase capacity within and into Manhattan
4. Strengthen growth areas and job hubs outside of Manhattan
5. Prepare for future population and employment growth
We have better data than ever before.

- Speed
- Congestion
- Reliability
- Ridership
- Rider surveys

Where did we talk to transit riders?

Community events

Public workshops

Online

At bus stops
Rebecca Heywood  
Citywide Transit Plan  
Project Manager  
New York City Department of Transportation  
rheywood@dot.nyc.gov
Salt Lake City
TRANSIT MASTER PLAN

NELSON NYGAARD
Goals of the Plan

1. Improve air quality

2. Increase the number of people riding transit

3. Provide a safe and comfortable transit access and waiting experience

4. Provide a complete transit system that supports a transit lifestyle

5. Provide access to opportunity for vulnerable populations

6. Create economically vibrant, livable places that support the use of transit
Community Input
Employer shuttles connect employment-oriented zones to FTN

On-demand shared ride services extend FTN in residential-oriented zones
Path to the Renewed Vision

- Listening and Learning
- State of the System
- Scenario Analysis
- Community Outreach

- Capital Facility Element
- Operating Element
- Program & Fare Element
- Implementation Element

Renewed Vision for Transit
City of Boulder
Renewed Vision for Transit

Railvolution
September 20, 2017
Boulder, CO

- 100,000+ residents

- Regional Employment Center
  - 88,000 jobs in Boulder – 16.5% increase from 2002 to 2015
    - 62% of jobs held by non-residents
    - 38% by residents

- Home to University of Colorado – 30,000 students

- 25 sq mi surrounded by open space
Boulder’s Regional Context
SUSTAINABILITY IN BOULDER

Community Sustainability Framework

Boulder Valley Comprehensive Plan

- Priority-Based Budgeting
- Department Strategic/Master Plans
- Subcommunity and Area Plans

Operating Budget
Capital Improvements Program
Development Standards and Zoning

Environmentally Sustainable Community
Safe Community
Economically Vital Community
Good Governance
Livable Community
Accessible & Connected Community
Healthy & Socially Thriving Community

TRANSPORTATION MASTER PLAN
CITY OF BOULDER
Setting Course for a Low-Carbon Future: Boulder’s Climate Commitment
Transportation Master Plan

- Policy foundation for multimodal transport system
- Integrate with land use & climate commitment
- Focus areas
- Measurable objectives
- Action Plan
### TMP Objectives Summary

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<th>Objective for 2035</th>
<th>Baseline</th>
<th>Progress</th>
<th>Trend</th>
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<tr>
<td><strong>1.</strong> Reduce vehicle miles of travel (VMT) in the Boulder Valley by 20 percent by 2035</td>
<td>1994 level of 2.44 million daily VMT for the Boulder Valley; target now 1.5 million daily VMT</td>
<td>Est. 2.42 million daily VMT for the Boulder Valley in 2014</td>
<td>Static, needs 20 percent further reduction in daily VMT</td>
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<td><strong>2.</strong> Reduce single occupant vehicle travel to 20 percent of all trips for residents and to 60 percent of work trips for nonresidents</td>
<td>1990 44 percent SOV mode share for residents</td>
<td>Reduced to 38.5 percent in 2015 for residents</td>
<td>Positive but needs to accelerate</td>
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<td>1991 81 percent nonresident SOV commute mode share</td>
<td>Remains at 80 percent in 2014 for nonresident employees</td>
<td>Static, needs significant change</td>
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<td><strong>3.</strong> Achieve a 16 percent reduction in greenhouse gas emissions and continued reduction in mobile source emissions of other air pollutants</td>
<td>310.748 million metric tons of GHG in 2013</td>
<td>Now objective</td>
<td>To be determined in next 2017/18 report</td>
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<td><strong>4.</strong> No more than 20 percent of roadways congested at level of service F</td>
<td>23 percent in 1998</td>
<td>9 percent in 2015</td>
<td>Positive</td>
</tr>
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<td><strong>5.</strong> Expand fiscally viable transportation options for all Boulder residents and employees, including older adults and people with disabilities</td>
<td>2002 - $160,000 city support to Via</td>
<td>2015 - $290,546 city support to Via</td>
<td>6.3 percent annual increase</td>
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<td>2002 - 3,822 est. residents eligible for Neighborhood EcoPass</td>
<td>2015 - 11,922 est. residents eligible for Neighborhood EcoPass</td>
<td>16.1 percent annual increase</td>
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<td><strong>6.</strong> Increase transportation alternatives commensurate with the rate of employee growth</td>
<td>2002 Estimated Boulder Employers 34,510</td>
<td>2015 Estimated Boulder Employers 34,510</td>
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<td>Local Transit Service Hours 15,608</td>
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<td>Avg. Local Weekday Ridership 18,831</td>
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<td>Regional Transit Service Hours 140,576</td>
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<tr>
<td></td>
<td>Avg. Regional Weekday Ridership 7,446</td>
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<td><strong>7.</strong> “Toward Vision Zero” for fatal and serious injury crashes continues</td>
<td>2016 Safe Streets report in progress</td>
<td>New objective</td>
<td>To be determined</td>
</tr>
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<td><strong>8.</strong> Increase the share of residents living in complete, walkable neighborhoods to 80 percent</td>
<td>26 percent of residents lived in a walkable neighborhood in 2014</td>
<td>New objective</td>
<td>To be determined</td>
</tr>
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<td><strong>9.</strong> Reduce daily resident VMT to 7.3 miles per capita and nonresident one-way commute VMT to 11.4 miles per capita</td>
<td>11.2 miles per day for Boulder residents in 2015</td>
<td>New resident data in 2016</td>
<td>To be determined</td>
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<td>14.3 nonresident one-way commute in 2014</td>
<td>New nonresident data will be collected in 2017</td>
<td>To be determined</td>
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Community Transit Network & Regional Transit
Mobility Hubs

1. Enhanced bus stops with real-time information
2. Designated bus lanes and priority signals
3. Secure bike parking
4. Bike parking
5. Off-street bike path
6. Car sharing
7. Transit and community information kiosk
8. Public art
Complete Transit System

- Access & Connectivity
- Demand Management
- EcoPass
- Service Quality
- Land Use Coordination & Placemaking
THANK YOU