DOUGLAS COUNTY INTEGRATED TRANSIT AND MULTIMODAL STUDY
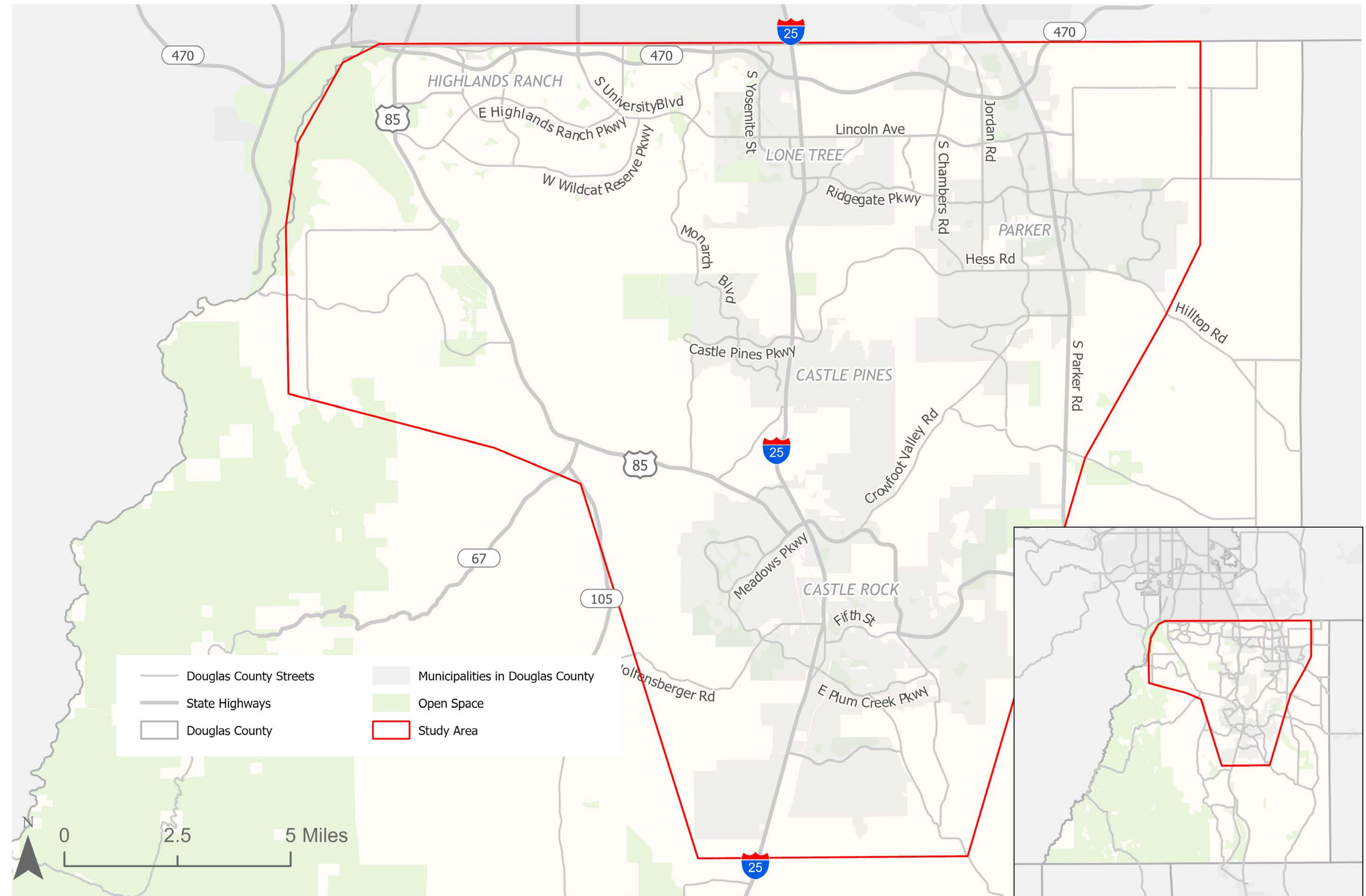
DOUGLAS COUNTY COLORADO

This effort is to improve existing transit services and find ways to provide reasonable and reliable transit to people who do not own or have access to their own transportation, have limited personal mobility, or want to use transit in their commute to work, school, and services. The study focuses on the northern area of Douglas County, including the City of Castle Pines, the Town of Castle Rock, Highlands Ranch, the City of Lone Tree, and the Town of Parker.

PROJECT GOALS

1. Find short- and long-term projects to help people move around the county more easily and efficiently, including to jobs, doctors' appointments, and schools

2. Connect people to rail stations, transit hubs, and major activity centers through transit opportunities

3. Create a transportation system that increases options for getting around

4. Define bicycle and pedestrian connections that support and encourage transit use

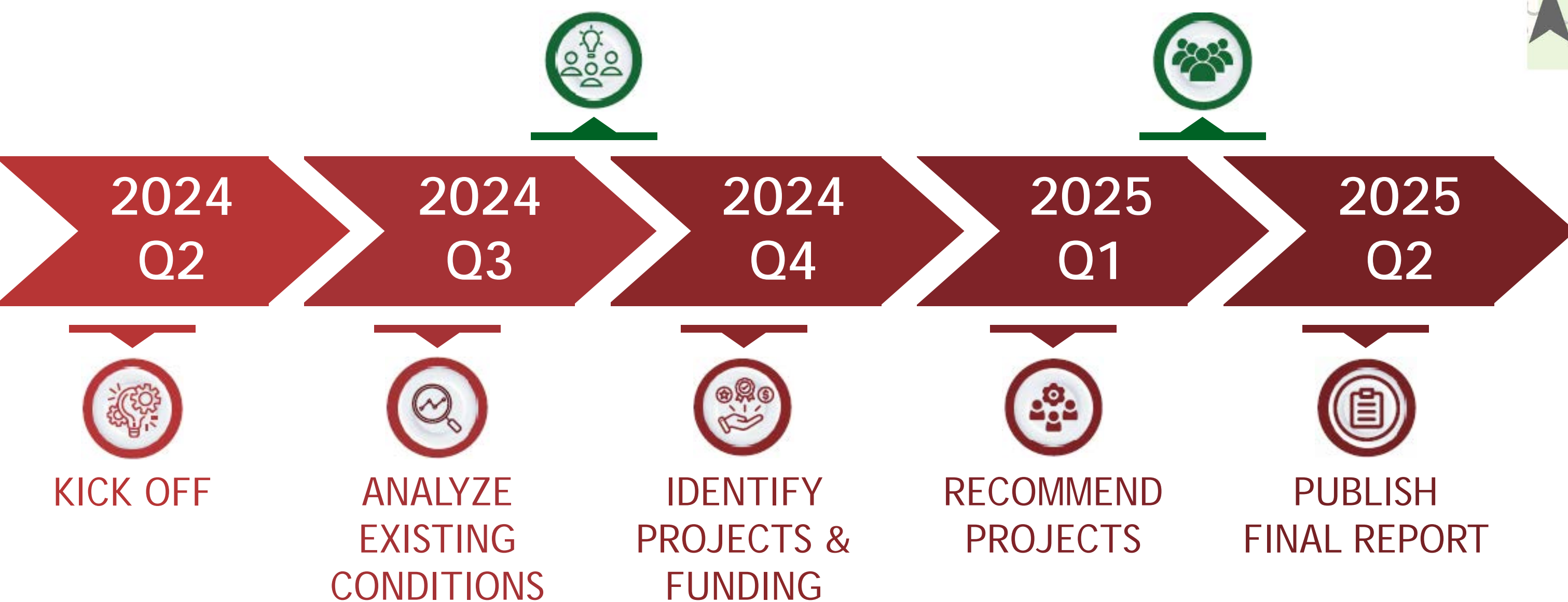5. Strengthen collaboration between Douglas County municipalities

TIMELINE

FOCUS GROUPS

PUBLIC OPEN HOUSE

2024 Q2	2024 Q3	2024 Q4	2025 Q1	2025 Q2
KICK OFF	ANALYZE EXISTING CONDITIONS	IDENTIFY PROJECTS & FUNDING	RECOMMEND PROJECTS	PUBLISH FINAL REPORT

Drop a pin near where you live

Douglas County Streets — Municipalities in Douglas County
State Highways — Open Space
Douglas County — Study Area

0   2.5   5 Miles

Scan code to learn more about the project here:

DOUGLAS COUNTY
COLORADO

EXISTING DEMOGRAPHIC PATTERNS
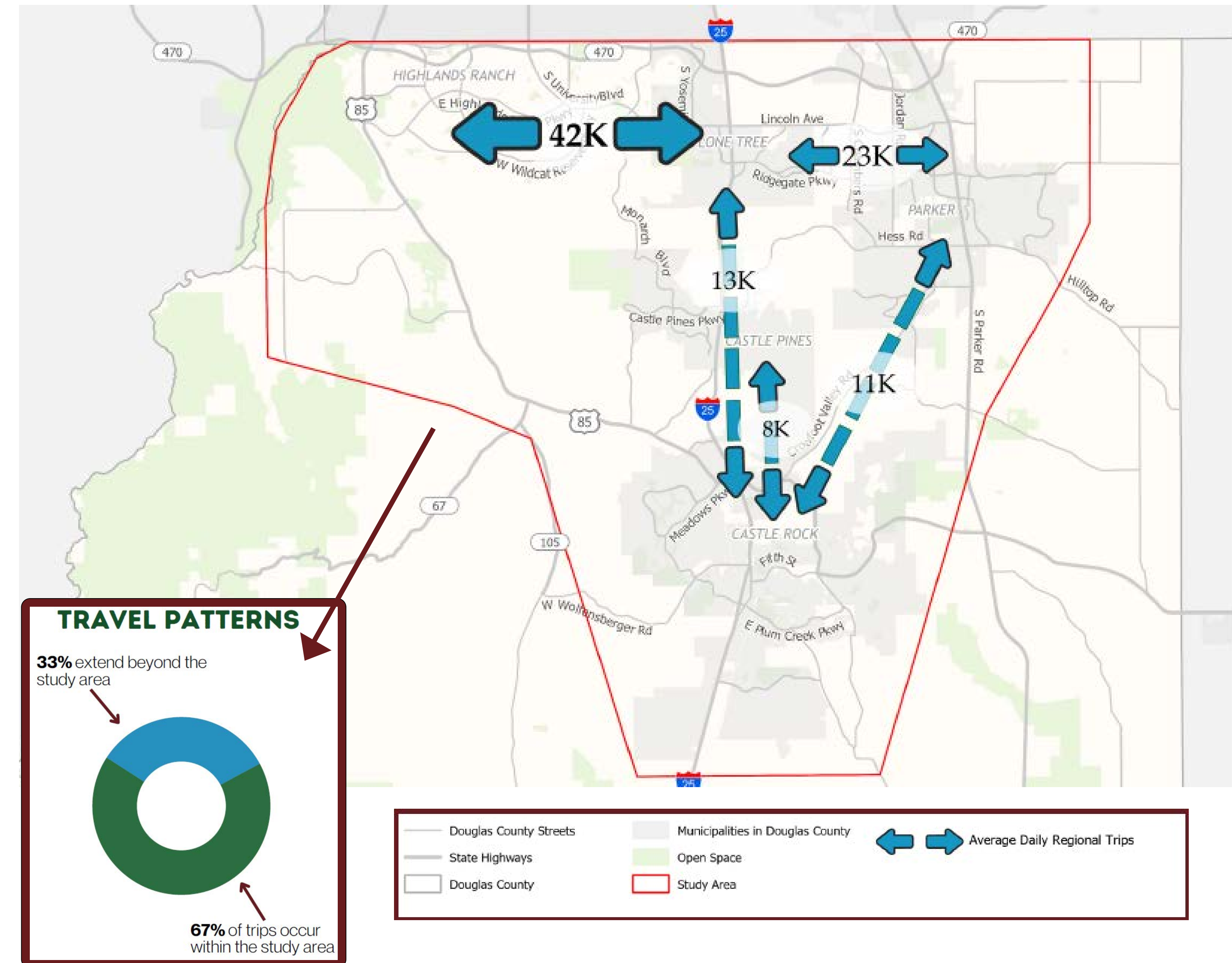### DRCOG DEMOGRAPHIC INDEX
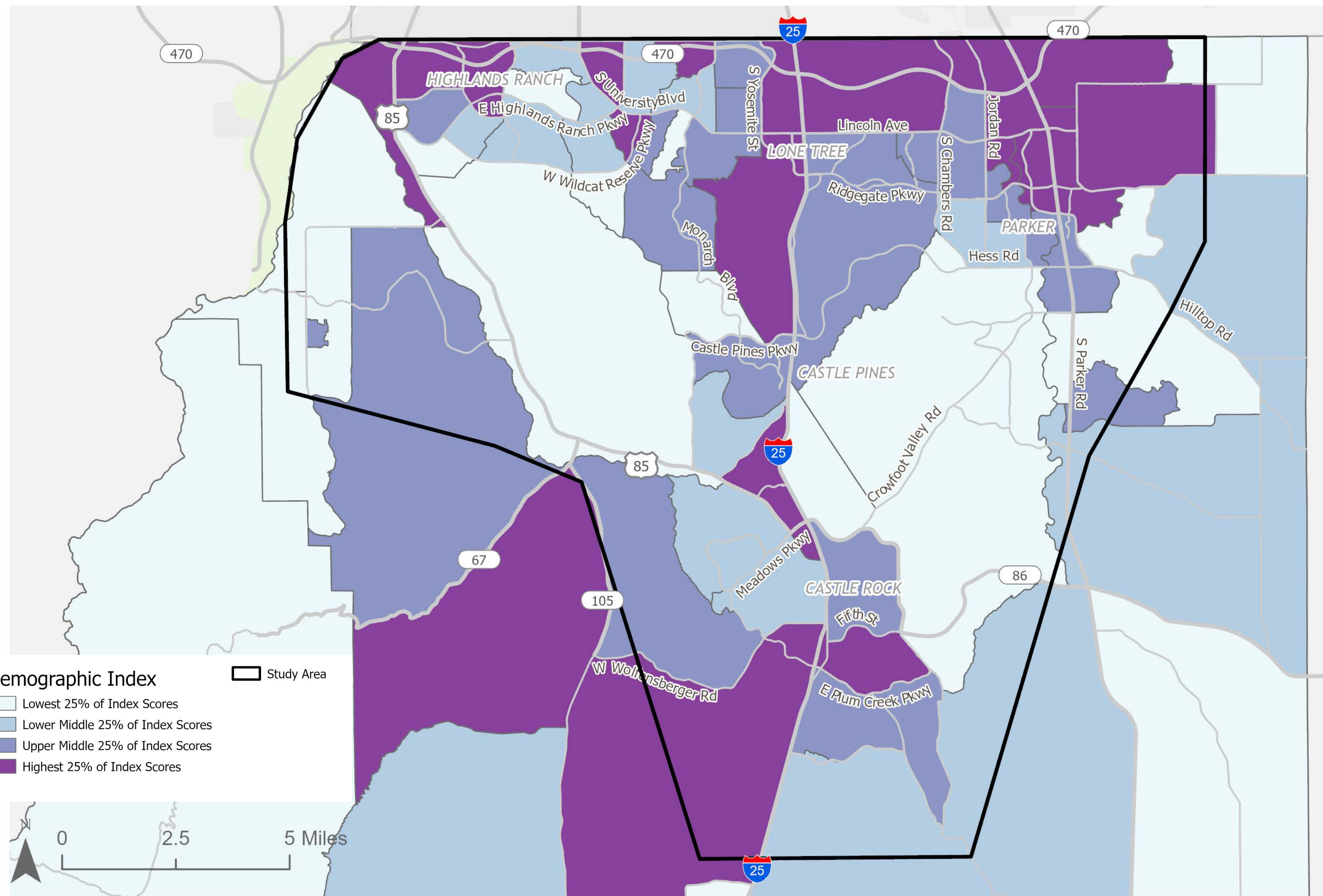
Darker colors indicate higher need and transit propensity

DRCOG DEMOGRAPHIC INDEX SHOWS COMMUNITIES WITH HIGHER NEED IN DOUGLAS COUNTY
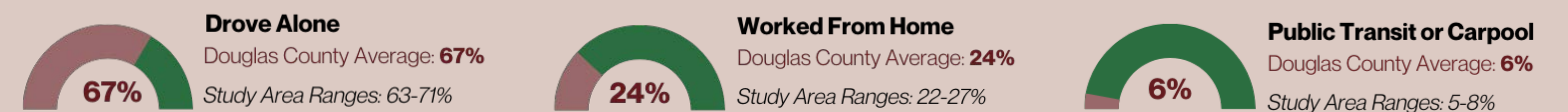
- Adults 60 or older
- Youth under 18
- Limited English proficiency
- People of color
- People born outside the U.S.

- Low Income
- Housing income-burdened households
- Single Parent Households
- People with disabilities

- Households without a vehicle

EXISTING TRAVEL PATTERNS
DAILY TRIPS WITHIN STUDY AREA

TRAVEL PATTERNS

33% extend beyond the study area

67% of trips occur within the study area

COMMUTE TO WORK

Douglas County Average
General Public

Drove Alone
Douglas County Average: **67%**
Study Area Ranges: 63-71%
67%

Worked From Home
Douglas County Average: **24%**
Study Area Ranges: 22-27%
24%

Public Transit or Carpool
Douglas County Average: **6%**
Study Area Ranges: 5-8%
6%

DOUGLAS COUNTY COLORADO

Douglas County Integrated Transit and Multimodal Study Focus Groups

Older Adult Priorities

Service Types
- Prioritize day-of service options.
- Prioritize door-to-door service for people with mobility issues.
- Provide transit to key destinations (medical centers, shopping areas, food banks, agencies) and to and from appointments.
- Address night and weekend gaps.
- Provide services to active older adults so current transit providers can focus on one-on-one and wheelchair services.
- Provide services to older active adults who drive locally but may not feel comfortable driving to other cities.

User Experience
- Consider a call center or points of contact for ride scheduling.
- Provide "travel training" to teach people how to use the transit options.

Common Priorities
- Free or low cost transit
- Frequency and reliability
- Multimodal, transit, and micromobility connectivity
- Connections between and to other cities
- Easy to use booking and payment systems
- Safety at transit stops and on vehicles

Youth Priorities

Service Types
- Address the need for school transit when buses don't run and for families to attend school gatherings.
- Provide options for the 3,000+ students who need to access after-school activities, athletics, jobs, parks, and social activities.
- Provide transit for charter school families that are typically underserved by transit.

User Experience
- Make sure that transportation options feel safe for minors.
- Ensure consent outside of district-provided transportation.
- Ensure accessibility for students with disabilities.

Commuters & Businesses Priorities

Service Types
- Prioritize transit for shift workers whose schedules do not align with typical bus times and feel unsafe at stops.
- Prioritize a circulator in Castle Rock (high density) over Highlands Ranch (low density).
- Provide transit to younger workers who are more willing to use services.
- Connect Highlands Ranch and Parker.

User Experience
- Prioritize safety on board and at pick-up and drop off-sites.
- Place transit stops within a ¼ mile of destinations.

FOCUS GROUPS

YOUTH
OLDER ADULTS
VULNERABLE POPULATIONS
COMMUTERS AND BUSINESSES

Vulnerable Populations Priorities

Service Types
- Serve income-based housing complexes.
- Consider lessons learned from RTD's Access-on-Demand program.

User Experience
- Improve trip times for short distances.

DOUGLAS COUNTY COLORADO

TRANSIT TYPES FOR DOUGLAS COUNTY

MICROTRANSIT (ON-DEMAND)

People request an on-demand trip (through app or call center) connecting any two points within a defined zone


Link On Demand, Lone Tree, CO

ADVANTAGES
- Highly convenient, flexible, and responsive to riders and different trip purposes
- Adaptable and changeable over time
- More cost-effective for serving lower density, dispersed areas

DISADVANTAGES
- Operating costs are typically higher than fixed route
- As ridership increases, more/larger vehicles may be required to serve the same area
- Not necessarily a tool to reduce traffic or greenhouse gas emissions

LOCAL CIRCULATOR

Circuitous with travel times typically longer than travel by car, frequent stops, sometimes operated as a deviated fixed route (riders can request ¾ mile deviation from route)
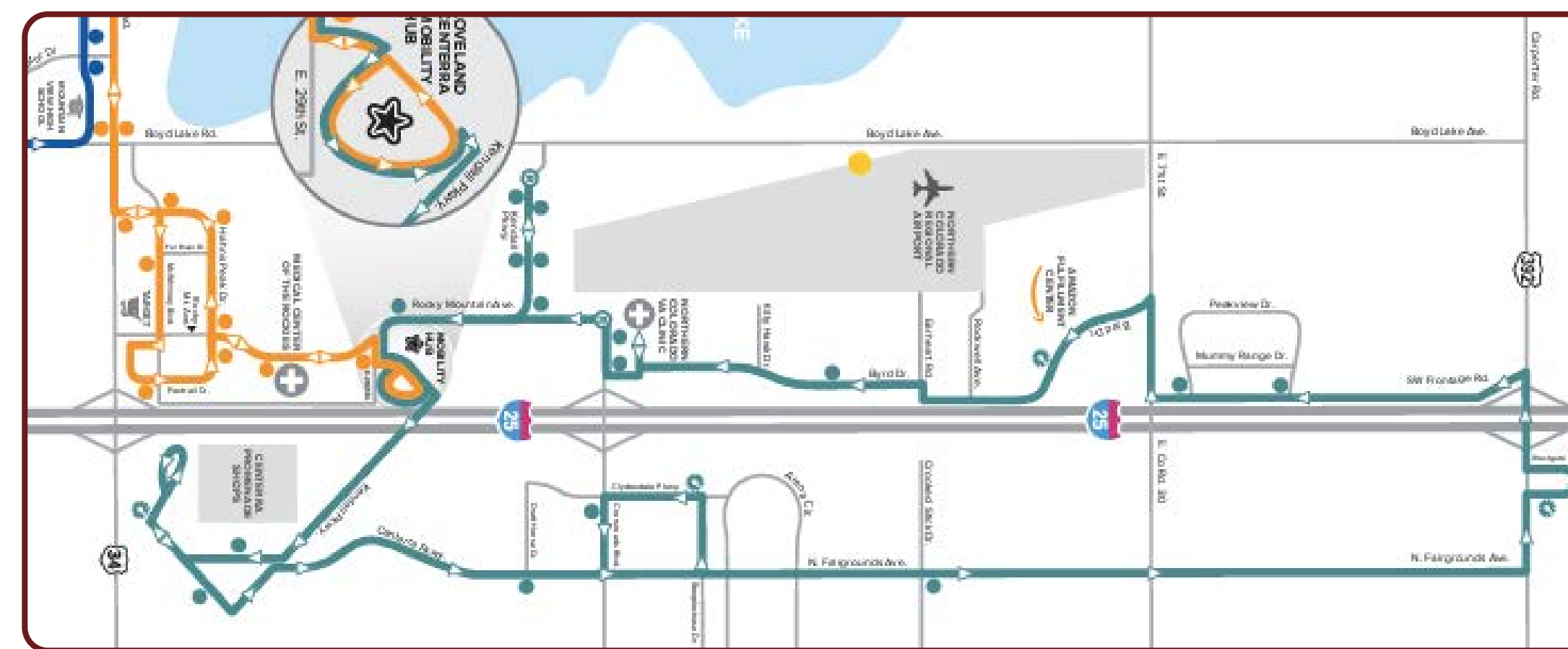
COLT 7 Route, Loveland, CO

ADVANTAGES
- Frequent stops allow limited walking distances to stops
- More frequent stops during peak periods can reduce walking distances
- Effectively servess short distance passengers with destinations just outside of comfortable walking/ biking distance

DISADVANTAGES
- High number of stops, winding routes, and low-speed operations can result in long travel times for trips beyond 3 miles
- Several stops can impact travel time reliability
- Frequent stops can negatively impact travel time reliability
- A trade-off between access/frequency and speed
- Providing complementary ADA paratransit service can be costly

SUBREGIONAL FIXED ROUTE

Easy to understand direct routes, often paired with park-and-rides, travel times should be competitive with the time it takes to drive a private vehicle
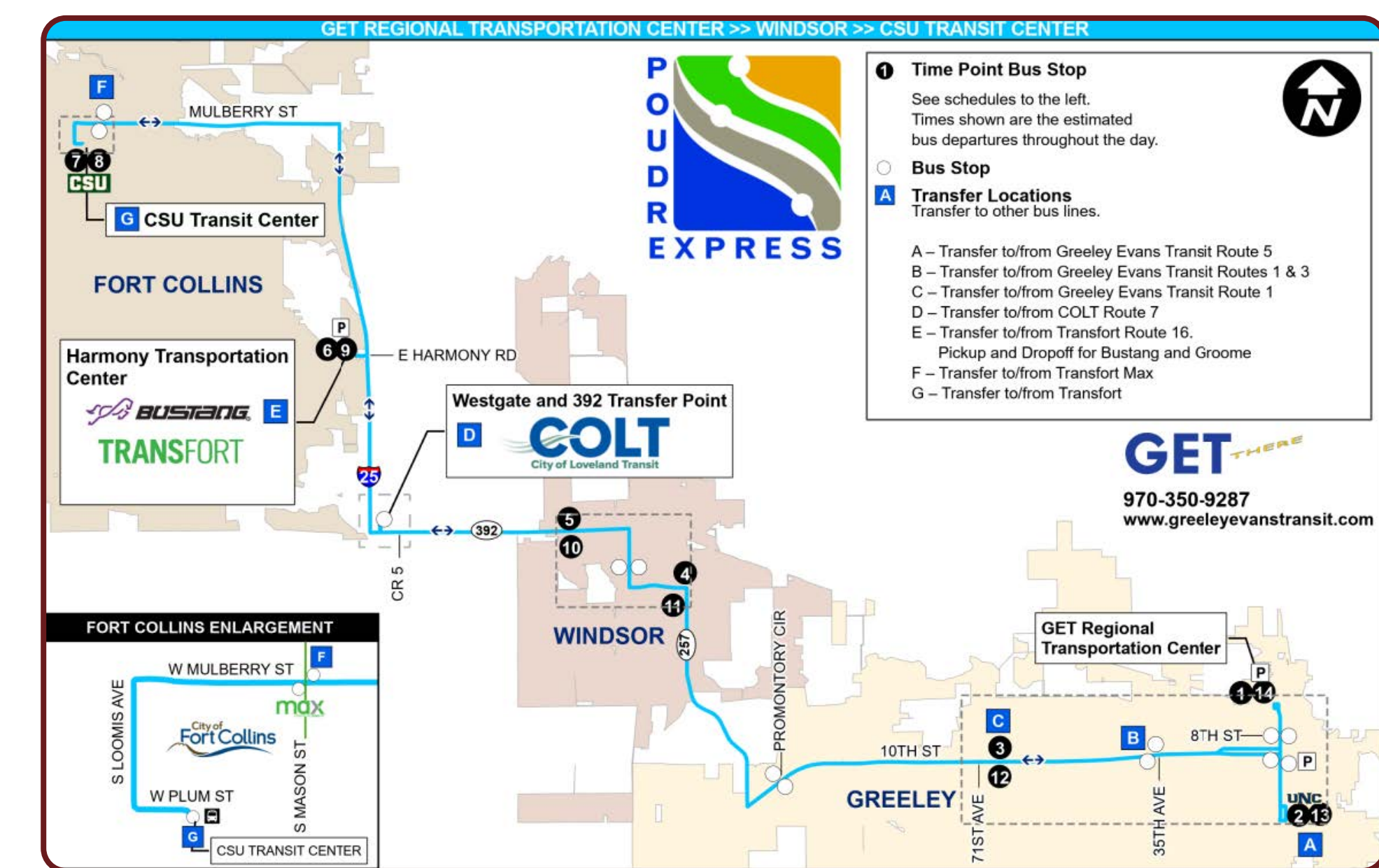
Poudre Express Route, Greeley, CO

ADVANTAGES
- Typically provides frequent service during peak times
- Faster travel times
- Consistent on-time performance

DISADVANTAGES
- Covers fewer passengers in between stops, so they must walk, bike, or drive to a stop
- Typically provides lower frequencies during off-peak times
- Trade-off between providing service to outlying areas and increasing frequency of service to major destinations

WHAT OTHER SERVICE OPTIONS WERE CONSIDERED?

Douglas County
COLORADO

The project team investigated what the following transit options could look like. Existing travel patterns, travel demand, and the lack of easy to serve trip pairs make these options unlikely to be successful near-term transit solutions. However, they should be revisited in the future as demand and density increase.

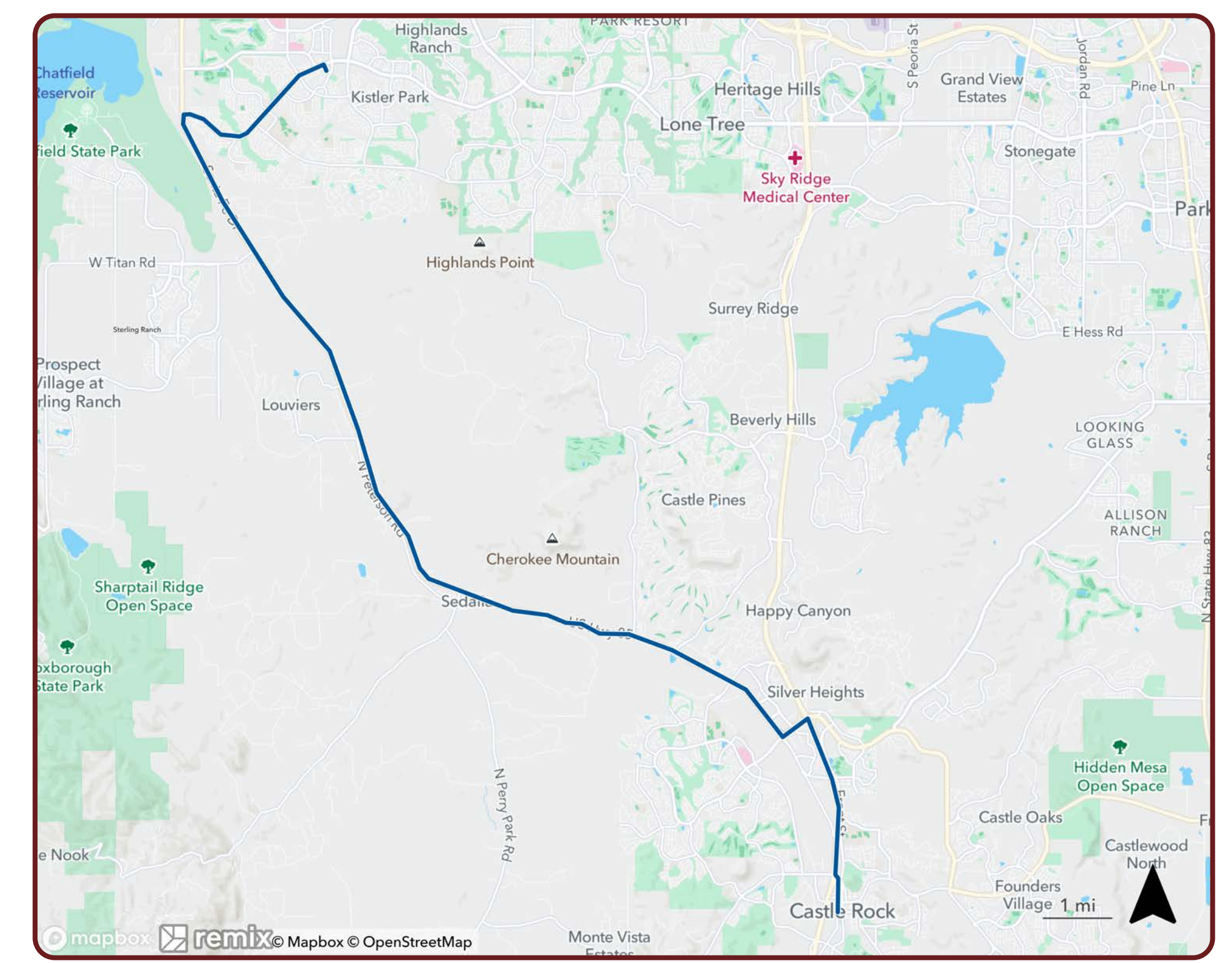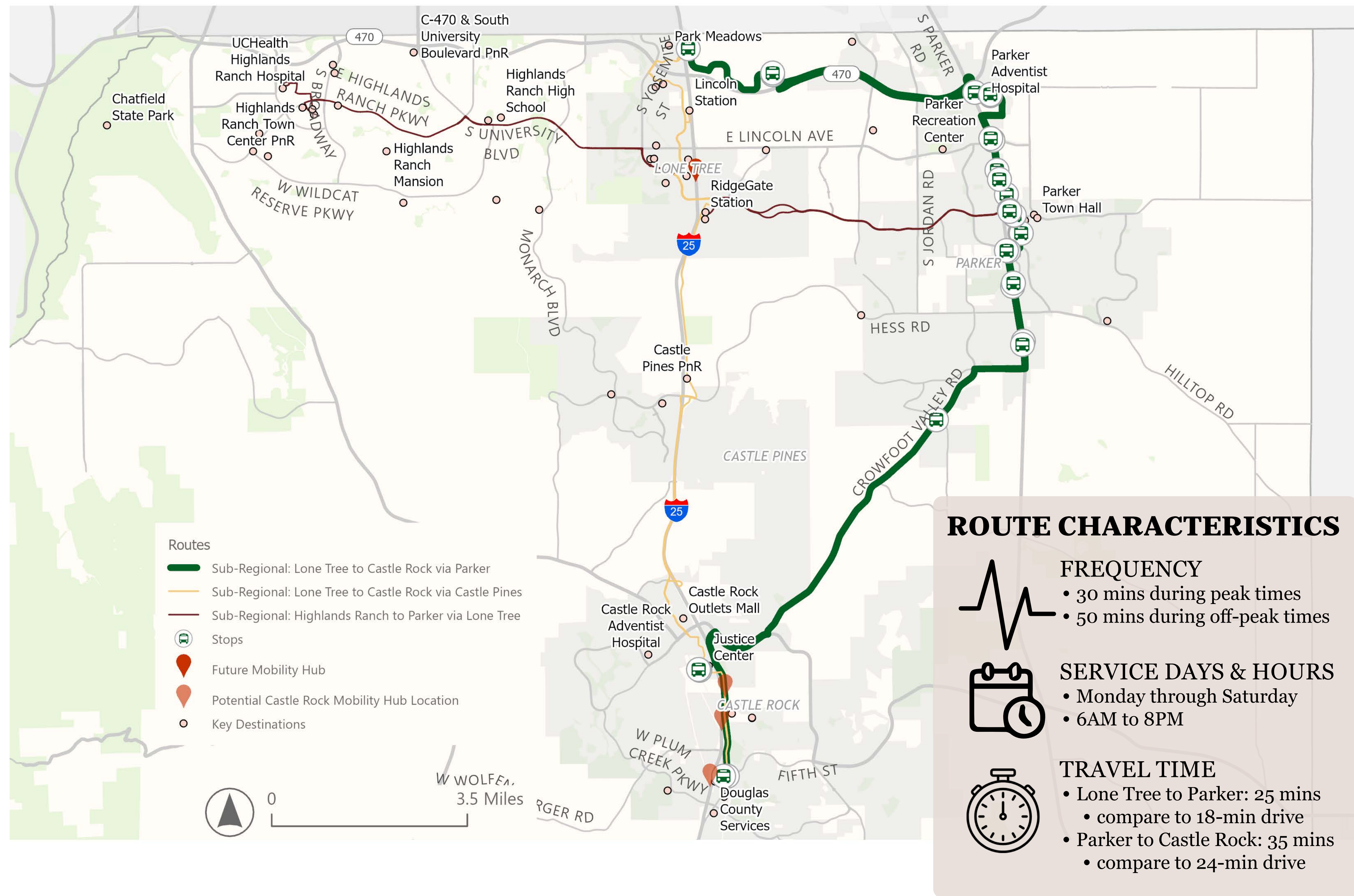**Ask a team member today for more details, or leave your thoughts and questions on a sticky note here.**

CASTLE PINES LOCAL TRANSIT
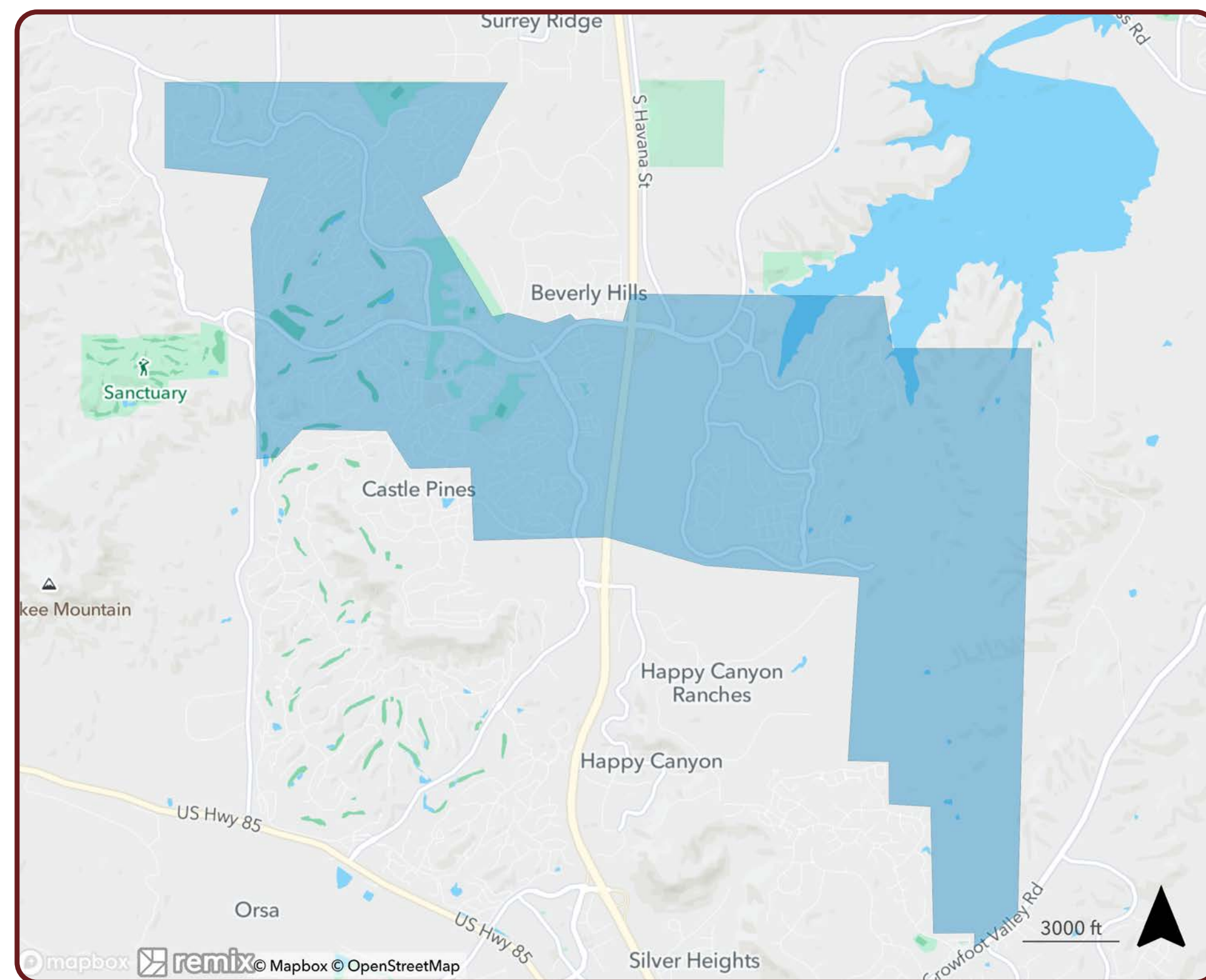
HIGHLANDS RANCH TO STERLING RANCH ROUTE
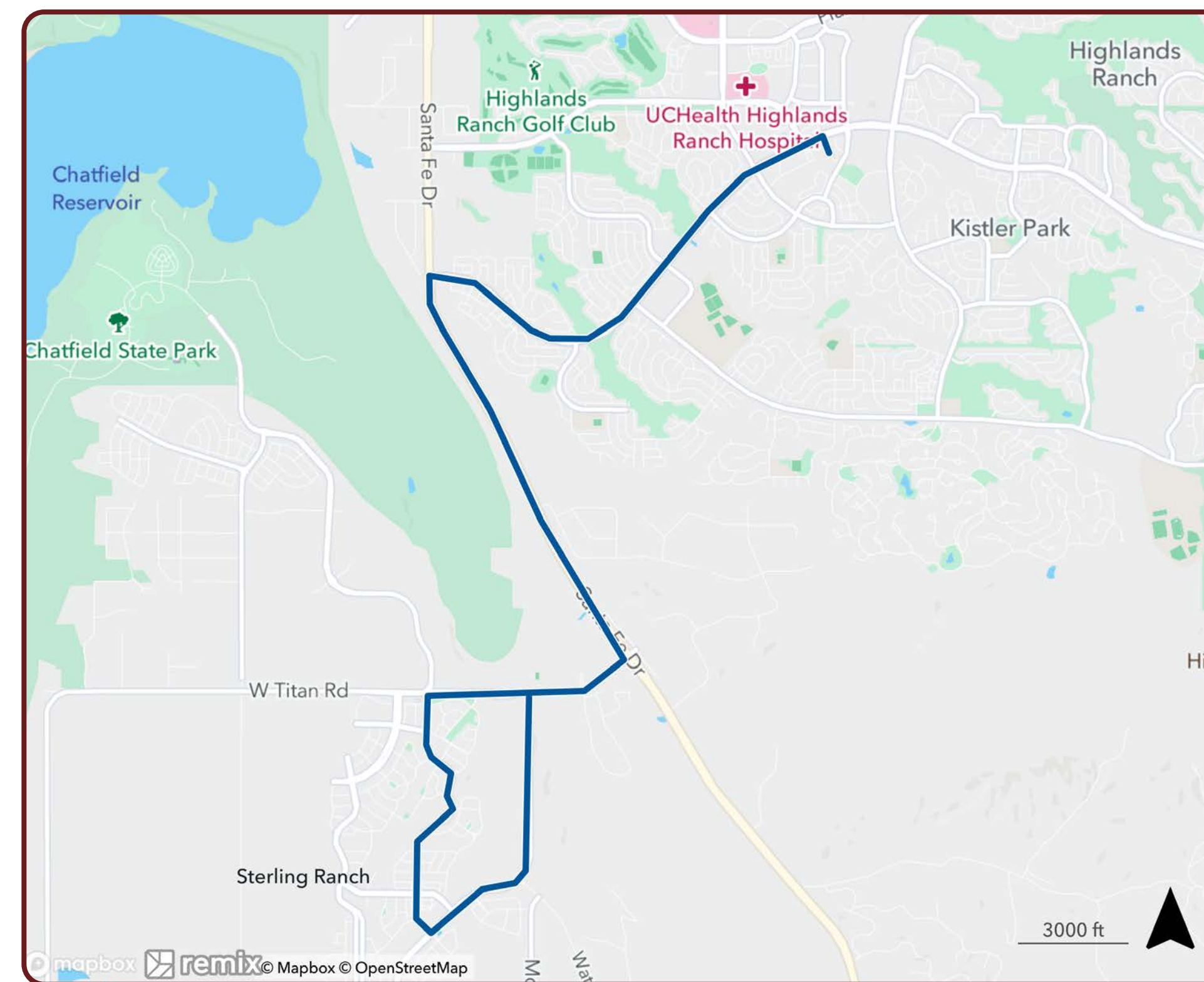
HIGHLANDS RANCH TO CASTLE ROCK VIA SEDALIA (US 85)

LONE TREE – PARKER – CASTLE ROCK SUBREGIONAL ROUTE

DOUGLAS COUNTY
COLORADO

When thinking about the travel needs of people in your community, how favorably do you view the Lone Tree/Meridian – Parker – Castle Rock fixed subregional route?

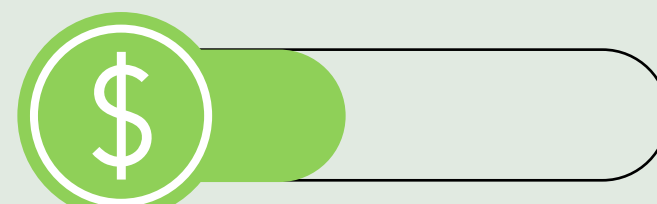*Place sticky notes with any route changes or comments on this route here/on the map*

FAVORABLE

NEUTRAL

UNFAVORABLE

Map Legend

Routes
- Sub-Regional: Lone Tree to Castle Rock via Parker
- Sub-Regional: Lone Tree to Castle Rock via Castle Pines
- Sub-Regional: Highlands Ranch to Parker via Lone Tree
- Stops
- Future Mobility Hub
- Potential Castle Rock Mobility Hub Location
- Key Destinations

Map locations: Chatfield State Park, UCHealth Highlands Ranch Hospital, Highlands Ranch Town Center PnR, Highlands Ranch Mansion, C-470 & South University Boulevard PnR, Highlands Ranch High School, Park Meadows, Lincoln Station, RidgeGate Station, Lone Tree, Parker Adventist Hospital, Parker Recreation Center, Parker Town Hall, Castle Pines PnR, Castle Rock Outlets Mall, Castle Rock Adventist Hospital, Justice Center, Douglas County Services

Scale: 0 — 3.5 Miles

ROUTE CHARACTERISTICS

FREQUENCY
- 30 mins during peak times
- 50 mins during off-peak times

SERVICE DAYS & HOURS
- Monday through Saturday
- 6AM to 8PM

TRAVEL TIME
- Lone Tree to Parker: 25 mins
  - compare to 18-min drive
- Parker to Castle Rock: 35 mins
  - compare to 24-min drive

How does this route meet project goals?

Ridership	Cost Efficiency	People Served	Implementation	Connections

HIGHLANDS RANCH – LONE TREE – PARKER SUBREGIONAL ROUTE

DOUGLAS COUNTY
COLORADO

Routes

— Sub-Regional: Highlands Ranch to Parker via Lone Tree
— Sub-Regional: Lone Tree to Castle Rock via Parker
— Sub-Regional: Lone Tree to Castle Rock via Castle Pines
- Stops
- Future Mobility Hub
- Key Destinations

0 — 2 Miles

How does this route meet project goals?

Ridership

People Served

Connections

Cost Efficiency

Implementation

ROUTE CHARACTERISTICS

FREQUENCY
- 30 mins during peak times
- 60 mins during off-peak times

SERVICE DAYS & HOURS
- Monday through Saturday
- 6AM to 8PM

TRAVEL TIME
- Highlands Ranch to Lone Tree: 35 mins
  - compare to 19-min drive
- Lone Tree to Parker: 20 mins
  - compare to 14-min drive

When thinking about the travel needs of people in your community, how favorably do you view the Highlands Ranch - Lone Tree – Parker fixed subregional route?

Place a sticky note with comments or route suggestions on this route here/on the map

FAVORABLE

NEUTRAL
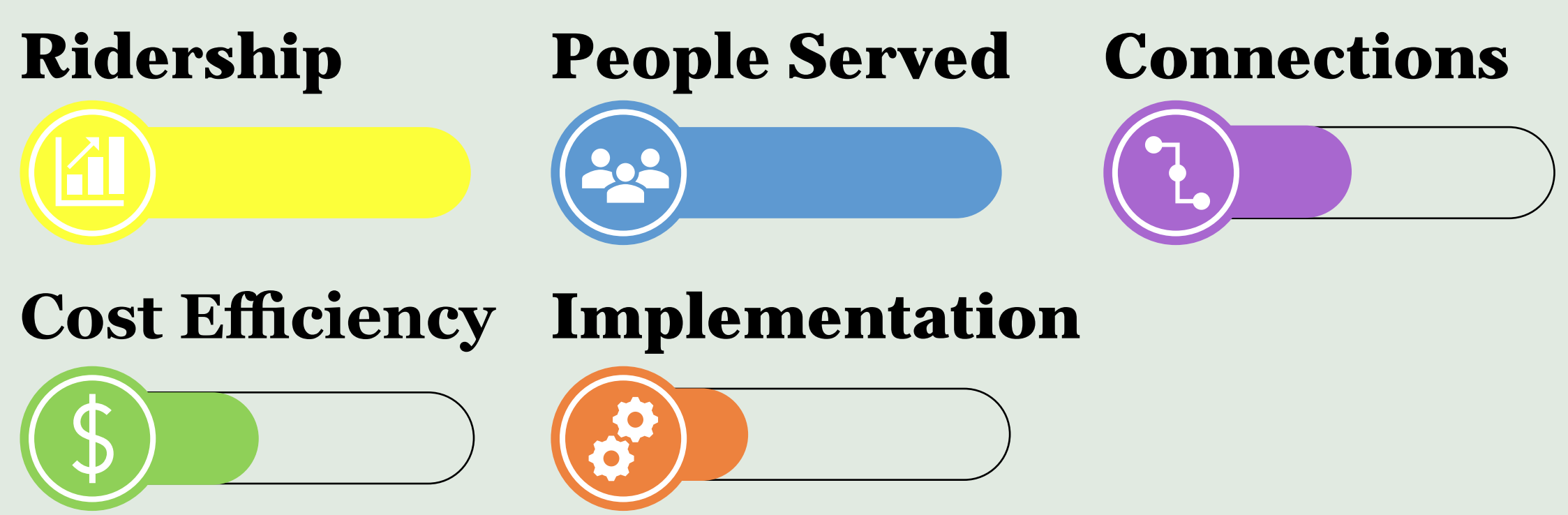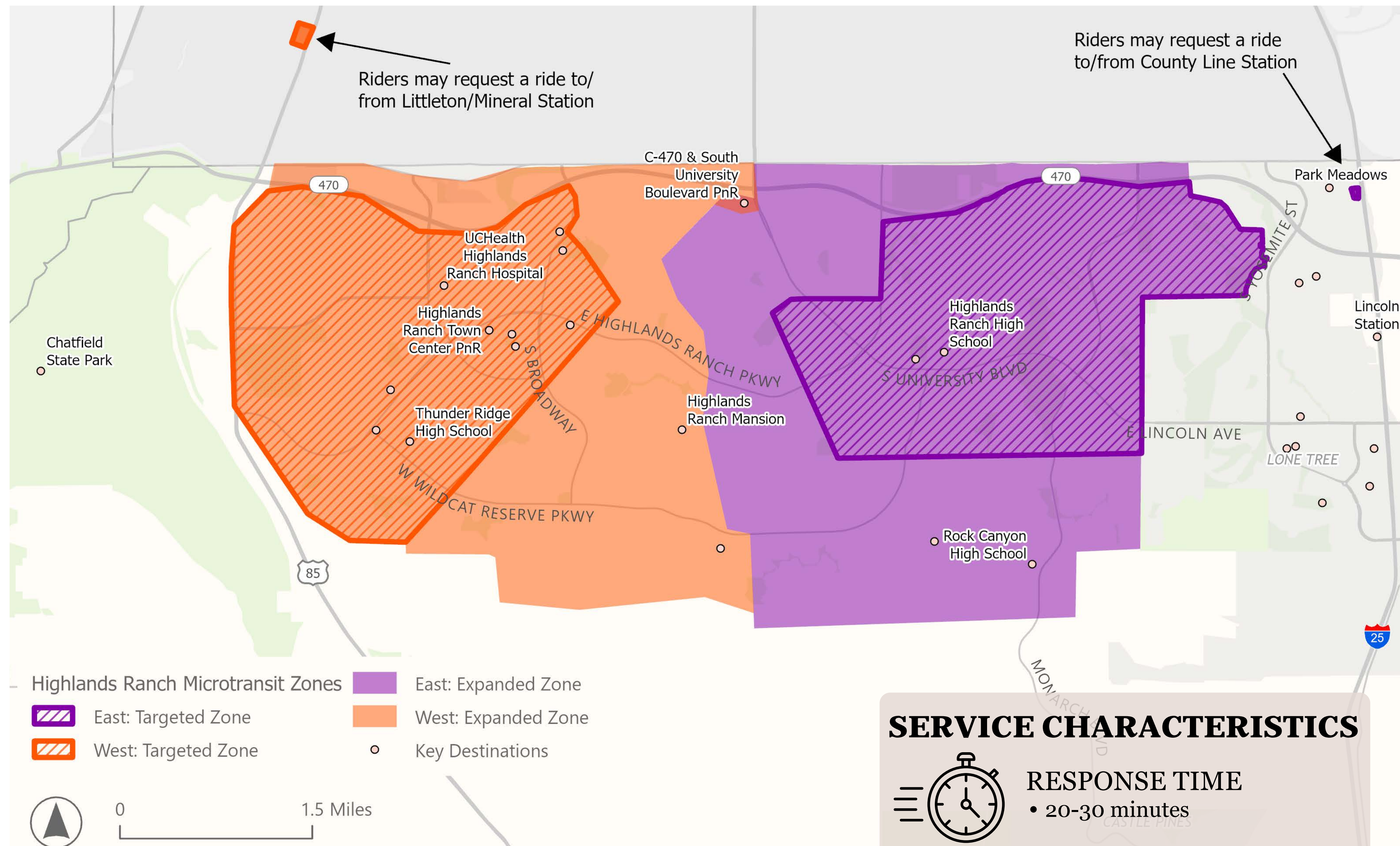
UNFAVORABLE

LONE TREE – CASTLE PINES – CASTLE ROCK SUBREGIONAL ROUTE

Douglas County
COLORADO

Routes

- ━━ Sub-Regional: Lone Tree to Castle Rock via Castle Pines
- ━━ Sub-Regional: Lone Tree to Castle Rock via Parker
- ━━ Sub-Regional: Highlands Ranch to Parker via Lone Tree
- Ⓢ Stops
- 📍 Future Mobility Hub
- 📍 Potential Castle Rock Mobility Hub Location
- ○ Key Destinations

How does this route meet project goals?

Ridership

People Served

Connections

Cost Efficiency

Implementation

ROUTE CHARACTERISTICS

FREQUENCY
- 30 mins during peak times
- 60 mins during off-peak times

SERVICE DAYS & HOURS
- Monday through Saturday
- 6AM to 8PM

TRAVEL TIME
- Lone Tree to Castle Pines: 25 mins
  - compare to 17-min drive
- Castle Pines to Castle Rock: 25 mins
  - compare to 18-min drive

When thinking about the travel needs of people in your community, how favorably do you view the Lone Tree – Castle Pines – Castle Rock fixed subregional route?

Place a sticky note with comments or route suggestions on this route here/on the map

FAVORABLE

NEUTRAL

UNFAVORABLE

HIGHLANDS RANCH LOCAL TRANSIT

Douglas County
COLORADO

Riders may request a ride to/from Littleton/Mineral Station

Riders may request a ride to/from County Line Station

470

C-470 & South University Boulevard PnR

Park Meadows

UCHealth Highlands Ranch Hospital

Highlands Ranch Town Center PnR

470

Highlands Ranch High School

Lincoln Station

Chatfield State Park

S BROADWAY

E HIGHLANDS RANCH PKWY

S UNIVERSITY BLVD

Thunder Ridge High School

Highlands Ranch Mansion

E LINCOLN AVE

LONE TREE

W WILDCAT RESERVE PKWY

85

Rock Canyon High School

MONARC...

I-25

Highlands Ranch Microtransit Zones

- East: Targeted Zone
- West: Targeted Zone
- East: Expanded Zone
- West: Expanded Zone
- Key Destinations

0   1.5 Miles

SERVICE CHARACTERISTICS

RESPONSE TIME
- 20-30 minutes

SERVICE DAYS & HOURS
- Monday through Saturday
- 7AM to 7PM

How does this microtransit zone meet project goals?
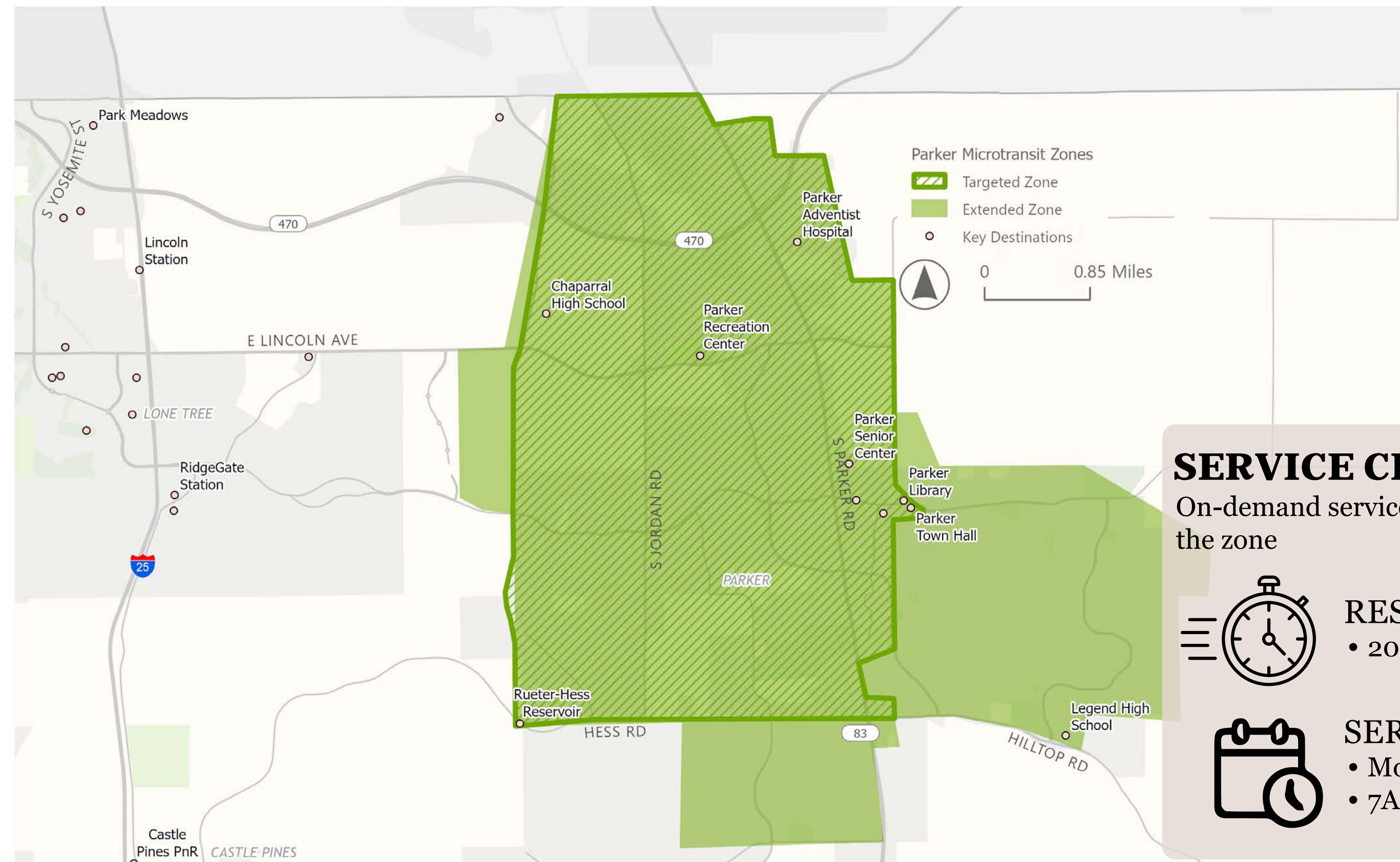
Ridership

People Served

Connections

Cost Efficiency

Implementation

When thinking about the travel needs of people in your community, how favorably do you view the Highlands Ranch microtransit option?

Place a sticky note with comments or route suggestions on this route here/on the map

FAVORABLE

NEUTRAL

UNFAVORABLE
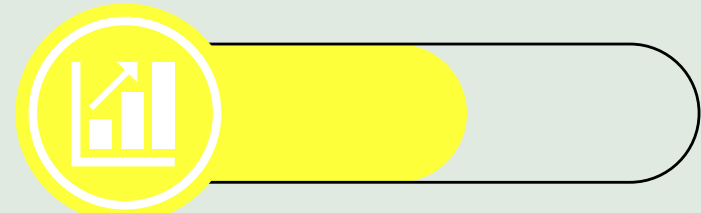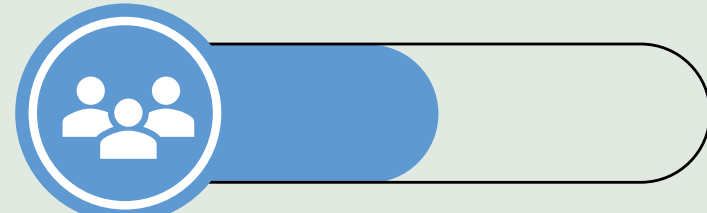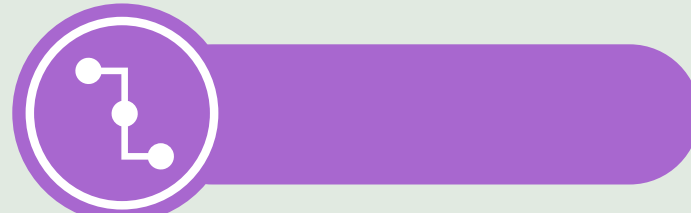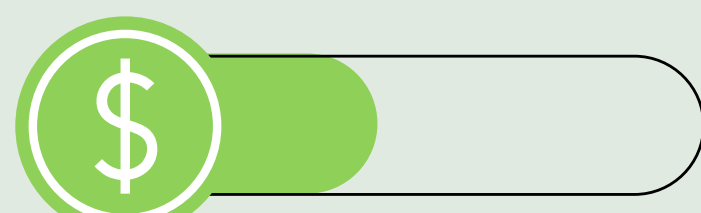
PARKER LOCAL TRANSIT

MICROTRANSIT

Parker Microtransit Zones
- Targeted Zone
- Extended Zone
- Key Destinations
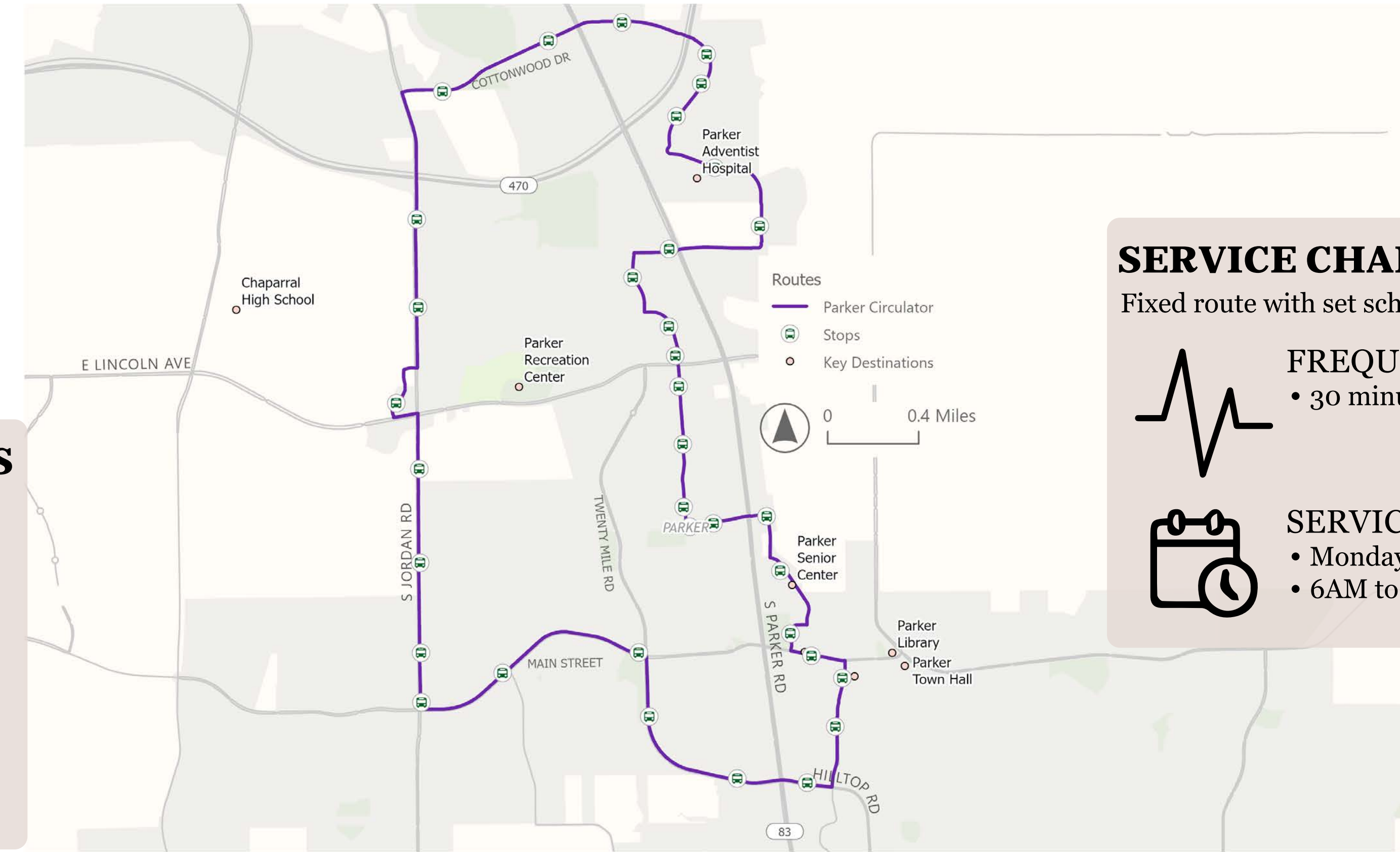
0 — 0.85 Miles

SERVICE CHARACTERISTICS
On-demand service between two points within the zone

RESPONSE TIME
- 20-30 minutes

SERVICE DAYS & HOURS
- Monday through Saturday
- 7AM to 7PM

CIRCULATOR

Routes
- Parker Circulator
- Stops
- Key Destinations

0 — 0.4 Miles

SERVICE CHARACTERISTICS
Fixed route with set schedule

FREQUENCY
- 30 minutes

SERVICE DAYS & HOURS
- Monday through Saturday
- 6AM to 8PM

How does this microtransit zone meet project goals?

Ridership	Cost Efficiency	People Served	Implementation	Connections

How does this route meet project goals?

Ridership	Cost Efficiency	People Served	Implementation	Connections

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When thinking about the travel needs of people in your community, how favorably do you view the Parker Microtransit and Circulator Options?

Place a sticky note with comments or route suggestions on this route here/on the map

FAVORABLE

NEUTRAL

UNFAVORABLE

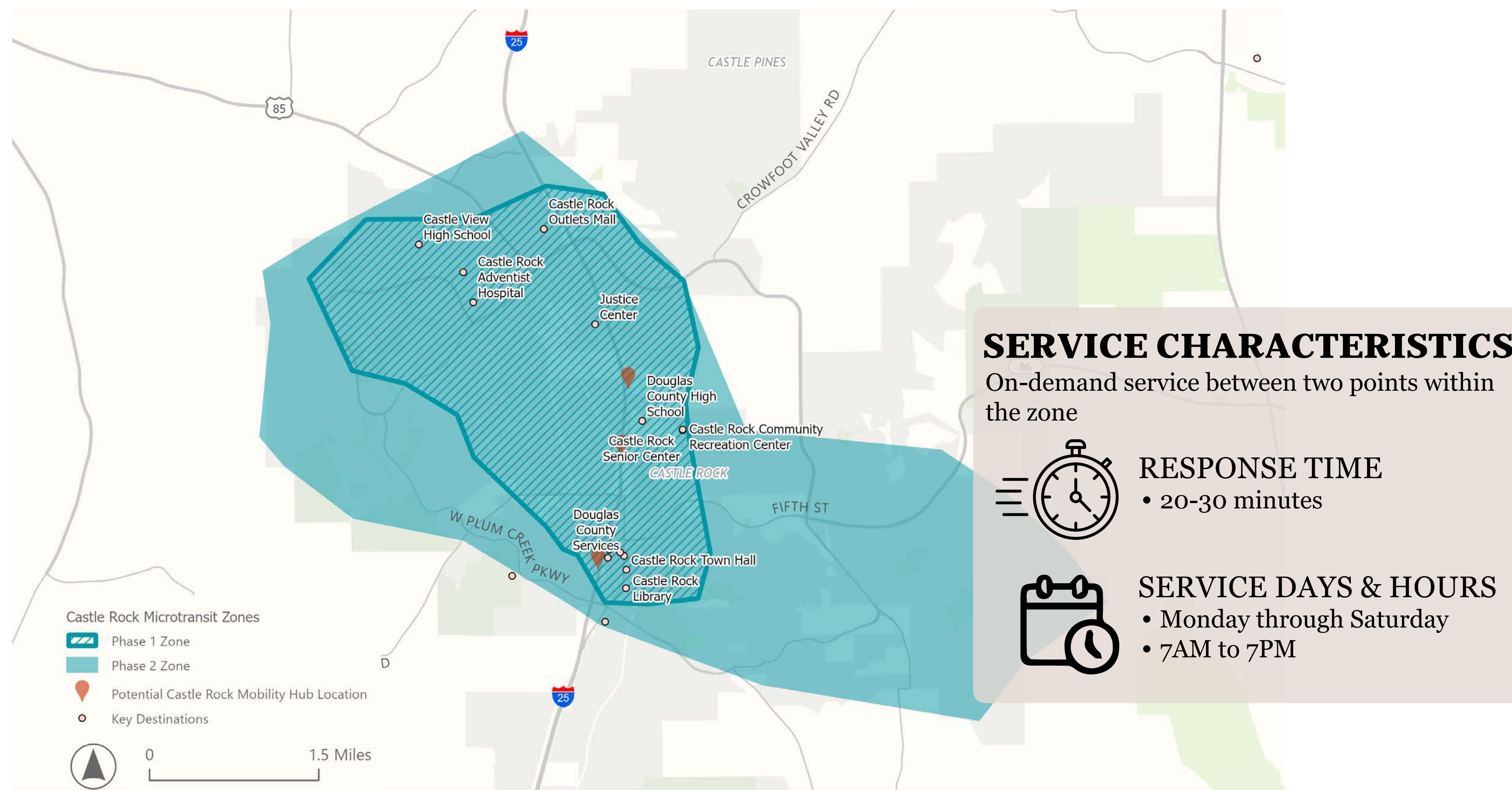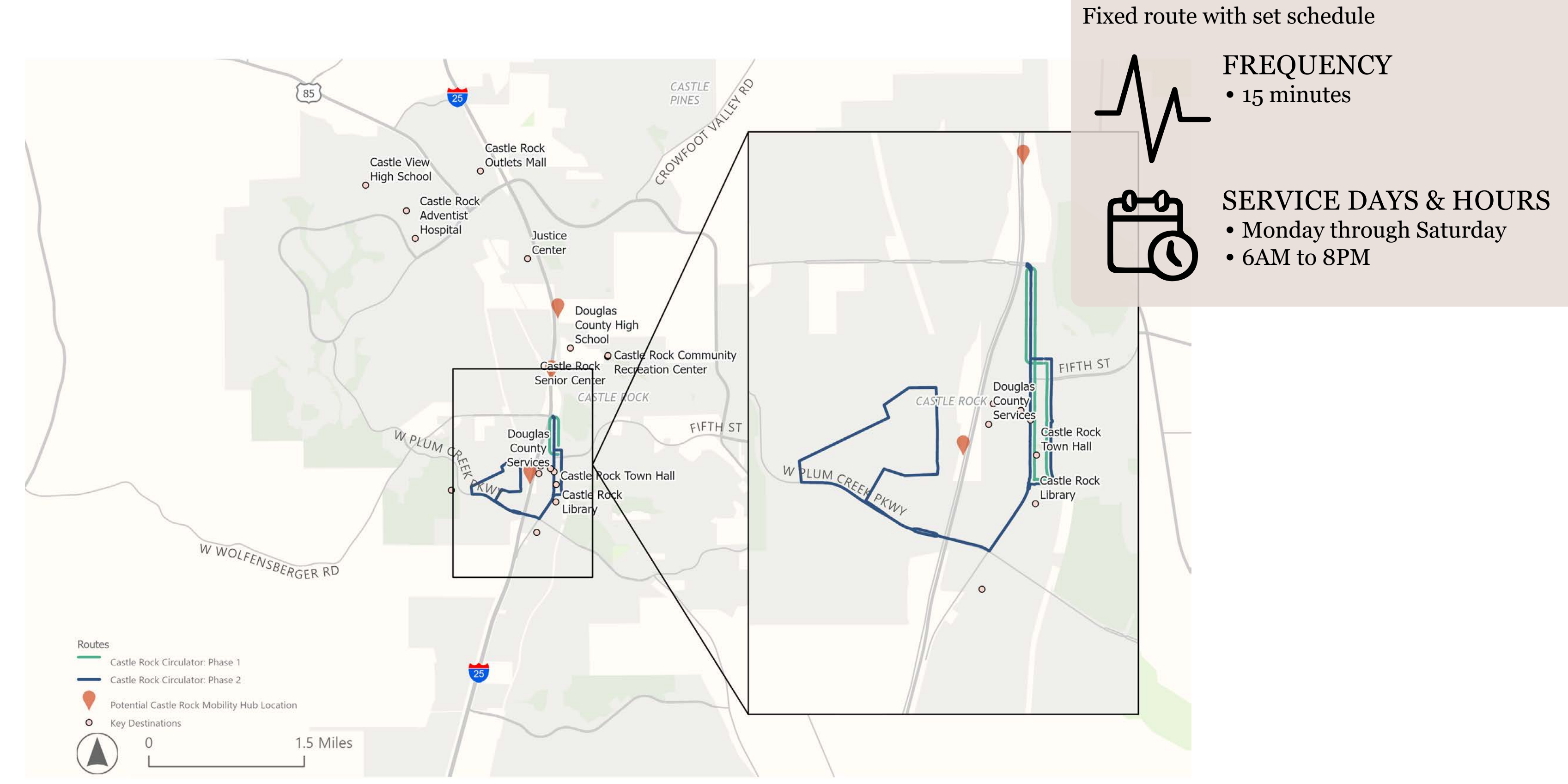Place a sticker on your preferred option for Parker

CIRCULATOR | MICROTRANSIT

CASTLE ROCK LOCAL TRANSIT

Douglas County COLORADO
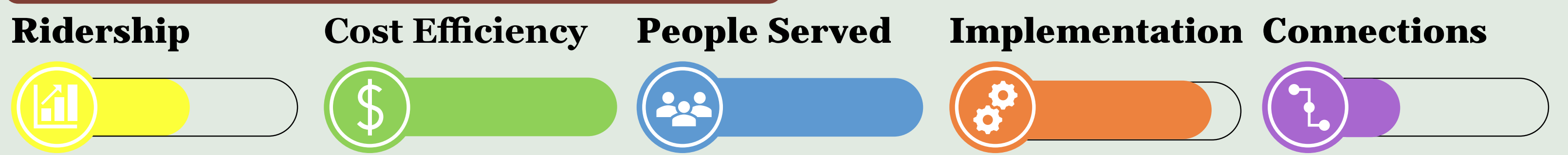
MICROTRANSIT

Castle Rock Microtransit Zones
- Phase 1 Zone
- Phase 2 Zone
- Potential Castle Rock Mobility Hub Location
- Key Destinations

0   1.5 Miles

SERVICE CHARACTERISTICS
On-demand service between two points within the zone

RESPONSE TIME
• 20-30 minutes

SERVICE DAYS & HOURS
• Monday through Saturday
• 7AM to 7PM

CIRCULATOR

Routes
- Castle Rock Circulator: Phase 1
- Castle Rock Circulator: Phase 2
- Potential Castle Rock Mobility Hub Location
- Key Destinations

0   1.5 Miles

SERVICE CHARACTERISTICS
Fixed route with set schedule

FREQUENCY
• 15 minutes

SERVICE DAYS & HOURS
• Monday through Saturday
• 6AM to 8PM

How does this microtransit zone meet project goals?

Ridership | Cost Efficiency | People Served | Implementation | Connections

How does this route meet project goals?

Ridership | Cost Efficiency | People Served | Implementation | Connections

When thinking about the travel needs of people in your community, how favorably do you view the Castle Rock local service option?

Place a sticky note with comments or route suggestions on this route here/on the map

FAVORABLE

NEUTRAL

UNFAVORABLE

Place a sticker on your preferred option for Castle Rock

CIRCULATOR : MICROTRANSIT

SUPPORTING FEATURES

Please select the **TOP THREE** supporting features that may lead you to take public transit

SAFETY
(security cameras on vehicles and at bus stops, well-trained drivers)

HIGH FREQUENCY SERVICE AND RELIABLE SERVICE
(every 30 minutes or less, and high on-time performance)

TRIP PLANNING TOOLS
(e.g., transit vehicle tracker app)

COMFORTABLE TRANSIT STOPS
(bike storage, trash cans, shelters, lighting)

BIKE RACKS ON TRANSIT VEHICLES

NEAR A PARK-N-RIDE

AFFORDABLE FARE

CONNECTION TO EXISTING TRANSIT SERVICES OR CENTERS

LATE NIGHT/ WEEKEND SERVICE

OTHER

INVEST IN YOUR TOP TRANSIT OPTIONS

Recognizing that funding opportunities are limited and implementation will need to be phased, please rank your top three transit options by putting a block into the jar corresponding to each option.
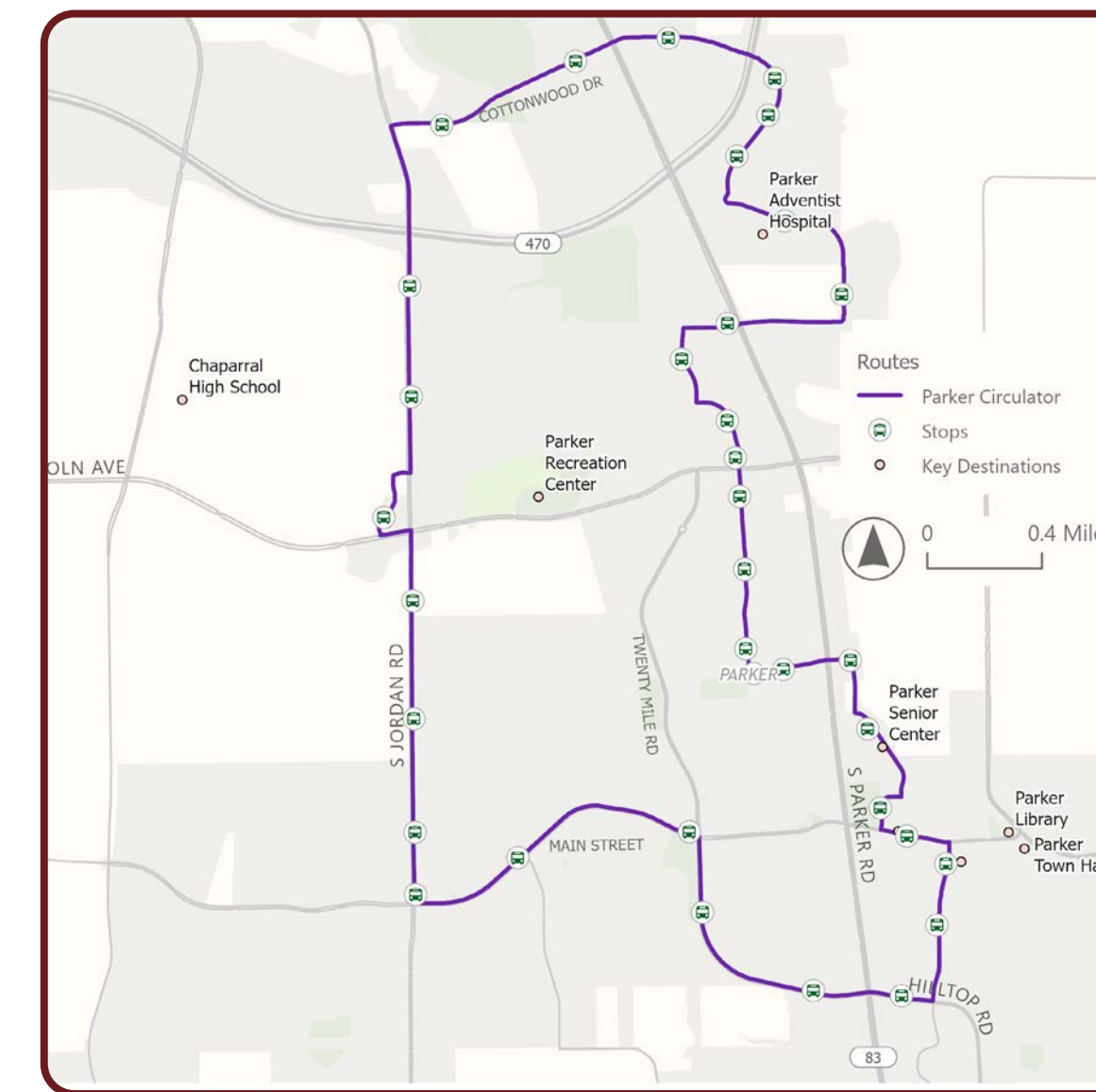
LONE TREE/MERIDIAN – PARKER – CASTLE ROCK
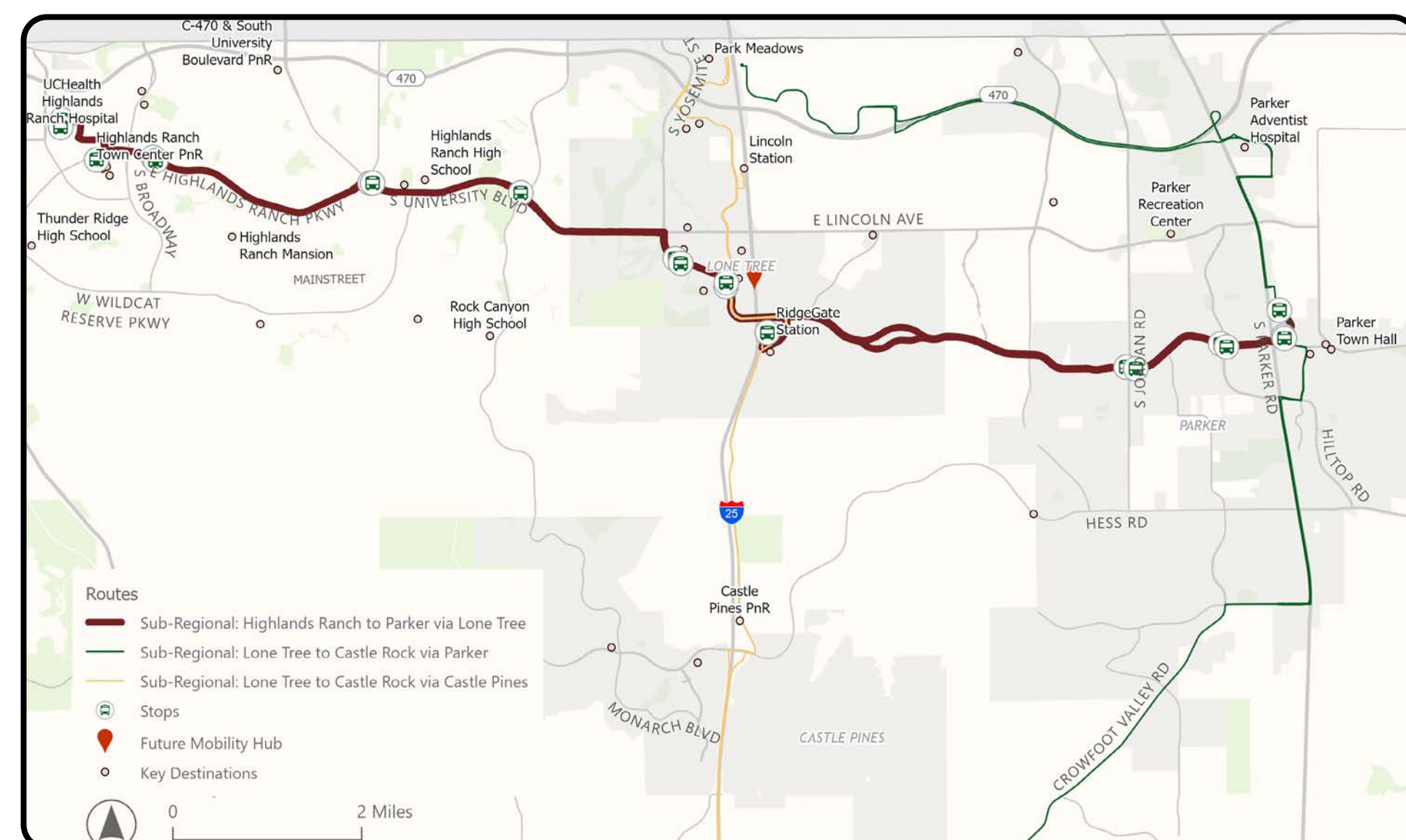*(SUBREGIONAL FIXED ROUTE)*
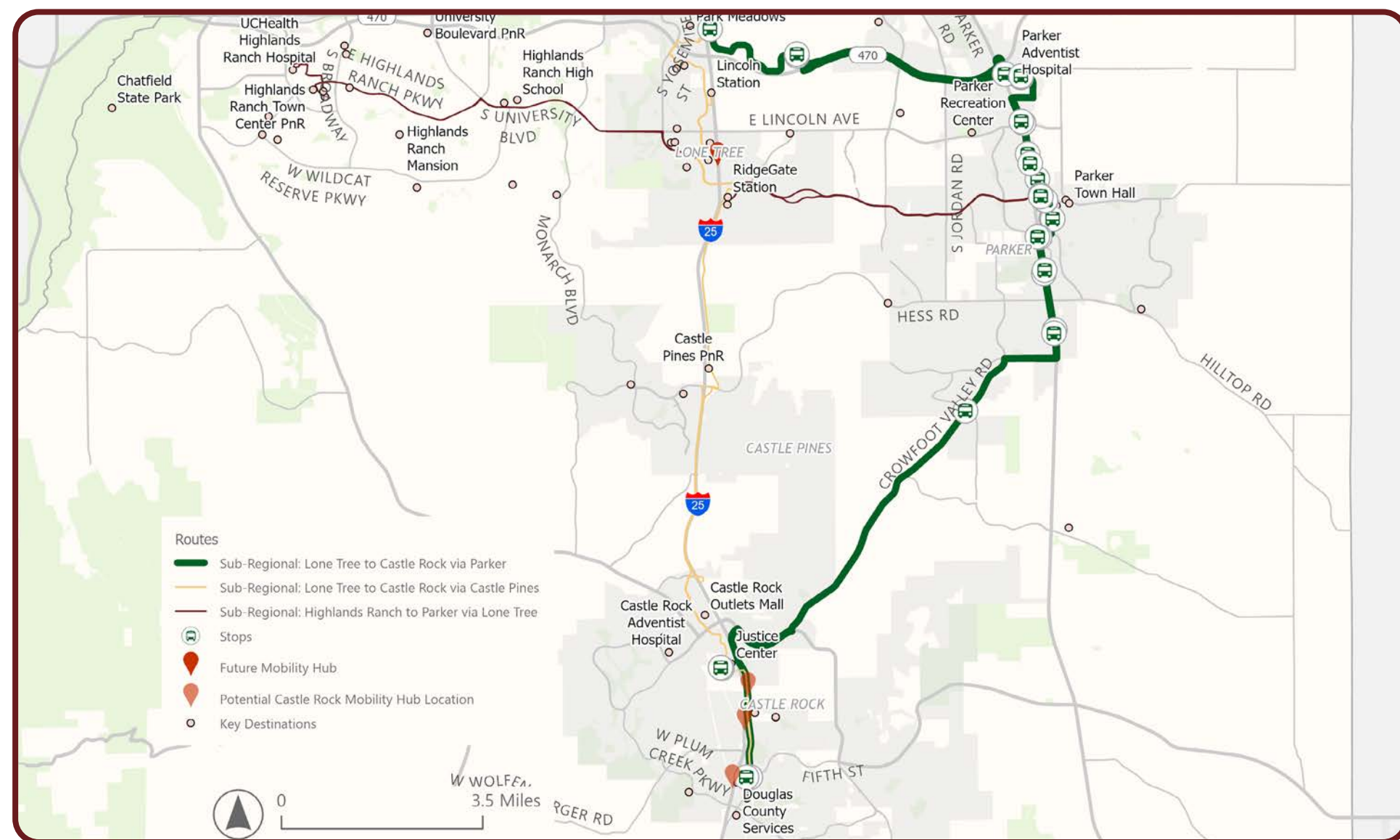
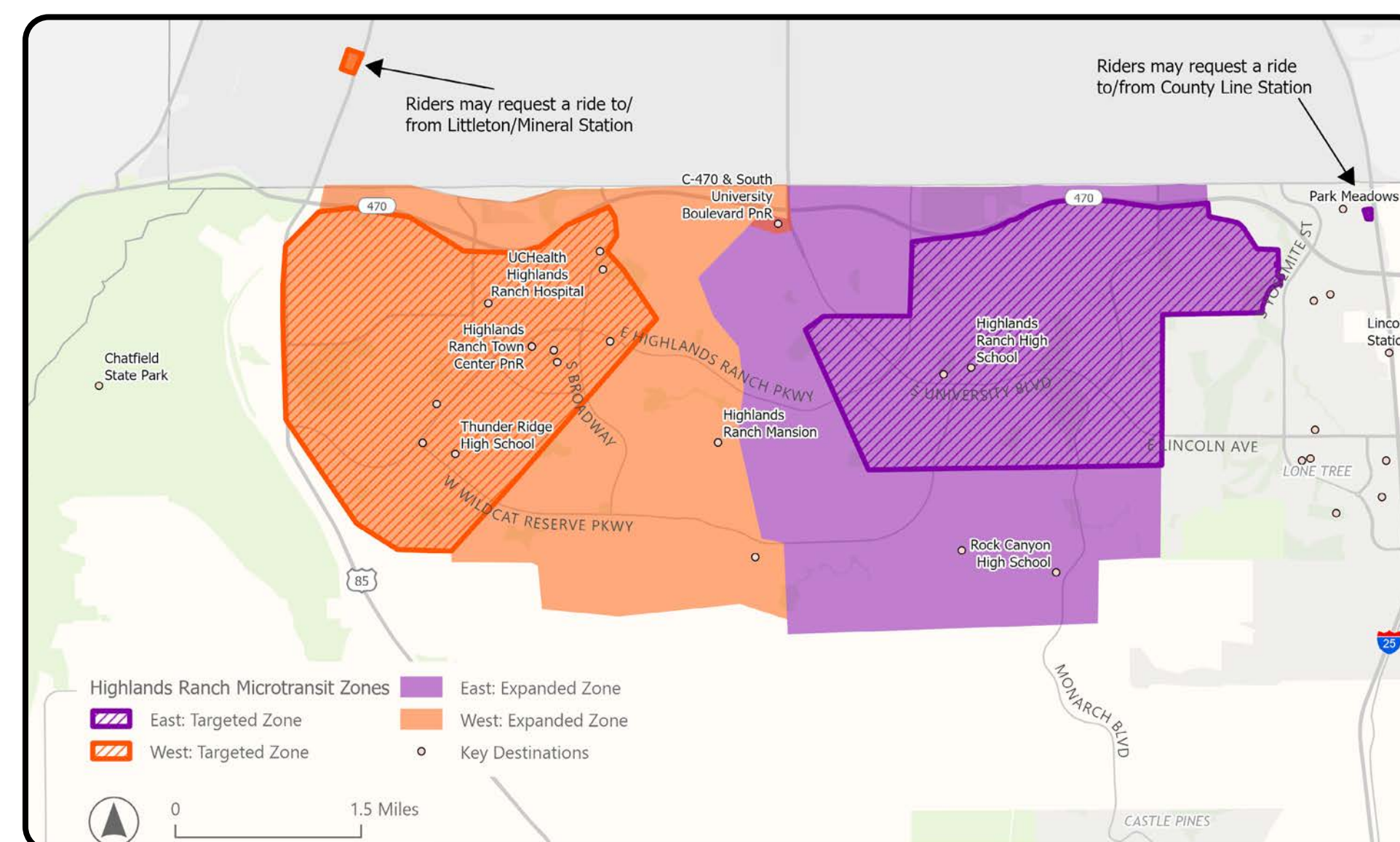### LONE TREE – CASTLE PINES – CASTLE ROCK
(SUBREGIONAL FIXED ROUTE)
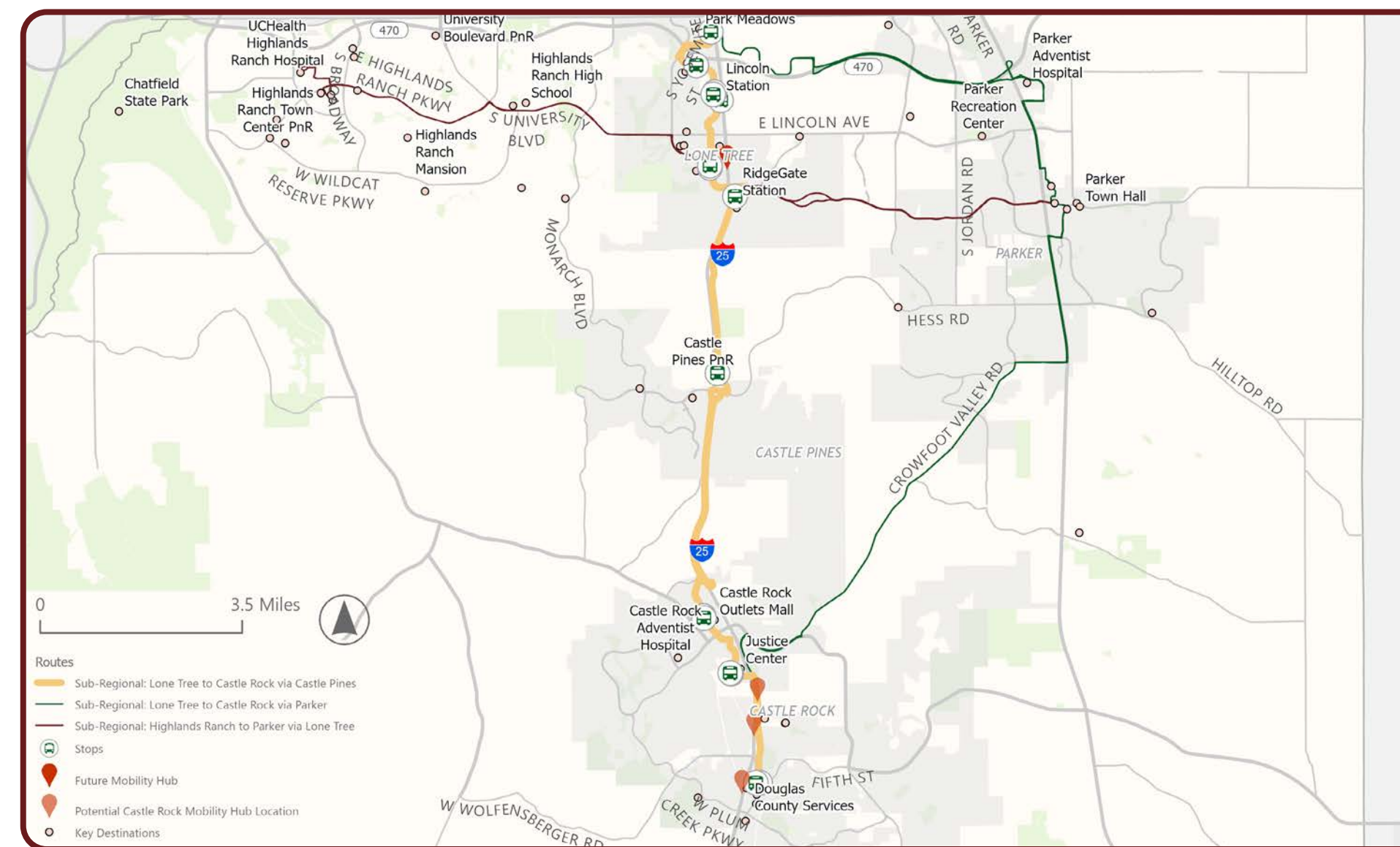
PARKER LOCAL
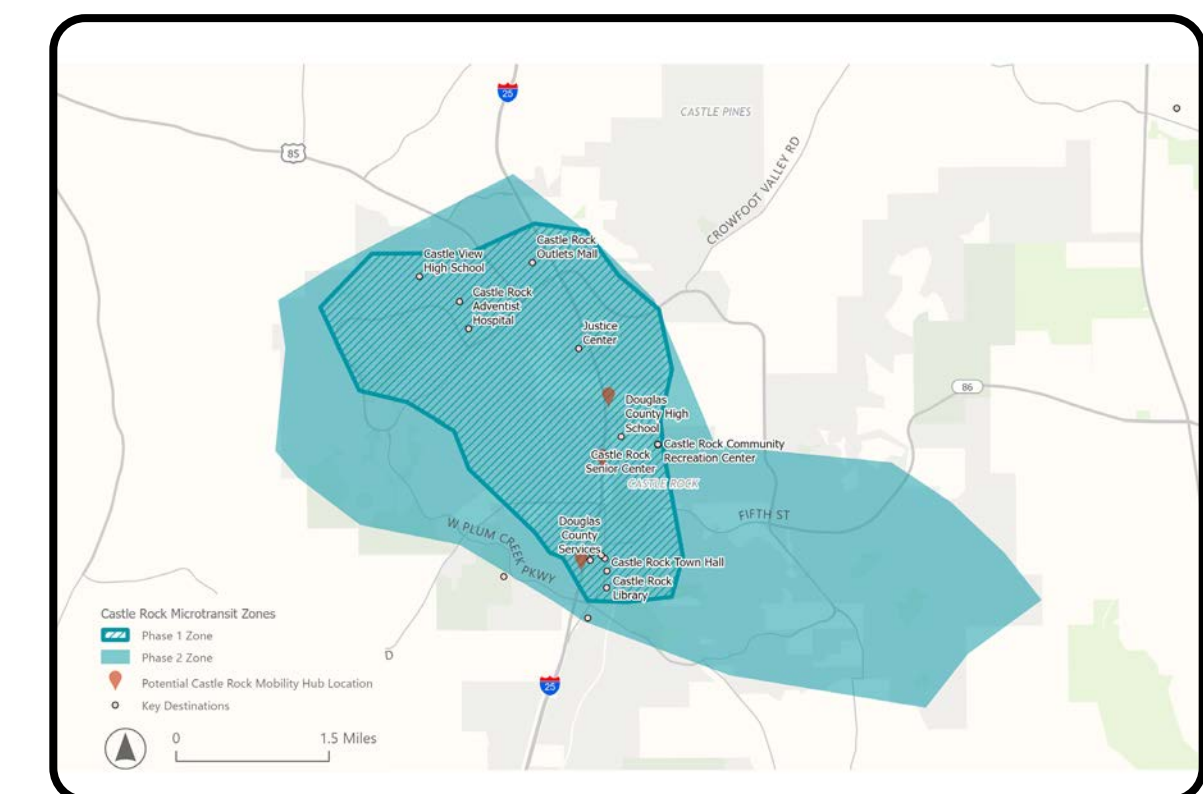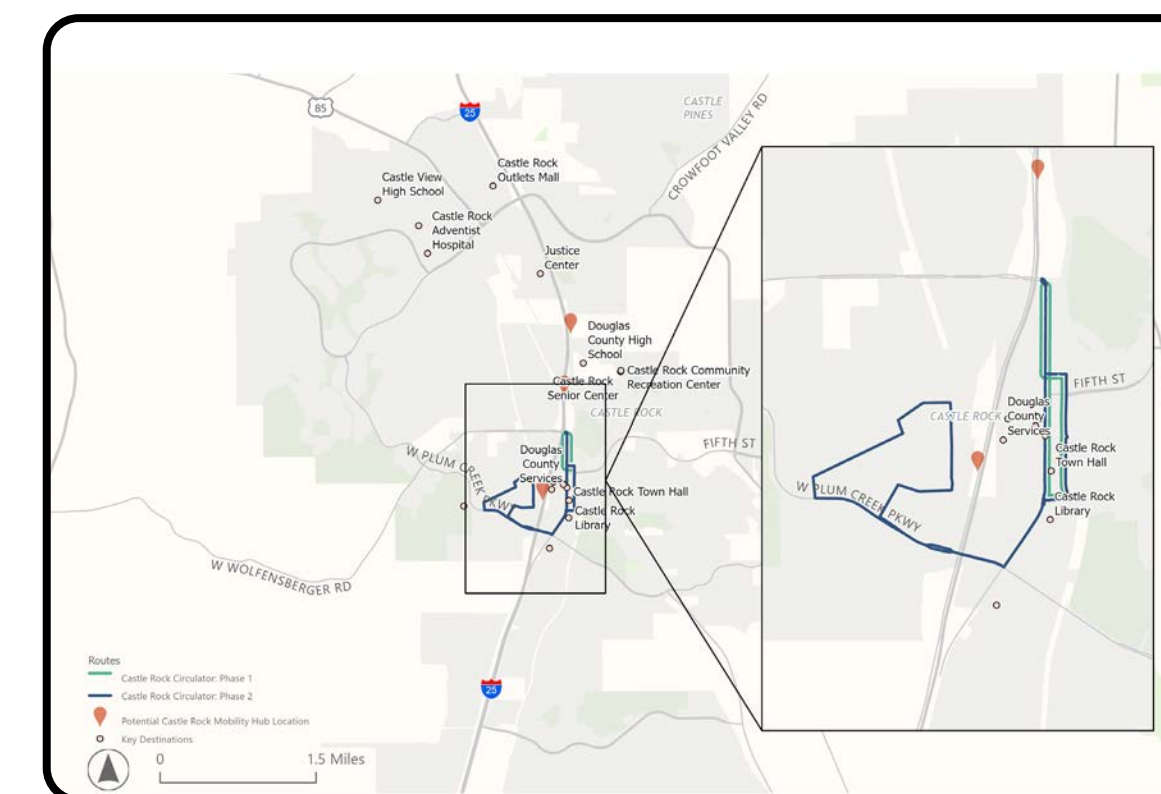*(CIRCULATOR OR MICROTRANSIT)*
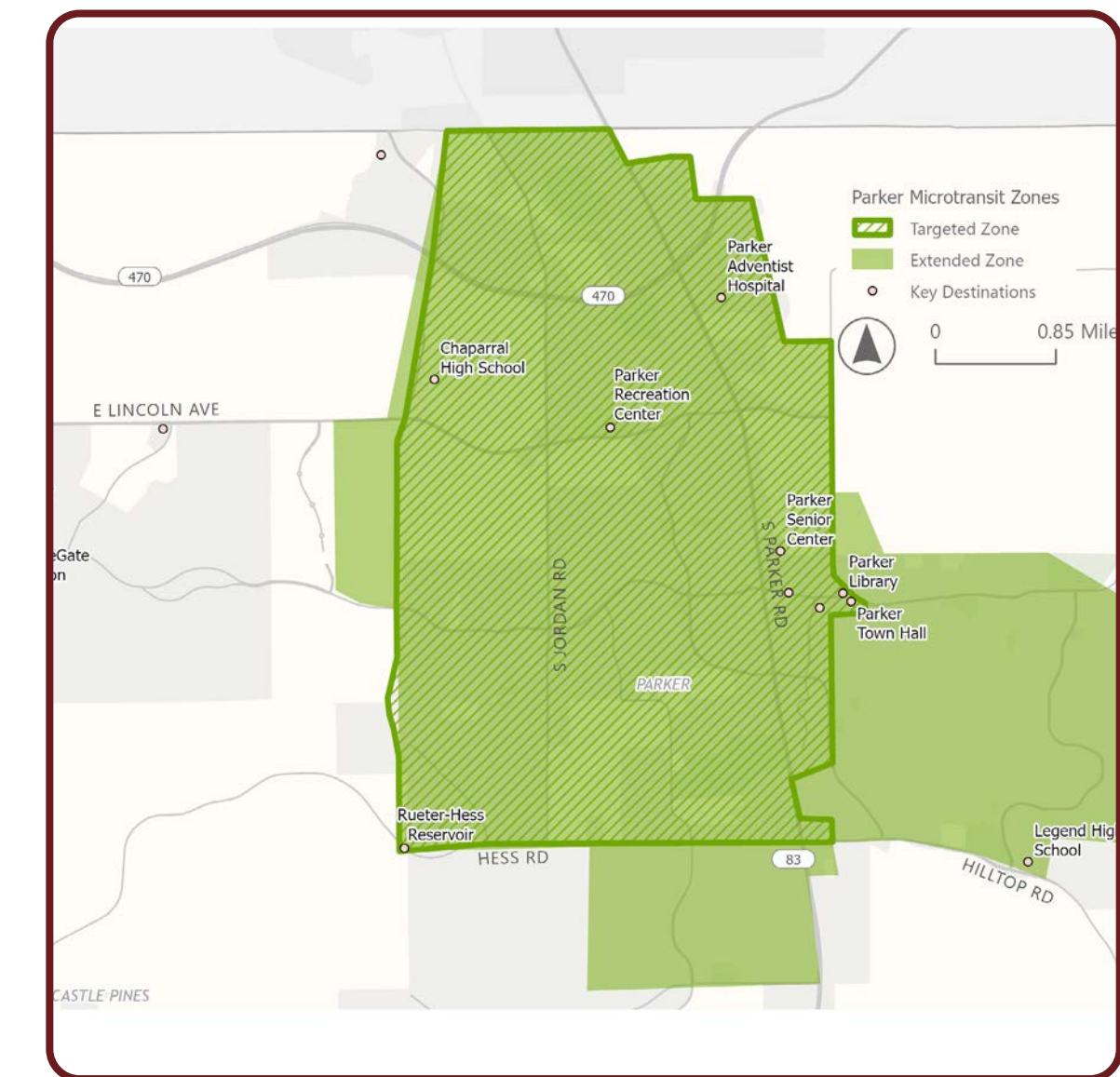
HIGHLANDS RANCH - LONE TREE – PARKER
(SUBREGIONAL FIXED ROUTE)

HIGHLANDS RANCH LOCAL
(MICROTRANSIT)

CASTLE ROCK LOCAL
(CIRCULATOR OR MICROTRANSIT)

DOUGLAS COUNTY
COLORADO

HOW WOULD YOU USE TRANSIT?

Douglas County COLORADO

How often would you use public transit if it served your desired destinations? (Place a sticker under the one that applies)

DAILY	WEEKLY

MONTHLY	A COUPLE TIMES A YEAR	NEVER

What type of trips would you most likely use a new public transit service for? (Select all that apply)

CONNECT TO EXISTING PUBLIC TRANSIT SERVICES (RTD BUSES AND LIGHT RAIL, LONE TREE LINK ON DEMAND, ETC.)	COMMUTING TO WORK OR SCHOOL	ACCESSING ESSENTIAL SERVICES (GROCERIES, MEDICAL APPOINTMENTS, SOCIAL SERVICES)	RECREATION (DINING, SHOPPING, VISITING FRIENDS, EXPERIENCING PARKS AND RECREATION CENTERS)	OTHER (PLEASE SPECIFY)

What days of the week and times are you most likely to use a public transit service? (Select all that apply)

WEEKDAYS 6 AM TO 10 AM	WEEKDAYS 10 AM TO 2 PM	WEEKDAYS 2 PM TO 7 PM	WEEKDAYS 7 PM TO MIDNIGHT

WEEKENDS 6 AM TO 10 AM	WEEKENDS 10 AM TO 2 PM	WEEKENDS 2 PM TO 7 PM	WEEKENDS 7 PM TO MIDNIGHT