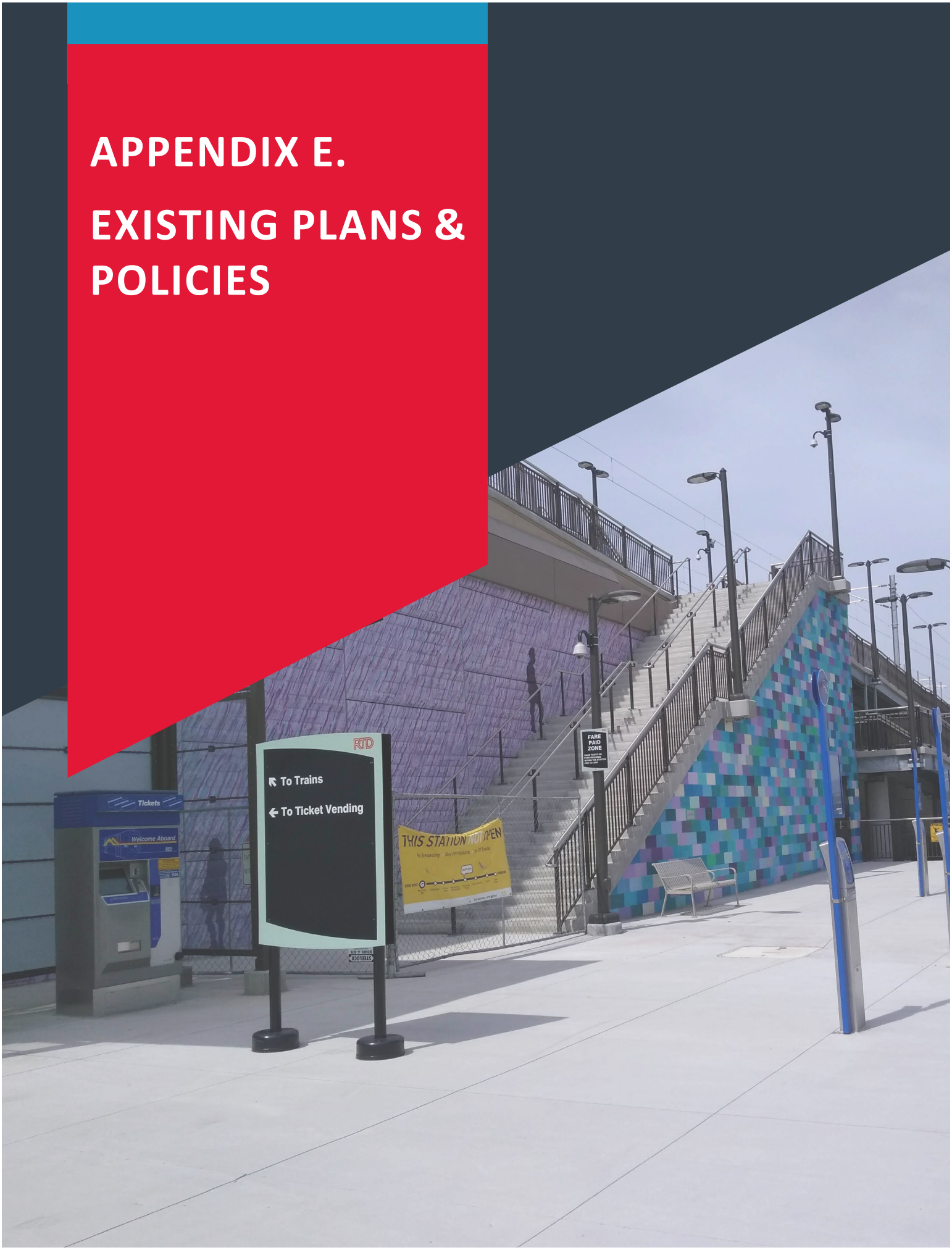
APPENDIX E.

EXISTING PLANS & POLICIES



EXISTING PLANS AND POLICIES

As part of the FLM planning process, the project team researched relevant existing plans and policies adopted by RTD and other agencies in the Denver region. Existing RTD and Denver-area projects provided context for the FLM Plan including previous and ongoing local efforts.

RTD Plans and Policies

The project team analyzed the following RTD plans and policies. Their applicability to FLM are summarized in Figure 3.3.

- Districtwide Origin and Destination Survey (2015)
- Quality of Life Report (2015)
- Parking Pricing Technical Assessment (2016)
- Strategic Plan (2015-2020)
- Origin-Destination License Plate Survey (2016)
- Bike Parking and Accessibility Study (2015)

Districtwide Origin and Destination Survey (2015)	
Summary	Approximately 35,000 randomized on-board and off-board surveys were collected to provide insight into travel behavior by transit riders in the Denver region.
Relevant Findings	• Transit access by walking accounted for 55% of rail boardings and 85% of bus boardings • Almost 30% of people surveyed drove alone and parked at rail stations • Transit access by transportation network companies (TNCs) accounted for only 0.5% of rail boardings and 0.2% of bus boardings • 47% of rail boardings and 41% of bus boardings are by users between the ages of 20-24 • 19% of rail boardings and 31% of bus boardings come from households without cars • 34% of people who use active transportation to access transit are more likely to pay with cash compared to 15% of those who use a vehicle • 75% of people who use active transportation to access transit come from households with less than $50,000 annual income, compared to 42% of those who use a vehicle
Applicability to FLM	The FLM Plan used the data from this survey to understand how and why existing riders access RTD stations and stops. This information allowed the project team to identify the type of first and last mile solutions that could encourage and support existing users. Understanding the differences between people who either use active transportation or motorized vehicles provides insight into the different types of existing riders the Plan should cater to and the different strategies that may need to be implemented to improve their access to RTD stations. The limitations of this data are that it only shows existing riders, rather than those who would potentially ride RTD if different first and last mile solutions were implemented.

Figure F.1 RTD Plans and Policies

Quality of Life Report (2015)	
Summary	The Quality of Life Report is RTD's data-driven evaluation of progress towards meeting the Fas-Tracks Program goals to 1) balance transit needs and regional growth; 2) increase transit mode share; and 3) improve transportation choices and options.
Relevant Findings	• Light rail ridership system-wide increased by 30%, but bus ridership remained steady. • Annual boardings per capita decreased by 4%, but overall annual boardings increased by 5%. • Time spent in road congestion increased 14%. • 42% more people live near 15-minute headway RTD service. • An additional 35 B-Cycle stations were added within a half-mile of 18 rapid transit stations. • The report showed an increased focus on Transit Oriented Community development.
Applicability to FLM	The general statistics shed light on the direction RTD ridership is moving, with an increased ridership on frequent light rail services and a focus towards transit orientated communities, alongside a general trend of increased congestion on major highways throughout the region. The recommendations and strategies in the First and Last Mile Plan directly relate to the three goals described in the Quality of Life report, and as such will help RTD meet these goals.
Parking Pricing Technical Assessment (2016)	
Summary	This report includes an assessment of the RTD parking system with the aim of understanding the impacts of increasing paid parking across the system. It provides a wide-ranging assessment of existing parking conditions at RTD stations, as well as a variety of potential parking pricing scenarios and operational recommendations.
Relevant Findings	• There are 44,772 parking spaces across 101 RTD Park-n-Ride facilities. • Different parking pricing structures will have different impacts on RTD ridership.
Applicability to FLM	The Assessment included analysis and data that was used within the First and Last Mile Plan including: • **Parking utilization assessments:** Understanding the capacity of Park-n-Ride facilities can impact the suggested recommendations. • **Bus Access/Route Coverage:** This analysis helped us understand vehicular circulation and feeder bus connectivity. • **Station area walkability:** The walkability of a station fed into our representative station selection criteria.
Strategic Plan (2015-2020)	
Summary	RTD's Strategic Plan establishes the District's long-term vision and integrates strategies for achieving that vision with the RTD Board's short-term goals.
Relevant Findings	• 50% of passengers come from low-income households. • RTD has a high level of customer satisfaction. • In 2014, over 90% of RTD riders owned a mobile phone and over 60% owned a smart phone.

Figure F.1 RTD Plans and Policies, CONTINUED

Strategic Plan, Continued	

Applicability to FLM	The strategic plan specifically calls out First and Last Mile initiatives. Those initiatives that are most pertinent include:
	• Equity and Accessibility
	  • Support and coordinate investments to improve first and final mile connections to transit facilities.
	  • Foster livable, equitable, and accessible communities at transit facilities.
	  • Support ADA accessibility through adherence to Standards for Accessible Design and improved efficiencies with Access-a-Ride and fixed route services.
	  • Work with private and non-profit partners to collaborate on new technologies such as car and bicycle sharing, autonomous vehicles, and other transportation innovations.
	• System Optimization
	  • Pursue ongoing enhancements and improvements to the existing transit system (services and facilities).
	  • Partner with local communities to invest in transit-supportive infrastructure.
	  • Establish a leadership role with other agencies to integrate transit services throughout the State of Colorado.
	• Technological Innovation
	  • Develop a 5-year Intelligent Transportation Systems (ITS) Plan to assess the current state of technology development in the District and establish a roadmap for future technology development.

Bike Parking and Accessibility Study (2015)	
Summary	The Bike Parking and Accessibility Study provided an assessment of 90 RTD Park-n-Ride facilities, LRT stations and transit transfer facilities. It includes a number of recommendations for improving bicycle access to RTD stations.
Relevant Findings	• RTD provides approximately 500 bike racks, 24 bike trees (vertical racks) and 750 bike lockers throughout the District. • Generally, lease rates for bike lockers are low. The study suggests that registration difficulties are the main barrier to usage. • A survey undertaken during the study showed that “Feeling like my parked bike is secure” was a major factor when deciding whether to ride a bike to a transit station or not.
Applicability to FLM	The district-wide data collection of bike parking conditions and bike locker utilization rates are useful for identifying strategies to increase bicycling to RTD stations as a FLM solution. The data also provided input for the representative station selection.

Figure F.1 RTD Plans and Policies, CONTINUED

Other Denver Region Plans and Policies

The project team analyzed additional plans and policies that were developed by agencies other than RTD but provide relevant information for the FLM plan. The documents are summarized in Figure 3.4

- First and Final Mile Report and Survey (WalkDenver, 2015)
- US 36 First and Final Mile Study (Commuting Solutions, 2013)
- Go Centennial Final Report (Denver South TMA, 2017)

First and Final Mile Report & Survey (WalkDenver, 2015)	
Summary	WalkDenver's First and Final Mile Survey provides insight into what residents within the District feel could be improved to increase access to RTD stations.
Relevant Findings	• 90% of respondents think that first and last mile connections are very important to the success of the region's transportation system. • Respondents ranked improved sidewalks and pedestrian crossing facilities as the preferred FLM improvements. • 88% of respondents believe that cities and counties should fund FLM improvements.
Applicability to FLM	The report shows that first and last mile recommendations are thought of as very important for the success of the region by multiple stakeholders. This survey suggests that pedestrian infrastructure is the most important issue to focus on to improve FLM access. The report also suggests that RTD should develop a First and Last Mile plan, and also outlines a number of potential funding strategies for improvements. These strategies were reviewed in developing the toolkit strategies in this Plan.
US 36 First and Final Mile Study (Commuting Solutions, 2013)	
Summary	Though this study is now five years old, it highlights several potential solutions for improving first and last mile conditions along the US 36 corridor.
Relevant Recommendations	• Secure bike parking facilities at stations. • Provision of EcoPasses to employers near stations. • Branded wayfinding to connect cyclists and walkers to stations. • Private car share/taxi services to connect people to stations. • First and last mile app to provide commuters with transportation information. • Increased bikesharing programs around stations. • Secure and covered scooter/motorbike parking.
Applicability to FLM	The relevant recommendations were considered for the FLM plan.

Figure F.2. Other Denver Region Plans and Policies

Go Centennial Final Report (Denver South TMA, 2017)	
Summary	The six-month Go Centennial Final Report was about an on-demand, mobile-based public-private partnership (PPP) model designed to maximize first and last mile services and enhance ridership at the Dry Creek light rail station. To match the free transfers to and from light rail provided by Call-n-Ride, the program provided rides to and from the station at no cost to the user. Rides were provided in a carpool-type mode by Lyft Line, with unrelated riders with similar origins and destinations sharing vehicles. To meet the "fully accessible" service need, Via (a non-profit) was contracted to service the area with a wheelchair and ramp accessible vehicle, tied to the Lyft app.
Relevant Findings	• **Integrate the program with RTD.** By operating parallel Call-n-Ride and Acces-a-Ride, the pilot program resulted in a repetition of services and therefore cost inefficiencies. The pilot was also not linked with the light rail schedule, resulting in increased wait times. (Lyft has since created a "Scheduled Rides" feature, which allows a commuter to schedule a Lyft to arrive at the expected time of arrival of the light rail and create a more seamless multi-modal experience.) The report proposed that a more fully integrated service with RTD could provide a better service, including potentially replacing the current Call-n-Ride and Access-a-Ride services with a TNC-based service. The reports suggest that Lyft Line trips could be provided more efficiently and at 75% the cost of Call-n-Ride service. • **Formalize pick-up and drop-off locations**. Confusion about pick-up and drop-off locations caused delay in the response time, reduced customer satisfaction with the service and impacted real and perceived reliability. Additional information in the form of signage, education to Lyft drivers, and specification through the app could address this issue and streamline coordination and the transfer process for users. • **Increase marketing.** Surveys showed a lack of understanding or knowledge of the pilot program. The study suggests future implementation should investigate targeted digital advertising, piggy-backing on existing events with pop-up materials, distributing information and giving presentations to large employers in the service area, promotional material at light rail stations, targeted outreach through youth and senior groups, and social media exposure. • **Provide an accessible service.** The fully accessible aspect of the program (provided by a Via vehicle) was deemed unsuccessful. The accessible service incurred 75% of the projects service provision costs, yet was rarely used. Proposed solutions include allowing standard users to hail the dedicated accessible vehicle when not in use by someone requiring special assistance.
Applicability to FLM	The lessons learned were incorporated into the FLM strategies.

Figure F.3. Other Denver Region Plans and Policies. CONTINUED

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