



CHAPTER 6

FACILITIES

Developing infrastructure that supports and enhances transit efficiency is one of the goals identified in this plan. It addresses the following needs:

- To provide multimodal facilities at locations across the State, increasing access and connectivity.
- To improve travel time and reliability of transit services operating in congested corridors.
- To accommodate on street intercity bus and regional commuter bus activity.

A wide variety of facilities are used for intercity bus, regional bus services, and private sector bus operations. Some facilities, such as major or multimodal facilities, ICB stops, and park-and-rides, are used by more than one type of service. For example, intercity and private bus services use the park-and-ride facilities and/or station facilities at several publicly operated facilities:

- Pueblo Transit Center
- Morrison Hogback Park-and-Ride (I-70 near Morrison)
- Frisco Transit Center and Park-and-Ride,
- Vail Transportation Center
- Brush Creek Park-and-Ride (Brush Creek Road at Hwy 82, Pitkin County)
- Harmony Park-and-Ride (Harmony at I-25, Fort Collins)

There are many more park-and-rides with shared use in the Denver metropolitan area; Denver International Airport and the new Denver Union Station are premier facilities that provide multimodal connections. Along I-25, CDOT operates a variety of park-and-ride facilities, most of which were originally designed for carpool use. Some, such as the Monument Park-and-Ride or the Tejon Park-and-Ride in Colorado Springs, are suitable for bus services.

For regional services operating in congested corridors the infrastructure also includes the various types of roadway infrastructure that will allow buses to bypass automobile and truck



congestion or easily access bus stops and the highway. For example, the following facilities are key for regional bus services:

- In the Highway 82 corridor, there is a 16-mile HOV lane, with bus queue-jumps. A key feature of this BRT project is that the stations are readily accessible to the highway and most have significant park-and-rides.
- On North I-25, the Downtown Express is a 6.6-mile reversible HOV lane operating between downtown Denver and U.S. 36 / 78th Avenue. Vehicles move southbound in the morning peak and northbound in the afternoon peak. It is being extended to 120th Avenue and is a valuable asset for regional commuter bus in the North I-25 corridor.
- The Twin Tunnels project on I-70 at Idaho Springs includes a third lane through the eastbound tunnel that will be operated as a 3-mile long managed lane during peak periods of congestion. CDOT is also planning to provide for a managed lane using the shoulder of I-70, from Empire Junction to the west end of the Twin Tunnels, extending this feature another 8.8 miles. This type of infrastructure will be important in the development of the transit mode between Denver and the mountain communities.

There are many stops and facilities, including park-and-rides, operated by transit systems that are not covered here as they primarily serve passengers traveling within the transit system's boundaries. For example, the only facilities in the RTD service area that are included are those serving ICB passengers or providing for connectivity between modes and systems. The additional roadway infrastructure is only addressed in general terms here with somewhat more discussion in Appendix A for the I-70 Corridor and Appendix B for the Regional Commuter Bus Services.

This chapter begins by identifying the existing facilities and related needs or issues. It focuses on three primary areas:

- Major or multimodal facilities and the connectivity they provide across the State as well as within urban areas;
- Intercity bus stops; and
- Park-and-ride facilities.

The facilities are identified by urban area and then for the rest of the State. Appendix E includes a table providing an alphabetical listing of stops served by intercity or regional providers, with more detailed information on each stop.



EXISTING FACILITIES AND STOPS

STATEWIDE INTERCITY AND REGIONAL STOPS

There are just over 100 stops for private intercity and regional shuttle buses in 43 communities in Colorado. This section focuses on the priority stops, based on connectivity and level of service. It is these stops where investments in improvements are most likely warranted.

Of the stops listed in Appendix E, over 80% are located at private businesses while 17% are at public facilities. Private businesses serving intercity and regional bus passengers include convenience stores, gas stations, hotels, and ticket and insurance agencies. Just under 40% have staff, and at these locations tickets can often be purchased. Many of the other stops are no more than simple bus stops without staff or facilities such as indoor waiting, bathrooms, tickets for sale, snacks or information. Consistent signage at the facilities and trailblazer signs directing people to the facilities would make them more visible.

Public facilities include transit centers and park-and-ride facilities. These facilities support both the transfer of passengers between modes and private operators who do not also have to provide separate facilities. The shared use of public facilities happens on all scales, from DIA and Denver Union Station where many passengers and private providers are served, to resort communities like Steamboat Springs where perhaps only one intercity bus a day may serve a stop. Vail, Pueblo, and Frisco are examples of facilities with significant intermodal activity for rural areas.

Table 6.1 lists key stops providing either transfer connections or which have more than two schedules (in each direction) daily. The intermodal stations of Denver Union Station, Pueblo, Salida, Breckenridge, Vail, Durango, and Steamboat Springs are all facilities with significant public investments. Investments are planned for intermodal stations in Glenwood Springs, Trinidad, and La Junta.



Table 6.1: ICB Stations by Transfers and Level of Service

ICB Station	Transfers and Connectivity				ICB Level of Service*			Regional Level of Service*				
	ICB to ICB		ICB to Local or Regional		Other		1	2 to 4	5 +	1	2 to 4	5+
Denver Bus Center (Greyhound)	Direct	GLI / BHS / BTW / Americanos	Direct	RTD skyRide, local and regional routes					✓			✓
Denver Union Station	Direct	GLI / BHS / BTW / Americanos	Direct	RTD rail, local, & regionals	AMTRAK	Direct				✓		✓
Grand Junction Greyhound	Direct	GLI / SUCAP	2 blocks	Grand Valley Transit	AMTRAK	4 blocks		✓				
Pueblo	Direct	GLI / Village Tours / BHS	Direct	Pueblo Transit						✓		✓
Salida	Direct	BHS / Chaffee Shuttle	Direct	Chaffee Shuttle					✓			
Breckenridge			Direct	Free Ride! / Summit Stage			✓					✓
Vail Transportation Center			Direct	ECO Transit / Vail Transit					✓			✓
Glenwood Springs - existing			Direct	RFTA / Glenwood Ride	AMTRAK				✓			✓
Glenwood Springs - planned	Direct	GLI	Direct	RFTA / Glenwood Ride	AMTRAK				✓			✓
Durango			Direct	Durango Transit / Road Runner			✓					✓
Steamboat Springs			Direct	SST			✓					✓
La Junta		GLI / Village Tours	Planned		AMTRAK	Planned			✓			
Trinidad			Planned	Trinidad Circulator	AMTRAK	Planned				✓		

* Round trips per day.

Abbreviations: GLI = Greyhound Lines, Inc.; BHS = Black Hills Stage Lines; BTW = Burlington Trailways; SUCAP = Southern Ute Community Action Program



Across the state, Colorado has many stations and multimodal facilities in good condition, reflecting the investments already made in these facilities. There are a few locations where facilities are lacking or need upgrades, as described in the section on proposed facilities. In addition, stops were inconsistently or poorly signed, something that can be remedied fairly easily with significant benefit.

PARK-AND-RIDE FACILITIES

Existing park-and-ride facilities are provided by a combination of transit agencies, CDOT, and private providers. While those facilities designed for transit services are suitable for large transit coaches, many of the park-and-rides provided by CDOT are geared to automobiles only. Some of these can be upgraded to provide both circulation width and necessary pavement depths for large buses; others will remain carpool lots. A complete assessment of all parking facilities is outside the scope of this study, but in the proposed facility section additional needs are identified.

Parking is an emerging issue for commuter services as well as services in the I-70 corridor. Appendix A (I-70 Corridor Analysis) and Appendix B (Regional Commuter Bus) provide additional information on the parking needs for those corridors.

INTERMODAL FACILITIES

The map of existing intercity routes presented in Chapter 2 shows a larger and more comprehensive network of services than in the 2008 Study. The coordination of new intercity services, implemented in the past few years, with other intercity and regional service has improved. Provider websites and route schedules highlight transfer opportunities and provide information on other providers serving the same stops. In Denver, the state's largest transfer point, the Hispanic bus lines are better connected to the national intercity bus network due to Greyhound's purchase of Autobuses Americanos.

There are still ample opportunities to improve the connectivity of Colorado's intercity network, especially between intercity and local transportation services. Increasing efforts to bring intercity and regional buses, shuttles, and taxis into the same facility greatly enhances the ability of the passenger to connect between various routes or services. Unfortunately, in many cases these different types of services arrive and depart from different terminal locations in the same city, making it difficult to use these services as a network. The intercity bus industry and many transit providers have been trying to address this issue for a number of years by developing intermodal terminals served by a number of carriers, making the physical transfer between systems much more convenient for passengers. Providers generally benefit from lower costs due to their ability to share common space, utilities, docking areas, access roads, etc., rather than each having to provide all aspects at their own facility. In addition, these facilities are often higher quality than individual carriers could afford to provide.



The current inventory of shared facilities and the carriers using them include:

- Brush* - Black Hills Stage Lines, Burlington Trailways
- Denver Greyhound – Greyhound, Americanos, Black Hills Stage Lines, Burlington Trailways, RTD airport services.
- Denver Union Station – Amtrak rail passenger services, Amtrak Thruway Buses (Greyhound), RTD.
- Denver International Airport – RTD, Denver Coach, and many airport shuttle services
- Durango - Road Runner Transit, Durango Transit, Durango Mountain Resort
- Fort Morgan* - Black Hills Stage Lines, Burlington Trailways
- Frisco – Greyhound, Summit Stage, Colorado Mountain Express and other shuttle services
- Pine Junction - Black Hills Stage Lines and RTD at Pine Junction park-n-Ride.
- Pueblo - Greyhound, Village Tours, Chafee Shuttle, Pueblo Transit
- Salida - Black Hills Stage, Chafee Shuttle
- Vail – Greyhound, Vail Transportation, ECO Transit, Colorado Mountain Express
- Black Hawk (Miners Memorial Park) – Black Hawk Tramway, Ramblin’ Express Casino Shuttle, Horizon Coach Lines
- Grand Junction Airport – American Spirit Shuttle, Telluride Express, Colorado Mountain Express, Grand Valley Transit

*Shared stop; does not necessarily have a facility.

As can be seen, there are relatively few intermodal connecting points (and even fewer locations that actually have a shared facility) that provide a direct connection between local transit and intercity bus carriers. This lack of facilities is an ongoing issue related to the enhancement of Colorado’s intercity network.



METROPOLITAN AREAS

Connectivity between intercity and local transit services and connectivity between modes is particularly important in the metropolitan areas. This section describes intercity and intermodal facilities in each of the metropolitan areas. In many areas most facilities are within a few blocks of each other and in several cases are co-located.

Denver

Two maps (**Figure 6.1 & 6.2**) are provided, one of the downtown area and the other of the larger urban area. In **Figure 6.1** Denver Union Station (DUS) is identified as the key intermodal facility with RTD bus and light rail, Amtrak, and intercity bus services. With the opening of DUS in 2014, intercity buses are picking-up and dropping-off passengers at DUS. In addition to Greyhound Lines, Colorado Mountain Express and other shuttle services presently serve Amtrak at Denver Union Station.

The Greyhound Station is located about ten blocks from DUS, and four blocks from the 16th Street Mall shuttle to DUS. With the opening of DUS, the new peak hour circulator is connecting the Greyhound station with DUS. In addition to Greyhound Lines and Americanos, the Greyhound Station is served by Black Hills Stage Lines and Burlington Trailways, providing connections to routes operating on I-76 and to Salida, Gunnison, and Alamosa. RTD's skyRide service stops at the Greyhound Station, providing an easy connection to DIA. Once the East Line opens, service to DIA will be provided from DUS requiring passengers making a connection between intercity bus services and the airport to take shuttle between the Greyhound station and DUS, and then a skyRide bus to the airport.



Figure 6.1: Transit Center Locations in Downtown Denver



The El Paso-Los Angeles Limousine and Los Paisanos, services stop about one-third of a mile from the Greyhound station. As shown in Figure 6.2 of the larger metropolitan area, the El Paso-Los Angeles service stops in Aurora at the intersection of Colfax and Peoria at the Aurora Agency, an insurance and tax preparation company with two locations, one for eastbound and one for westbound buses.

Figure 6.2: Transit Center Locations in Metro Denver





Colorado Springs

Figure 6.3 illustrates the locations of Mountain Metro’s downtown terminal, Greyhound terminal, and Casino shuttle stops, along with the Tejon Park-and-Ride. The Greyhound Station is within four blocks of Mountain Metro’s downtown terminal, and a bus stop at the end of the block allows for an easy connection. There is no transit service to the Colorado Springs Airport. Ramblin’ Express has three stops in the Colorado Springs area with parking at each.



The City of Colorado Springs has considered moving the downtown transit center. When sites are considered, providing a location that could include intercity and regional commuter buses would be an asset. Similarly, being close to rail lines for potential commuter rail service would be an asset.

Figure 6.3: Colorado Springs Transit Centers





Pueblo

The Pueblo Transit Center is an intermodal facility that includes intercity services along with serving as the major transit hub for the system. The intercity services using this location are Greyhound Lines, Prestige, and Black Hills Stage. Black Hills Stage also stops at the Pueblo West park-and-ride, near the interchange of I-25 and Abriendo Avenue (1 mile south of the Pueblo Transit Center) as it travels to and from Salida.

Figure 6.4: Pueblo Transit Center



Figure 6.5: Interior of Pueblo Transit Center



The Greyhound agency in the Pueblo terminal is typical of the space needed for an agency located within an intermodal facility.

El Paso-Los Angeles lines stops 2.2 miles to the south at Lupita's Restaurant near Northern Avenue and I-25. Route 11, Red Creek Ride, provides service between

this location and the Pueblo Transit Center, as shown in **Figure 6.6**.



Figure 6.6: Pueblo Area Transit Centers



Grand Junction

Grand Valley Transit, AMTRAK, and intercity bus services (Greyhound and SUCAP) serve Grand Junction. As show in **Figure 6.7**, the three facilities are in close proximity to each other. The AMTRAK station is four blocks west of the transit center; the Greyhound station is two blocks north of the transit center. In addition, passenger air service is provided at Grand Junction Regional Airport and a transit route connects the airport to downtown.

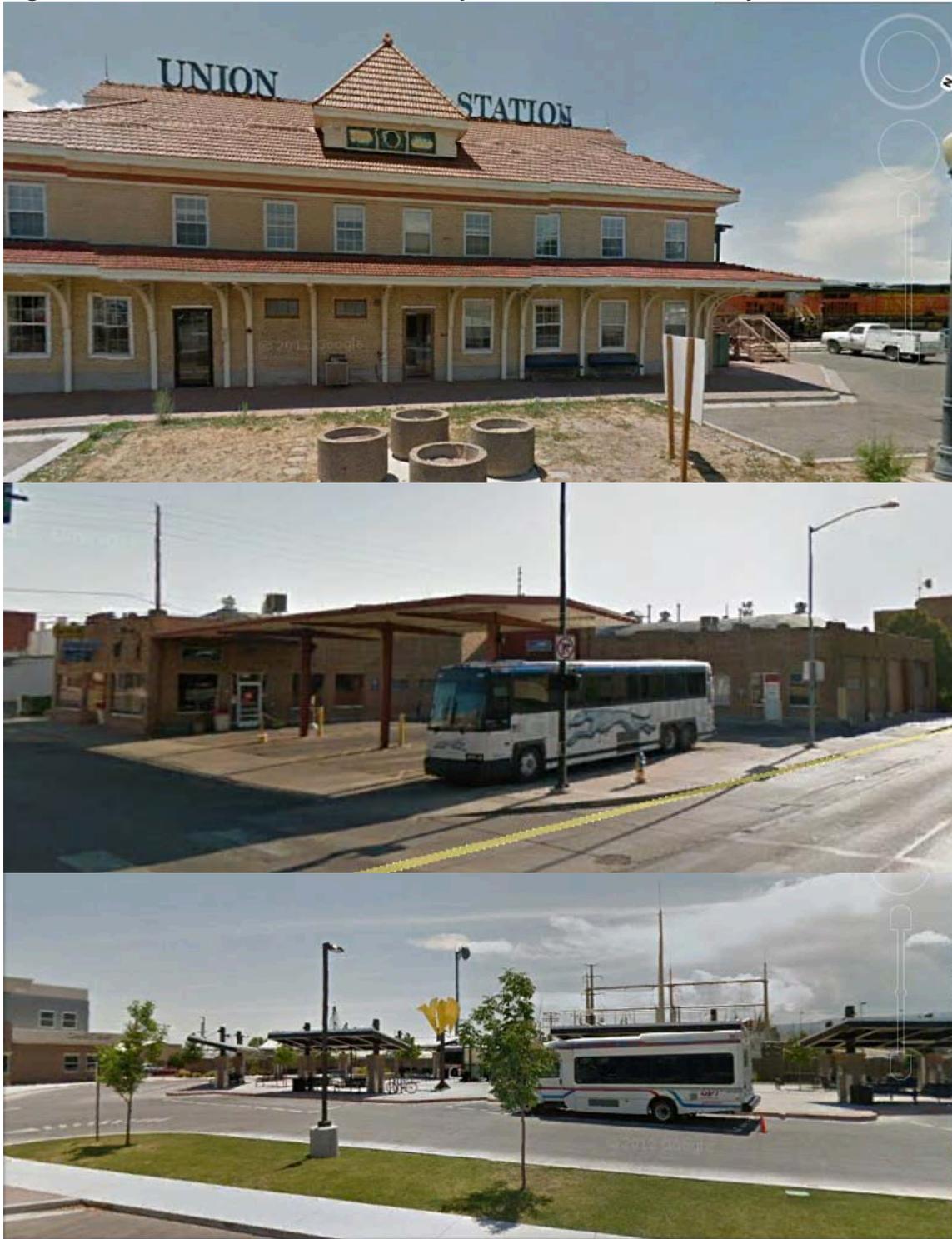
Figure 6.7: Transit Centers in Grand Junction



The Grand Valley Transit Center is a new facility, co-located with their operations function. Schedule information is available and passes can be purchased here. The AMTRAK and Greyhound facilities are older, as **Figure 6.8** illustrate. The rail lines have active freight operations in addition to the passenger rail service. The Greyhound station includes a maintenance facility as well as standard station amenities.



Figure 6.8: Grand Junction Amtrak, Greyhound, and Grand Valley Transit Facilities





Greeley and Fort Collins

Greyhound Lines, Black Hills Stage, and El Paso-Los Angeles all provide intercity services in Greeley (See **Figure 6.10**). Greyhound and Black Hills Stage stop at the Budget truck rental shop on 7th Avenue and 10th Street, two blocks from the Greeley-Evans Transit downtown hub at 9th Avenue and 10th Street. Note in **Figure 6.9** the signs in the window identifying this as a stop for intercity services.

Figure 6.9: Budget Truck Stop – Greeley



El Paso-Los Angeles Limousine stops 1.6 miles south at the Greeley Agency at 2410 8th Avenue, close to US Highway 85. Transit service is available on 11th Avenue between the transit center and 24th Street.

Figure 6.10: Transit Centers in Greeley



Super Shuttle has scheduled stops at University of Northern Colorado, Country Inn and Suites, Comfort Inn, and at Clarion Hotel in Greeley. In Fort Collins, Super Shuttle has scheduled stops at Colorado State University Transit Center, Hilton Hotel, Marriott Hotel, Holiday Inn Express, and the Harmony Road Park-and-Ride.

In Fort Collins, intercity buses have used the Fort Collins Downtown Transit Center for many years but recently were asked to move out. Their current location is on US 14 just west of I-25, at a hotel. From the perspective of intermodal connections, returning to the Fort Collins transfer



center would be ideal. From the perspective of the intercity provider, a stop closer to I-25 saves time and money. The question is if there is adequate public access. The Harmony Park and Ride is a public location with good freeway access, and transit service planned for April of 2014. At present there is no room for a staffed facility so tickets and freight could not be handled. This could be considered for expansion of the Harmony Road Park-and-Ride.

PROPOSED FACILITIES

Colorado has ICB stops that are overall in good condition, with intercity and private regional carriers benefitting from the State's emphasis on the development of public transit centers as intermodal facilities with shared use. In the resort communities jurisdictions have long appreciated the role of private shuttle services and have made arrangements for shuttle services, lodge vans, and intercity buses to connect with public transit vehicles. Within the metropolitan areas, there are generally good connections between modes and services, although often a few blocks separate intercity, regional, Amtrak and passenger air services. Maintaining and strengthening these connections is important. Rural intercity stops are not always easy to find or recognize. A uniform system of signage at the stop and way-finding signs to direct travelers to these locations is warranted.

The proposed facilities are identified either as "intercity and intermodal facilities" or "park-and-ride facilities". The roadway capacity projects that would benefit regional transit services include upgrades to allow shoulder running of buses, slip ramps on interstates to allow quick access and egress, and signal pre-emption or bus queuing. The projects within metropolitan areas are only a few directly related to intercity bus facilities and connections; it is recognized that the urbanized areas have, for example, many other park-and-ride projects that would be needed and that the metropolitan area facilities need to emerge through a joint planning process with the public transit operator. Bus pullouts on either side of the interstate (slip ramps), with pedestrian crossing facilities, are desirable at key Interregional Express bus stops (for example, at Loveland and I-25, Arapahoe Road and I-25, and Monument at I-25). Such facilities would speed the travel of express buses and would enable the Express riders to connect to the local transit networks.

INTERCITY OR INTERMODAL TRANSFER FACILITIES

Facility improvements have been programmed in Trinidad, La Junta, and Glenwood Springs for Amtrak/Multimodal stations. There are also a variety of other needs that have been identified as future needs.

Priorities for upgrades or development of some type of facility should be those locations where lines connect or the volume of passengers is great enough to warrant a waiting facility. There is a balance between investment in a location and the number of passengers served. Train stations are very expensive (close to \$1M) so the passenger loads need to justify the expense. Simple



passenger shelters or arranging for waiting in a public business are appropriate for low volumes of passengers or only one round trip per day traveling through a community.

Looking at where lines connect, passenger volumes, existing facilities, and overall development of a well-connected network it is suggested that the following locations are candidates for some type of facility where ICB transfers could be made (either with other ICB services, regional and local bus services, or Amtrak):

- Idaho Springs: a stable, well-marked, and easy-to-access location is needed for ICB services. Ideally this will also serve human service providers transferring riders to services on I-70.
- Montrose: connecting lines traveling along US 550 with local transit services and future service between Gunnison and Montrose.
- Lamar: ICB lines traveling along US 50 and Amtrak service.

The train station in Lamar is a very nice facility with some staffing from the Chamber of Commerce/Visitor Center. While ridership is only 1,800 boardings annually, it may be worth investigating if the Chamber could serve as a station agent.

As Essential Service and regular regional routes are developed, there will be a variety of needs for passenger stops and transfer facilities. These include:

- Limon: establish a place for passengers to transfer between local services and essential services traveling on I-70, Hwy 86, or Hwy 24.
- Fort Morgan: provide a location for passengers to transfer between local services and essential services traveling on I-70, Hwy 86, or Hwy 24. The existing ICB stop may serve this purpose, in addition to serving ICB passengers and freight.
- Cortez: establish a place for passengers to transfer between ICB, and regional or essential services traveling on US 160, as well as other local scheduled or human service transportation.
- Gunnison has a Black Hills Stage Lines agency at the Powerstop store in the center of town, and a stop at Western State College: establish a location to serve BHSL, GVRTA, and planned Gunnison-Montrose services (with long-term parking).

The urban areas face unique issues. They may have more schedules coming through town or the possibility of connections between ICB carriers or regional and local transit services. Greyhound facilities in Denver and Grand Junction are older, both built when ICB carried far more passengers than today. Renovation or repurposing these facilities can be considered. For the Denver Greyhound Bus Center, a study will be conducted in 2014 to determine options for



taking advantage of its location while providing the company with an investment that makes financial sense. The facility in Grand Junction serves as a maintenance facility as well as a passenger terminal. Upgrades to this facility would benefit the image of intercity bus services, though it is functionally adequate

Often urban areas do not have adequate volume to warrant substantial investment. The solution in Pueblo is ideal, with an agent operating within a larger transit center.

- This was the situation in Fort Collins as well, until the City decided that they had other uses for that space. With transit service extending to Harmony Road Park-and-Ride, perhaps future expansions at Harmony Road could allow for an intercity bus agent or ICB/commuter terminal building, staffed at morning peak times and ICB stop times. Super Shuttle picks up and drops off at the Harmony Road PNR, leasing space next door.
- Greyhound has an agent in Frisco, but it is uncertain if the vendor will be able to sustain a financially viable operation.
- Greeley's downtown transit center does not have indoor facilities. If a facility is constructed in the area, it is recommended that consideration be given to an intermodal operation.
- Colorado Springs has for many years considered relocating its downtown transit center. If a facility is constructed, it is recommended that consideration be given to providing space for ICB and regional services.

A policy issue is the state's role in providing and maintaining intermodal facilities at key locations. It is common for states to take a significant role in the financial responsibility for the construction and (sometimes) operation of intermodal facilities. The intercity bus industry is changing, with newer carriers operating without the traditional facilities the legacy carriers maintained. Addressing this changing reality will assist Colorado in supporting a diverse private sector industry.

Given Colorado's historical development, a blended policy may be appropriate. To date, the bulk of the investment in intermodal facilities in urban areas and the I-70 corridor have been made by local entities. CDOT has funded several facility renovations with state funds, or supported using Federal funds for this purpose. Two areas for consideration are (1) the level of funding that may be used for facility development and redevelopment (5311(f), 5339, and FASTER are options) and (2) consideration of providing for the operating expenses to cover costs associated with intercity providers in lieu of facility rent.



PARK-AND-RIDE FACILITIES

Basic park-and-ride needs have been identified as part of the I-70 and Regional Commuter Bus analysis. As regional services are expanded in the state, additional parking facilities will be needed. The lists below focus on the needs that have been identified for regional commuter bus and services in the I-70 corridor. In addition, note that bus services traveling along interstate highways have the potential to benefit considerably from slip ramps, queue jumping, managed lanes, and shoulder running. CDOT has worked cooperatively with transit agencies (such as RTD and RFTA) and local jurisdictions to implement such improvements in the I-25, I-70, and Highway 82 corridors. It will be important to continue to investigate opportunities for such improvements during the design phase of highway improvements.

I-70 Corridor

The I-70 corridor includes parking needs in Glenwood Springs and between Gypsum and Edwards. ECO Transit is carrying out a study to define the amount of parking needed at the locations in Eagle County. Recommendations from that study will be included in the Statewide Transit and Statewide Transportation plans.

In addition, the I-70 analysis shows that adequate parking capacity will be required for bus service operating between Denver and the mountain resort communities. For the mid-term alternative, approximately 1,250 spaces would be needed, comparable to what is available today at the Dinosaur park-and-ride near the Morrison exit on I-70.

An analysis of the peak and base demand for parking and the best way to meet these parking requirements will be needed. The options may include some combination of constructing new spaces (surface and/or structured), using existing capacity at facilities such as Red Rocks Community College, Jefferson County Government Center (RTD lot and other spaces), or RTD's Federal Center Station park-and-ride. The other option is to model a service plan on that used for the casino shuttles, with pick-ups and drop-offs in locations throughout the metro area, using existing capacity. The choices involving use of existing facilities would require consideration of the trade-offs in operating and capital costs as well as providing customers with convenient service locations. This study should include the detailing of the service plans that would match each option and consideration of ongoing maintenance and access to property owned by others.

North I-25

Two park-and-rides are identified for initial services, Harmony Road and Loveland @ Hwy 34. For future services, consideration will be needed for park-and-rides at intermediate areas and to provide connections with RTD near Highway 119.



Harmony Road: Between 50 and 100 spaces are needed for the short-term. Adding a 20% buffer for daily variation brings the total to 60-120 spaces. Available capacity seems to be around 15-25, with the facility at 100% of capacity on a regular basis due to airport travelers.

Loveland: Currently there is not a capacity issue at Loveland (between 20 and 35 spaces are projected as needed for the short-term), but there are access and egress issues. The long-term plan is to create a new park-and-ride at Crossroads Boulevard, as part of the interchange improvements, and consideration of a slip ramp for southbound buses and easy access for northbound buses is recommended. Addressing circulation issues (and this may include development of a temporary bus-only access road or temporary lot) is the primary need. The most viable option needs to be identified, one that considers both travel time (operating cost and service viability) and capital cost. The improvement costs can be identified once the options have been evaluated.

South I-25

Woodman Road: Between 55 and 80 spaces are needed for the initial regional commuter bus service, with additional room needed as the corridor develops. The CDOT park-and-ride is located at the corner of Corporate Drive and Mark Dabling Road, with Corporate Drive and a commercial development between the lot and I-25. To the west of this lot, the commercial property owner was required to build a lot for their employees and customers. The privately owned lot is next to the rail line. At present, the private lot is unused, with the commercial customers, vanpools, and casual carpools filling the CDOT lot. Two possible solutions are (a) Commercial property owner opens and has their customers use the privately owned lot; or (b) Negotiate a property exchange with private property owner, so CDOT gains title to the lot that is closer to future commuter rail station. Some work would be needed to provide a suitable turnaround for buses and provide minimal passenger facilities (shelter and trash container) and some retention pond work may be needed on the existing site prior to transferring it. Also consider access onto Mark Dabling and Corporate Drive.

Monument: Between 155 and 210 spaces are needed for the initial regional commuter bus service, with additional room needed as the corridor develops. When FREX was operating previously, this lot was full, and this is likely to occur again. Long-term needs will be for additional parking. In addition, the access and egress is excessive so opportunities to reduce travel time need to be considered. This may include a slip-ramp or way for the northbound bus to access the ramp at the Weigh Station, signal pre-emption, or queue jumping.

Rural Park-and-Ride Facilities

A number of locations have been identified as having potential for park-and-ride facilities. For example, Gunnison has well-used ICB service and it is recommended that an additional regional route be added from Gunnison to Montrose. This is a location where parking would be useful. To the extent that such a lot could serve more than one purpose, (for example,



providing a place for passengers to pick up the bus to Crested Butte) such an investment would rank more highly.

CONCLUSION

There are significant needs for expenditures on facilities, many of which cross over to other modes (park-and-ride development and infrastructure to speed buses along). These will need to be balanced with other development priorities.

For intercity bus service, a high priority is improved signage and information. Some relatively small facilities would improve the passengers experience and make both the ICB mode and transfers more appealing. An example is providing for a passenger waiting area in Idaho Springs. As service is developed in southeast Colorado, a simple passenger transfer facility in Walsenburg would be warranted.

For regional commuter buses, a significant investment will be needed in park-and-ride facilities. As the regional commuter bus network grows over twenty years, it is expected additional capacity will be needed at initial locations and new park-and-rides will need to be developed for additional stops.

For other regional services (regular regional routes or Essential Services) the need for passenger facilities should be evaluated when corridor service planning is carried out. Traditionally, Colorado's transit operators have been responsible for providing and maintaining local transit facilities. CDOT may participate in a variety of parking and infrastructure projects, and these decisions are made through the transportation planning process. As CDOT takes on a more active role as a provider, consideration of its role in facilities for these services needs to be evaluated.

The mountain resorts are a special case. Park-and-ride capacity is needed to serve employees within the I-70 corridor, and may be needed in other resort communities. Such projects are being defined and developed by transit agencies, although funding through CDOT may be requested. When CDOT begins to pursue the development of an interim solution to congestion between the metropolitan area and mountain resorts, significant parking capacity will need to be provided in the metro area. While such a project is in line with the PEIS, the development will require a significant investment in facilities, vehicles, and operational expenses. Additional facility planning and service planning will be needed to develop a final corridor plan for such service.