



Colorado Statewide Intercity and Regional Bus Network Study

project background

The Statewide Intercity and Regional Bus Network Study was initiated by the Colorado Department of Transportation in December 2012. The study will:

- Identify goals for the development of the intercity and regional bus networks.
- Identify station and connectivity needs.
- Define preferred networks for intercity and regional services.
- Identify a phased implementation plan for the intercity and regional bus networks.
- Identify policy, performance, and financing issues associated with implementing the preferred networks.



This study will update the Statewide Intercity and Regional Bus Study completed in the 2008. Since 2008 Colorado has established the Division of Transit and Rail within the Colorado Department of Transportation and there have been a number of changes to the intercity and regional bus network. Changes include the addition of FLEX regional bus service between Fort Collins and Longmont, and the elimination of FLEX regional bus service between Colorado Springs and Denver. In addition, Regional Bus Rapid Transit in the Highway 82 corridor will be opened in the fall of 2013.

definitions

There is overlap between the terms **intercity** and **regional bus** and their definitions have changed over time. Thirty years ago Greyhound and other carriers operated a comprehensive network of intercity services but today they focus only on connecting key cities. Regional services have developed to provide connections that are no longer provided by private intercity carriers.

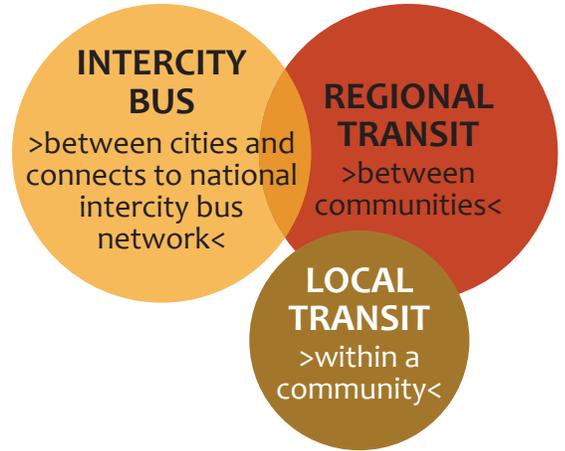
Intercity Bus Service is regularly scheduled bus service that connects two or more urban areas, and serves passengers traveling long distances. It serves the general public, can transport passengers' baggage, and



makes meaningful connections with national intercity bus service to more distant points. Intercity bus generally operates with only a few trips each day, but usually operates every day. Greyhound is a major provider of intercity services.

Regional Bus Service typically crosses jurisdictional lines, but may operate within rural regions or connect to an urban area. Regional services are generally 20 - 60 miles in length. Regional services are often geared around certain markets (e.g., workers or airport shuttles) and operate on schedules geared to these markets. Regional services may also be designed to serve people who need to travel long distances to access government services, medical trips, or other destinations. Some regional services operate only one to two trips each day while others have robust schedules.

Regional services in Colorado include many routes operated by the Regional Transportation District (RTD) connecting suburban communities to the Denver CBD, services operated to resort communities, and services providing access to medical and other services.



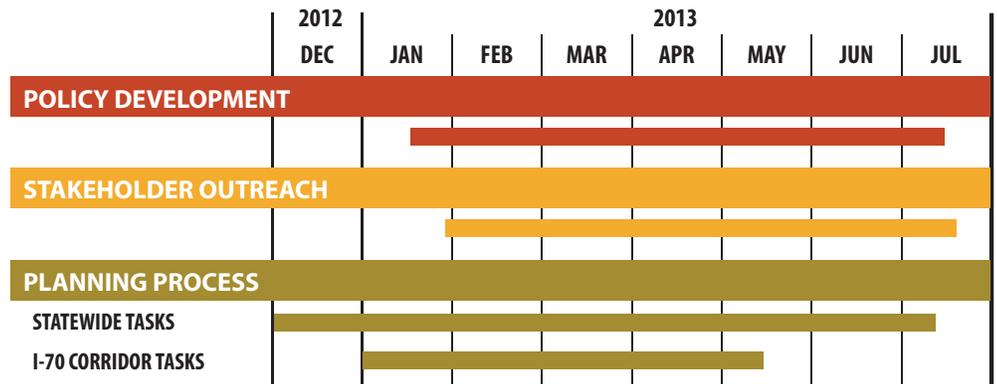
regional commuter bus program

Concurrent with this study, the Transportation Commission has directed the Division of Transit and Rail to evaluate opportunities for CDOT to develop and operate regional commuter bus service on congested, high-volume corridors at peak commuting times. FASTER statewide transit funds would be the primary funding source. At this time DTR is evaluating potential regional commuter bus service along I-25 connecting Colorado's three largest urban areas - Colorado Springs, Denver, and Fort Collins and in the I-70 corridor west of Denver.

More information on the Regional Commuter Bus proposal and other studies and plans can be found at www.coloradodot.info/programs/transitandrail.

project schedule

This study was initiated in December 2012 and is expected to be complete in July 2013.





existing conditions & identified needs

Colorado has a diversity of intercity and regional services, and several new services have been developed in the last five years. The map on page 4 illustrates existing fixed route services operated by private intercity carriers as well as services operated by public transit agencies. The following statements of need have been developed by the Transit Advisory Committee for this project:

Service Gaps

- There is a need to provide regional commuter bus in locations where there is a strong commuter demand across regions that can be captured by transit.
- There is a need to improve transit access to key economic generators such as resort, recreational, and sporting event destinations in Colorado that have high seasonal travel demand to support a healthy economy and provide access to jobs.
- There is a need to provide services between communities and regional service centers to provide access to medical centers or other services.
- There is a need to provide service to regional travel hubs for personal travel to increase residents' mobility.

Infrastructure

- There is a need to improve travel time and reliability of transit service operating in congested corridors.
- There is a need to provide intermodal facilities at locations across the State.
- There is a need to identify and modify regulations that do not accommodate on-street intercity bus and regional commuter bus activity.

Customer Information

- There is a need to provide transit information on all available services in a single location.

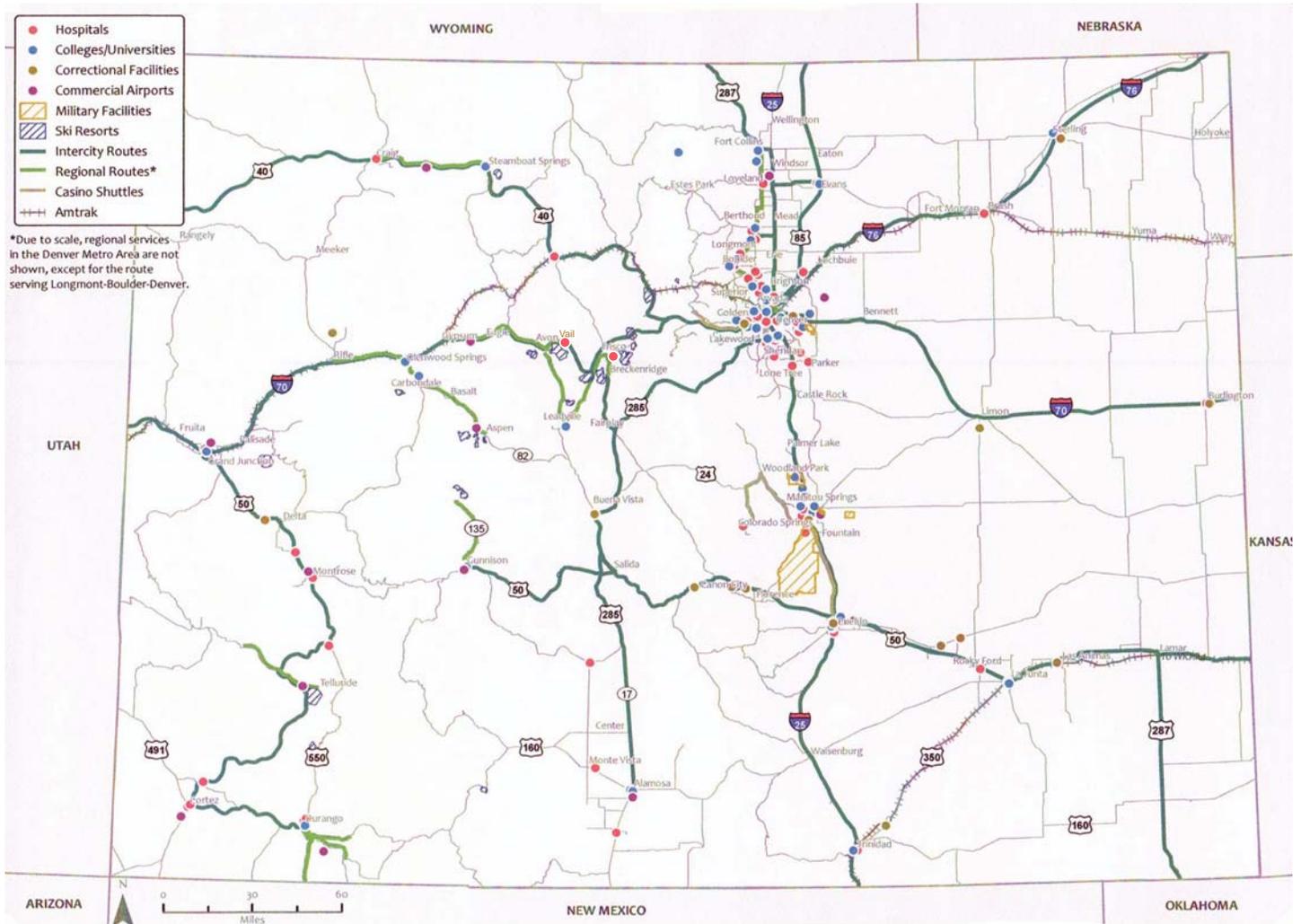
Funding

- There is a need to identify funding that aligns well with current operating and capital needs.





destinations & the existing intercity & regional bus network



> we want to hear from you! <

We would like to hear from you at anytime during the project. Please send an email to holly.buck@fhueng.com or call 303-721-1440.

