

Transit Specific Principles and Policies

This section summarizes the primary transit principle and related policies from City Plan. The Transit Master Plan articulates the strategies and actions necessary to advance the principle and implement the policies.

Principle T 5: Transit is a safe, affordable, efficient and convenient travel option for people of all ages and abilities.

- » **POLICY 5.1: TRANSIT SYSTEM** - Expand the City's public-transit system in phases, as funding and partnership opportunities are secured to provide integrated, high-frequency, productivity-based transit-service along major transportation corridors, while providing coverage in lower-density areas through emerging technologies.
- » **POLICY 5.2: BRT AND HIGH-FREQUENCY TRANSIT SERVICE** - Plan to implement BRT and high-frequency transit-service as shown in the Transit Master Plan along major transportation corridors as land-use densifies and mobility demands increase, providing links between major activity centers, transit-oriented development and mobility hubs.
- » **POLICY 5.3: INTEGRATE AND EXPAND TRANSIT SERVICE TYPES** - Plan to integrate fixed-route transit-service with mobility innovation zones to serve lower density areas of the City with nontraditional transit-service, including microtransit, partnerships with Transportation Network Companies, Mobility-as-a-Service (MaaS) technologies and other innovations.
- » **POLICY 5.4: RELIABLE TRANSIT SERVICE** - Plan to provide fast and reliable transit-service throughout the City with emphasis on high-frequency routes through the use of various design and operating strategies including bulb-outs, signal priority, bus-only lanes, access to mobility hubs and streamlining of route patterns to minimize deviations and appropriately spaced bus stops.
- » **POLICY 5.5: TRANSIT STOPS** - Plan and implement the expansion and modernization of the transit infrastructure, including bus stops/shelters, expanded and upgraded transit centers with elements such as adequate lighting, ADA accessibility, protection from the elements, on- and off-board security and cameras, per the Transfort Bust Stop Design Guidelines.
- » **POLICY 5.6: REGIONAL TRANSIT LEADERSHIP** - The City will continue to be a leader in the region by efficiently operating transit-services in smaller partner communities and leading the development of new regional transit connections in the greater North Front Range Region.
- » **POLICY 5.7: TRANSIT TECHNOLOGY** - The City will continue to pursue technology innovations such as integrated fare payment and mobility information, pedestrian blind-spot detection, autonomous and connected vehicles, electric and low-emission buses and on-demand vehicles.
- » **POLICY 5.8: CONNECT TRANSIT TO OTHER MODES** - Connect public-transit to other modes of travel through strategically located mobility hubs, to be located near activity centers, where one or more transit routes and bicycle facilities intersect. These hubs will provide shared multimodal facilities and may include elements such as bicycle parking, bikeshare and carshare, multimodal information, park-n-rides, and curbspace for shuttles and drop-off vehicles.
- » **POLICY 5.9: TRANSFORT SERVICE STANDARDS** - Transit-service shall be provided in accordance with the Transfort Service Standards.
- » **POLICY 5.10: PARATRANSIT** - Paratransit will be provided in accordance with federal requirements and the City will look for ways to improve customer service, ensure cost-effective coverage and improve outreach and education for paratransit customers who would receive better mobility services on the fixed-route network.
- » **POLICY 5.11: TRANSIT MAINTENANCE FACILITY** - To support the additional transit-service identified in the Transit Master Plan, the City will need to explore how to expand and potentially relocate the Transit Maintenance Facility to store and maintain a larger fleet of buses and support vehicles.