

STATION ANALYSIS:

8th and Coffman
Park-n-Ride



1 PROBLEM STATEMENT

8th and Coffman Park-n-Ride is a bus station that falls within the suburban mixed typology in the City of Longmont. The surrounding area is characterized by a mix of employment and residential. Due to the park and ride being at the northern end of the District, many people drive long distances to park at the station.

The station is situated close to the center of Longmont, providing multimodal access to employment and other attractions in Longmont.

The station has excellent regional bus connectivity, providing good transit access to both Boulder and Denver. The station is located in downtown Longmont which has an excellent street grid network with sidewalks. This provides good access for walking, cycling and other forms of micro-mobility to the station. The station also has long term bike parking and good wayfinding.

It should be noted that Longmont has been subsidizing the full cost of a local transit fare since 2016.



TYOLOGY: SUBURBAN MIXED

OVERLAYS

This location doesn't meet any overlays.

STATION OVERVIEW

The station is currently served by:

- Local Bus Route: 324
- Regional Bus Route: BOLT, LD1/LD2, LX2, J

The station is currently served by the Longmont FlexRide

TRANSIT RIDERSHIP

2017 Average Daily Weekday Boardings & Alightings

Rail Transit	N/A	-
Bus Transit	1,629	100%

ACTIVE TRANSPORTATION

Walkshed coverage of 90% highlights a good network structure for walking, active transportation and micromobility. Walkshed coverage was calculated by running a half-mile network analysis originating at the station along the DRCOG 2016 Planimetrics Sidewalks Centerline layer. A 200 foot buffer was created around this routed network (see page 1-6), and the area of this polygon was divided by a circle with a half-mile radius to reach a coverage percentage.

TRANSPORTATION MANAGEMENT ASSOCIATION

Commuting Solutions and Smart Commute Metro North serve this station

PARKING

There are 97 Park-n-Ride spaces provided in a lot owned by the City of Longmont

STATION JURISDICTION

This station is located within the City of Longmont

2 STATION ASSESSMENT

STATION AREA CONTEXT

This section includes a description of the demographics and travel patterns of the surrounding station area. All data sources included within this section are universally available throughout the region. The aim of the demographic and travel pattern data is to provide insight into current travel demands, patterns and opportunities to improve first and last mile connectivity.

Demographic and travel pattern data within this section includes:

- **Census Data (2010, 2015)¹:** Data was collected at the census block-level from the 2010 Census for population and 2015 LEHD (Longitudinal Employer-Household Dynamics) data for jobs.
- **RTD On-Board Survey (2015):** The RTD On-Board Survey is an annual survey conducted on RTD services, with station or stop data collected by surveying people arriving or departing from individual stops or stations.
- **Tapestry Segmentation Data (2018)²:** Available by zip code, highlights the surrounding population's lifestyle choices, including openness to using technology and trying new modes of transportation. Tapestry data is owned by Esri.
- **Context Map:** Provides a snapshot of the situation of the station or service location with regards to the immediate surrounding area.

¹ For more information about OnTheMap and associated data sources, use this link: <https://onthemap.ces.census.gov/>

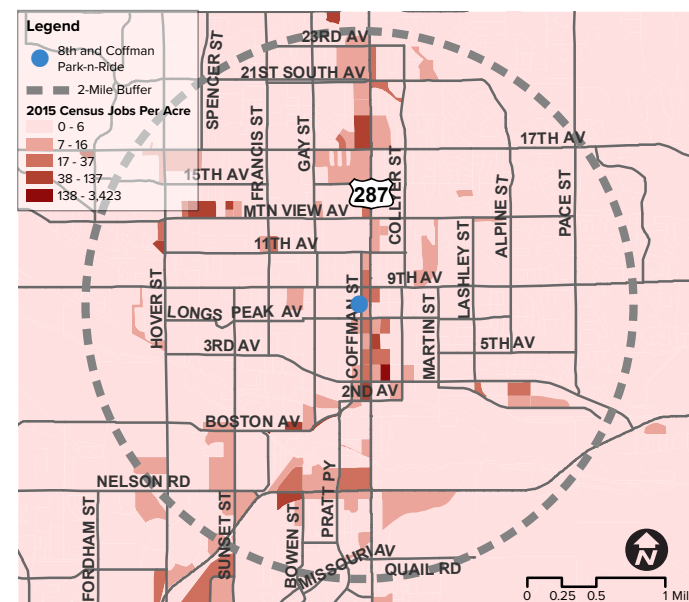
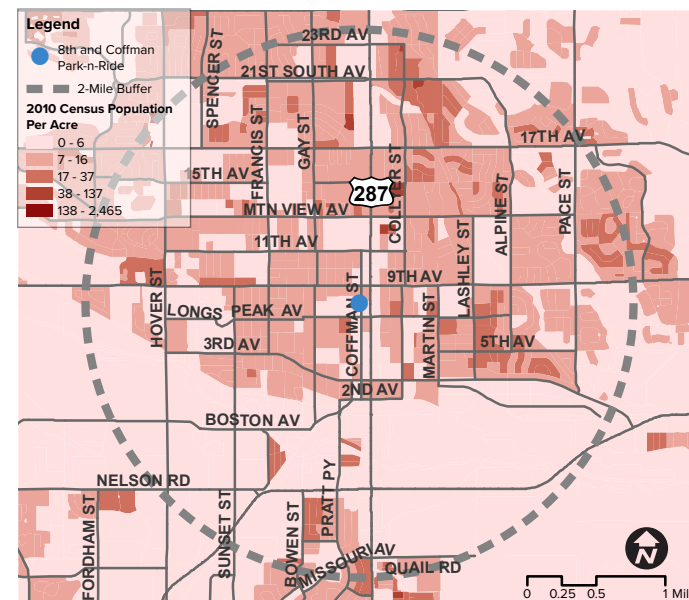
² For more information about Esri Tapestry data, use this link: <https://www.esri.com/en-us/arcgis/products/tapestry-segmentation/overview>

³ For more information about DRCOG's Focus Model, use this link: <https://drcog.org/services-and-resources/data-maps-and-modeling/travel-modeling/focus-travel-model>

CENSUS DATA (2015)

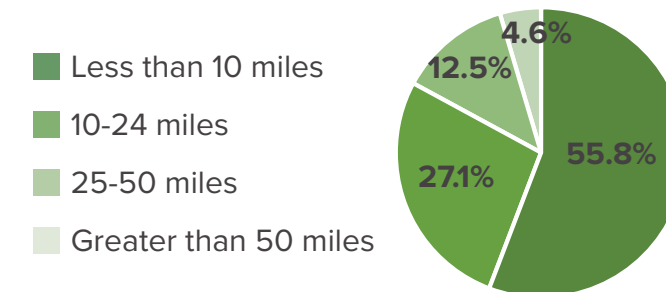
The maps below show the concentration of population and employment within a 2-mile buffer of the station.

There is a relatively high population density all around the station, and a cluster of jobs south of the station.



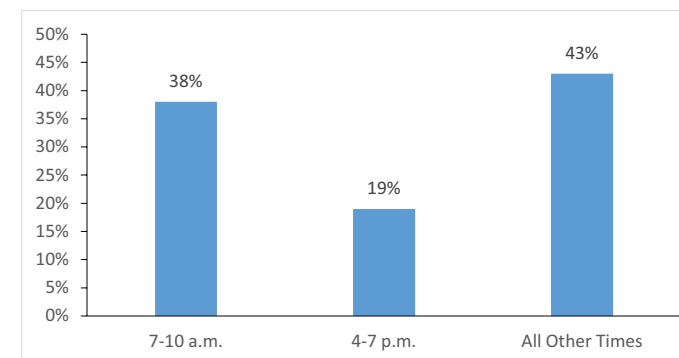
The LEHD data (processed using OnTheMap) also shows the distance traveled to work for employees whose job is located within a 1-mile radius of 8th and Coffman Park-n-Ride. The majority of employees travel less than 10 miles to get to work, as seen in the chart below.

Distance Traveled to Work For Employees Working Within 1-Mile Radius of 8th & Coffman Park-n-Ride



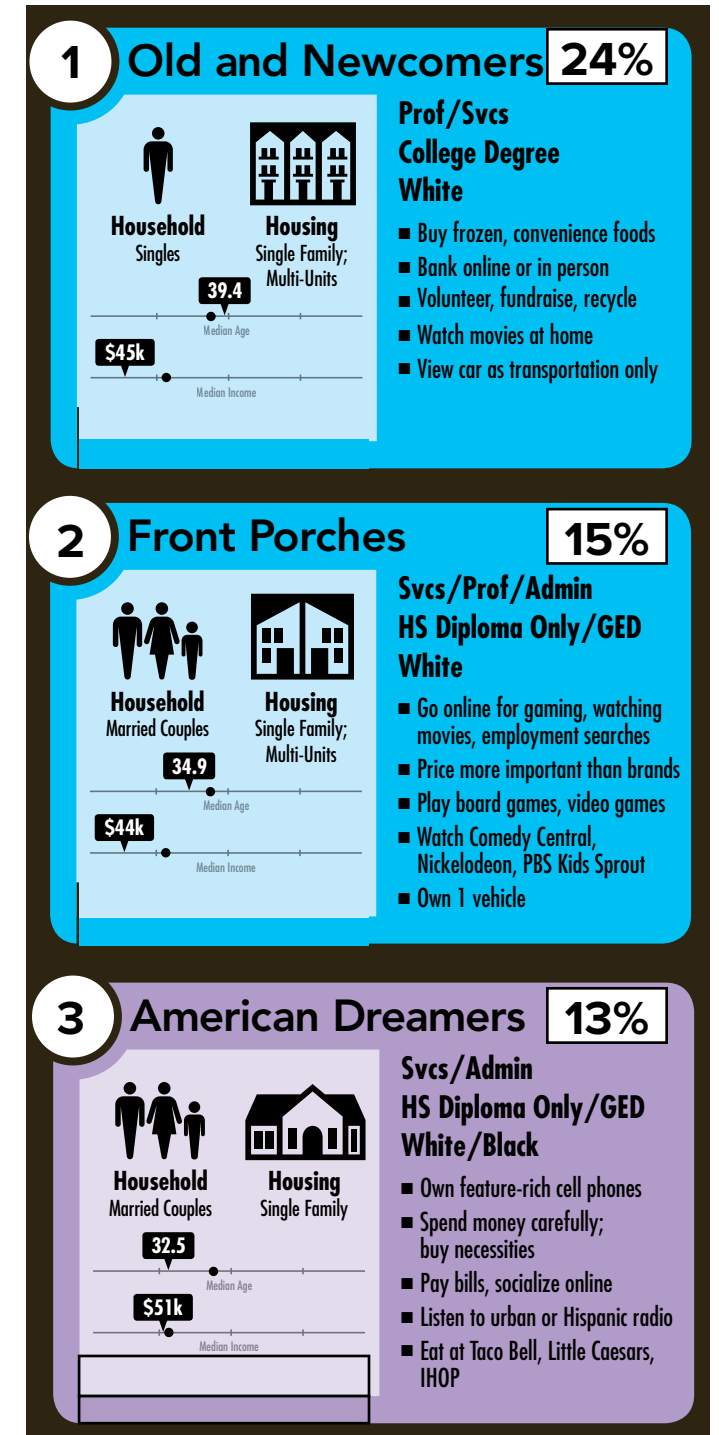
RTD ON-BOARD SURVEY DATA (2015)

The RTD On-Board Survey includes numerous survey questions and conducted on-board RTD services. The following data is taken from the on-board survey for travelers either starting or ending their trip at 8th and Coffman PnR.



TAPESTRY (ESRI) DATA (2018)

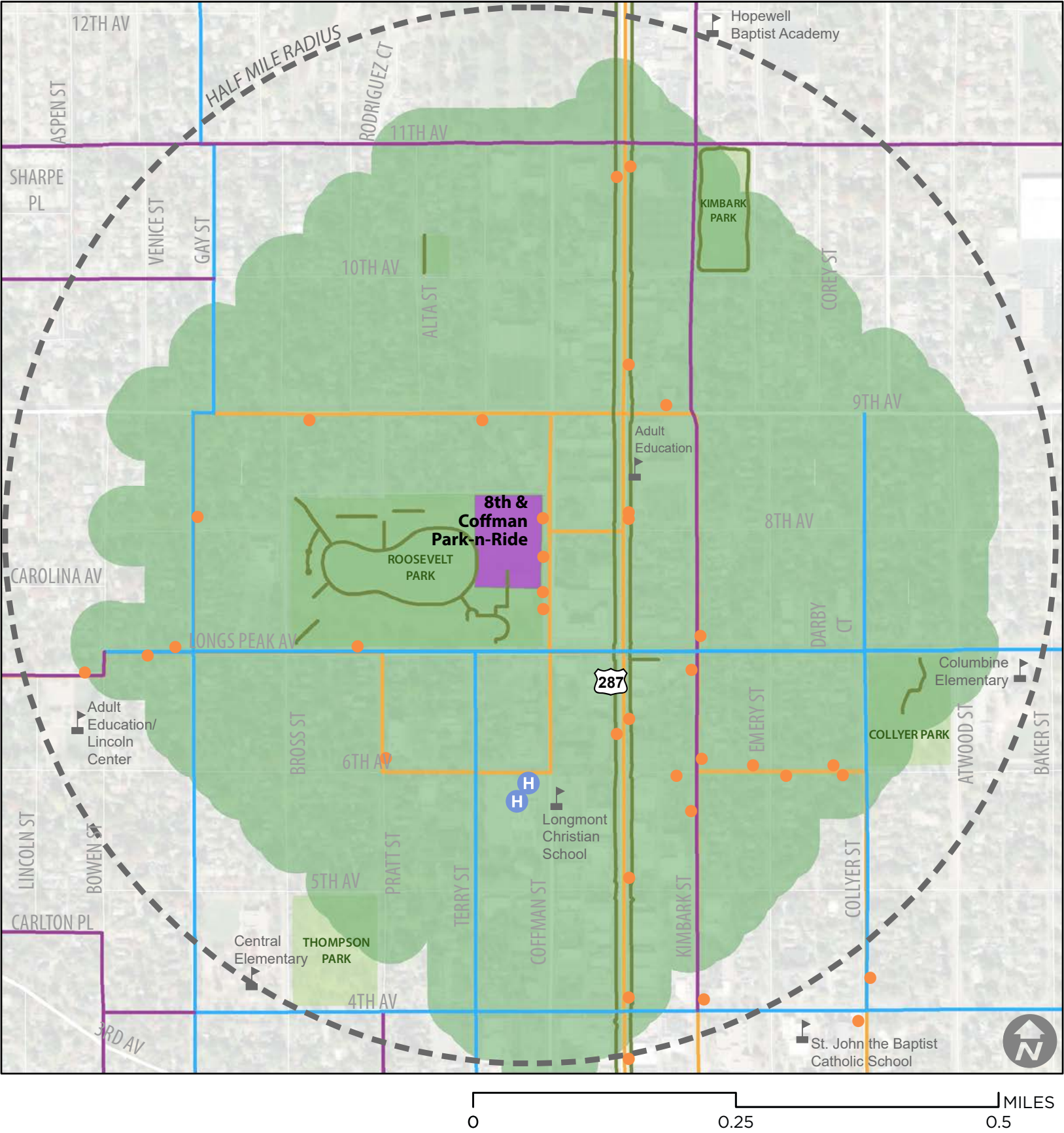
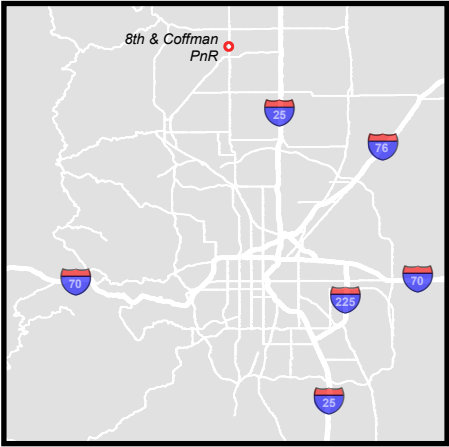
Below are the three largest Tapestry Segments in the 80501 zip code around 8th and Coffman PnR.



CONTEXT MAP

This map shows the location of the Park-n-Ride with regards to surrounding land uses and transportation connections.

The 8th and Coffman Park-n-Ride is located on the edge of Roosevelt Park, one block from Main St, which is also US Highway 287.



Bicycle Facilities

- Route/Shared Roadway (no dedicated facilities)
- On-Street Dedicated
- Off-Street

Pedestrian Facilities

- 10-minute Walkshed

Transit

- Bus Stop
- Bus Route
- Park-n-Ride

Destinations

- Healthcare/Medical Facility
- School
- Park

ACTIVE TRANSPORTATION ANALYSIS

NORTHWEST ROUTE

Opportunities: Bike lanes on Gay St and 23rd St are comfortable facilities for bicyclists. A wide right-of-way with relatively few vehicles parked on-street makes bicycling on 11th Ave reasonably comfortable as well. Within the walkshed, sidewalks are generally comfortable for pedestrians.

Challenges: Coffman St has relatively high traffic volumes and has a significant amount of on-street parking, making it somewhat stressful for bicyclists to navigate without bicycle facilities. A gradual incline near 3rd Ave results in vehicles attempting to pass north-bound bicyclists relatively frequently. A lack of sidewalks on 1st Ave and Coffman St between 1st and 2nd Ave is unaccommodating for pedestrians, and is further complicated by at-grade railroad crossings.

NORTHEAST ROUTE

Opportunities: Bike lanes on Collyer St and 4th Ave create a comfortable environment for bicyclists. Wide detached sidewalks make for a pleasant pedestrian environment on Main St.

Challenges: An offset intersection at Collyer St and 9th Ave is somewhat challenging to navigate for bicyclists. Five-foot sidewalks on a portion of Main St do not are insufficiently wide to accommodate both bicyclists and pedestrians.

GENERAL FINDINGS

- Coffman St provides access to business establishments along the Main St corridor and is significantly less stressful for bicyclists than Main St. However, it has sufficient vehicular traffic to make it less than comfortable to ride without any dedicated bicycle facilities.
- The lack of sidewalks or bicycle infrastructure on 1st Ave and Coffman St between 1st Ave and 2nd Ave creates an unfriendly environment for pedestrians and bicyclists.

Level of Comfort Analysis

- Most Comfortable
- Least Comfortable

Bicycle Facilities

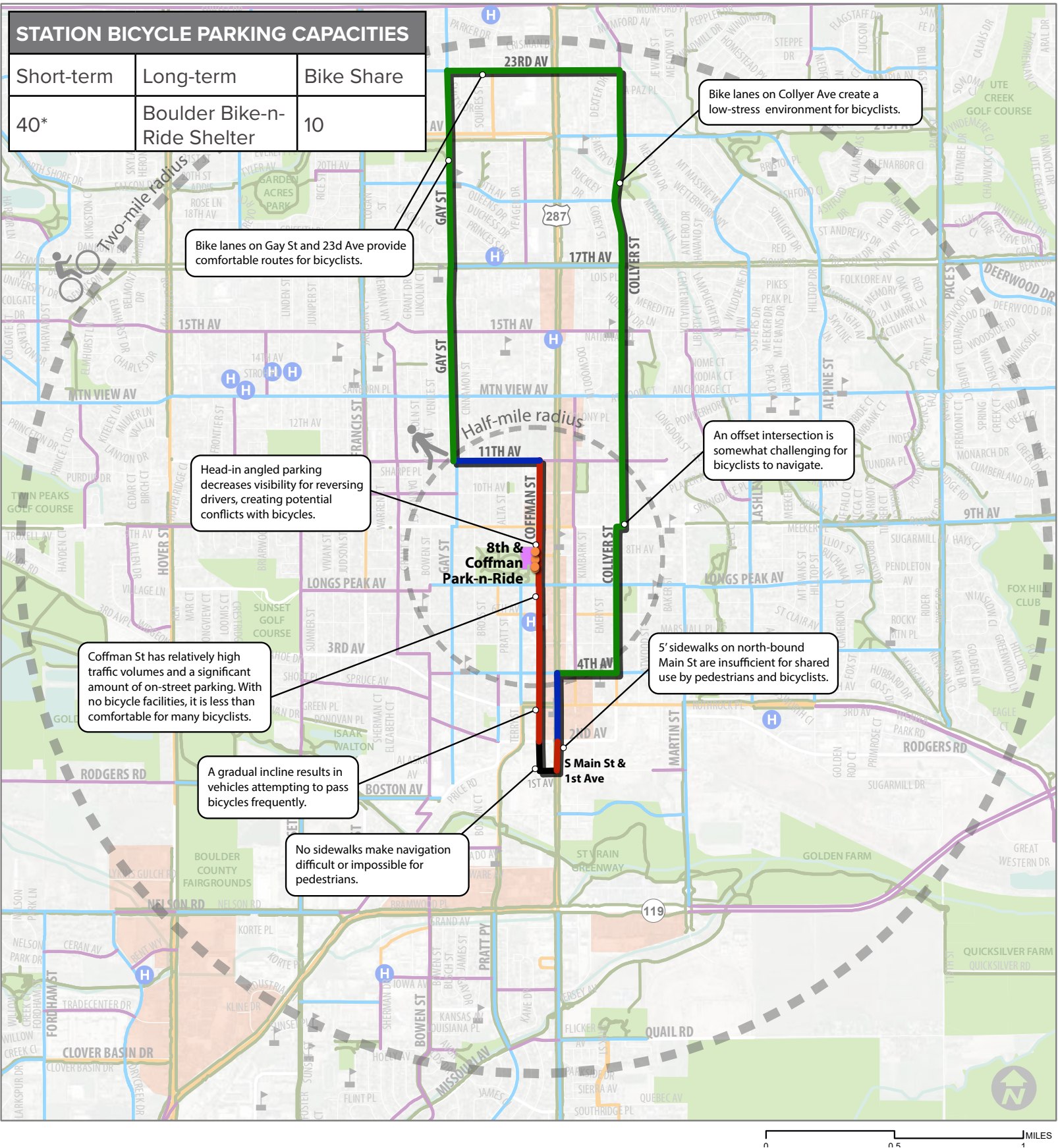
- Route/Shared Rd (no dedicated facilities)
- On-Street Dedicated
- Off-Street

Transit

- Bus Stop
- Bus Route
- Park-n-Ride

Destinations

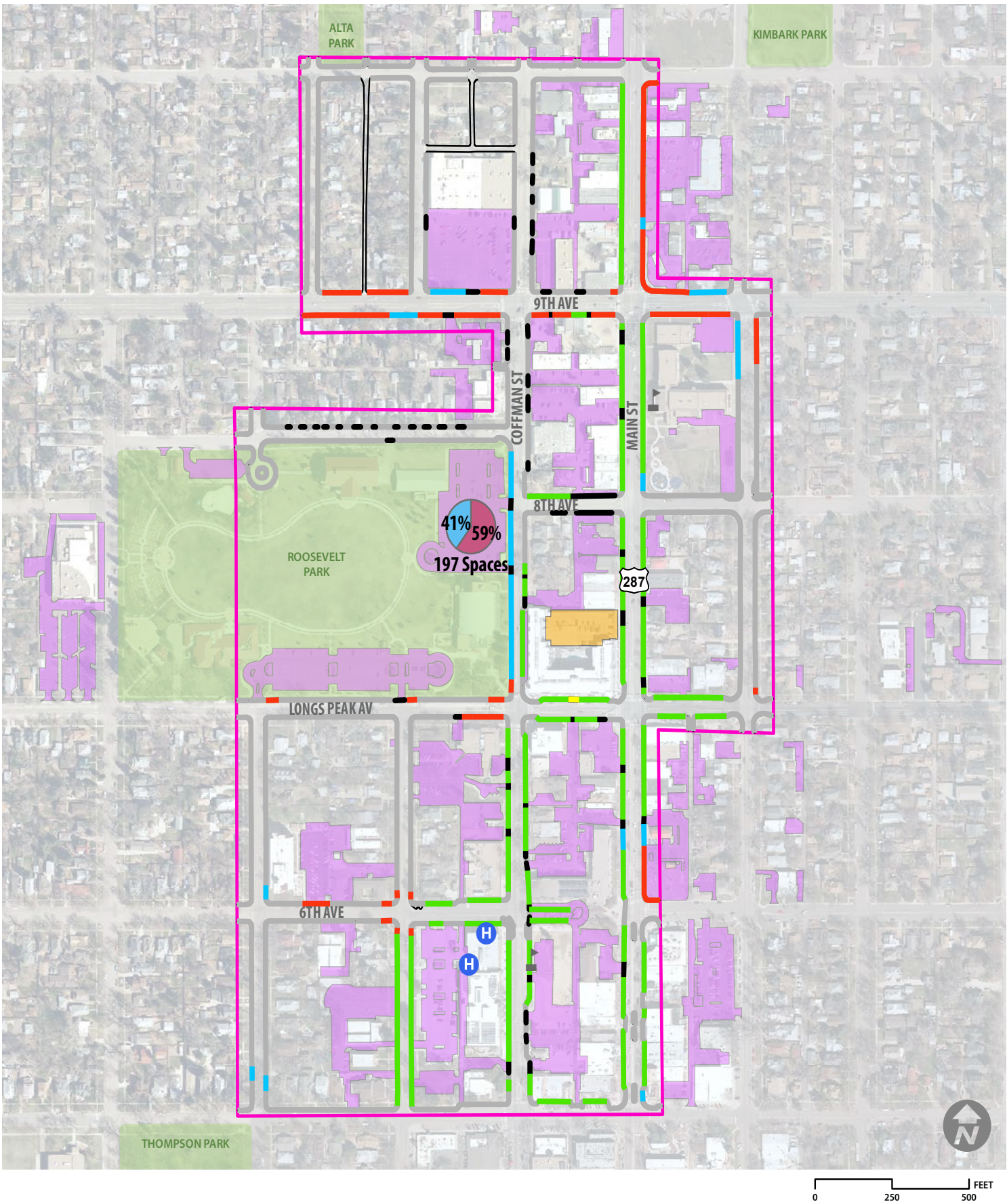
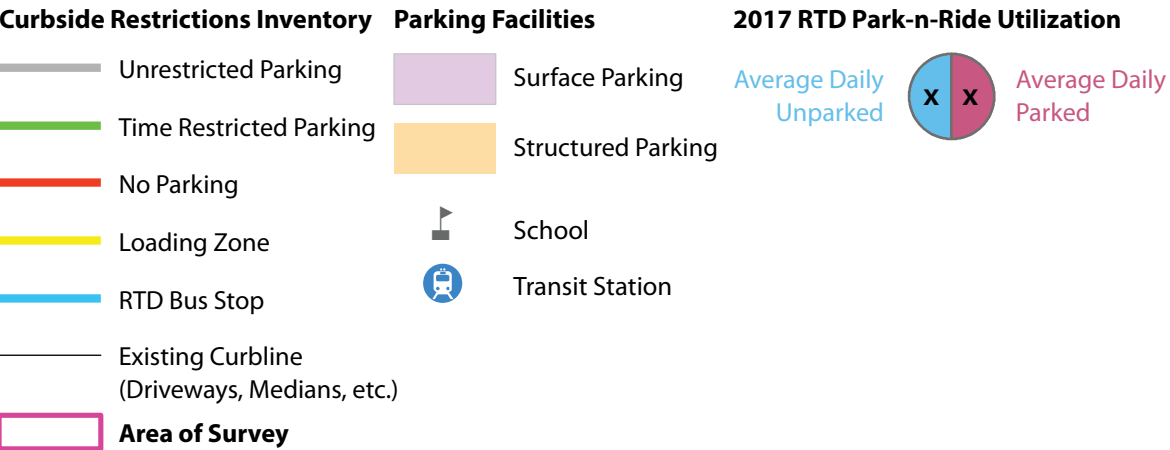
- Healthcare/Medical Facility
- School
- Activity Generator
- Park



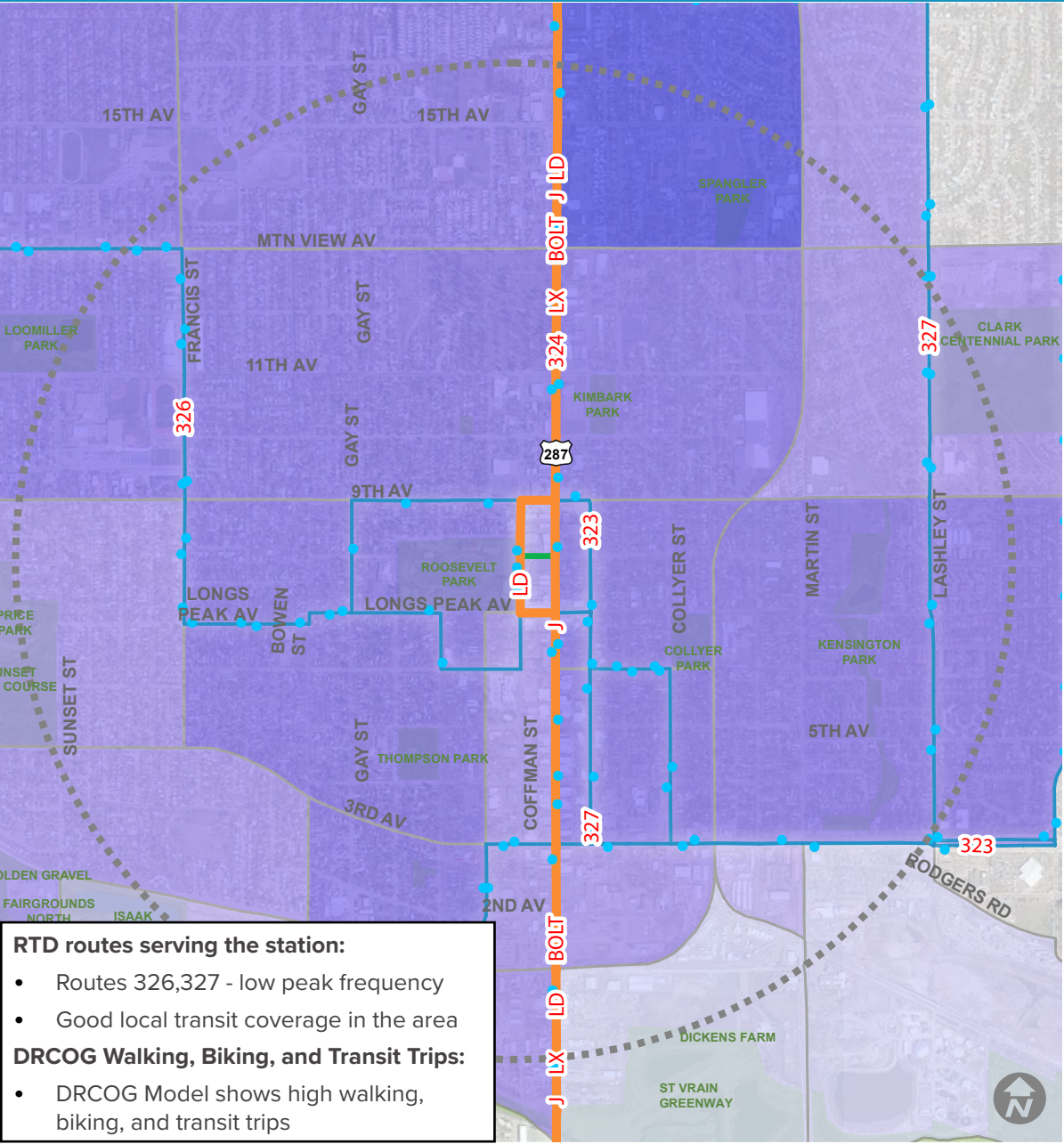
*Includes bike parking capacities for the existing Bike-n-Ride shelter that is part of the Boulder County Bike-n-Ride Program.

CURBSIDE MANAGEMENT AND PARKING ANALYSIS

Opportunities: The west side of Coffman Street is currently used as an on-street bus terminal serving several local and regional transit routes. It is also a bike route with existing sharrows. There is opportunity to improve transit and bicycle operations and access by clearly defining the space by striping a shared bus/bike lane next to the travel lane. There is also potential to provide passenger loading and unloading on the east side of Coffman Street or in the Park-n-Ride lot.



TRANSIT FREQUENCY AND EXISTING TRAVEL PATTERNS



RTD Transit Routes

Average maximum weekday wait time during peak periods (Spring 2018)

- Every 10 Minutes or Better
- Between Every 10 and 15 Minutes
- Between Every 15 and 30 Minutes
- Between Every 30 and 60 Minutes
- Every 60 Minutes or More

DRCOG FOCUS Model

Average weekday daily walk, bike and transit trips as a percentage of total trips

- 0.0% - 5.2%
- 5.3% - 9.0%
- 9.1% - 12.9%
- 13.0% - 17.0%
- 17.1% - 28.0%

- RTD Bus Stop
- Station 1-Mile Radius
- School
- Transit Station

LAND OWNERSHIP



3 RECOMMENDATIONS

ACTIVE TRANSPORTATION RECOMMENDATIONS

NORTHWEST ROUTE

Striping bike lanes on Coffman St will make it a comfortable route for bicyclists that runs adjacent to Main St, thereby providing access from the Park-n-Ride to the businesses along Main St (where bicycling on the sidewalks is prohibited and on-street bicycle facilities are infeasible) and vice versa. Installing sidewalks on Coffman St and Main St where they are currently nonexistent will improve pedestrian access to the proposed 1st and Main transit station improvements.

NORTHEAST ROUTE

The majority of the northeast route is comfortable; a few small improvements will make it a complete route. Adding a pedestrian/bicyclist-only scramble signal phase and striping bicycle crossings at Collyer St and 9th Ave (which is offset) will simplify crossing for non-motorized users, and will allow bicyclists to travel directly between the existing bike lanes. As redevelopment occurs, reconstructing the existing sidewalk on northbound Main St between 1st Ave and 2nd Ave as a shared-use path will provide sufficient space for both pedestrians and bicyclists, even if bicyclists are required to dismount.

PARK-n-RIDE IMPROVEMENTS



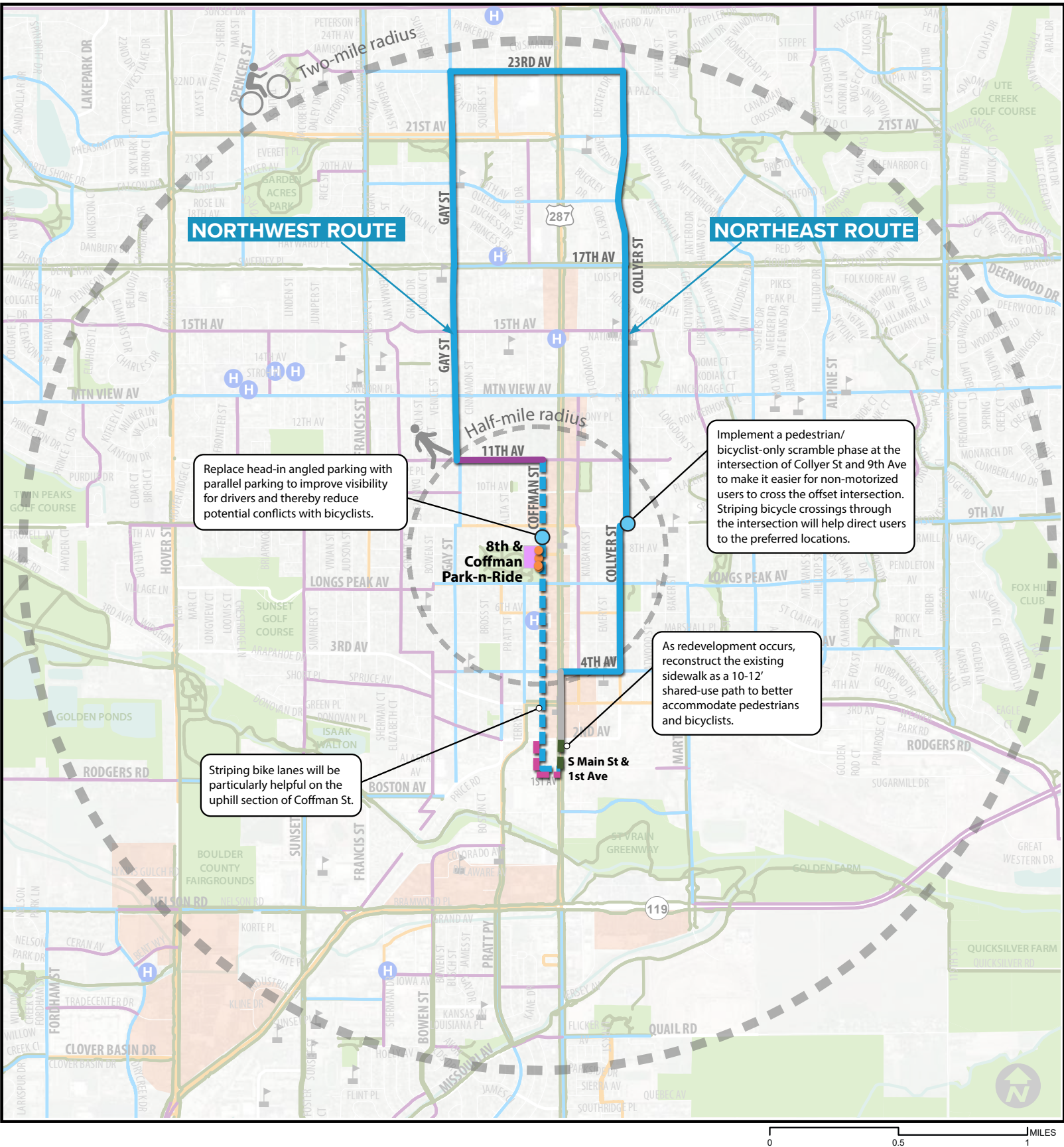
Consider adding bike lockers if the existing Bike-n-Ride shelter is at capacity

RECOMMENDATIONS FOR ASSESSED ROUTES

- Bicycle spot improvement
- Construct new sidewalk
- Stripe bike lanes
- Reconstruct sidewalk as a shared-use path
- Low-stress existing route (No change)

EXISTING CONDITIONS

- Bicycle Facilities**
 - Route/Shared Rd (no dedicated facilities)
 - On-Street Dedicated
 - Off-Street
- Transit**
 - Bus Stop
 - Bus Route
 - Park-n-Ride
- Destinations**
 - Healthcare/Medical Facility
 - School
 - Activity Generator
 - Park



OVERALL RECOMMENDATIONS

FLM Toolkit Theme	Strategy	Rationale	Desired Outcomes	Priority	Implementing Agencies
New Infrastructure	Transit oriented development	Continued TOD ensures that residents and employees have easy access to transit and rely less on private vehicles for transportation.	More transit riders with walk access to the station	High	Developers, City and County of Broomfield
New Infrastructure	Wayfinding signage and transit vicinity map	People may be less likely to walk or bike to/from the station if they do not know how to access it.	People may be more likely to walk or bike to/from the station if the safest, most comfortable routes are clear and easy to follow.	High	City and County of Broomfield, RTD
Programmatic	Promotional events / fairs / challenges within station/transit location area	Promote events that encourage transit ridership. They can range from information tables at an employment site to regional month-long competitions or challenges that allow individuals and organizations to compete against each other. Targeted "Try It" days or weeks are another way to encourage transit use.	Increased awareness about transportation options.	High	Commuting Solutions
Transportation Demand Management	Free event transit passes	Include free or discounted transit passes in the cost of tickets for large events and promote the free service.	Increased transit use by event attendees.	High	Commuting Solutions
Transportation Demand Management	New resident and employee transportation kits	Provide welcome kits to new residents and new hires to educate them about transportation options available at their new residence or employment site. The kits should include transit schedules, bicycle maps, information on available subsidies and transportation programs, and, ideally, multiple free bus passes.	Research shows that when someone makes a major life change (e.g. moving house or changing employer) they are more open to changing travel behavior.	High	Commuting Solutions
Transportation Service	RTD FlexRide	Provide additional marketing materials for the upgraded FlexRide service. For those traveling nearby to or from the station where fixed-route transit does not serve, FlexRide can fill the gap.	Passengers departing or arriving from the station will be more aware of an additional option for beginning or completing their journey without getting into a car and driving alone.	High	RTD
First and Last Mile General Guidance	Improve bicycle and micromobility infrastructure: stripe bike lanes on 120th Ave	Bicycling on 120th Ave west of Vance St is not comfortable without dedicated space or a shoulder.	Bicyclists' and micromobility device users' safety and comfort will increase.	Medium	City and County of Broomfield
First and Last Mile General Guidance	Improve pedestrian and bicycle/micromobility infrastructure: construct shared use paths adjacent to high-speed roads	No sidewalks or narrow sidewalks do not comfortably accommodate pedestrians; high traffic volumes and speeds make riding on-street uncomfortable.	Pedestrian, bicyclists, and micromobility device users access and comfort will improve.	Medium	City and County of Broomfield
Improvements and Reuse of Existing Infrastructure	Car share parking	Provide parking for car sharing vehicles within the transit service location. Spaces should be in areas with high visibility that are accessible to transit riders and employees and residents who work and/or live nearby.	Providing high-visibility spaces for car share vehicles will encourage their use by transit customers and potential transit customers who may be more likely to use transit if they have access to a car share vehicle for some trips throughout their day.	Medium	RTD
Improvements and Reuse of Existing Infrastructure	Preferential parking for carpool and vanpool vehicles	Provide preferential parking for carpools and vanpools. This can be close to the transit service location, covered, or otherwise preferable.	Improve access for carpools or vanpools.	Medium	RTD

OVERALL RECOMMENDATIONS (CONT.)

FLM Toolkit Theme	Strategy	Rationale	Desired Outcomes	Priority	Implementing Agencies
Improvements and Reuse of Existing Infrastructure	Prioritization of RTD owned land or transit parking	Reallocate RTD owned land or parking spaces closest to the transit station platform/transit stop to other modes of transportation or shared mobility.	Prioritization of non-drive alone modes will increase the use of those modes and maximize infrastructure investment.	Medium	RTD
New Infrastructure	Bicycle and micromobility parking	As demand grows, it is important to ensure that parking remains available for bicycles and micromobility devices.	Sufficient parking encourages the use of bicycles and micromobility devices to access transit.	Medium	RTD
Programmatic	Dynamic carpooling to transit	Facilitate or market dynamic carpool matching through services like Waze Carpool, Scoop and SPLT for rides to and from transit stations. Dynamic carpool matching and dispatch significantly increase the number of people using carpooling, in part by getting around some of the reasons traditional carpools may be unappealing (such as having to ride with the same group of people every day). Companies like Waze, Scoop and others can create neighborhood areas or pool employees from specific work-sites for improved access to the transit service location. Ideally carpoolers will be guaranteed a parking space that is close to bus and rail loading areas at their preferred park and ride	Increased access from neighborhoods and employers outside of walking distance.	Medium	Commuting Solutions
Transportation Demand Management	Development of an EcoPass district	This station has a high level of employment in close proximity to the station. Development and marketing of an EcoPass district will encourage increased transit use.	Employees that live near to the station and currently do not use transit for their commute may consider switching to using transit if a lower cost annual EcoPass were available.	Medium	Commuting Solutions
First and Last Mile General Guidance	Improve pedestrian infrastructure: construct new sidewalk on Arista Pl	A lack of a sidewalk on one block of Arista Pl leaves a gap in the pedestrian network.	Pedestrian access and comfort will improve.	Low	City and County of Broomfield
Improvements and Reuse of Existing Infrastructure	Innovative Park-n-Ride Management	Long-term, managing parking demand at the station may benefit from demand-based pricing.	Efficient use of existing parking facilities.	Low	RTD
New infrastructure	Multimodal wayfinding signage: install wayfinding signage at the pedestrian bridge	Additional signage could help guide transit users to destinations near the Park-n-Ride.	People will quickly and easily find their way to and from the Park-n-Ride and the various bus stops.	Low	City and County of Broomfield, RTD
Transportation Demand Management	Bicycling workshops and courses	Host bike skills, safety or maintenance workshops for residents and employees close by the transit location. Hosting a workshop can help recruit on-site Bike Ambassadors who can teach the skills and tools required to foster a cycling culture.	Encourages bicycling use and safety when accessing stations	Low	Commuting Solutions
Transportation Service	Support implementation of micromobility services	In areas where the market is not already providing electric micromobility devices (e.g. Bird, Lime, Razor) sufficient to meet user demand, work with providers to support the deployment of devices around the transit service location. Incentives for private providers may include preferential/highly visible parking locations, subsidies, advertising, corrals to which vehicles can be reliably rebalanced, and access to standardized charging interfaces.	Increased access to the station from surrounding neighborhoods and employers	Low	City and County of Broomfield

CONCLUSION

This chart provides a framework from which to categorize each of the recommendations into four categories. This framework is called the “Big Easy” and is a simple method to help identify which recommendations may be the best to implement first. Those that require relatively less effort for relatively more impact may provide the best opportunities in the near-term. Recommendations that take relatively more effort for more impact, and those that take relatively less effort for less impact should be considered in the medium to long term.

The chart is intended to be a simple guide and each of the recommendations should be investigated in more thoroughly by the implementing agency before moving forward. Implementing agencies are identified next to each recommendation.

The chart shows the ‘quick wins’ (less effort/more impact) for the 8th and Coffman Park-n-Ride including:

- Implementing a multimodal wayfinding system to the station that provides information while also promoting transit.
- Encouraging shared micromobility providers to the station area to improve first and last mile access.
- New resident and employee transportation kits to provide travel information and transit incentives to people new to the area.
- Provision of car share parking spaces for car share vehicles close to transit loading and boarding areas.
- Bicycle end of trip facilities and amenities, such as providing showers or bicycle repair stations, potentially in collaboration with local businesses

IMPLEMENTING AGENCIES

This station is situated in the City of Longmont, as such it is suggested that the City should take the lead in developing new infrastructure and reuse of existing infrastructure to improve access to the station.

Commuting Solutions and Smart Commute Metro North serve this station and therefore it is suggested that they take the lead on TDM recommendations with support from RTD.

LESS IMPACT	Bicycling workshops and courses	
	Promotional events/fairs/challenges	
MORE IMPACT	Wayfinding and transit map	Stripe bike lanes on Coffman St
	Support implementation of micromobility services	Construct new sidewalks on Coffman St and Main St
	New resident and employee transportation kits	Bicycle and micromobility parking and storage
	Car share parking	
	Bicycle end of trip facilities and amenities	
	Stripe a bicycle crossing and introduce a ped/bike-only phase at Collyer St and 9th Ave	
LESS EFFORT		MORE EFFORT