

Douglas County Integrated Transit and Multimodal Study

Town of Castle Rock – Town Council

February 18th, 2025

Purpose of Today's Presentation

- Update Town of Castle Rock Council on the Douglas County Integrated Transit and Multimodal Study
- Solicit input from Council on which potential transit services would be most needed and successful within and connecting to Castle Rock

Study Goals

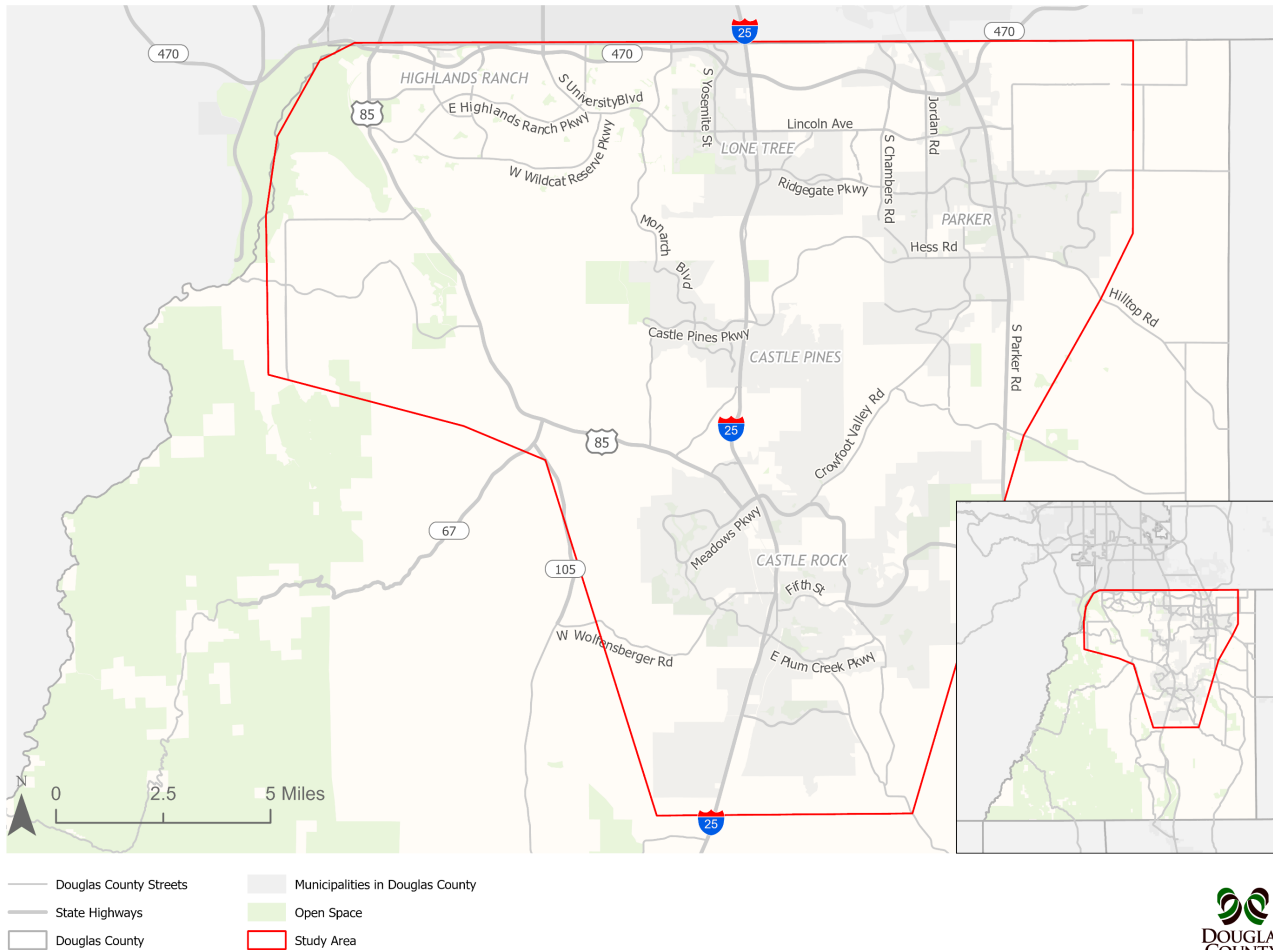
- Find short- and long-term projects to help people move around the county more easily and efficiently, including to jobs, doctors' appointments, and schools.
- Connect people to rail stations, transit hubs, and major activity centers through transit opportunities.
- Create a transportation system that increases options for getting around.
- Define bicycle and pedestrian connections that support and encourage transit use.
- Strengthen collaboration between Douglas County municipalities.



<https://www.douglas.co.us/public-works/integrated-transit-and-multimodal-study/>



Study Area



Transit Options being considered:

- Subregional fixed routes
- Local circulators
- Microtransit

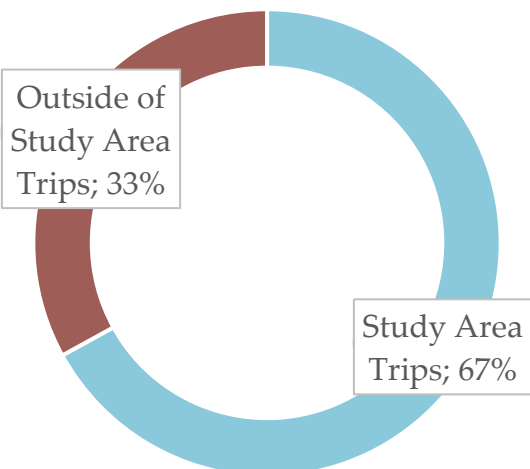
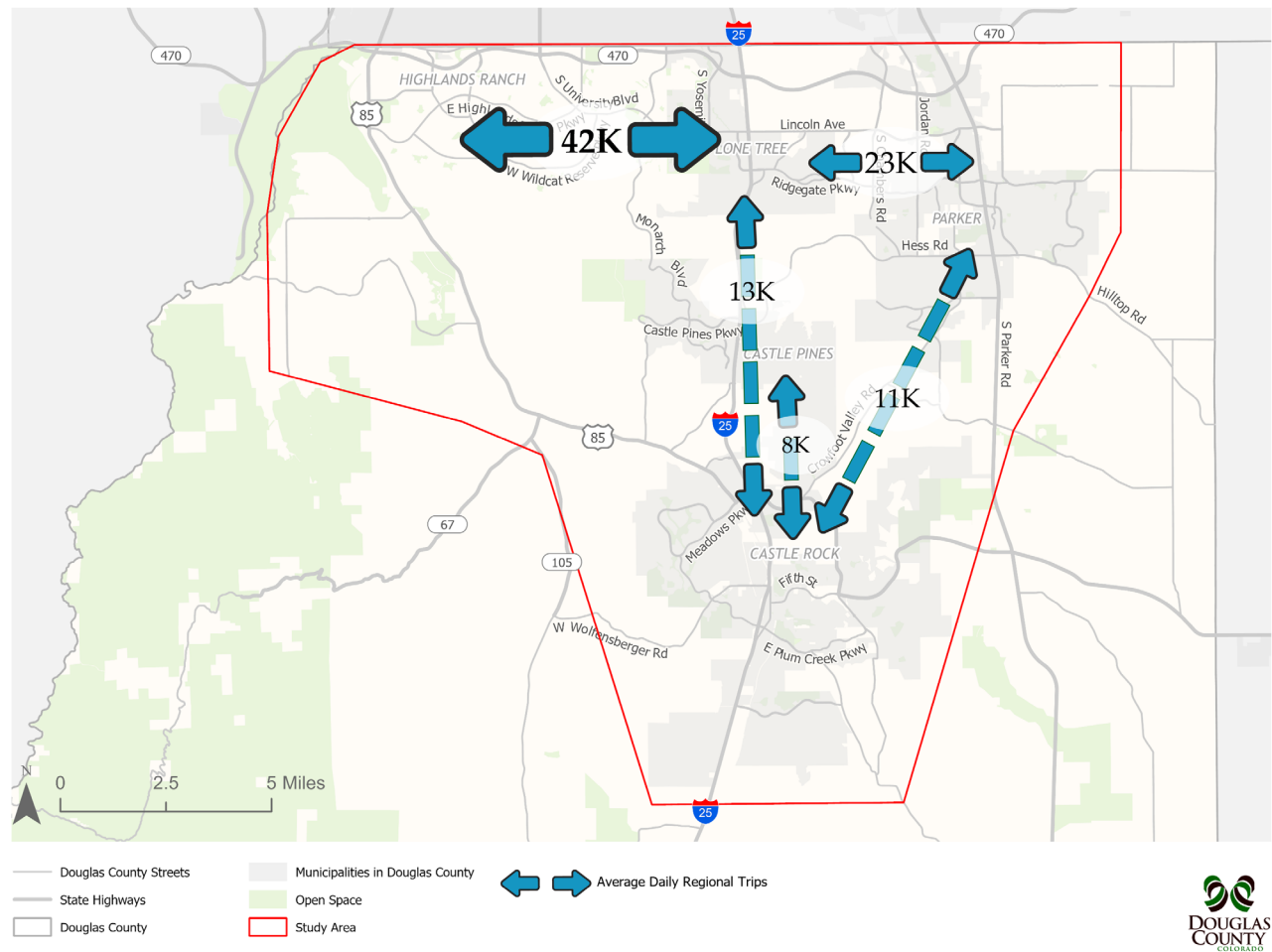


Study Area

Subregional Travel Characteristics

Daily trips within the study area

Share of trips within vs outside of the study area



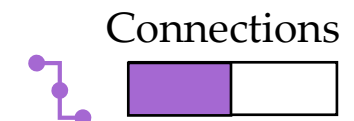
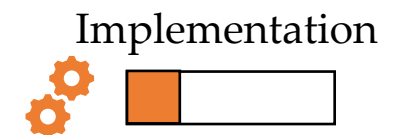
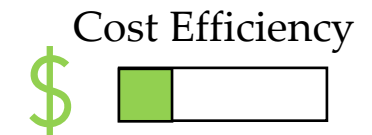
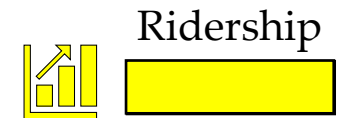
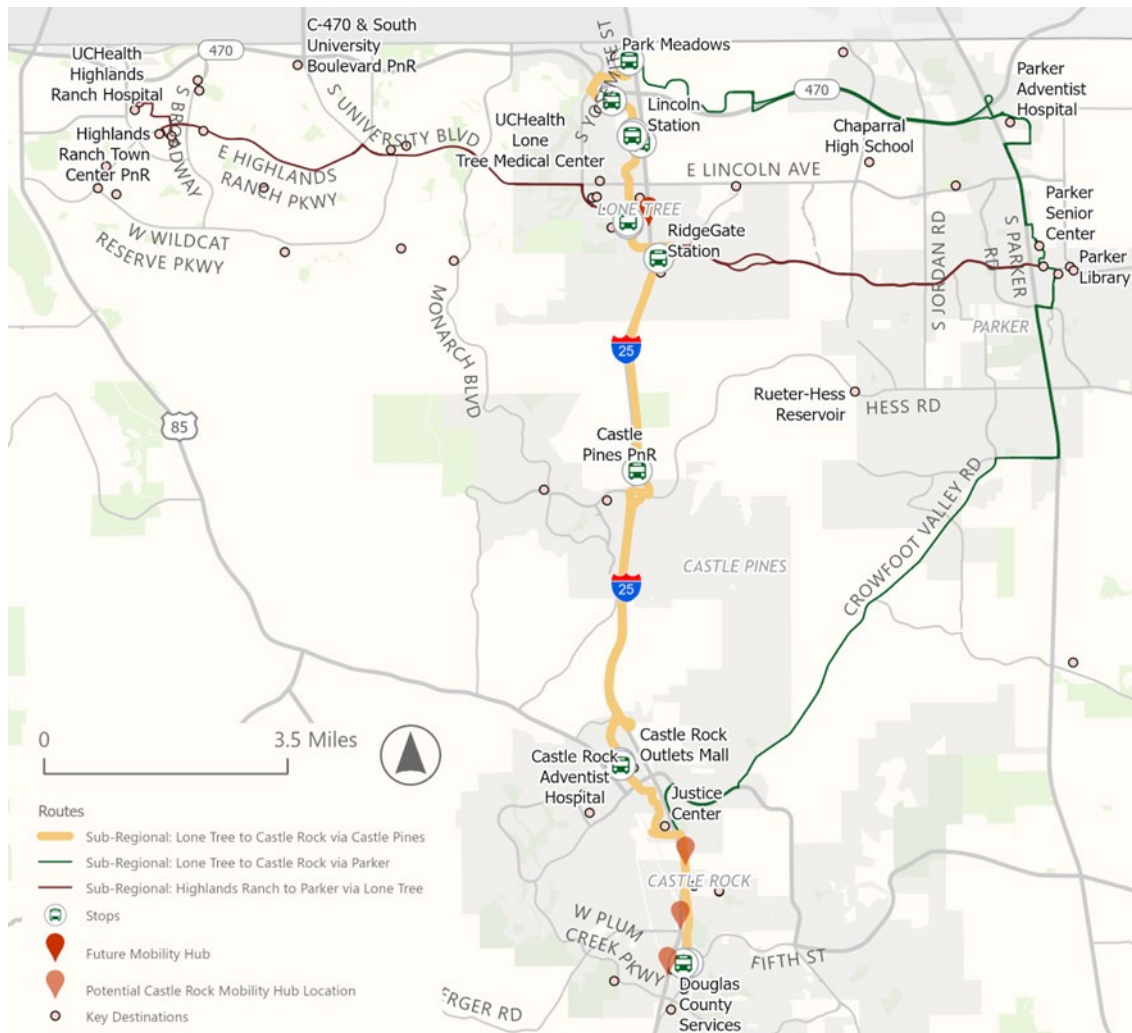
Source: StreetLight Data, Fehr & Peers

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Lone Tree – Castle Pines – Castle Rock Route

How does this route meet project goals?



FREQUENCY

- 30 mins (peak times)
- 60 mins (off-peak times)

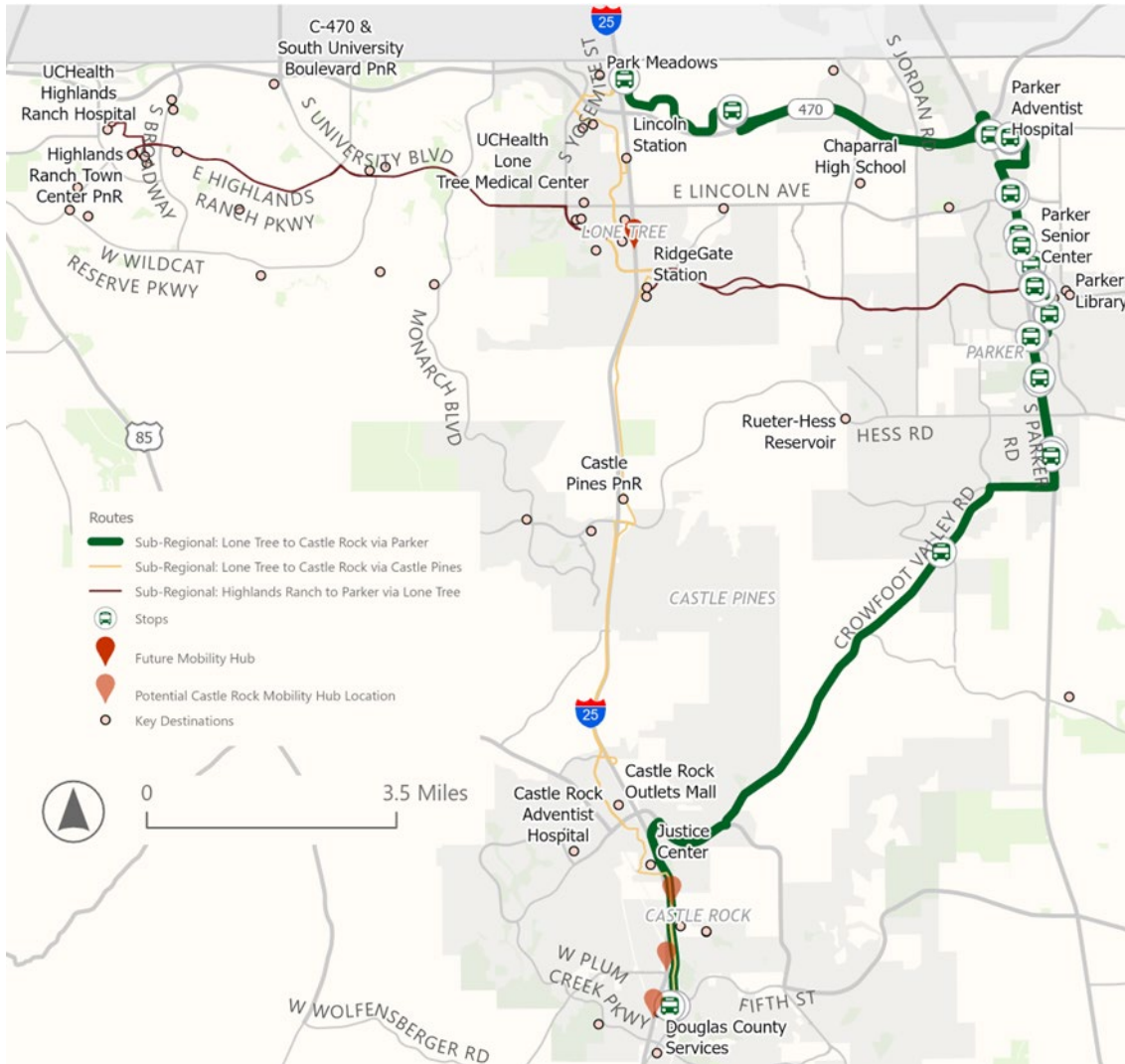
SERVICE DAYS/HOURS

- Monday through Saturday
- 6AM to 8PM

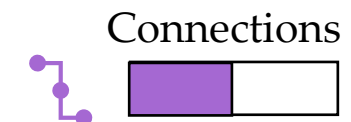
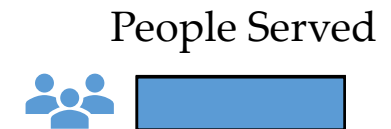
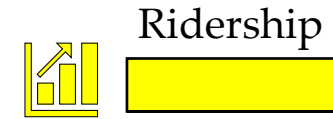
TRAVEL TIME

- Lone Tree to Castle Pines: 25 Mins
 - Compared to 17-min drive
- Castle Pines to Castle Rock: 25 Mins
 - Compared to 18-min drive

Lone Tree – Parker – Castle Rock Route



How does this route meet project goals?



FREQUENCY

- 30 mins (peak times)
- 50 mins (off-peak times)

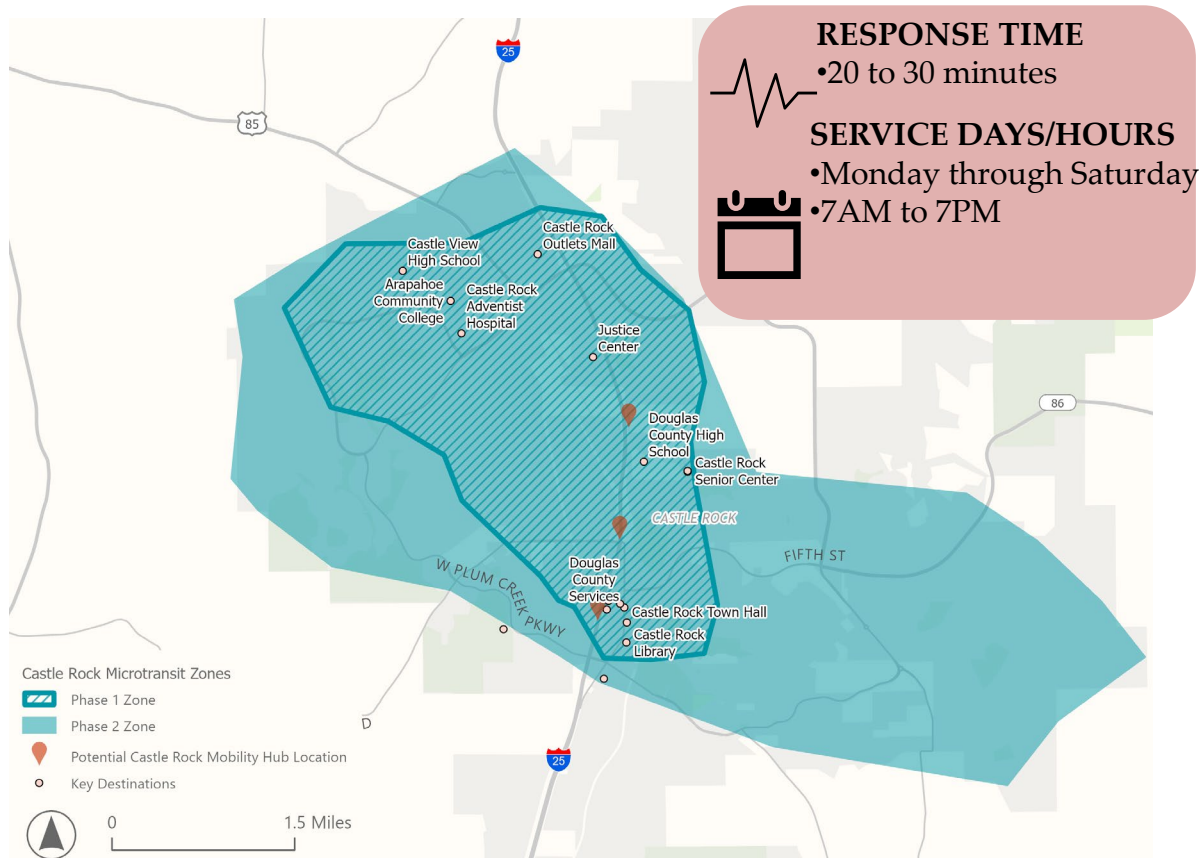
SERVICE DAYS/HOURS

- Monday through Saturday
- 6AM to 8PM

TRAVEL TIME

- Lone Tree to Parker: 25 Mins
 - Compared to 18-min drive
- Parker to Castle Rock: 35 Mins
 - Compared to 24-min drive

Castle Rock Local Options Evaluation Comparison

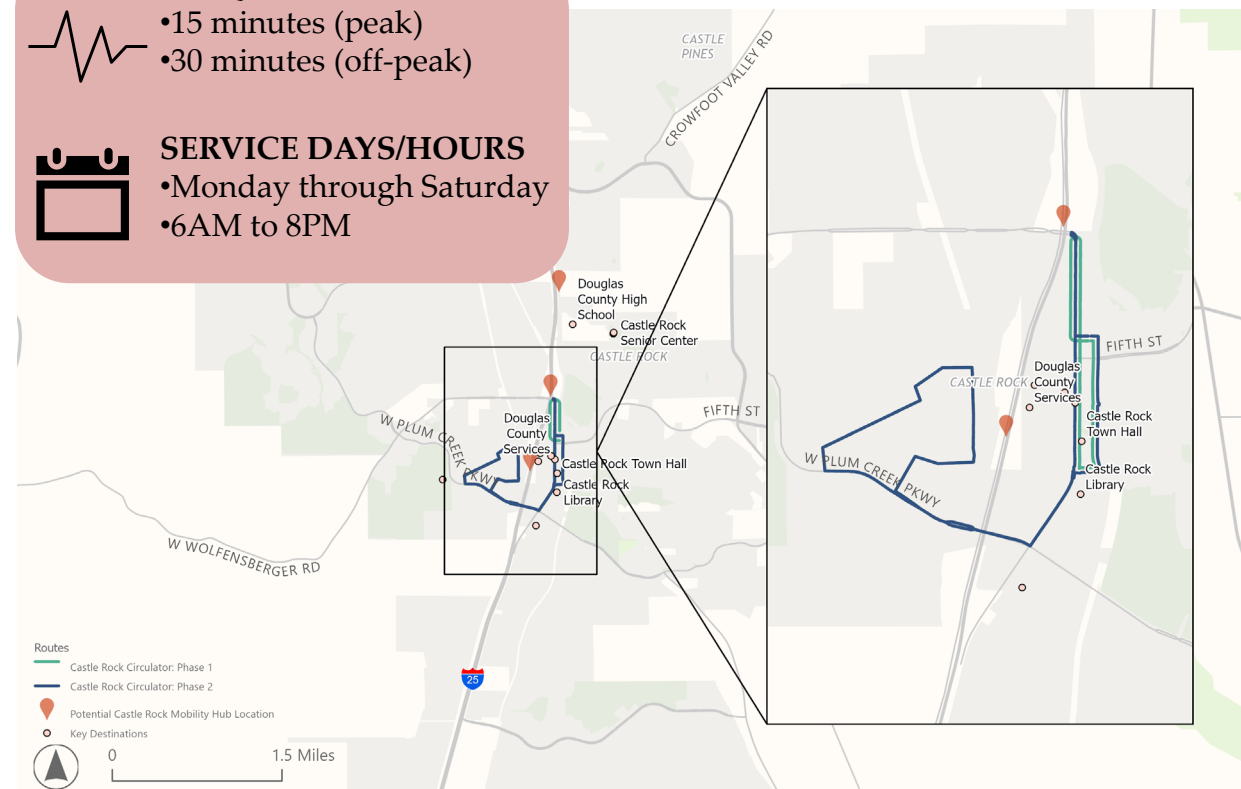


RESPONSE TIME
• 20 to 30 minutes

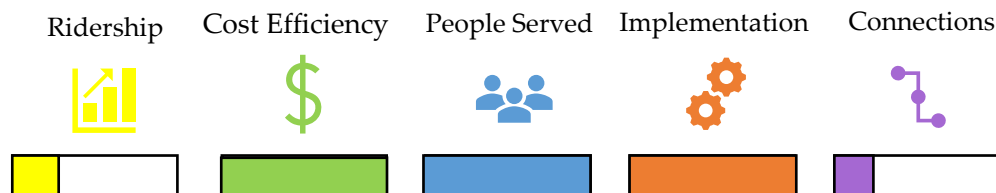
SERVICE DAYS/HOURS
• Monday through Saturday
• 7AM to 7PM

FREQUENCY
• 15 minutes (peak)
• 30 minutes (off-peak)

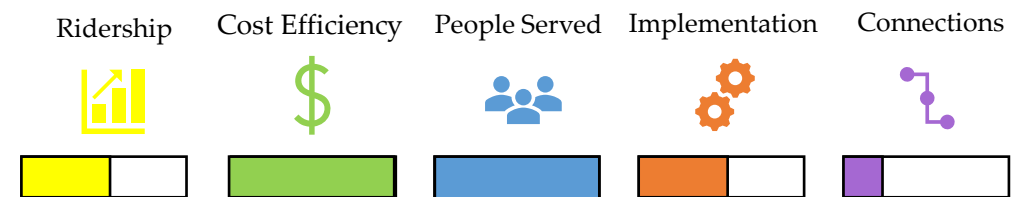
SERVICE DAYS/HOURS
• Monday through Saturday
• 6AM to 8PM



How does this microtransit zone meet project goals?



How does this circulator meet project goals?



Comparing all Options

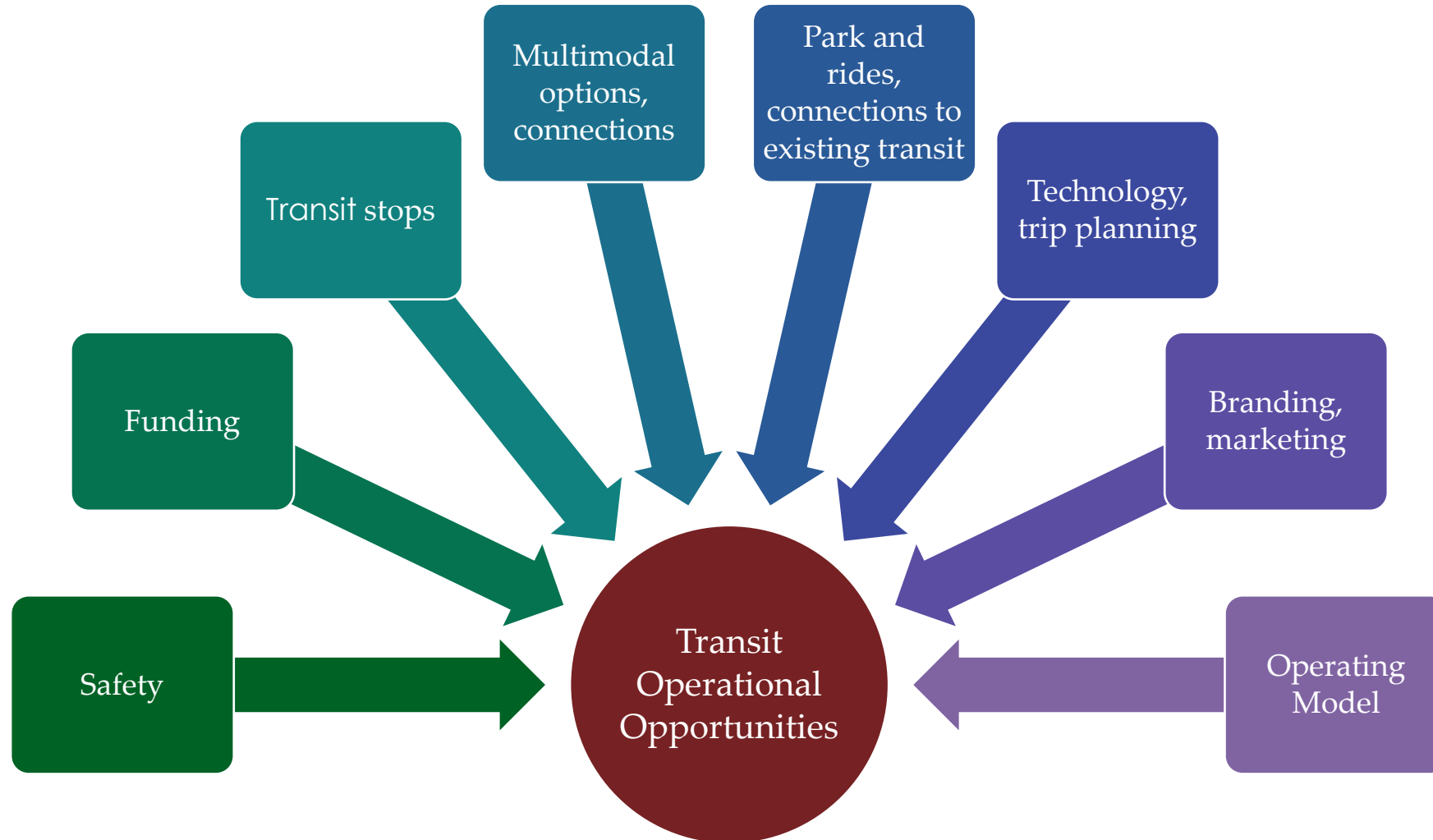
	Subregional Options			Local Options				
Metric	Lone Tree - Parker - Castle Rock	Highlands Ranch - Lone Tree - Parker	Lone Tree - Castle Pines - Castle Rock	Highlands Ranch Microtransit*	Parker Microtransit*	Parker Circulator	Castle Rock Microtransit*	Castle Rock Circulator
Potential Ridership (Daily)	380-540	280-400	280-400	130-280	150-325	160-240	55-120	160-240
Cost Efficiency (Yearly operating cost)	\$2.5M - \$3.2M	\$1.8M - \$2.3M	\$1.8M - \$2.3M	\$2.1M-\$2.4M	\$2.1M-\$2.3M	\$900K - \$1.1M	\$950K - \$1.1M	\$900K - \$1.1M
People Served (Demographic index score and number of key destinations)	20.32 Index, 13 Destinations	19.63 Index, 18 Destinations	21.52 Index, 11 Destinations	18.78 Index, 16 Destinations	19.35 Index, 10 Destinations	19.95 Index, 6 Destinations	19 Index, 16 Destinations	22 Index, 16 Destinations
Implementation (stop needs, flexibility, funding availability)	Hard	Hard	Hard	Easy	Easy	Medium	Easy	Medium
Connections (to existing transit)	4 Routes/Lines0	6 Routes/Lines	4 Routes/Lines	5 Routes/Lines	2 Routes/Lines	2 Routes/Lines	0 Routes/Lines	0 Routes/Lines

Legend
Higher Feasibility
Medium Feasibility
Lower Feasibility

Castle Rock-Related Options

* Assumes larger microtransit zone

Supportive Elements for All Options



Support needed from elected representatives:

1. Input on which potential transit services would be most needed and successful within and connecting to Castle Rock
2. Sustain or increase transit funding – invest in services that are successful.
3. Encourage local agency partners to prioritize funding for transit.
4. Support project applications for future DRCOG TIP call for projects.
5. Identify additional funding sources and direct staff to pursue those deemed most likely to be successful.
6. Promote public survey (open through February 23rd)
7. Support coordination between Douglas County and Castle Rock for mobility hub planning, Bustang services, UZA planning.



HELP US IMPROVE TRANSIT IN DOUGLAS COUNTY

As we invest in a safe and accessible multimodal transportation system with various road expansion projects, we also want to learn more about how you and your neighbors want to use transit in the future. That's why the County is engaging you and our area partners on an integrated transit and multimodal transportation study.

Take a brief survey to help us understand your transit needs, thoughts and barriers.





Thank You



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