



Task 10 Technical Memorandum County Action Plans and Land Use Planning Assessment

Draft

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INTRODUCTION

This technical memorandum provides action plans for each of the five counties along the I-70 corridor. The action plans summarize the priorities, actions, land use assessment, and local transit assessment with regard to planning a regional high speed Advanced Guideway System through the I-70 corridor. There are numerous actions or considerations that are similar across all county groups, but have been repeated for each county so that each county has a stand alone action plan. This memorandum builds on the Task 7 Land Use Code Review and Task 12 Land Use and Zoning Toolbox. The land use code review describes the status of transit-supportive polices and codes for each jurisdiction, and the toolbox provides a greater level of detail in regard to implementing the actions and considerations provided in the action plans.



1.0 Jefferson County

This action plan summarizes the priorities, actions, land use assessment and local transit assessment for Jefferson County with regard to planning a regional high speed Advanced Guideway System (AGS) through the I-70 corridor.

1.1 Priorities

Throughout the I-70 Coalition Land Use Planning Study process, Jefferson County Working Group members identified several elements of an overall vision for future AGS through their County. Through group discussions, workshops at the Transit Friendly Planning and Development Forum, and the station electronic survey, the group provided an abundance of input regarding local priorities for future transit services. The overall guiding principle for future transit in Jefferson County could be summarized as follows:

Future AGS or high speed rail through Jefferson County should accommodate local needs of commuting residents, rural residents, the elderly and those with special needs. It should create critical connections to future light rail and connecting transit services in the region.

The Jefferson County Working Group identified the following planning goals for AGS serving the I-70 corridor:

- Confirm AGS service within the I-70 corridor footprint and avoid an alignment that follows the pristine Clear Creek Canyon to Black Hawk.
- Preserve the I-70 scenic corridor through Mount Vernon Canyon and Genesee areas.
- Maintain the scenic view shed throughout this unique approach to the mountains, particularly as the Genesee exit frames a visual gateway to the Colorado Rockies as people leave Denver on I-70.
- Provide commuter service to the residential populations of Lookout Mountain, Genesee and Evergreen through a common central station.
- Support the mutually beneficial opportunity to work collaboratively with Golden on future land planning in the station area.
- Create strong transit connections to the Golden community and ensure connections to regional light rail systems.
- Determine the infrastructure needed to support a station and identify whose responsibility it is to provide those improvements.
- Minimize design and operational impacts to wildlife in the corridor.



The member jurisdictions in the Jefferson County Working Group included Jefferson County and the City of Golden. Planners from these jurisdictions were actively involved throughout the study process in the identification of potential station locations and the discussion of land use planning practices or actions to prepare for the future development of those stations. Through the I-70 Coalition Land Use Planning Study, criteria evaluation, and working group input, a primary station location was identified in Jefferson County. The proposed station preferred by Jefferson County and of interest to Golden is located at the I-70/6th Avenue interchange area. This location lies in proximity to the West Corridor Regional Transportation District (RTD) light rail line and could have connections to the Jefferson County Government Center. The proposed station location poses a mutually beneficial opportunity for Jefferson County to work collaboratively with Golden on local land use planning in support of transit services.

1.2 Potential Actions

Each community within Jefferson County will need to consider and layout a successful land use and transit integration plan, whether for implementation of a primary AGS station or a local transit center with supporting bus transit service. Local land use planning policies and practices, development patterns, and bike and pedestrian connectivity will enhance future mobility and transit use within each community. If the vision for the I-70 corridor is for successful AGS and transit services, then all communities will play a role in creating a strong local ridership pool and visitor distribution system that enables movement by transit and reduces dependence on personal automobile travel. Each community will need to determine its own local actions necessary to move in that direction, and to retain its own local community identity and character.

The guidelines for land use planning in support of future transit development have been tied to near term, mid-term, and long-range time frames. The following actions typically set the stage for a station or supporting transit center in each community:

Near Term Planning- Today's Actions

- Develop a vision for transit in your community through a broad-based community visioning process.
- Strengthen the policy language in the comprehensive/master plans to signify a strong direction for transit and integrated land use.
- Develop policies that identify how to realize the vision and goals for transit including;
 - Location.
 - Supporting land use type.
 - Density.
 - Sustainable growth patterns.
 - Community character.
 - Multi modal connectivity.



- Evaluate whether current zoning practices or planned unit development (PUD) allowances ensure desired development patterns, mixed-use, higher density or greater walkability.
- Continue specialty planning efforts such as bicycle/pedestrian master plans, transit service plans, design guidelines, etc.
- Evaluate existing and future needs for a local transit system.

Mid Term – Three to Ten Years Prior to AGS

- Confirm station site and begin/continue local land assemblage.
- Develop a station area sub-plan that includes:
 - Land use mix and density recommendations based on a market analysis.
 - Design guidelines.
 - Zoning tools and recommendations.
 - Infrastructure evaluation and recommendations.
 - Parking strategies.
 - Pedestrian and bicycle connectivity.
 - Transportation demand management (TDM) strategies.
 - Implementation strategies.
- Evaluate infrastructure availability and set a plan to deal with these limitations. This could include improving the infrastructure or limiting development.
- Identify funding mechanisms.
- Engage a developer if appropriate for land use vision.
- Continue planning, funding and implementation of local transit system if needed.
- Continue coordination with the AGS or corridor transit planning team.

Long Term – One to Three Years Prior to AGS

- Coordinate and implement infrastructure improvements related to the site if not already underway.
- Continue coordination with developer on site development.
- Implement transit system connections to tie into AGS.

1.3 Land Use Planning Assessment

The following provides an assessment of Jefferson County and Golden’s land use planning as it relates to transit and transit-supportive development, as well as considerations to facilitate development of a regional high speed AGS system.



1.3.1 Jefferson County

Jefferson County has adopted a number of long-range and community plans that recognize a growing need for increased transit services and the integration of land use practices to support transit demand. The Jefferson County communities of Lookout Mountain, Genesee and Evergreen host a population over 30,000, but are characterized as low-density residential areas. Jefferson County has addressed this land use pattern in several of its existing planning documents by identifying key areas for concentrated development.

The Central Mountain Community Plan states policies in support of increased residential density in accordance with mountain design guidelines and concentrated development, although these recognized densities are not typical of those found in highly transit supportive developments. The Evergreen Area Community Plan identifies El Rancho (a tier 2 station) as a designated activity center that is an area of high intensity land uses such as high density residential, commercial, mountain light industrial, and community uses. Today, planning and development efforts in El Rancho follow this direction, particularly between the El Rancho exit and the Bergen Park area. Implementation of these policies has been accomplished through use of a PUD process. Jefferson County zoning code does not currently address specific mixed-use or high density residential zoning categories for the mountain communities.

Considerations

Jefferson County is in the process of updating its Comprehensive Master Plan into one overarching document that provides a broader vision for overall County policies. This County led planning process is separate from local planning efforts by the City of Golden. In this process the County should undertake a community visioning effort that would allow input to the existing sub-area master plans as part of the Comprehensive Master Plan. The County planners acknowledge that their existing planning documents provide very general guidance on mixed land use development supportive of transit service, but do not state clearly policy language, goals and objectives that specify the parameters of that development including the densities, development patterns or mix of uses that intentionally support future transit options. Connectivity between land uses and the integration of those uses with transit opportunities should also be explored. As the County goes through their Comprehensive Master Plan update and eventually their sub-area master plans update for the mountain communities, stronger efforts should be made to capture language suitable to the community and permissive of land use and mobility patterns conducive to generating transit ridership.

Because the County has already identified El Rancho as a future transit connection for the mountain communities, update of the Evergreen Area Community Plan should also better specify the mix of land uses for that area in the future and the discussion of appropriate densities that might support a more walkable community with greater pedestrian connections between those uses. Policies related to walkability, while not appropriate for all county areas, would be very applicable to continued development at El Rancho. In fact, as station locations are approved for the AGS system, the County may want to consider a specific zoning overlay or form-based code that encourages the mix and density of uses appropriate at an El Rancho station.



1.3.2 City of Golden

The City of Golden's Comprehensive Plan calls for a stronger emphasis on mixed use development in areas of redevelopment, especially at the I-70 and 6th Avenue gateway area. This area is also slated for increased high density residential use to be incorporated into a regional employment center. The Annexation Plan promotes infill development and mixed-use density at the I-70 and Hwy 40 interchange. Currently the City of Golden manages land use development and planning approvals through the PUD process. They do not utilize any special zoning districts or zoning overlays at this time to achieve particular development designs.

The City of Golden has worked to re-establish its historic downtown district and maintain a western historic character while allowing for new development. Golden's Urban Renewal Authority has implemented a redevelopment zone and higher density, mixed use residential development that has become part of the downtown fabric over the last five years. This change in the mix and density of uses has resulted in greater walkability in the downtown area, a higher concentration of residents and an identifiable destination for transit use in and out of the area.

Golden's recent update of its Bike Master Plan identifies key bicycle connections within the community. Planning and infrastructure improvements over the last ten years are a solid base from which to promote future transit connections.

Considerations

The City of Golden will be launching a Vision 2030 community visioning effort in 2009. This visioning effort should serve as a jumping off point for future comprehensive plan policy amendments and future site specific planning efforts that integrate land use and transit services. Golden should look to incorporate a specific vision for transit and identify key corridors or connections where transit or multi-modal connections are part of the overall community mobility vision.

The City's gateway area at I-70 and 6th Avenue should be examined for application of more specific land use tools that shape specific mix and density of uses. The location of this gateway area between the future light rail station at the Jefferson County Government Center and potential Golden AGS station at the adjacent commercial area make this a key location for transit supportive development. Golden should analyze transit-oriented development (TOD) zone districts and form-based code possibilities that would implement the specific vision of the community for future redevelopment of the site to a more transit supportive land use pattern.

1.4 Local Transit Assessment

Jefferson County is in the RTD service area. Along the I-70 corridor in Jefferson County, RTD operates regional, express, and local fixed route bus service, as well as specialized services such as SeniorRide, Call-n-Ride, Access-a-Ride, and Ride Arrangers VanPool. Park-n-ride lots for commuter express bus service into downtown Denver are located at Bergen Park, Genesee Park and Lookout Mountain. The future West Corridor light rail line will connect the end of the line



station at the Jefferson County Government Center to downtown Denver in 2012, bringing a very strong transit presence to the County and surrounding communities.

Jefferson County's Transportation Plan and the Evergreen Area Community Plan all identify policies in support of increased transit opportunities with an emphasis on service out of El Rancho. In fact, the Evergreen Area Community Plan specifies that public transit service should be expanded, additional Park-n-rides added, commuter rapid transit created when demand exists, and feeder bus routes to service those stations developed. These planning documents also call for a stronger emphasis on a coordinated multi-modal transportation system that incorporates the use of bicycle, pedestrian and equestrian facilities to reduce dependence on the automobile. Ultimately Jefferson County will need to examine the implications of expanded transit service and station operations out of El Rancho if that location is later confirmed through the Colorado Department of Transportation (CDOT), the I-70 Coalition, or a separate transit agency.

The City of Golden's Comprehensive Plan encourages land use development within walking distance of transit stops, and emphasizes continued improvement to the regional transit system in the area. Similar policies emphasizing a balanced transportation system consisting of vehicular circulation, transit and bike/pedestrian connections can be found in specialty planning efforts including the Annexation Plan and the Bicycle Master Plan. The City has also kicked off the Golden Transit Circulator Feasibility Study which will examine local transit demand and routing to connect the community with RTD's light rail service to Golden. The combination of these sub-area planning efforts for Golden is the groundwork for developing a sustainable land use and transit supportive planning effort.

It is the interest of Jefferson County and Golden to work collaboratively on future transit services and related land use development patterns. However, each jurisdiction represents its own community and wishes to respect the focus and direction of that community on how future AGS might impact its community. These talks should continue between the two jurisdictions as transit planning efforts move forward. Jefferson County and Golden will also want to continue to work with RTD in the development of future transit services that provide local connections to any future high speed rail station.



2.0 Clear Creek County

This action plan summarizes the priorities, actions, land use assessment and local transit assessment for Clear Creek County with regard to planning a regional high speed AGS through the I-70 corridor.

2.1 Priorities

Throughout the study, the Clear Creek County Working Group members identified several elements of an overall vision for future AGS or high speed rail transit through their County. Through group discussions, workshops at the Transit Friendly Planning and Development Forum, surveys and the station electronic survey, the group provided an abundance of input regarding local priorities for future transit services. The overall guiding principle for future transit in Clear Creek County could be summarized as follows:

Future AGS or high speed rail through Clear Creek County should provide key connections to adjacent communities in order to accommodate the local needs for connectivity and improve access to the Clear Creek community for tourist activity. It should create a transit system that creates the “wow” factor while maintaining the historic character of the towns.

Clear Creek County identified the following goals for future planning and implementation of AGS or high speed rail along the I-70 Corridor. The system should:

- Create a “Wow!” factor.
- Provide key connections into Denver, Black Hawk/Central City, Winter Park, and Loveland.
- Maintain historic character and traditions and play to the history of the area as a transportation hub.
- Be designed with consideration to the environment.
- Provide alternative modes of transportation to county residents.
- Create livelihood in downtowns.
- Create and maintain community cohesiveness.

The member jurisdictions in the Clear Creek County Working Group included Clear Creek County, Idaho Springs, Georgetown and Empire. Planners from these jurisdictions were actively involved throughout the study process, potential station identification and discussion of land use planning practices in support of transit services.



2.2 Potential Actions

Through the I-70 Coalition Land Use Planning Study, criteria evaluation and working group input three potential station locations were identified in Clear Creek County. A top priority station was identified at Idaho Springs with alternative stations being identified at Georgetown or Empire Junction or somewhere in between. Each community within the county would need to consider a successful implementation plan for either station development or supporting bus service and transit centers that connect to primary AGS stations.

Each community within the County would need to consider and layout a successful land use and transit integration plan, whether for implementation of a primary AGS station or a local transit center with supporting bus transit service. Local land use planning policies and practices, development patterns, and bike and pedestrian connectivity will enhance future mobility and transit use within each community. If the vision for the I-70 corridor is for successful AGS and transit services, then all communities will play a role in creating a strong local ridership pool and visitor distribution system that enables movement by transit and reduces dependence on personal automobile travel. Each community will need to determine its own local actions necessary to move in that direction, and to retain its own local community identity and character.

The guidelines for land use planning in support of future transit development have been tied to near term, mid-term, and long-range time frames. The following actions typically set the stage for a station or supporting transit center in each community:

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- Develop policies that identify how to realize the vision and goals for transit including:
 - Location.
 - Supporting land use type.
 - Density.
 - Sustainable growth patterns.
 - Community character.
 - Multi modal connectivity.
- Evaluate whether current zoning practices or PUD allowances ensure desired development patterns, mixed-use, higher density or greater walkability.
- Continue specialty planning efforts such as bicycle/pedestrian master plans, transit service plans, design guidelines, etc.
- Evaluate existing and future needs for a local transit system.



Mid Term – Three to Ten Years Prior to AGS

- Confirm station site and begin/continue local land assemblage.
- Develop a station area sub-plan that includes:
 - Land use mix and density recommendations based on a market analysis.
 - Design guidelines.
 - Zoning tools and recommendations.
 - Infrastructure evaluation and recommendations.
 - Parking strategies.
 - Pedestrian and bicycle connectivity.
 - TDM strategies.
 - Implementation strategies.
- Evaluate infrastructure availability and set a plan to deal with these limitations. This could include improving the infrastructure or limiting development.
- Identify funding mechanisms.
- Engage a developer if appropriate for land use vision.
- Continue planning, funding and implementation of local transit system if needed.
- Continue coordination with the AGS or corridor transit planning team.

Long Term – One to Three Years Prior to AGS

- Coordinate and implement infrastructure improvements related to the site if not already underway.
- Continue coordination with developer on site development.
- Implement transit system connections to tie into AGS.

2.3 Land Use Planning Assessment

The following provides an assessment of Clear Creek County, Idaho Springs, Georgetown and Empire’s land use planning as it relates to transit and transit-supportive development, as well as considerations to facilitate development of a regional high speed AGS system.

2.3.1 Clear Creek County

Clear Creek County consists of a broad range of communities located along the I-70 corridor between Jefferson County and Summit County. Many of these communities are historic mining communities. An economic shift is occurring in Clear Creek County; mineral production is decreasing, causing a shift in the tax base. The County is currently taking steps to become more economically diversified. The Clear Creek County Master Plan sets goals to achieve economic diversity, environmental sustainability, desired development and housing patterns, a regional open space facility, multimodal transportation system, preservation and a desired character.



The Clear Creek County Master Plan encourages development in incorporated areas at rural town centers and gateways. Mixed use development is recommended at Idaho Springs, Georgetown, Floyd Hill, Dumont/Lawson and the I-70/SH 40 interchange. Currently the master planning process at Floyd Hill calls for mixed use development and higher densities. Clear Creek County has limited infrastructure in unincorporated areas. All developments need to be mindful of infrastructure availability; water, sewer and transportation infrastructure that would accommodate additional development or density. Development at Downieville, Floyd Hill and Dumont require additional infrastructure to support proposed growth. Clear Creek County has access to a water bank but this bank has constraints associated with it of where it can be used. Water rights are a concern for Clear Creek County. There is the question of how much increased density can be supported by groundwater service while still providing adequate service to the existing residents.

The zoning code has a Planned Development (PD) in place which allows for flexibility in development and is a comprehensive approach to allowing for a mix of uses. The PD zoning utilizes a more comprehensive list of criteria so it could take longer than the typical zoning process. Open space buffers are encouraged to provide a separation between the communities.

Considerations

Clear Creek County's Master Plan has goals to achieve economic diversity, environmental sustainability, desired development and housing patterns, a regional open space facility, multimodal transportation system, preservation and a desired character. This is a great start in preparing for the AGS. The next steps will be to add language that directly addresses the AGS and how Clear Creek County will integrate with the system. Clear Creek County needs to continue to evaluate infrastructure needs in coordination with desired development. There is a strong understanding that the current infrastructure has limits. Clear Creek County needs to evaluate if their PD zoning is sufficient to guide future mixed use development.

2.3.2 Idaho Springs

Idaho Springs is a town rich in history. The Town developed during the gold rush and has continued to thrive as a tourist town and a service industry center serving Denver, the gaming towns and the mountain communities. Idaho Springs is now "a vibrant community with a thriving downtown, steady population and growing economy." It has a historic downtown with a good walkable retail environment and serves as the local service center for the County.

Growth in Idaho Springs has included infill around service areas, property annexation and supporting changes in the east end business district through redevelopment of commercial properties and the conversion of residential areas. Idaho Springs has sufficient amounts of water and sewer utilities to accommodate future development in the Town.

Idaho Springs zoning code has a PUD process in place which allows for flexibility in development. The PUD provides flexibility in land use type, setbacks, minimum lot area and maximum floor area ratio. Historic preservation is a key issue for future development. Future



development must be designed to correspond with the historic context. Idaho Springs utilizes zoning and a 1041 process to regulate development and infrastructure improvements to maintain the character of Idaho Springs.

Idaho Springs is very interested in having a station in their community and has begun the process of identifying potential sites to accommodate a station. There are several potential sites that are single property owners with 10-60 acres that provide connectivity to the community.

Considerations

As a result of this study, the Town of Idaho Springs has begun conversations to discuss where a station could be located in their community. The Town should continue these conversations and work to develop a vision for a station that integrates with the community of Idaho Springs, that is economically viable, that retains the town's unique historic character and that jointly serves residents and visitors. For Idaho Springs, context and setting will be critical elements of a site location.

The Town of Idaho Spring should also address the future role of transit and a station within their community through a local visioning process and the identification and adoption of updated Comprehensive Plan goals and policies that clearly support transit and land use integration within the community. A visioning effort would set the stage for local buy-in on future transit and transportation mixes. Stronger goals and policies should be set to determine the type, mix and density of development the town would like to see associated with a station and how this development fits within the historic fabric. It should be clearly stated how the station and future land use would blend with the historic fabric. Multi-modal goals should be established that provide direction in creating a walkable station that connects the Idaho Springs downtown and the surrounding community.

After identification and adoption of Goals and Policies, Idaho Springs should evaluate whether their PUD zoning is sufficient to guide future development and station integration in the manner desired. Idaho Springs may want to consider design guidelines that direct the look and feel of development, or a specific zoning district surrounding a future station location that would regulate the mix of uses, heights and densities to support transit and yet retain community character.

2.3.3 Georgetown

Georgetown is a small historic town located on the I-70 corridor. Georgetown's economy relies on tourism, mining and local government. Clear Creek County government offices are located in Georgetown. Georgetown is considered a territorial town which provides Georgetown land use and planning authority by both its town charter and the state statute. This provides Georgetown with a different set of rules for land use, trails, open space, parks and transportation planning.

Georgetown's Comprehensive Plan 2000 anticipates an AGS and encourages cooperation with the I-70 Coalition. The comprehensive plan goes so far as to recommend that adequate land is



reserved for a station and if a station is not located in Georgetown then land should be reserved to support a transit center and shuttle system to ensure the necessary connections to an AGS station elsewhere.

Georgetown has begun to address specific land use designations that typically support concentrated development or transit-supportive development patterns. Georgetown utilizes a mixed use, Downtown Commercial, and Gateway Commercial land use designation. These particular zoning designations help ensure the type, design and mix of uses desired in particular locations within the community. New development areas in Georgetown are encouraged to be developed to existing town densities and to reflect Georgetown's historic, compact and small town character. There is still land available for development within the community.

The sidewalk system is outdated and needs to be updated. Georgetown's Comprehensive Plan 2000 and the Gateway Commercial Design Guidelines set a goal to improve the pedestrian system and provide multi modal solutions. New projects are to be designed to encourage pedestrian activity and create an attractive street edge.

Infrastructure improvements also need to occur. The sewer system needs to be upgraded and there is inadequate wastewater treatment to support significant future development. The community is aware of these concerns with regard to future opportunities.

Considerations

Georgetown is off to a good start in preparing for the AGS with its specific comprehensive plan references to land preservation for station or transit services. As plans for the AGS evolve, the next steps will be to solidify a community vision for transit - what is the role of transit in Georgetown's future? The town should then look to strengthen the language in the comprehensive plan to define goals and policies that move forward that transit service and clarify the types and mix of land uses that the community could accommodate in support of transit. In the case of Georgetown, both the visioning and comprehensive plan policy amendments should look to address how future development and historic preservation and be achieved.

Georgetown's comprehensive plan has goals to improve the pedestrian system and provide multi modal solutions. In addition to requiring new developments to implement pedestrian improvements, the town should consider grant funding opportunities in order to implement pedestrian improvements on existing properties. Creating a multi modal network through the Town of Georgetown will help to improve mobility in Georgetown and set the stage for future access to bus transit and/or station sites.

2.3.4 Empire

Empire is a bedroom community with a population of 400 people. Approximately eighty percent of the land is owned by various government agencies and as a result wildlife is abundant. Much of the land surrounding Empire is considered undevelopable because it is owned by government agencies or is too steep for development, creating limited housing opportunities. The Town of



Empire would like to preserve its open space, wildlife habitats, and scenic views and maintain its small town atmosphere.

Empire is historically a mining community. In addition to mining there is retail trade, recreation and tourism. As of the year 2000, there were 15 businesses in the town of Empire. These businesses primarily consist of restaurants, hotels, gas stations and convenience/liquor stores. US Highway 40 bisects the town, providing a vehicular connection to Winter Park and Rocky Mountain National Park. Empire would like to continue to capitalize on the tourist volume that travels on US Highway 40. With the close proximity to the ski resorts, future growth is projected to continue.

Empire's Comprehensive/Master Plan sets a goal to develop a current land use map for both the town and the urban boundary area to identify suitable areas for development. Incorporated in the master plan is an extraterritorial land use plan that guides decision making process within the Three-Five Mile planning area, annexations, and defines urban boundary district.

There is a lack of pedestrian walkways in Empire. The Comprehensive/Master Plan identifies a goal to provide efficient circulation of people, goods, and services in the planning area. And recommends initiating a task force to coordinate and enhance Empire's pedestrian and motorized environment. All new development is required to be Americans with Disabilities Act accessible.

Empire has a Planned Development (PD) District. The PD allows for mixed land uses, variations in development densities, and variety in the type, design, and layout of buildings in a manner not allowed under traditional zoning. The PD District provides a means for clustering development and allowing for the preservation of open space, more effective land utilization, and for more cost-effective and efficient extensions of infrastructure. The Town of Empire has sufficient water, but needs updates to the wastewater and septic system.

The Empire Comprehensive/Master Plan recommends coordination with CDOT and supporting regional alternative modes of transportation, but does not address an AGS in their community. Through the County Working Group meetings, Empire has expressed an interest in housing an AGS maintenance facility or freight operation.

Considerations

The Empire Comprehensive/Master Plan sets goals to preserve open space, wildlife habitats, and scenic views and to maintain its small town atmosphere. Empire should update the plan to anticipate and plan for AGS in Clear Creek County. The community should undergo a visioning effort and determine goals that address desired land use type and density, and transportation integration. An effort should be made to capture language suitable to the community and permissive of development patterns that are conducive to transit services. The Comprehensive/Master Plan sets a goal to enhance the pedestrian environment. The town should take the next steps and develop a pedestrian and bicycle master plan which defines necessary connections. Through this study it has been discussed that Empire would potentially like to house the



maintenance operation for the AGS. Empire needs to evaluate this in further detail and address this in the Comprehensive/Master Plan. The Comprehensive/ Master Plan should address how a maintenance facility will tie into and serve the Empire community.

2.4 Local Transit Assessment

The communities in Clear Creek County have limited transit service. The current transit system consists of private shuttles and taxis. Planning documents for Clear Creek, Idaho Springs, Georgetown and Empire recognize a need for a transit system.

The Clear Creek Master Plan encourages a commercial public transit system and a multi-modal transportation system. The Idaho Springs 2008 Comprehensive Plan provides recommendations to work with regional partners and CDOT to establish effective public transportation alternatives in the I-70 corridor. The Town of Empire has a policy to support regional alternative modes of transportation. Georgetown's Comprehensive Plan suggests a shuttle service to reduce congestion downtown.

The communities in Clear Creek need to evaluate whether a local transit service is viable in their community and whether it would enhance travel for their residents and visitors. If a local transit service is determined to be viable, the Clear Creek communities need to do a study to determine the extent and routing of the service and need to work together to form or engage a transit agency.



3.0 Summit County

This action plan summarizes the priorities, actions, land use assessment and local transit assessment for Summit County with regard to planning a regional high speed AGS through the I-70 corridor.

3.1 Priorities

Throughout the study, the Summit County Working Group members identified several elements of an overall vision for future AGS or high speed rail transit through their County. Through group discussions, workshops at the Transit Friendly Planning and Development Forum, and the station electronic survey, the group provided an abundance of input regarding local priorities for future transit services. The overall guiding principle for future transit in Summit County could be summarized as follows:

Future AGS or high speed rail through Summit County should strengthen mobility into and out of the county, support visitor destination travel, strengthen employee commuter patterns to the resort area and maintain the unique mountain character and moderate development scale found in Summit County.

Summit County identified the following goals for future planning and implementation of AGS along the I-70 Corridor. The system should:

- Be in keeping with the context and character of the mountains; development scale must be preserved.
- Designed in context with the environment of Summit County with consideration of an increasing population base and resource availability concerns.
- Not be considered a tool for continued growth.
- Support employee trip patterns; accommodate employees coming to Summit County from surrounding communities.
- Utilize US Forest Service lands in the area, if possible.
- Reduce truck traffic into local communities, if possible.

The member jurisdictions in the Summit County Working Group included Summit County, Silverthorne, Dillon, Frisco and Breckenridge. Leadville was also consulted with regard to service to this area. Planners from these jurisdictions were actively involved throughout the study process in potential station identification and the discussion of land use planning practices in support of transit services.

Through the I-70 Coalition Land Use Planning Study, criteria evaluation and working group input three potential station locations were identified in Summit County. A top priority station was identified at either Silverthorne or Frisco, in support of a general alignment that followed I-



70 and serves the local communities. Connecting service to ski resort areas such as Keystone and Breckenridge would come via bus service from the AGS station. The group also identified Copper Mountain as a primary station with a key connection via bus service or future rail service to Leadville. These stations were identified as the priority, unless future alignment options require consideration of other Summit County destinations.

3.2 Potential Actions

Each community within the County will need to consider and layout a successful land use and transit integration plan, whether for implementation of a primary AGS station or a local transit center with supporting bus transit service. Local land use planning policies and practices, development patterns, and bike and pedestrian connectivity will enhance future mobility and transit use within each community. If the vision for the I-70 corridor is for successful AGS and transit services, then all communities will play a role in creating a strong local ridership pool and visitor distribution system that enables movement by transit and reduces dependence on personal automobile travel. Each community will need to determine its own local actions necessary to move in that direction, and to retain its own local community identity and character.

The guidelines for land use planning in support of future transit development have been tied to near term, mid-term, and long-range time frames. The following actions typically set the stage for a station or supporting transit center in each community:

Near Term Planning- Today's Actions

- Develop a vision for transit in your community through a broad-based community visioning process.
- Strengthen the policy language in the comprehensive/master plans to signify a strong direction for transit and integrated land use.
- Develop policies that identify how to realize the vision and goals for transit including:
 - Location.
 - Supporting land use type.
 - Density.
 - Sustainable growth patterns.
 - Community character.
 - Multi modal connectivity.
- Evaluate whether current zoning practices or PUD allowances ensure desired development patterns, mixed-use, higher density or greater walkability.
- Continue specialty planning efforts such as bicycle/pedestrian master plans, transit service plans, design guidelines, etc.
- Evaluate existing and future needs for a local transit system.



Mid Term – Three to Ten Years Prior to AGS

- Confirm station site and begin/continue local land assemblage
- Develop a Station Area Plan that includes:
 - Land use mix and density recommendations based on a market analysis
 - Design guidelines
 - Zoning tools and recommendations
 - Infrastructure evaluation and recommendations
 - Parking strategies
 - Pedestrian and bicycle connectivity
 - TDM strategies
 - Implementation strategies
- Evaluate infrastructure availability and set a plan to deal with these limitations. This could include improving the infrastructure or limiting development.
- Identify funding mechanisms
- Engage a developer if appropriate for land use vision.
- Continue planning, funding and implementation of local transit system if needed.
- Continue coordination with the AGS or corridor transit planning team.

Long Term – One to Three Years Prior to AGS

- Coordinate and implement infrastructure improvements related to the site if not already underway.
- Continue coordination with developer on site development.
- Implement transit system connections to tie into AGS.

3.3 Land Use Planning Assessment

The following provides an assessment of Summit County, Silverthorne, Dillon, Frisco, Breckenridge and Leadville’s land use planning as it relates to transit and transit-supportive development, as well as considerations to facilitate development of a regional high speed AGS system.

3.3.1 Summit County

From 1990 to 2000 the population of Summit County nearly doubled, growing from approximately 13,000 to 24,000 residents, an increase of about 83%. During this period, Summit County was one of the fastest growing counties in the state, growing three times as fast as the state average and eight times faster than the national average. By 2007, the Summit County population had reached a high over 28,000 residents. The rate and magnitude of growth and the supply of resources to support that growth are primary concerns of Summit County.



Summit County and the unincorporated county areas along I-70 such as Copper Mountain are well positioned for transit and transit supportive development. In its 2003 Comprehensive Plan, Summit County addresses the desire to promote mass transit programs and facilitate development that more readily accommodates pedestrian and bike use. The County recognizes, through policy, the need for a multi-modal transportation network that connects residences to commercial and employment, recreation and schools. Summit County continues to work with CDOT and other entities to develop long-term solutions to I-70 related traffic.

The County's comprehensive plan calls for no more residential density than is allowed for today, noting that the county is nearly 70% built-out for residential use and 60% built-out in commercial use. Mixed use residential-commercial densities are promoted in "new urban" development to create a diversity of housing types and sizes, other than low density housing. The County has also addressed the need for Transferable Development Rights to redistribute density and increase intensity of uses in sustainable areas. This management of land use development and distribution includes the institution of a "buffer" or urban growth boundary in the Snake River Master Plan.

Summit County's PUD process is currently used to address desired land use patterns or development. The Copper Mountain PUD has been a two-year process and identifies the need for mass transit, bike facilities and higher density land use concentrated around the town center.

Considerations

Summit County has done a good job addressing the comprehensive plan goals and policies in support of transit, multi-modalism and transit supportive development. They continue to address growth and development demands in the area through a number of land use tools. Summit County should continue to implement, wherever possible, the policies toward transit and mixed-use development. However, Summit County has noted that it is critical that the station and alignment work move forward so that station locations can be solidified and station area planning initiated. With a better handle on station location, Summit County can focus on plans and implementation tools that will integrate the transit function with the local community land use pattern and land use mix.

3.3.2 Silverthorne

Silverthorne's Comprehensive Plan is currently being updated to strengthen policies regarding transit and land use, among other things. However, Silverthorne has recognized the need for a circulation system of roadways, mass transit, pedestrian and bicycle ways. The interchange of I-70 and Hwy 9 is a Gateway District allowing 70-foot heights, hotels, gas, and retail and higher density development. Silverthorne would like to create a "place" in this location that encourages visitors to stay, not just access I-70 services. Redevelopment opportunities are typically high with redevelopment occurring every 10 to 15 years. Silverthorne can envision a future AGS station as part of a future redevelopment phase in this area.



The Riverfront Mixed-Use District (I-70 on US 9 and west to Wilderness) includes a mix of residential and commercial uses, reduced parking and increased heights in the town core. District design standards guide general form and relationship of buildings within the districts. Silverthorne recognizes that the quality, look and character of development are important to the community, as well as the environmental integrity of the area. While some of the development within Silverthorne falls under existing zoning, typically Silverthorne manages the mix of uses, parking, heights and design integration through the PUD process, allowing the greatest flexibility in managing the development.

Considerations

Silverthorne's Gateway and Riverfront Mixed-Use District pose good opportunities for future higher density, mixed use developments around an AGS station. The integration of station development and Gateway redevelopment will require evaluation of preferred land use mix, type, density and design that is consistent with community character, but that supports a high travel demand to the area via AGS. The town will want to take a comprehensive look at station area planning elements and the accommodation of bus transit or shuttle services and potentially even light freight operations out of this area.

Silverthorne should evaluate whether their PUD zoning is sufficient to guide future development and station integration in the manner desired. It may be that the level and design of development may be best addressed through form-based code or a transit supportive zoning code for areas directly around the station, once location is confirmed. The majority of Silverthorne's work may come with the final confirmation of station location and the beginning of the station area planning process.

3.3.3 Dillon

In 2007, the population of Dillon was 820 full-time residents; although this number typically swells to 5000 or more visitors in a given day. Much of the land use planning efforts in Dillon are designed to promote infill development and redevelopment within the town core, creating an identifiable community that can more easily accommodate local and visitor use. Dillon's Comprehensive Plan calls for the development of identifiable gateways to the town center that include distinct landscape design and coordinated transit facilities. All modes of transit, including bikes and pedestrians, should create connections with the town center. Mixed-use retail, commercial and office development, as well as residential uses are encouraged in the core area.

The Town of Dillon is currently working to support an urban renewal district in the downtown area that will encourage greater mixed-use infill. The Town is also currently addressing changes to the subdivision regulations.



Considerations

The Town of Dillon is working to boost its town center, concentrate uses and encourage a mix of uses that would likely support greater transit service to the area. There are several other action items that Dillon can pursue to support its downtown efforts and ensure greater future transit connections.

The town should consider strengthening its comprehensive plan goals to better specify how and why transit within the community means greater mobility to and from Dillon. These policies should specifically recognize the land use mix, building design and density, as well as pedestrian facilities that create a more walkable environment. Dillon could consider a small-scale bike and pedestrian plan that identifies key routes and connections within and outside of town that would ensure pedestrian, bike, and transit connectivity. These connections should be noted, facilities identified and funding opportunities for implementation examined so that the ground work that links Dillon to a future AGS is in place.

Dillon should also consider whether the PUD zoning process will enable them to achieve the mix and density of uses desired under the redevelopment effort or whether a form-based code or overlay district will better ensure the type, look and feel of future development. Whichever the zoning method, it should also include the development of pedestrian and bicycle facilities that will ensure walkability within town, and key connections to future transit.

Dillon should also continue to participate in transit planning efforts in the County. As downtown Dillon redevelops, the demand for more direct transit service from downtown to the resorts may increase, especially if greater visitor facilities and/or affordable housing increase in the town center. Dillon should work toward better “complete streets” elements that accommodate transit stations, bus stops and bike facilities more easily. Improved street facilities, changing land use patterns and supporting regulations and greater walkability will generate greater transit demand and transit access for downtown Dillon in the future.

3.3.4 Frisco

Frisco’s Comprehensive Plan identifies transit and land use patterns that are supportive of transit in general. The plan promotes transportation and transit planning for transit, commuter connections and roadway improvements to Highway 9 and I-70. Policies include providing an efficient multi-modal transportation system that encourages alternatives modes. The comprehensive plan also calls for compact land uses and urban form along Main Street and the utilization of land efficiently by encouraging mixed use buildings and projects that combine residential and non-residential uses, all policies supportive of future transit use.

The Town of Frisco typically relies on its existing underlying zoning and revises that zoning as developments come in. Applications for zoning changes can take 4 months to 1 year. Frisco does not typically use a PUD process, although an overlay district or other method may be employed for larger developments. The town’s zoning districts include mixed use, central core, Main Street overlay, and the Summit Boulevard Corridor overlay.



Considerations

Frisco appears to be well-positioned for transit and future transit-supportive development with the existing development patterns along the Main Street area, and the opportunities for redevelopment and re-zoning in the commercial area near I-70 and Wal-Mart. Frisco may want to continue to examine local goals and policies that support transit use throughout the community, identify pedestrian and bike connections and create opportunities for a greater transit ridership base.

Once station locations are confirmed, Frisco may want to evaluate the development and adoption of a transit supportive zoning district for areas around a future station. Since Frisco typically amends the zoning by development, it may make sense to be prepared for the use of a zoning district that specifically calls out transit supportive development patterns, vertical zoning or density allowances that enable transit supportive land use, but within a small geographic land area. The ability to zone for appropriate use and density, combined with community interests and context, may be part of the evaluation process for a Frisco station location.

3.3.5 Breckenridge

The Town of Breckenridge has identified and adopted an extensive number of transit use and transit supportive land use patterns in its Development Code, Comprehensive Plan, Land use Guidelines and Vision Plan. The policies and practices identified in these documents strongly support the implementation of non-auto transit systems in town, coordination between town and ski area transit system operations, a wide-range of transit solutions to traffic congestion, the discouragement of land development that interferes with non-auto oriented transportation and the linking of pedestrian systems with activity areas. Breckenridge has identified specific goals and actions within these documents to ensure the implementation of these land use and transit system desires.

According to Breckenridge, the greatest issue facing the town is the availability and preservation of land within the community for transit or AGS facilities. Large new developments go through a master planning process and master plans can incorporate form-based code, be more flexible and supersede the underlying zoning. But these large developments need to be worked into the existing fabric and with appropriate scale and pedestrian connections that support a non-auto oriented pattern.

Breckenridge has initiated a Transfer of Density code in conjunction with comprehensive plan policies that support the transfer of development rights from low-density areas to other areas more suited for development within town.

Considerations

Breckenridge is well-positioned for transit use and transit supportive development patterns when station locations are confirmed. Breckenridge should stay actively engaged in the AGS planning process through the I-70 Coalition and be cognizant of station location and alignment decisions forthcoming. As stations are confirmed, and if a station or key transit center expands



in Breckenridge, the town should initiate a station area planning process to address dimensional and design requirements of development, as well as connectivity to surrounding uses and ski amenities.

3.3.6 Leadville

The Leadville Comprehensive Plan (2003) calls for the town to explore locations for developing a “park-n-ride” or regional transit center, and identifies several locations for this activity. The plan provides detail about the current rail operations and facilities in the area for consideration in long-range AGS planning. (The Union Pacific Railroad recently abandoned a rail spur within the Leadville City limits, yet retained the segment between Leadville and Malta, 5 miles south. Malta is on the mainline which extends north over Tennessee Pass and south through the Arkansas River valley to Pueblo. Two trains a week haul lead, zinc and silver concentrates from the Black Cloud mine to Pueblo).

The Comprehensive Plan identifies several multi-modal connections within town including, the Mineral Belt Trail, a 12 mile regional trail, a link to the Colorado Mountain College and a vision for the Heart of the Rockies Trail along the Tennessee Pass line if abandoned. The plan also addresses a mixed- use development category specific to the core commercial area and transitional mixed use areas adjacent to the core. These areas are distinct from highway commercial uses but landscaping and sign control are meant to unify all uses with a consistent community character.

Considerations

Leadville is located within proximity of many resort employment areas and should continue its efforts to offer more affordable housing options for numerous employees. Coordination with ECO Transit should continue and should focus on expanded revenue service in and out of Leadville. The Town may want to consider a community visioning effort to better identify the role of local and regional transit for Leadville in the future. The transit and land use vision could be supplemented by stronger comprehensive plan policies for residential and retail uses. The community may want to consider the mix of residential options available and how their form and function integrate with transit service, bike trails and pedestrian facilities connected to key town destinations such as schools and the community centers. If transit services into and out of the community are essential to support a residential population, then that vision and the policies and actions to drive that should be further explored and defined in more detail.

3.4 Local Transit Assessment

Local transit service in Summit County is provided by the Summit Stage program. Additionally, the Town of Breckenridge provides local service in Breckenridge through their Free Ride program.

Summit Stage’s mission is to promote and provide quality transportation to residents and visitors of Summit County. The system provides free scheduled, fixed-route buses and advance reservation para-transit service. Buses are equipped with bike racks between May 1st and



October 1st. Local bus service is provided along the US 6 corridor to Dillon, Summit Cove, and the Keystone Ski Area, parallel to I-70 in the Dillon Valley, along the SH 9 corridor to Silverthorne, Frisco, and Breckenridge, and to the Copper Mountain Ski Area. Bus transit centers are located in Silverthorne, Frisco, and Breckenridge. The bus routes generally wind around within the communities, stopping at shopping, business, and residential locations.

Summit Stage offers bus service seven days a week, every day of the year. Buses typically depart the Silverthorne, Frisco, and Breckenridge transit centers at least once an hour, from about 6:00 am until 1:00 am the next day. Buses generally serve stops every hour; during morning and evening peak time, extra buses serve stops about every 30 minutes.

The Town of Breckenridge operates a free fixed route bus service. There are eight routes that serve the Breckenridge Ski Area, downtown, and north and south Breckenridge. The Free Ride system also connects to the Summit Stage system for travel elsewhere in the County. Buses generally operate between 6:30 am and midnight, seven days a week. Buses generally serve stops every 30 minutes with 15 minutes service on some routes during peak morning and afternoon hours.

The primary consideration for Summit Stage, Breckenridge Free Ride and other area transit resort operators is the future accommodation of a much larger regional transit system by advance planning and coordination. Success of the overall system will require the capture of a tremendous number of riders and service to the numerous Summit County destinations. The regional AGS system from Denver will place a large number of people and their luggage into the towns and resorts and will require expanded transportation distribution services. In comparison to the number of local riders, people taking a regional transit system from Denver would overwhelm the capacity of the local systems. Therefore, as decisions about a regional transit system are made, local transit providers should begin considering:

- Addressing new system users and overall vision of the local system.
- Evaluating if fleet type adequate for new users.
- Considering other types of services such as dedicated shuttles to town centers and resorts.
- Determining how to handle baggage/recreation equipment.
- Coordinating service levels and schedules to pivot from the regional system.
- Considering the need for a regional Transportation Maintenance Organization (TMO) to advertise and facilitate system use.
- Considering opportunities to make transit facilities more visible and appealing to increase use.
- Addressing the need for increased funding and new funding sources.



4.0 Eagle County

This action plan summarizes the priorities, actions, land use assessment and local transit assessment for Eagle County with regard to planning a regional high speed AGS through the I-70 corridor.

4.1 Priorities

Throughout this study, the Eagle County Working Group members identified several elements of an overall vision for future AGS or high speed rail transit through their County. Through group discussions, workshops at the Transit Friendly Planning and Development Forum, the station electronic survey, the group provided an abundance of input regarding local priorities for future transit services. The overall guiding principle for future transit in Eagle County could be summarized as follows:

Future AGS or high speed rail through Eagle County should be the backbone of interconnectivity in the region serving employee commuter patterns east and west and interfacing with Summit Stage, ECO and RFTA transit services.

Eagle County identified the following goals for future planning and implementation of AGS along the I-70 Corridor. The system should:

- Take Eagle County residents and employees to employment and help address affordable housing issues present in resort communities.
- Help to maximize opportunities for growth in residential, retail and airport related uses in the County.
- Be a focal point for interconnectivity in region.
- Enable Gypsum area to act as a hub between ECO and Roaring Fork Transit Authority transit systems.
- Preserve land along US 6 and rail corridor for future transit stations.
- Rely on a high level on bus connectivity and operations.

The member jurisdictions in the Eagle County Working Group included Eagle County, Vail, Avon, Eagle, Gypsum, and Minturn with some additional input from Steamboat Springs. Planners from these jurisdictions were actively involved in the study process and met regularly through the Eagle County Transportation Collaborative. They discussed potential station locations, local land use planning practices and the integration of future land use development with transit services.

Through the criteria evaluation and working group meetings, station locations were discussed. The top priority stations were identified at the east end of the County in either Vail or Avon and at the west end of the County at the Eagle County Airport area with a strong local and regional bus system to bring residents and employees to the primary station. Each community within the



county will need to consider a successful implementation plan for either station development or supporting bus service and transit centers that connect to primary AGS stations.

4.2 Potential Actions

Each community within the County will likely need to consider and layout a successful land use and transit integration plan, whether for implementation of a primary AGS station or a local transit center with supporting bus transit service. Local land use planning policies and practices, development patterns, and bike and pedestrian connectivity will enhance future mobility and transit use within each community. If the vision for the I-70 corridor is for successful AGS and transit services, then all communities will play a role in creating a strong local ridership pool and visitor distribution system that enables movement by transit and reduces dependence on personal automobile travel. Each community would need to determine its own local actions necessary to move in that direction, and to retain its own local community identity and character.

The guidelines for land use planning in support of future transit development have been tied to near term, mid-term, and long-range time frames. The following actions typically set the stage for a station or supporting transit center in each community:

Near Term Planning - Today's Actions

- Develop a vision for transit in your community through a broad-based community visioning process.
- Strengthen the policy language in the comprehensive/master plans to signify a strong direction for transit and integrated land use.
- Develop policies that identify how to realize the vision and goals for transit including:
 - Location.
 - Supporting land use type.
 - Density.
 - Sustainable growth patterns.
 - Community character.
 - Multi modal connectivity.
- Evaluate whether current zoning practices or PUD allowances ensure desired development patterns, mixed-use, higher density or greater walkability.
- Continue specialty planning efforts such as bicycle/pedestrian master plans, transit service plans, design guidelines, etc.
- Evaluate existing and future needs for a local transit system.

Mid Term – Three to Ten Years Prior to AGS

- Confirm station site and begin/continue local land assemblage.



- Develop a Station Area Plan that includes:
 - Land use mix and density recommendations based on a market analysis.
 - Design guidelines.
 - Zoning tools and recommendations.
 - Infrastructure evaluation and recommendations.
 - Parking strategies.
 - Pedestrian and bicycle connectivity.
 - TDM strategies.
 - Implementation strategies.
- Evaluate infrastructure availability and set a plan to deal with these limitations. This could include improving the infrastructure or limiting development.
- Identify funding mechanisms.
- Engage a developer if appropriate for land use vision.
- Continue planning, funding and implementation of local transit system if needed.
- Continue coordination with the AGS or corridor transit planning team.

Long Term – One to Three Years Prior to AGS

- Coordinate and implement infrastructure improvements related to the site if not already underway.
- Continue coordination with developer on site development.
- Implement transit system connections to tie into AGS.

4.3 Land Use Planning Assessment

The following provides an assessment of Eagle County, Vail, Avon, Eagle and Gypsum’s land use planning as it relates to transit and transit-supportive development, as well as considerations to facilitate development of a regional high speed AGS system.

4.3.1 Eagle County

Eagle County consists of a number of mountain communities situated linearly along I-70 corridor west of Vail. The County is home to both resort-oriented communities in the eastern portion of the County, and local resident-based communities in the western half of the county. This development pattern has resulted in a strong east-west commuter travel demand within the County. The County continues to experience overall growth in retail, commercial and light industrial uses, as well as growing residential uses particularly in areas between Gypsum and Eagle.

Eagle County includes the unincorporated areas of Edwards and Wolcott. The Eagle County Comprehensive Plan policies support higher density development that reduces traffic, increases



options for mass transit and reduces reliance on personal vehicles. Specifically, a county-wide commuter rail system should remain an important priority, along with pedestrian bicycle and multi-modal transportation. All modes of transportation should be connected to the Eagle County Airport to allow full multi-modal access to the County. The County anticipates significant residential and mixed-use growth to continue along the I-70 corridor, meaning likely growth pressure on Wolcott. Edwards has been designated the future educational center for Eagle County which will also bring a mix of development and travel demand. Eagle County policies recognize that fixed-guideway options in line with denser population centers and reduced dependence on auto travel are preferred. County staff recognizes that workers in the County will continue to commute east to the ski resorts for employment in the future.

Eagle County relies primarily on a PUD process for the implementation of mixed-use development. The County has not adopted a transit-oriented or mixed-use zone category, or overlay zoning districts with specific density or building characteristics supportive of transit. However, the County's PUD process states the need to establish land use patterns that promote and expand opportunities for public transportation and for efficient, compact networks of streets and utilities that lower development costs. Additionally, the County does not have a growth boundary and has not implemented transfer of development rights (TDR) program or other restrictive development practices.

Considerations

The County and communities of Edwards and Wolcott have identified some very clear comprehensive plan policies in support of transit options and land use development patterns that support transit. The County's mix of residential and commercial/retail/light industrial uses and desire for compact development patterns will someday mean a good balance and density of uses supportive of local transit centers and connections to a primary AGS station. Eagle County should continue its efforts to explore a TDR program in order to manage future growth and create the pattern for localized development, density and connectivity to transit.

To address any issues with public support or political will, the County and its communities could revisit a local visioning effort for transit use in conjunction with the InterMountain (rail) Connection. This visioning process may help politicians and local residents better understand the synergies between land use development patterns, proximity of residential uses and transit connectivity. Revisiting this process may also help explain desires to focus development away from rural areas and toward the towns. A TDR program, developer tax incentives, streamlined development processes and other financial incentives may help drive the desired development patterns toward more defined urban areas.

Right now, the PUD process seems to be able to guide development and maintain flexibility. However, if development pressures increase and plans for transit are confirmed, then Eagle County may want to consider stronger or more specific land use zoning tools such as transit-oriented zoning overlays, or form-based code options to address specific development sites in proximity to transit centers. Often particular development specifications such as height, bulk,



scale, amenities and mix composition can ensure better “walkability” between land uses and transit services that are not otherwise evident.

4.3.2 Town of Vail

Vail has some of the greatest densities and mix of residential, retail and visitor-oriented uses in Eagle County. Current Planning Policies and Zoning Regulations in Vail support further densification, a viable mix of land uses and an overall multi-modal transportation approach. Plans and policies are based on the concept of walkable villages with critical transit services linking all parts of the village. Because Vail is a major destination, there are currently two large parking garages that are also fed by transit services that link travelers to town destinations and ski hill amenities. Vail’s Strategic Action Plan calls for ongoing partnership with the I-70 Coalition and ECO Transit to promote and leverage mass transit projects.

The Vail Village Master Plan calls for expansion of the ski area and town, along with interconnecting transit located at the periphery of the village in order to minimize vehicular traffic demand within Vail. Vail Transit Center is designated the primary transit pick up point and location for expanded parking facilities. Current development within the Village and redevelopment of Lionshead Village is occurring under the Special Development District code that allows for a lot of flexibility in design application but maintains control over land use type and mix. Vail also uses a vertical zoning code for new development that preserves ground level uses for sales tax generating businesses and moves office or residential uses to higher floors.

Residential land uses in Vail should be located within a 5 minute walk of transit in urban areas, 10 minute walk from transit in medium density areas and 15 in low density areas. Densities in the Land Use Plan range from 18-20 du/ac for multi-family developments and up to 50 du/ac for hotels and lodging within the mixed-use core area.

Considerations

Vail has experienced a tremendous level of growth and construction and appears to be driving a land use pattern that is highly supportive of transit use not just in terms of ridership, but in terms of proximity of land uses to the station and between the station and the ski hill. The increasing densities and emerging mix of uses within the Vail Village, Lionshead and surrounding area should strongly support transit use within Vail. A future AGS station will help to link local transit connections being established now with greater regional connections, thereby reducing dependence on automobile access to Vail. Vail’s SDD code seems to adequately address the mix, density and use types desired and it would seem that specific transit supportive zoning codes or overlays would be unnecessary for station expansion in the future. Vail should continue coordination with surrounding transit providers such as ECO Transit and Summit Stage to work toward better connections for residents and employees from neighboring more-affordable communities.



4.3.3 Town of Avon

The Town of Avon has experienced significant growth that has included infill development, higher densities, redevelopment, revitalization of the village core and greater pedestrian connections among developed uses. The Avon Comprehensive Plan and West Town Center plan identify the Town Center as the town's major transit destination located along the existing rail corridor and adjacent to the new gondola that provides access from town to the ski village. Transit connections within town and to the Beaver Creek Ski village are important elements of the overall vision. Higher densities and a mix of uses, including the West Riverfront Center, are key parts of an integrated transit and land use plan for the Town Center area.

Avon has concentrated on transportation improvements that enhance these land use plans. Roundabout improvements and the realignment of Benchmark Road to wrap around the west side of the library, town hall and recreation center combine to make access to Town Center easier. The east side of Benchmark Road is being straightened to give a better sense of direction within town. The Transit Center expansion is designed to accommodate a greater number of buses during peak times and position the area for future rail passenger service along the railroad right of way. Avon has taken steps to identify policies and implementation plans that direct land use densities in locations that interface easily with transit improvements and bike/pedestrian facilities.

Considerations

Avon should continue its efforts to strengthen its Town Center both in terms of land use development and transit and pedestrian connectivity. Continued coordination with ECO Transit, the Eagle County Transportation Collaborative and the I-70 Coalition will be important to better define Avon's role in the future transit plans in the region and eventual implementation of AGS service. If Avon continues with its current planning efforts, it should be well positioned to accommodate regional and local transit options in the future.

4.3.4 Town of Eagle

The Eagle Area Community Plan is currently being updated in the Eagle Area Plan. Plan policies are being strengthened in the update process, but retain similar themes. The Plan emphasizes the consensus for multi-modal improvements to the regional transportation system. The integrated system consists of four parts: a roadway network, a transit system and a pedestrian and bicycle system. The Town recognizes through its Plan policies that a well-defined, efficient and compact development pattern surrounded by open space will enhance the local identity. The Eagle Plan calls for a mix of uses, including affordable housing and a wide range of housing unit types, should be developed in town with minimal sprawl. Eagle has identified an Urban Growth Boundary in keeping with goals to manage growth and maintain a separation between Eagle and Gypsum. The Town has also developed a Central Business District where mixed-use and slightly higher densities are promoted, although height and scale remain a local community character concern. Eagle has invested in the development of design guidelines and developer incentives for the main street through town in an effort to shape future



development, use and style in keeping with community context and desired land use patterns. Eagle is taking many steps to move the town toward mixed-use and compact development patterns which will be supportive of future transit services both locally and regionally.

Considerations

The Town of Eagle has expressed interest in a primary or secondary AGS station, or a Transit Center that collects riders locally for transport to an AGS station. Eagle should continue to actively participate in local and regional transit planning efforts in order to best position itself for future service options. Eagle should also continue to examine its local land use policies and practices through the Eagle Area Plan update. The Plan update should adequately address local vision and policies that drive integrated land use and transit. The Town can then evaluate whether the zoning or regulatory tools in place are sufficient to implement the concepts or ideas generated through the update. Is the PUD process flexible and sufficient, or would specific zoning overlays or code changes best secure the mix and development patterns envisioned by the community and most supportive of future transit use? If the number or the scale of development in the future does not warrant zoning code changes, Eagle may want to consider financial tools or developer incentives that shape the scale, design and land use types to be found adjacent to future transit centers.

4.3.5 Town of Gypsum

The Town of Gypsum is home to the Eagle County Regional Airport, an existing and potentially significant multi-modal transit hub in the region. To date Gypsum has seen growth in retail, commercial, light industrial and residential uses for a diverse group of housing needs. The Town of Gypsum addressed some key policies in its Foundation Plan of 1999 and has updated the specifics of those concepts in its more recent 3 Mile Plan and Eagle River Area Plan. The town's Foundation Plan encourages transit system development in the Eagle River corridor and the preservation of a location for a transit station adjacent to the airport. The 2007 3 Mile Plan expands upon this goal and calls for consideration of a fixed guideway scenario, as being studied by CDOT, in local transportation and master planning efforts in the community. Corridor preservation and land uses that accommodate transit stations are specifically mentioned in the Plan. The Plan also recognizes the future impact that changes in technology and transportation could have on growth in the area.

The Foundation Plan specifies high density residential uses only near the town core, but the Eagle River Plan for 2008 encourages the development of high density residential pockets along both sides of Highway 6 adjacent to existing and planned commercial and focused on creating affordable housing options. The Eagle River Plan acknowledges a broader need for higher density, as well as the need to address the growing affordable housing issues in the County. The Eagle River Plan retains the need for low to very low residential uses to separate the Town of Eagle from Gypsum. Current zoning code restricts residential density to 15 du/ac of net developable land in PUD zones.



Considerations

The Town of Gypsum is currently addressing the changing land use face of the area through its 3 Mile Plan and Eagle River Plan. It has expanded upon and strengthened its previous guiding principles found in the Foundation Plan and is taking the appropriate steps to clarify the local desires for office, commercial and retail uses, as well as residential type and development patterns. Gypsum should stay connected to local and regional transit planning efforts, especially through the Eagle County Transportation Collaborative and the I-70 Coalition. By staying abreast of both bus transit and fixed guideway or AGS options, Gypsum can stay in tune with land availability, land or corridor preservation and eventual station area planning in and around the airport area.

4.4 Local Transit Assessment

Regional transit service in Eagle County is primarily through the ECO Transit service. ECO Transit provides multi-modal public transportation service throughout the County and south to Leadville into Lake County. The service area primarily covers the east-west US 6 and I-70 corridor that includes Gypsum, Eagle Airport, town of Eagle, Edwards, Avon, Beaver Creek, Eagle-Vail, and Vail. The system also provides service north-south along the US 24 corridor that includes commuter connections to Minturn and Leadville.

ECO Transit has expanded service throughout the County area over the past years and will likely continue to do so in the future. They are currently examining options for connections to RFTA service and Summit Stage that would enable passengers to travel greater regional distances and employees to commute to farther locations. ECO Transit connections will be essential to future AGS service. Local transit services will remain critical to ridership generation and employment commuter patterns prevalent in the Eagle County area.

ECO Transit has a fleet of approximately 34 busses and provided 179 bus trips per day during the 2007-2008 winter season. The transit agency provides bus service nearly 24-hours per day, every day of the year. Regular routes such as Highway 6, Vail-Dotsero, and Minturn cost \$3.00 per ride and seasonal premium routes such as Leadville and Vail-Beaver Creek cost \$5.00 per ride. Service levels are as follows:

- Dotsero East – Departs Dotsero or Gypsum to Vail from about 5:00 am to 10:30 pm every 30 minutes to 2 hours, with more frequent service in mornings.
- Dotsero West – Departs Vail to Gypsum from 7:30 am to past midnight every hour to 2 hours, with more frequent service in mornings and afternoon.
- Hwy 6 East – Departs Edwards to Vail about 5:00 am to past midnight every 15 minutes in morning, every 30 minutes mid-day, and every hour in evenings.
- Hwy 6 West – Departs Vail to Edwards about 5:30 am to past midnight every 30 minutes.



- Leadville/Red Cliff to/from Vail or Avon – There are three trips from Leadville to Vail or Avon in mornings only from 5:30 to 7:00 am and three trips from Vail or Avon to Leadville in afternoons only from about 4:00 to 5:00 pm.
- Minturn to/from Vail or Avon – Runs approximately 6:50 am to 9:15 pm, every 1 hour 45 minutes.

The Town of Vail provides free local service in Vail Valley through Vail Transit. There are four bus routes that depart every hour from the Vail Transportation Center near Vail Village. The system serves East Vail, Vail Golf Course, Vail Village and Ski Area, and West Vail. Vail's local service could eventually become a feeder and distribution system for riders on AGS service. Vail will want to continue to consider an adequate location with capacity for a primary AGS station and supporting transit center.

As decisions about a regional transit system are made, local transit providers should begin considering the following ideas as applicable to each local system:

- Addressing new system users and overall vision of the local system.
- Evaluating if fleet type adequate for new users.
- Considering other types of services such as dedicated shuttles to town centers and resorts.
- Determining how to handle baggage/recreation equipment.
- Coordinating service levels and schedules to pivot from the regional system.
- Considering the need for a regional TMO to advertise and facilitate system use.
- Considering opportunities to make transit facilities more visible and appealing to increase use.
- Addressing the need for increased funding and new funding sources.



5.0 Garfield County

This action plan summarizes the priorities, actions, land use assessment and local transit assessment for Garfield County with regard to planning a regional high speed AGS through the I-70 corridor.

5.1 Priorities

Throughout the study, the Garfield County Working Group members identified several elements of an overall vision for future AGS or high speed rail transit through their County. Through group discussions, workshops at the Transit Friendly Planning and Development Forum, surveys and the station electronic survey, the group provided an abundance of input regarding local priorities for future transit services. The overall guiding principle for future transit in Garfield County could be summarized as follows:

Future AGS through Garfield County should strengthen mobility into and out the county, support visitor destination travel, strengthen employee commuter patterns south out of Glenwood and east west along I-70. AGS service should be environmentally sensitive and be an element of sustainability in Glenwood Canyon and I-70 communities.

Garfield County identified the following goals for future planning and implementation of AGS along the I-70 Corridor. The system should:

- Increase ease of access, improve timeliness of travel and enhance the traveler's experience to the county.
- Transit needs to be user friendly—"fast, fun and easy" and connect regional and local transit systems with minimal transfers.
- Work seamlessly with future bus rapid transit (BRT) in US 82 Corridor.
- Contribute to the redevelopment potential of areas in and around stations but preserve local small town character and maintain open space.
- Be designed to protect air quality, river corridor and environmental conditions unique to the Glenwood Canyon and surrounding areas.
- Support affordable workforce housing and recreational use.

The member jurisdictions in the Garfield County Working Group included Garfield County, Glenwood Springs, Carbondale, Roaring Forks Transit Authority (RFTA) and Pitkin County. Planners from these jurisdictions were actively involved throughout the study process in potential station identification and the discussion of land use planning practices in support of transit services.

5.2 Potential Actions

Through the I-70 Coalition Land Use Planning Study, criteria evaluation and working group input the primary station location(s) was identified in Glenwood Springs. It is envisioned by the



group that future BRT and other transit services would connect the AGS system to Aspen, Carbondale and other locations along US 82. Should other AGS alignments be considered in the future that bring service directly to Aspen, the Glenwood Springs station would still remain a priority station.

Each community within the County will need to consider and layout a successful land use and transit integration plan, whether for implementation of a primary AGS station or a local transit center with supporting bus transit service. Local land use planning policies and practices, development patterns, and bike and pedestrian connectivity will enhance future mobility and transit use within each community. If the vision for the I-70 corridor is for successful AGS and transit services, then all communities will play a role in creating a strong local ridership pool and visitor distribution system that enables movement by transit and reduces dependence on personal automobile travel. Each community will need to determine its own local actions necessary to move in that direction, and to retain its own local community identity and character.

The guidelines for land use planning in support of future transit development have been tied to near term, mid-term, and long-range time frames. The following actions typically set the stage for a station or supporting transit center in each community:

Near Term Planning - Today's Actions

- Develop a vision for transit in your community through a broad-based community visioning process.
- Strengthen the policy language in the comprehensive/master plans to signify a strong direction for transit and integrated land use.
- Develop policies that identify how to realize the vision and goals for transit including:
 - Location.
 - Supporting land use type.
 - Density.
 - Sustainable growth patterns.
 - Community character.
 - Multi modal connectivity.
- Evaluate whether current zoning practices or PUD allowances ensure desired development patterns, mixed-use, higher density or greater walkability.
- Continue specialty planning efforts such as bicycle/pedestrian master plans, transit service plans, design guidelines, etc.
- Evaluate existing and future needs for a local transit system.

Mid Term – Three to Ten Years Prior to AGS

- Confirm station site and begin/continue local land assemblage.



- Develop a Station Area Plan that includes:
 - Land use mix and density recommendations based on a market analysis.
 - Design guidelines.
 - Zoning tools and recommendations.
 - Infrastructure evaluation and recommendations.
 - Parking strategies.
 - Pedestrian and bicycle connectivity.
 - TDM strategies.
 - Implementation strategies.
- Evaluate infrastructure availability and set a plan to deal with these limitations. This could include improving the infrastructure or limiting development.
- Identify funding mechanisms.
- Engage a developer if appropriate for land use vision.
- Continue planning, funding and implementation of local transit system if needed.
- Continue coordination with the AGS or corridor transit planning team.

Long Term – One to Three Years Prior to AGS

- Coordinate and implement infrastructure improvements related to the site if not already underway.
- Continue coordination with developer on site development.
- Implement transit system connections to tie into AGS.

5.3 Land Use Planning Assessment

The following provides an assessment of Garfield County, Glenwood Springs and Carbondale’s land use planning as it relates to transit and transit-supportive development as well as considerations to facilitate development of a regional high speed AGS system.

5.3.1 Garfield County

Garfield County has experienced growth pressures in housing, commercial and light industrial uses in recent years related to the expansion of the gas industry in communities west of Glenwood Springs, along the I-70 corridor. Employee commuter patterns related to the industry tend to be east-west along the corridor with a greater housing stock appearing in the areas of New Castle, Rifle and Silt. Additionally, the lack of affordable housing in Aspen continues to drive demand for housing options north toward Glenwood Springs and beyond.

Transit services provided through RFTA have become an important part of moving this workforce, both east-west along the I-70 corridor, and north-south along US 82. In its Comprehensive Plan, the County recognizes the importance of a multi-modal transportation



system and ensures that any development within the urban sphere of influence shall evaluate the feasibility of integrating alternative modes of transportation, specifically mass transit. The Plan's policies recommend the expansion of bus service through Glenwood Springs and the evaluation of rail and bus through the area.

The Comprehensive Plan supports integrated bikeways, pedestrian circulation patterns and transit amenities into development design. It also calls for the use of Transfer of Development Rights (TDR) to allow density bonuses for development of more compact developments that are sensitive to environmental constraints and the retention of open space.

The County manages the majority of transit-oriented developer requirements through its 2008 updated Unified Land Use Resolution PUD. The Land Use Resolution requires specific actions and design elements associated with any development that is proposed within 2000 feet of a planned transit facility, and correspondingly identifies that development as a Transit PUD or TPUD. The Resolution calls for pedestrian and bike ways throughout each development to ensure greater connectivity between land uses.

Considerations

The specifics of Garfield County's recent Land Use Resolution are detailed and drive exactly to the types of land uses, mix of uses and developer requirements necessary to ensure a development pattern that can support greater transit use. The County has recognized the significance of integrating transit use and land use policies in its Comprehensive Plan, but has now taken a step further toward defining the regulatory tools to implement these policies. Garfield County should continue to examine the potential for land use patterns that not only support transit use and environmental protection within this growth area, but incorporate design elements that support community character and context.

5.3.2 Glenwood Springs

Glenwood Springs has also experienced growth, some new commercial development west of town in West Glenwood and infill development within the older sections of town. In the 2003 Confluence Plan, Glenwood Springs identifies the Confluence Area of downtown as a mixed-use business park with a transit station/stop. The Confluence is the primary redevelopment area for downtown and will be connected to surrounding uses by the extension and realignment of 8th Street and the development of the river trail system adjacent to the site.

The City's Comprehensive Plan calls for a multi-modal transportation system and encourages TOD at its four urban transportation nodes; West Glenwood at Mel Ray and Highway 6, Downtown at the Confluence, along 27th Street and near the Roaring Fork River Bridge. The Plan recommends the use of zoning "bonuses" in development patterns in these urban areas and encourages transit supportive development patterns.

Glenwood Springs's 82 Corridor Plan recognizes the need to preserve the Rio Grande Rail corridor from 8th Street in Glenwood near City Hall south to Woody Creek in Pitkin County for



future transit/rail use. This transportation plan complements the City's Comprehensive Policies and Confluence Plan.

Considerations

Throughout the County group discussions, the Glenwood Springs Confluence area at 8th Street was identified as the number one priority station location because of its potential for redevelopment, density, a compact mixed-use development pattern and integration with future bus and rail transit systems with RFTA. The downtown location will be a significant draw for out-of-town travelers to the Glenwood and Aspen areas, as well. Its proximity to downtown entertainment and shopping in Glenwood will ensure pedestrian activity within town. Glenwood Spring's Confluence Plan addresses many of the goals, objectives and implementation strategies of the stated redevelopment. As land use plans move forward, the City may want to embark on a station area planning exercise to examine the ways in which future land use development will integrate and coexist with transit services and required facilities at the site. Glenwood planning staff may also wish to examine the zoning or regulatory strategy for implementing the desired development pattern at this location. Will a PUD process be sufficient to manage the development densities and integrated transit facilities or should a specific zone, overlay or form-based approach be developed for this important site? Developer incentives and parameters for parking should also be considered as station development is examined.

5.3.3 Town of Carbondale

The Town of Carbondale has devised a Mission Statement that includes the desire to protect the natural environment through the development of mass transit in the Roaring Fork Valley. Carbondale continues to position itself to support existing and future mass transit options through its Comprehensive Plan policies, as well as its zoning ordinance and Infill Guidelines. The Community has recognized a combined interest in environmental sensitivity and preservation combined with land use and multi-modal transportation options as a way of retaining its community integrity. Carbondale's Zoning Ordinance calls for a 100' right-of-way for open space and transit use through town and along the Rio Grande Rail Line. Bike and pedestrian connections are encouraged in the open space/transit or O/T District.

The Carbondale Comprehensive Plan includes recommendations for infill development as part of a broad strategy intended to minimize sprawl in and around town, protect the environment and preserve the local small town character of Carbondale. Infill was identified as development of vacant parcels within built-out areas, or the redevelopment of existing developed parcels with greater density. Carbondale undertook a density debate within the community when updating its Comprehensive Plan. The concept of increased density was rejected by the Carbondale community because of concerns over impacts to existing neighborhoods. Carbondale continues to look for ways to increase connectivity between downtown and local neighborhoods.



Considerations

The Town of Carbondale should continue to examine downtown land use policies and practices, particularly in areas adjacent to the Carbondale park-n-ride or other areas suitable to station locations. As BRT plans continue, and AGS station locations are confirmed, Carbondale may want to consider a station area planning process that integrates existing neighborhoods and changing development around a station, as well as increased bike and pedestrian connectivity for users and residents.

5.4 Local Transit Assessment

RFTA participated in the Garfield County Working Group meetings and represented the interests of not only future transit, but also of Pitkin County in terms of transit service decision-making. Since Spring 2007, RFTA staff and the BRT project development team have been developing service and station plans for the advancement of a Phase 1 BRT Project, with full build out slotted for 2017. RFTA has worked extensively with the local jurisdictions in the planning and evaluation of station locations chosen for their proximity to major travel corridors (including future rail), proximity to central business districts and their potential for transit oriented development patterns. RFTA continues to move forward with its BRT system plans, as well as with partnering efforts with the I-70 Coalition to choose regional AGS station locations. RFTA agreed with the Garfield County working group in its preference for Glenwood Springs as a priority station with Carbondale as a secondary station if alignment considerations took AGS service further south along the 82 corridor. The Rio Grande Rail right-of-way owned by RFTA is being preserved for future transit and multi-modal facilities. The AGS station proposed at the “wye” or confluence area at 8th Street is a designated location also for a BRT station, making connections between the two services possible. If a regional AGS station were to be built in Carbondale, RFTA would prefer it be located at the Carbondale Park-n-Ride that is growing in popularity and is surrounded by incentivized TOD developments. The RFTA owned Rio Grande right-of-way/trail runs through this parcel.

Currently, RFTA provides commuter bus service from Aspen to Glenwood Springs, Glenwood to Rifle, intra city service in Aspen and Glenwood Springs, ski shuttle service to the four Aspen Ski Company ski areas, Maroon Bells guided bus tours, para-transit, and other seasonal services.

RFTA’s Grand Hogback route serves Rifle, Silt, New Castle, and south Glenwood Springs. Buses depart about every hour during the morning and afternoon peak travel times and once every three hours in the middle of the day. The Roaring Fork Valley route provides bus service to Aspen, Snowmass, Basalt, El Jebel, Carbondale, and Glenwood Springs. Buses on this route depart about every 30 minutes, with more frequent service in the mornings to Aspen and in the afternoons to Glenwood Springs.

RFTA also operates Ride Glenwood Springs, a free intra city service that has two fixed bus routes. One route serves south Glenwood Springs and the other serves West Glenwood and the downtown area. Buses depart about every 30 minutes for these routes. RFTA also operates free routes in Aspen to Hunter Creek, Cemetery Lane, Castle/Maroon, Mountain Valley Dial-a-Ride,



and Burlingame. These routes begin at the Ruby Park Transportation Center and operate about every 30 minutes.

Fares are on a sliding scale with the longest distance (Rifle to Aspen) costing \$9.00 and the shortest distance costing \$1.00. Intra city service in Aspen and Glenwood Springs is free.

RFTA and the Glenwood and Aspen area communities should continue coordination with the I-70 Coalition in its AGS planning efforts. The coordination of the two services, BRT and AGS, will be essential to the success of future transit options in the area, as well as to the development of supportive land use practices. RFTA, Garfield and Pitkin Counties are creating a strong backbone for transit services and future allowances for transit in the region.

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