INTRODUCTION

RTD
The Regional Transportation District (RTD) was created in 1969 by the Colorado General Assembly to develop, operate, and maintain a mass transportation system for the benefit of 2.88 million people in RTD’s service area which includes all or part of eight counties in the Metro Denver region. RTD is governed by a 15 member elected Board of Directors. In 2015, RTD provided over 103 million transit rides.

FasTracks
FasTracks is RTD’s 2004 voter-approved rapid transit expansion transforming transportation throughout the Metro Denver region. Upon completion, FasTracks will add 122 miles of new light rail and commuter rail, 18 miles of Bus Rapid Transit (BRT) and 57 new transit stations to the RTD system.

Quality of Life
The Quality of Life (QoL) Study is RTD’s data-driven evaluation of progress toward meeting the FasTracks Program goals.

Goal 1
Balance Transit Needs with Regional Growth

Goal 2
Increase Transit Mode Share

Goal 3
Improve Transportation Choices and Options

QoL 2015 Report
This document reports FasTracks progress from 2010 to 2015. It highlights progress made toward completing projects, the impacts of those projects, and overall progress toward the goals.

Additional detail can be found on the project website www.RTD-Denver.com/QualityofLife
In 2013, RTD opened the W Line in the West Corridor, adding 12.1 miles of rapid transit facilities to the existing 34.8-mile rapid transit system. Investment resulted in:

- 7,600 new transit riders each weekday in the West Corridor (12,800 weekday transit trips on the W Line).
- 30,000 vehicle miles traveled (VMT) were removed from roadways each weekday (9 million VMT removed annually).
- 85 fewer gas tanks were filled every weekday (400,000 fewer gallons of fuel were consumed annually).
- Based on regional crashes/VMT, 23 vehicular crashes could be prevented every year.
- At this rate, a life could be saved every 12 years and a severe injury could be prevented every two years.

In 2014, RTD and their partners completed the construction and renovations at Denver Union Station, creating one of the most vibrant spaces in downtown Denver:

- Transportation is at the heart of Denver. Again. Union Station creates a space for locals, tourists, and business travelers to explore RTD’s network.
- Development has been booming near Union Station. Between 2010 and 2015, 2,770 multi-family units, 130 hotel rooms, 900,500 square feet of office, and 77,600 square feet of retail were constructed.
- Property value per square foot in the neighborhood surrounding Union Station increased 56% from $185 in 2010 to $290 in 2015.
- Between 2010–2015, 11 B-Cycle stations were added within a half-mile of Union Station.

In 2014, RTD opened the Free MetroRide, providing a frequent and reliable connection between Denver Union Station and Civic Center Station for downtown commuters.

- 2014 average weekday boardings: 1,500
- 2015 average weekday boardings: 2,330
GOAL 1

BALANCE TRANSIT NEEDS WITH REGIONAL GROWTH

WHY IS THIS IMPORTANT?

The Metro Denver region grew between 2010 and 2015, increasing transportation demands.

- 10% population growth (280,000 more people)
- 17% job growth (219,000 more jobs)
- 153 people added to the region daily
- 230% increase in housing starts (13,000 new houses)
- 17% job growth (219,000 more jobs)

HOW ARE WE DOING?

RTD provided more transportation services in 2015 than in 2010.

- 24% increase in areas served by frequent (15-minute) transit service throughout the day
- 6% increase in Access-a-Ride service (33,300 more annual hours)
- 3% increase in transit service (122,200 more annual hours)
- 22% more rapid transit infrastructure (12.1-mile W Line)

RTD Catalyzed Transit Oriented Communities.

- **ALAMEDA STATION**
  RTD kicked off initial redevelopment around Alameda Station by partnering on a 275-unit apartment complex. Residents now live within steps of the station platform.

- **BOULDER JUNCTION**
  RTD and the City of Boulder leveraged public-private partnerships to create a mixed-use, pedestrian-oriented neighborhood with unique public spaces and regional transit connections.

- **OLDE TOWN ARVADA STATION**
  RTD and the City of Arvada planned for consolidated parking and transit in a hub to provide commuter and business parking, an RTD bus facility, and TOD property.
**GOAL 2**

**INCREASE TRANSIT MODE SHARE**

**WHY IS THIS IMPORTANT?**


- **12% increase** in daily vehicles miles traveled in the region
- **84 more miles** driven each year per person
- **2% increase** in personal vehicle ownership

Transit use is better for the environment, safer for people, and less expensive.

- **13 days exceeded air quality standard** (18% increase, 2 additional days)
- **15% increase** in vehicle emissions (3,500 tons NOx, VOC, PM2.5)
- **3x more likely** to die traveling in a car than on a bus
- **27% more expensive** for regional commuters to drive vs. using transit to reach downtown

**HOW ARE WE DOING?**

Transit ridership increased between 2010 and 2015; per capita boardings decreased.

- **5% increase** in annual boardings (4.8 million more boardings)
- **4% decrease** in annual boardings per capita (1.6 fewer boardings per person)

Customer satisfaction.

- **4.2 out of 5** RTD passenger ratings from both 2011 and 2014

RTD continues to invest in security resources.

- **46% increase** in security staff (55 people)
- **Overall, RTD customers feel safe on transit vehicles and at stations. However, safety perception at light rail stations has decreased slightly since 2011.**
GOAL 3
IMPROVE TRANSPORTATION OPTIONS AND CHOICES

WHY IS THIS IMPORTANT?

Auto commute travel times to downtown got longer and less predictable.

<table>
<thead>
<tr>
<th>Year</th>
<th>Variability</th>
<th>Travel Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011</td>
<td>10-26 minutes</td>
<td>28-61 minutes</td>
</tr>
<tr>
<td>2015</td>
<td>14-34 minutes</td>
<td>32-67 minutes</td>
</tr>
</tbody>
</table>

Congestion increased between 2010 and 2015.

- 8 minutes per day average additional time people sat in their cars due to congestion
- 14% increase in time spent in congestion each day (one more minute, 7 minutes in 2010)
- 24% of roadways experienced congestion for longer than 3 hours each weekday

HOW ARE WE DOING?

Investment in high-capacity transit increases person trip capacity.

- 14% of morning commute trips in the Southwest Corridor were made on transit.
- 11% of morning commute trips in the Southeast Corridor were made on transit.
- 6% of morning commute trips in the West Corridor were made on transit.

More people have access to frequent transit and most people reach that transit by walking.

- 42% more people lived near 15-minute service (119,400 more people).
- 25% growth in employment served by 15-minute service (102,300 more jobs).
- RTD added nearly 3,400 parking spaces.
- 35 B-Cycle stations were added within a half-mile of 18 rapid transit stations.