



Weld County Mobility Committee (WCMC)—AGENDA
June 23, 2020
1:30 – 3:00 p.m.

1. **Call Meeting to Order, Welcome and Introductions**
 2. **Review of Agenda**
 3. **Public Comment (2 minutes each)**
 4. **Approval of April 28, 2020 Meeting Minutes**
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DISCUSSION ITEMS

- | | |
|---|-------------|
| 1) COVID-19
Lessons learned, reopening plans, concerns, etc. | All |
| 2) Statewide Transportation Plan
Open for comments through July 30 | Gordon |
| 3) One Call/One Click Center Project Updates
Grants, next steps, AmeriCorps VISTA | Gordon/Maes |
| 4) NEMT updates
Statewide brokerage system | Gordon |

GREELEY-EVANS TRANSIT NEWS AND UPDATES

WCMC MEMBER REPORTS

4. **Final Public Comment (2 minutes each)**
5. **Next Month's Agenda Topic Suggestions**
6. **Next WCMC Meeting: August 25, 2020**

Weld County Mobility Committee (WCMC)—MINUTES
April 28, 2020
1:33 p.m. – 2:32 p.m.

1. Call Meeting to Order, Welcome and Introductions

- Abdul Barzak, Town of Severance
- Dori Baker, Frontier House
- Janet Bedingfield, 60+ Ride
- Celeste Ewert, Envision
- Julie Glover, Greeley Center for Independence
- Andrew Jones, Arc of Weld County
- Margie Martinez, United Way of Weld County
- Larry McDermott, Arc of Weld County
- Moira Moon, CDOT DTR
- Leiton Powell, Greeley Evans Transit

NFRMPO staff: Alex Gordon, Ryan Dusil

2. Review of Agenda

3. Public Comment (2 minutes each)

4. Approval of February 25, 2020 Meeting Minutes

Julie motioned to approve the minutes. Dori seconded the motion, and it was approved unanimously.

ACTION ITEMS

No items this month.

PRESENTATIONS

- 1. Active Transportation Plan** – Ryan Dusil, Transportation Planner II, introduced himself and explained he is early in the planning process for the Active Transportation Plan (ATP). Ryan defined active transportation as human-powered and human-scaled transportation, which includes things like bicycles, scooters, walking, and wheeling. He explained the history of the ATP, including the work done for the 2013 Regional Bicycle Plan and the 2016 Non-Motorized Plan. Ryan acknowledged the changing terminology and mobility landscape. In recent years, micromobility options have emerged, and local communities have different regulations and priorities. The ATP will consider local connections (roadway, sidewalks, transit, grocery and other destinations) and critical gaps, and what barriers opportunities exist. Ryan gave an example of the I-25 and Poudre Trail bridge example where communities and agencies came together to improve a project. Ryan showed the Community Remarks page and gave a quick tutorial to use it.

Moira asked about micromobility. Ryan explained Fort Collins is an incubator because of the college campus, where students use electric skateboards, longboards, and OneWheels.

Micromobility implementation needs to be careful of state regulations and local communities need to know what guidance is needed.

Margie suggested mile markers and exact positions on trails to help with calls for assistance, namely if emergency personnel need to react to the scene. Ryan acknowledged wayfinding and



signage was highlighted in the old plan, but emergency responses and further discussion of wayfinding and signage could come to the forefront.

Alex asked about gaps in sidewalks. Margie suggested the area near Bella Romero Academy, where there are no sidewalks to get to the school. Ryan suggested knowing where these gaps are could be tied into funding programs.

Ryan described the walking audits the NFRMPO has done, starting with the one in October in Berthoud. A group walked around a neighborhood in the town, identifying gaps, incomplete infrastructure, and other issues. Recommendations were vetted by community stakeholders. Ryan said the NFRMPO wants to expand that program. Walk audits could help local communities apply for grants and focus on where issues exist. There were plans for one in Severance in April, but it was delayed due to COVID.

Leiton said there is a chance to partner on communicating the availability of bike racks on buses. Leiton stated there has been feedback about the Poudre Express, specifically too many bicycles. Bicycles are not allowed inside buses currently, but GET is looking at adding racks within the bus. Education and infrastructure like this could help address first mile/last mile concerns.

DISCUSSION ITEMS

1. COVID-19 –

- **Town of Severance** – Abdul stated this is his first WCMC meeting and is interested in getting involved. Severance town staff are working from home, but Public Works and Police are splitting shifts. Staff will be transitioning back in over time.
- **Arc of Weld County** – Andrew stated Arc of Weld County staff are working from home. There is no current return plan yet, but it is under consideration. Staff will gradually return.
- **Envision** – Celeste said 95 percent of staff are working remotely, but there are some essential staff working in person. The Day Program is closed through the end of May. Envision’s priority is to make sure staff and clients are safe and healthy. Envision applied for a PPP loan and received it, which allowed them to retain staff and offer incentive pay to keep people working. Residential homes need employees but have a higher risk. Envision will be slow to go back to the office and expects more staff to work remotely.
- **60+ Ride** – Janet stated 60+ Ride canceled rides on March 16 to keep riders and drivers safe and is not in a hurry to reopen. June 15 is probably earliest to reopen. Ride&Revel has been canceled. Janet said 60+ Ride also received a PPP grant and a \$25k operations grant from NextFifty Initiative. 60+ Ride has shifted to delivering groceries and prescriptions. The program works by having a person call the 60+ Ride cell phone, and the staff places an order at King Soopers, Walmart, or the Weld Food Bank (emergency boxes, commodities). Volunteer pick the groceries up and deliver them to the house. Volunteers wait to make sure the groceries get brought inside. Janet expects this program to continue into the near future.
- **Greeley Evans Transit** – GET canceled fixed route service on March 25, shifting to demand response only. Riders can call the day before to get on the manifest. GET can take same day calls,



but the rides are based on availability. GET had to reduce staffing but has been able to keep the majority of staff. Leiton said GET is not sure if and when program will open, but GET staff is paying attention to state and local guidance.

- **United Way of Weld County** – Margie explained United Way staff is working remotely. United Way is raising money to give grants to nonprofits providing services. Margie said the 2-1-1 is trying to stay current. Someone called to ask whether the Poudre Express was running. Margie has been working at the Emergency Operations Center until someone tested positive at the site. United Way is working with city managers and United Way of Larimer County, paying attention to alternative care facilities/the Ranch. Margie highlighted there has been minimal impact east of Greeley.
- **CDOT DTR** – Moira explained staff is working from home, with the priority being the CARES Act funds, specifically the \$5311 rural funds (\$39.7M) from January 20, 2020. Funding is being distributed in two phases, with the first phase being administrative and operating expenses. DTR staff are trying to keep in contact with subrecipients and grant partners and are working with CASTA to provide technical assistance.
- **Frontier House** – Dori explained Frontier House staff are working with members to help them with what is needed. The offices are closed, but Dori has been working in the office. Staff serve lunch for \$1 three days a week, with the food provided by local nonprofits or UNC. Staff are holding Zoom meetings to stay connected to members and each other. Dori said members are not allowed in yet, but maybe by the end of May.
- **NFRMPO** – Ryan introduced himself. NFRMPO staff are working virtually, slowly ramping up office operations. Ryan said he and Alex are trying to build the agency’s outreach presence, because it is unknown how long existing outreach will be limited. He acknowledged there is data and trends emerging in terms of freight, transportation, and bike and ped.
- **Greeley Center for Independence** – Julie said Greeley Center for Independence is slowly opening up services. GCI has increased physical therapy hours from 9 to 3, and also has aqua therapy and wellness gym appointments with personal trainers. Administrative staff are working from home, but Julie has been in the office.

2. **CDOT Call for Projects** – Alex explained the CDOT Call for Operating, Administrative, and Mobility Projects is open. He is available for any questions, letters of support, etc. if agencies are interested in applying.

GREELEY EVANS TRANSIT NEWS AND UPDATES

Leiton clarified fixed route services will probably be brought back online first. Reopening the Poudre Express will depend on conversations with other communities. GET staff are trying to get back online soon but are being cautious.

Celeste asked for clarification about people sitting at the GET bus stops. Leiton explained the current service is a mix of fixed route and demand response. People call ahead and get on a manifest. If they are not paratransit eligible, GET is providing curb-to-curb service instead.

WCMC MEMBER REPORTS

Alex stated the NFRMPO received the official award letters for the Trip Discovery software project and the new 60+ Ride vehicle.



5. Final Public Comment (*2 minutes each*)

6. Next Month's Agenda Topic Suggestions

- Emergency situations and client impact – feedback/discussion

7. Next WCMC Meeting: June 23, 2020

2020 WCMC Work Plan

Tasks by Meeting:

02 – February (Arc of Weld County)

- Outreach discussion
 - Greeley-Evans area
 - Rural Weld County
 - Methods, Materials, and Partnerships
- Environmental Justice Plan
- MMOF projects

04 – April (Frontier House)

- Outreach report out
- Travel trainings (Poudre Express, Bustang)
- Non-Motorized Plan
- CDOT Operating Call for Projects (?)

08 – June (TBD)

- Outreach report out
- Travel trainings (Poudre Express, Bustang)

08 – August (TBD)

- 🗺️ New Mobility Manager! (Meet and Greet)
- CDOT Capital Call for Projects (?)
- Travel trainings (Poudre Express, Bustang)

10 – October (TBD)

- Coordinated Plan kick-off discussion
- NFRMPO Call for Projects Discussion
- CDOT Capital Call for Projects (?)
- Call Center software discussion
- Travel trainings (Poudre Express, Bustang)

12 – December (TBD)

- Travel trainings (Poudre Express, Bustang)

Topics to Cover:

1. One Call/One Click Center

- Building support and awareness
- Identifying needs and concerns about getting rides, booking rides, supply
- Identifying funding for OCOCC operations
- Evolving Mobility Management program

2. Funding and need

- 2021 Coordinated Public Transit/Human Services Transportation Plan
- CDOT Consolidated Capital Call for Projects
- CDOT Operating Call for Projects
- Funding for existing and future needs (capital, operating)

3. Programming

- Travel trainings on local and regional routes
- Outreach to current partners, new partners

4. NFRMPO Plans and Projects

- 2021 Call for Projects
- Non-Motorized Plan
- Environmental Justice Plan

2019 Statewide Transportation Survey of Older Adults and Adults with Disabilities

In 2014, CDOT conducted its first ever statistically valid statewide survey of older adults and adults with disabilities to learn about specific travel behavior and transportation needs of these populations and their preferences and priorities. The survey was conducted again in 2019 to understand changes and trends of these populations over time. Over 7,000 households with older adults and/or adults with disabilities across Colorado received a survey. Over 1,800 surveys were completed resulting in a response rate of approximately 30 percent.

2019 Highlights of Survey Findings



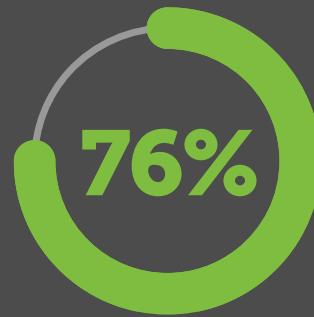
3 in 10

Older adults and adults with disabilities depend on family, friends, aides, or volunteers for transportation for some of their trips.



2 in 10

Respondents in 2019 reported using a ridesharing service like Lyft or Uber paying full fare at least once in a typical month.



Seventy-six percent of survey participants said they never had trouble finding transportation for trips they wanted or needed to make.



Respondents most often had difficulty finding transportation for medical appointments and shopping/pharmacy trips.



Those using public transportation, walking, or bicycling at least once a month rose by approximately 10 percent per mode from 2014 to 2019.



About one-third of respondents who drove themselves said they would be very likely or somewhat likely to use public transportation or demand-response transportation services in their community instead of driving.

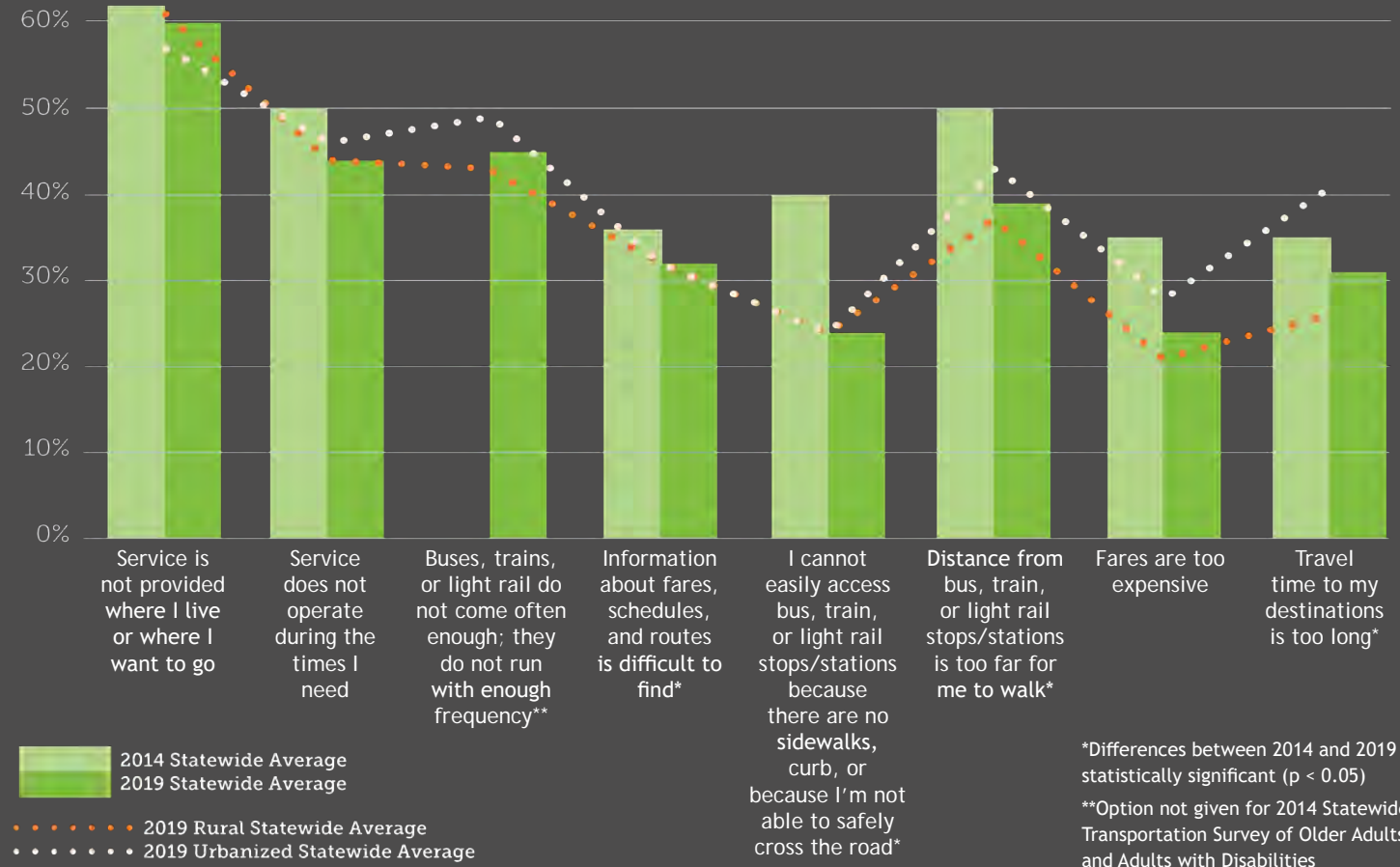
Overall, the most frequently cited barriers to using public transit and demand-response transportation were a lack of service and the desire to use the service during hours it was not available.

Top 3 Issues

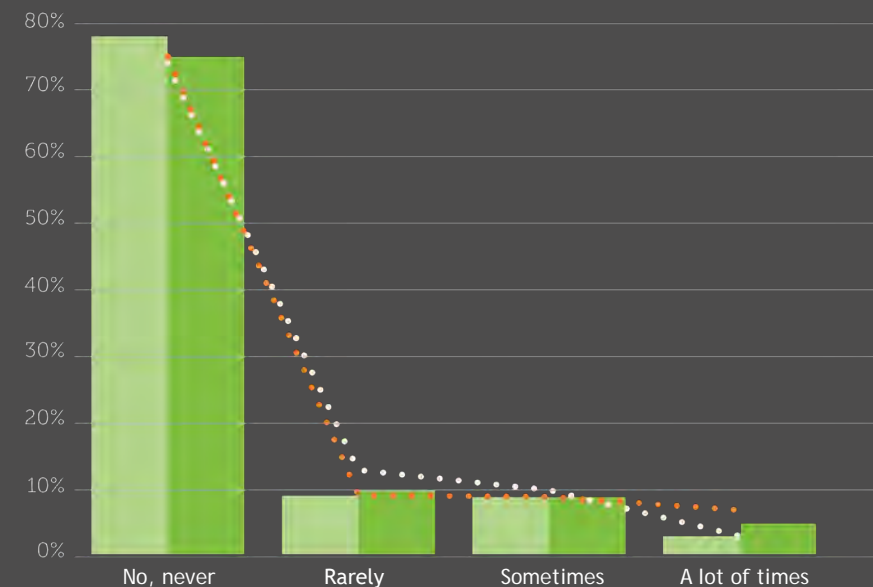
1. Provide lower fares for older adults and riders with disabilities
2. Support veterans' transportation issues
3. Support the development of easily accessible and understandable transportation information and referral services

Barriers to Using Public Transportation Services

Survey respondents were asked to identify barriers to using fixed route public transportation. Nearly 4 in 10 respondents felt that the lack of service where they lived or where they wanted to go was a "major problem" and 6 in 10 felt this was a major or minor problem. Nearly half of respondents considered it a major or minor problem that transit services do not operate during the times they need, or that service does not operate with enough frequency. However, transit service feedback does show improvement between 2014 and 5 years later in 2019.



Do you ever have trouble finding transportation for trips you want or need to make?

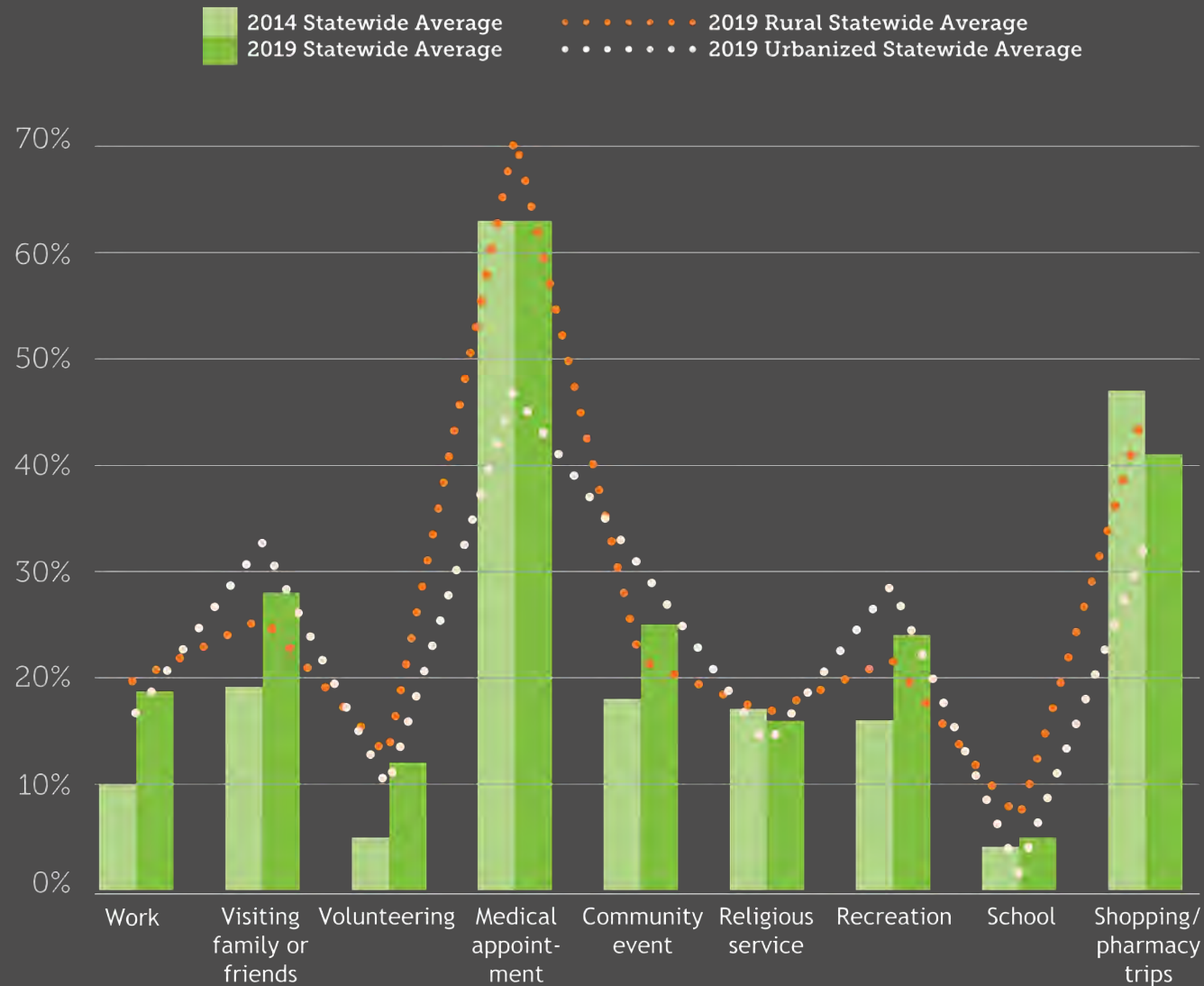


Just over 75 percent of those completing the survey said they never had trouble finding transportation for trips they wanted or needed to make, which is similar to what was observed in 2014.

Source: 2019 Statewide Transportation Survey of Older Adults and Adults with Disabilities

For what types of trips do you need transportation but have trouble finding transportation?

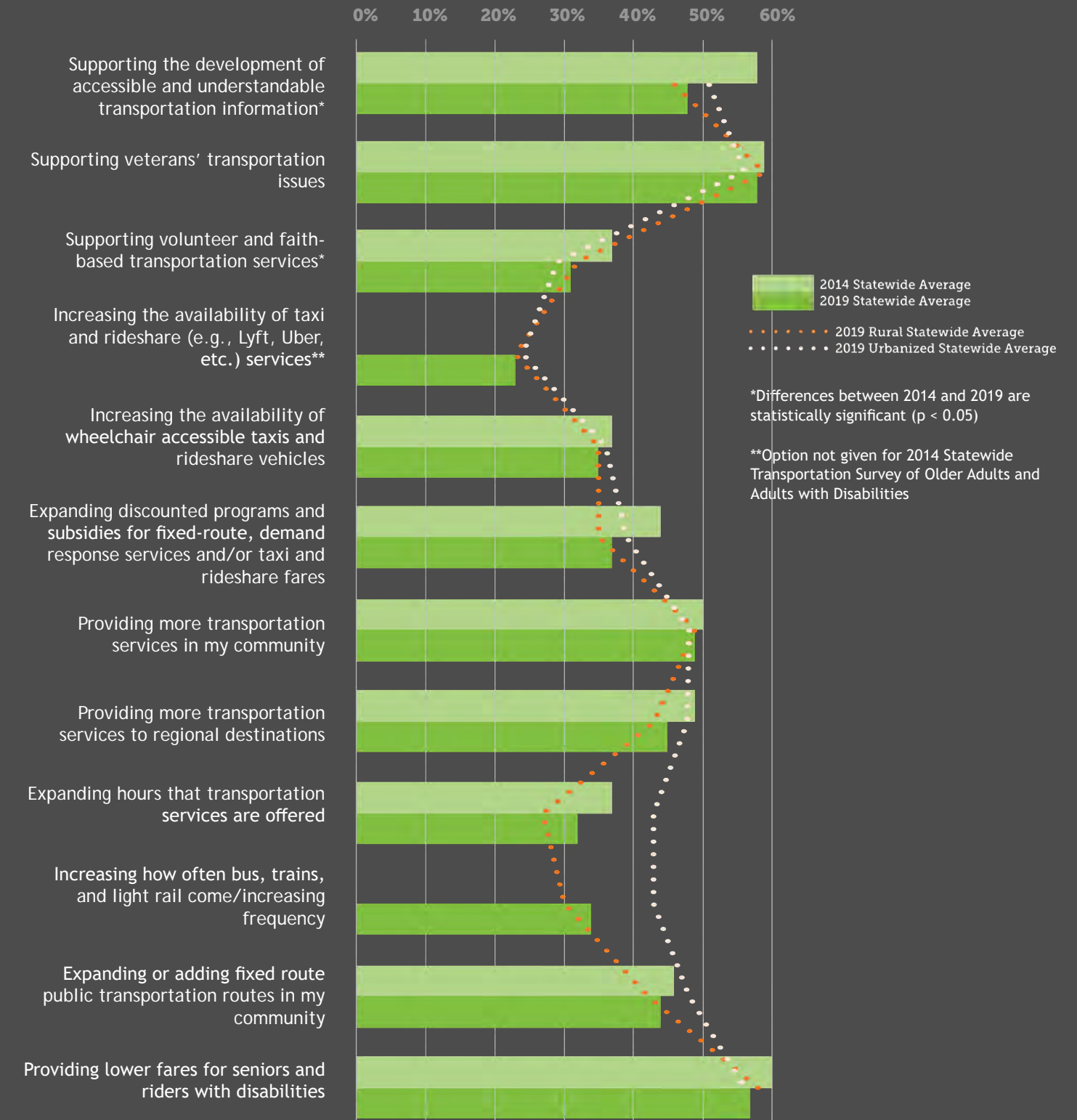
Among those who had trouble finding transportation, 63 percent said medical appointments were a trip with which they had trouble, while 41 percent had trouble finding transportation for shopping/pharmacy trips. Medical appointments and shopping/pharmacy trips were also the most common types of trips for which respondents in 2014 had difficulty finding transportation. Overall, respondents reported having more difficulty finding transportation for almost all trip types since 2014. However, when responses are divided by rural and urban averages, notable trends emerge. More urban survey respondents had trouble finding transportation for visiting family or friends and recreational trips than rural survey respondents. Rural survey respondents indicated medical appointments and shopping/pharmacy trips were the most difficult trip types by much larger margins than urban survey respondents.



Source: 2019 Statewide Transportation Survey of Older Adults and Adults with Disabilities

Relative Importance of Transportation Related Issues

The relative order of the importance of items remained about the same in urban and rural TPRs in 2019 compared to 2014, but in rural TPRs, fewer respondents considered the development of easily accessible and understandable transportation information and referral services or providing more transportation services to regional destinations as very important, perhaps indicating improvement in these services in the past 5 years.

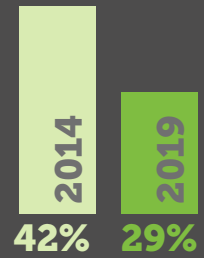


Source: 2019 Statewide Transportation Survey of Older Adults and Adults with Disabilities

Key Takeways from the 2019 Statewide Transportation Survey of Older Adults and Adults with Disabilities

The 2019 Statewide Transportation Survey of Older Adults and Adults with Disabilities had several key takeways that provide an update on the state of transit in Colorado. Information regarding what has improved, what needs more work, urban and rural comparisons, and TPR comparisons is provided below.

What has improved?

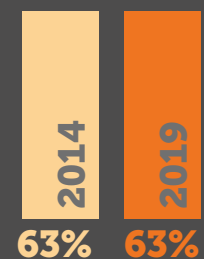


The number of survey respondents who had trouble finding transportation for a trip they needed to make in the past month decreased by 13 percent, compared to 2014.



When survey respondents were asked to identify barriers to using fixed-route public transportation, every barrier was ranked lower than in 2014.

What needs more work?



Medical appointments and shopping/pharmacy trips have remained the most difficult trip type to make, showing no changes since 2014.



60% of respondents in rural TPRs considered supporting veterans' issues a top priority.

53% of respondents in urbanized areas considered the development of easily accessible and understandable transportation information a top priority.

Respondents in the following regions experienced improvement in never having trouble getting to a needed destination:

- CENTRAL FRONT RANGE TPR
- GREATER DENVER AREA
- GUNNISON VALLEY TPR
- INTERMOUNTAIN TPR
- NORTH FRONT RANGE
- PUEBLO AREA
- SAN LUIS VALLEY TPR
- SOUTH CENTRAL TPR
- SOUTHEAST TPR
- SOUTHWEST TPR
- UPPER FRONT RANGE TPR

EASTERN TPR, GRAND VALLEY, NORTHWEST TPR, PIKES PEAK AREA, AND SOUTHEAST TPR showed an increase in the number of respondents who said they have difficulty finding transportation for a lot of trips they want or need to make since 2014.

Urban and Rural Differences

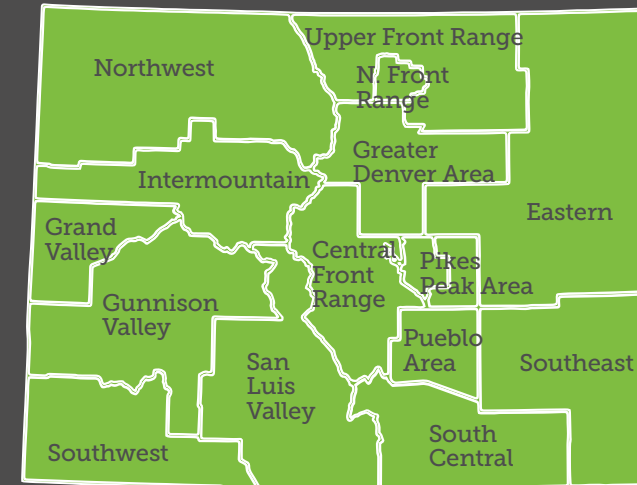


Rural TPR residents said they would be likely to use public transportation or demand-response transportation



Urbanized area residents said they would be likely to use public transportation or demand-response transportation

2019 TPR Comparisons



On average over 80 percent of respondents in the **CENTRAL FRONT RANGE TPR AND NORTHWEST TPR** said they do not rely on family, friends, aides, or volunteers for any transportation needs. Whereas, in all other TPRs, 66 percent of respondents say they do not rely on others for transportation

SOUTH CENTRAL AND SOUTHWEST TPRs indicated the highest probability of using fixed route-public transportation or demand response services instead of driving if these options were offered in their communities at 27 and 12 percent

Conversely, TPRs that indicated they would not utilize fixed-route public transportation or demand response services at the highest rate are the **CENTRAL FRONT RANGE AND SOUTHEAST TPR** at 88 and 87 percent.

The TPRs that indicated they have the highest percentage of difficulty finding transportation for medical appointments were the **EASTERN TPR, SOUTHEAST TPR, NORTHWEST TPR, AND CENTRAL FRONT RANGE TPR.**

How frequently do you depend on others for transportation?

The survey results showed respondents in every TPR depend on others for transportation. However, when totaling the number of people who depend on someone for transportation for about half or more of their trips, the TPRs split into two groups.

The **SOUTH CENTRAL TPR, SOUTHWEST TPR, SAN LUIS VALLEY TPR, AND GUNNISON VALLEY TPR** on average had 17 percent of survey respondents say they depend on others for transportation for more than half of their trips. These three TPRs also all border one another. Importantly, the transit project lists in the aforementioned TPRs all include some type of transit service expansion to help address this need. Expansion of existing or new services include regional, demand response, and/or human services transit.

