# Memorandum

Date: September 6, 2024

To: Nora Kern & Brittney Compton – Denver Regional Council of Governments

From: Sydney Provan, AICP, Jason Miller, & Katherine Turner – Fehr & Peers

**Subject: Existing Conditions Report for the North Federal Community Transportation Study**

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# Introduction & Study Area

This memorandum summarizes the existing conditions analysis and findings that were conducted by Fehr & Peers as part of the North Federal Boulevard Community Transportation Study. It includes the study background and purpose, summaries of previous and ongoing transportation studies and infrastructure projects in this area, demographics, crash history, current travel patterns, existing transit, and key destinations for local community members. The conclusion identifies key takeaways from this analysis and the potential travel markets identified that a future community transportation service should target.

DRCOG and Growing Home are also conducting extensive community outreach with a focus on the most currently underserved community members in this study area. The results from this community outreach effort will be combined with the findings from this existing conditions data analysis and the two approaches together will inform the recommendations that come from this study. This memorandum will become a chapter in the final report for the North Federal Boulevard Community Transportation Study.

## Project Background

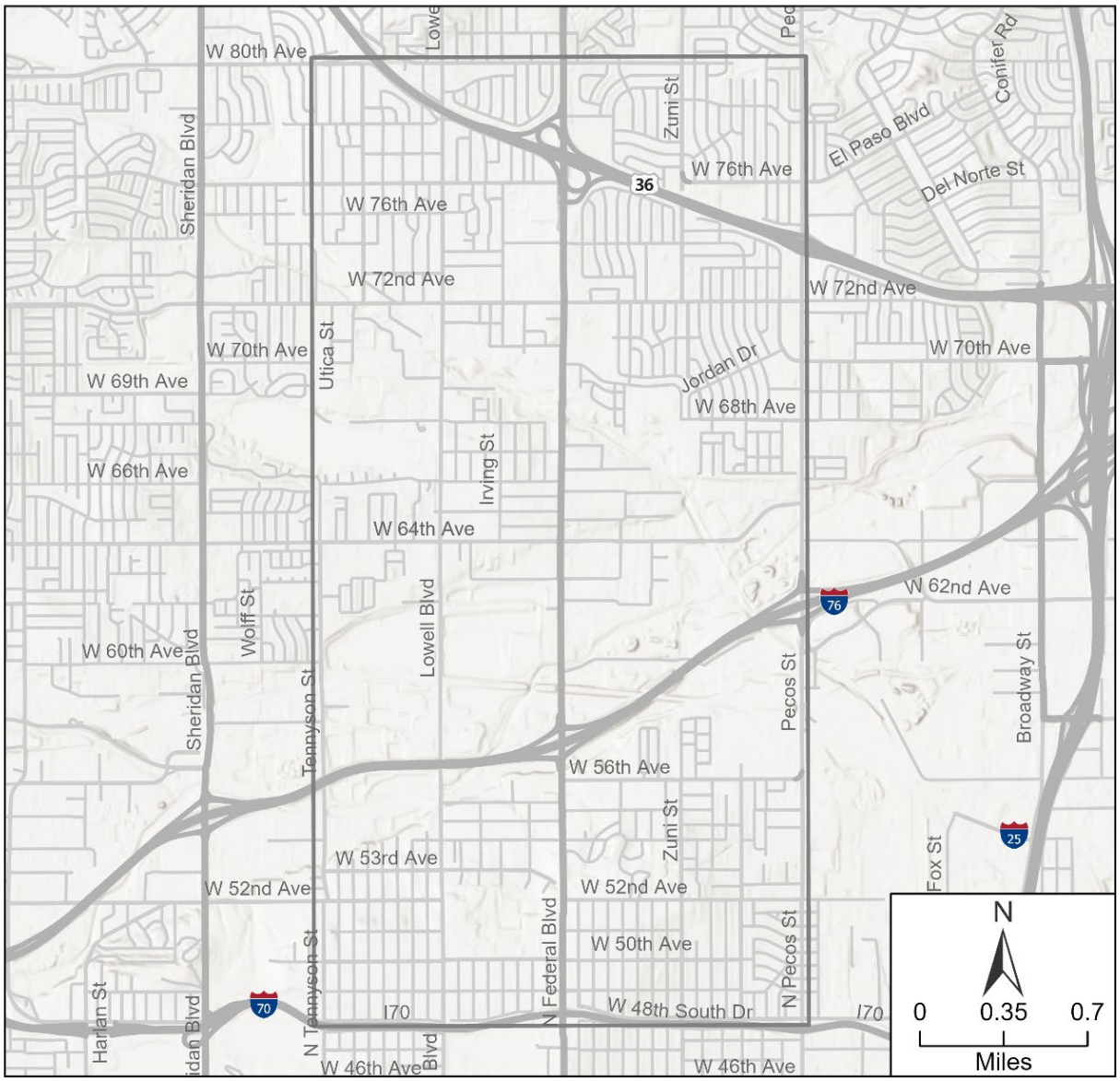
This community-based transportation plan aims to address the mobility needs of residents living within a mile on either side of Federal Boulevard between 80th Avenue and I-70. The main study area is shown in **Figure 1.** This study area is the main focus of our study, but analysis and recommendations will include areas outside of this study depending on the extent of available data, locations of key destinations, and cohesive neighborhood boundaries. The main study area is home to a high number of people with limited transportation options, including low-income families, older adults, people with disabilities, people of color and immigrants. Many in the community have challenges accessing basic services, day-to-day needs, and civic destinations. With the recent closure of a Walmart grocery store at Federal Boulevard and 72nd Avenue, residents are also struggling to access healthy, affordable food and affordable pharmacies. There are several bus and commuter rail lines through the area, but many residents have trouble accessing stops and stations, cannot afford transit tickets, or their trip would take too long on transit.

In addition to this study, there are several other transportation related projects ongoing in this area, including the Federal BRT project, the 72nd Avenue study, and several Adams County capital improvement projects, including the Goat Hill East study and the Berkley Gardens Neighborhood improvements. These projects are mostly focused on infrastructure improvements and do not address the lack of transportation options faced by community members who do not have access to a private vehicle and for whom transit is unaffordable or inaccessible.

## Project Purpose

Given these challenges this study will look at the mobility needs within this community, common destinations and travel patterns, and assess potential new mobility or transit services to improve transportation options for community members with the fewest options today.

*Figure 1: Main Study Area*




Study Area

Source Data: DRCOG
Esri Basemap; SR 6428
Creator: Fehr & Peers

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# Previous & Concurrent Planning Efforts

## Federal Boulevard Bus Rapid Transit (BRT) Environmental Study and Design (Ongoing)

CDOT has begun environmental review and design of a Bus Rapid Transit (BRT) route that will cover 19 miles of Federal Boulevard. The proposed route along Federal Boulevard will cover the entire study area. The BRT line would have a dedicated curbside lane on the route excluding the portion between 20th and 50th Avenue where the BRT would share the vehicle lane. The goal of the BRT line is to provide reliable and high-frequency bus service along a high ridership transit corridor and improve multimodal safety.

## 72nd Avenue Study (Ongoing)

The City of Westminster is currently studying 72nd Avenue between Pierce Street and Zuni Street. About half of this corridor is located within the study area. The draft goals include improving safety for all ages, abilities, and modes, enhancing livability, creating opportunities for social interaction and community building, providing mobility choices, increasing accessibility, and enhancing the corridor's visual appearance and sense of place. This community transportation study is in close coordination with the City of Westminster and will take the findings and recommendations from the 72nd Avenue study into consideration.

## Adams County Roadway & Pedestrian Infrastructure Improvements (Design 2023)

There are ongoing roadway and pedestrian infrastructure improvements being made to the Goat Hill neighborhood located between Lowell Boulevard and North Federal Boulevard near RTD Westminster Station and along W 70th Avenue to Zuni Street north of the Westminster Station.

New signage, curb ramps, drainage, and pedestrian infrastructure improvements are being added to improve both stormwater control and the pedestrian environment.

## RTD System Optimization Plan (SOP) (2023)

The RTD Service Optimization Plan is the culmination of a multi-year planning effort by RTD to forecast regional mobility needs and collaborate with agency partners to build a cohesive mobility vision. As part

of the planning effort, RTD evaluated existing services, reviewed travel patterns and financial capacity, discussed community and agency goals and values, and drafted the system optimization plan. Several of the existing routes in the study area have alignment or frequency changes proposed in the SOP.

Route 31 along North Federal Boulevard through to the Clear Creek Federal Station is identified as a core route, or a route serving the region's largest employment centers, highest density housing, and major trip generators with 18 hour span of service, 15 minute peak period and midday frequency, and 7 day a week service. The proposed weekday headways are 15 minutes, North of the Clear Creek Federal Station through to US-36/Broomfield Station, Route 31N, identified as a connect route, will have 30-minute headways, an improvement on the current 60-minute headways north of the Westminster Station.

Route FF – flatiron flyer, which follows US 36, is also identified as a core route and connects the study area with downtown Boulder and downtown Denver. Service patterns suspended due to COVID-19 are proposed to return to improve service availability.

Route 51 along Sheridan Boulevard, a core route, is proposed to move from 30 minute to 15-minute headways and modify the northern and southern terminus to be the G Line Arvada Gold Strike Station and Sheridan Boulevard and Dartmouth Avenue, respectively.

Route 72 along 72nd Avenue is identified as a connect route, or a local bus route with a minimum 14-hour span of service. In the SOP, headways for route 72 are proposed as 30 minutes, rather than the 60-minute existing headways. Route 19, along N Pecos Street, is a connect route and in the SOP the northern terminus is proposed to be moved to the N Line Northglenn/112th Avenue Station. Route 52, along N Sheridan Boulevard (west of the study area), was suspended due to the pandemic and is identified as a Connect route to be returned to service and run from Arvada/Gold Strike Station to Broomfield City Hall.

## Food Access Surveying Through Growing Home (2021 & 2022)

Growing Home is a community-centered nonprofit and direct service provider focused on improving food access, housing access, family stability, and other community needs in the north Denver area. Recently they have been receiving feedback on the effects that the closure of the Walmart grocery store at Federal Boulevard and 72nd Avenue has on the community. As part of this effort, Growing Home distributed a food access survey in North Denver in 2021 and 2022 and found that a majority of respondents purchased groceries at Walmart and nearly 40% did not have access to a vehicle. Respondents also indicated that other stores in the area are too expensive, do not have everything respondents need, and do not have nutritious options. This study aims to develop recommendations for a community transportation service that can help alleviate some of these issues by providing a transportation service to healthy, affordable grocery stores.

## Federal Boulevard Multimodal Transportation Study (2021)

The Federal Boulevard Multimodal Transportation Study is a community-supported vision for multimodal transportation improvements on Federal Boulevard between 52nd Avenue and 120th Avenue. Pedestrian recommendations from this study for this portion of Federal Boulevard include providing greater connectivity for people walking or rolling in a wheelchair, creating a comfortable, reliable, and accessible sidewalk network on Federal Boulevard and surrounding areas, and creating additional midblock crossings and median refuge islands across Federal Boulevard. The transit recommendations for this section of Federal Boulevard are providing more reliable transit and enhancing transit amenities along the corridor through RTD Route 31, the B-line, and the G-line. The Federal Boulevard BRT design (mentioned previously) is a result of the recommendations of this study. For bicycling, the plan has recommendations for developing a complete network accessible for all ages and abilities, addressing missing greenway trails across the study area, and building east-west connectivity. This study will reference these recommended improvements when developing community transportation recommendations to ensure recommendations across these studies align.

The study area includes Zone A and Zone B of the Federal Boulevard Multimodal Transportation Study. The link to the full study report contains detailed figure plans for Zone A and Zone B.

## Westminster Station Area Specific Plan (2017)

The Westminster Station Specific Plan covers the neighborhood surrounding Westminster Station located at Federal Boulevard next to the RTD B line. The plan details existing land use, property ownership, and zoning in the area immediately surrounding the station. The long-term plan for the area surrounding the station is to become a new mixed-use urban neighborhood and regional destination integrated with Westminster Station. The neighborhood of South Westminster has aging commercial centers with relatively few neighborhood services and destinations and under-utilized industrial buildings along with a few city-initiated projects including Westminster Plaza and public art and redevelopment efforts at the corner of 72nd Avenue and Federal Boulevard. Westminster Station is a key destination for transit connections for the surrounding community today and recommendations from this community transportation study will also consider the future redevelopment of this station and the potential new services and other destinations that may be built around the station in the future.

## Federal Boulevard Corridor Health Impact Assessment (2015)

The Health Impact Assessment (HIA) developed by the Tri-County Health Department in conjunction with the Federal Boulevard Framework Plan was created to understand changes in the Federal Boulevard Corridor related to the new FasTracks lines. The HIA recommended prioritizing safe pedestrian and bicycle

connections, improving crossing and sidewalk infrastructure, prioritizing healthy food retail, and developing a recommendation for affordable housing.

## Summary of Previous and Concurrant Planning Efforts

In summary, within this project's study area there are ongoing planning efforts on the major roadways (Federal Boulevard and 72nd Avenue), the Westminster Station Area Plan, and local infrastructure projects being conducted by Adams County. Besides the North Federal Community transportation plan, there are no other previous or ongoing plans focused on filling transportation gaps in this neighborhood. This project. This project will integrate the findings and recommendations coming from these other planning efforts into this study and this review confirmed the importance of this study meeting a critical community need not being addressed by the other planning efforts in the area.

# Demographic Overview

**Table 1** below shows selected demographic information from the 2022 American Community Survey 5-year estimates. ACS data provides a useful starting point for understanding demographics but may not fully capture some communities that are historically under-surveyed (immigrants and unhoused individuals in particular). The data described below will be paired with survey data and other anecdotal data in the final report to describe the demographics more thoroughly in the study area.

The median household income of the study region is less than that of the DRCOG region and a higher percentage of residents in the study area have incomes below the poverty level (11% and 8% respectively). 51% of residents in the study area are Hispanic or Latino and compared to 23% of residents in the DRCOG region. The study area also has higher proportions of residents who do not have access to a private vehicle, residents who receive Supplemental Nutrition Assistance Program (SNAP) benefits, and residents with a disability than the DRCOG region as a whole. This reinforces the need for this study of a new community transportation service that could provide mobility and food access to community members with limited mobility options today.

*Table 1: Demographic Comparison of Study Area and DRCOG Region*

| Data | Study Area | Adams County | DRCOG Region |
|---|---|---|---|
| Population Density (residents/square mile) | 4370 people/mi$^2$ | 439 people/mi$^2$ | 1600 people/mi$^2$ |
| White alone (%) | 41% | 47% | 64% |
| Hispanic or Latino (%) | 51% | 41% | 23% |
| Black or African American (%) | 2% | 3% | 5% |
| American Indian and Alaska Native (%) | 0% | 0% | 0% |
| Asian (%) | 2% | 4% | 4% |
| Native Hawaiian and Other Pacific Islander (%) | 0% | 0% | 0% |
| Two or More Races (%) | 2% | 3% | 4% |
| Median Household Income ($) | $79,000 | $92,500 | $105,000 |
| Households with incomes below the poverty level (%) | 11% | 10% | 8% |
| Unemployment (%) | 6% | 5% | 4% |
| Households Receiving Cash Public Assistance or Food Stamps/SNAP Benefits (%) | 12% | 11% | 8% |
| 18 years and younger (%) | 22% | 26% | 21% |
| 65 years and older (%) | 12% | 11% | 14% |
| No Access to a Vehicle (%) | 8% | 5% | 6% |
| 1 Vehicle Household (%) | 31% | 26% | 32% |
| Households with a Person with a Disability (%) | 24% | 25% | 20% |

# DRCOG Equity Index

The DRCOG Equity index considers 2017-2021 5-year ACS census tract level demographic data: race, age, disability status, nation of origin, language, income, and vehicle ownership to create an equity index for each tract in the region.

DRCOG groups indicators into themes of economic status, mobility barriers, and race and national origin. **Figure 2** and **Figure 3** below show which demographic data is grouped into specific categories to result in a final equity index for each census tract.

*Figure 2. Domain Scores*

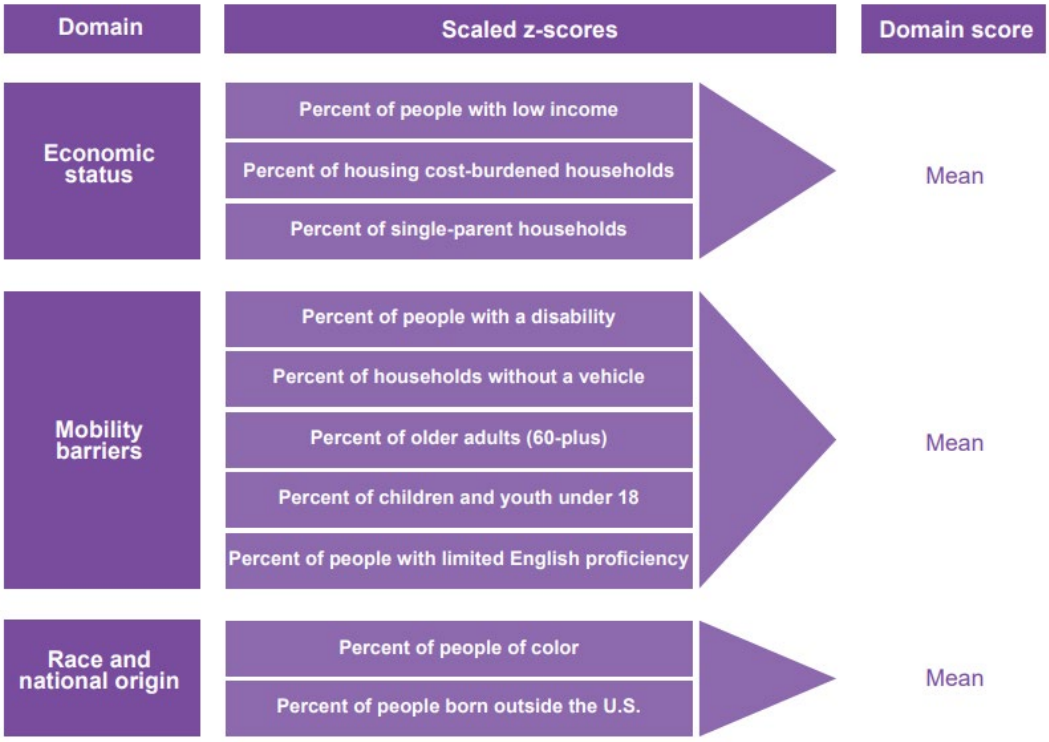



*Figure 3. Final Index Score Calculation*

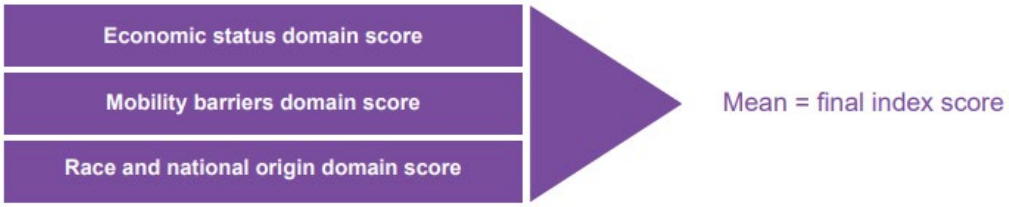
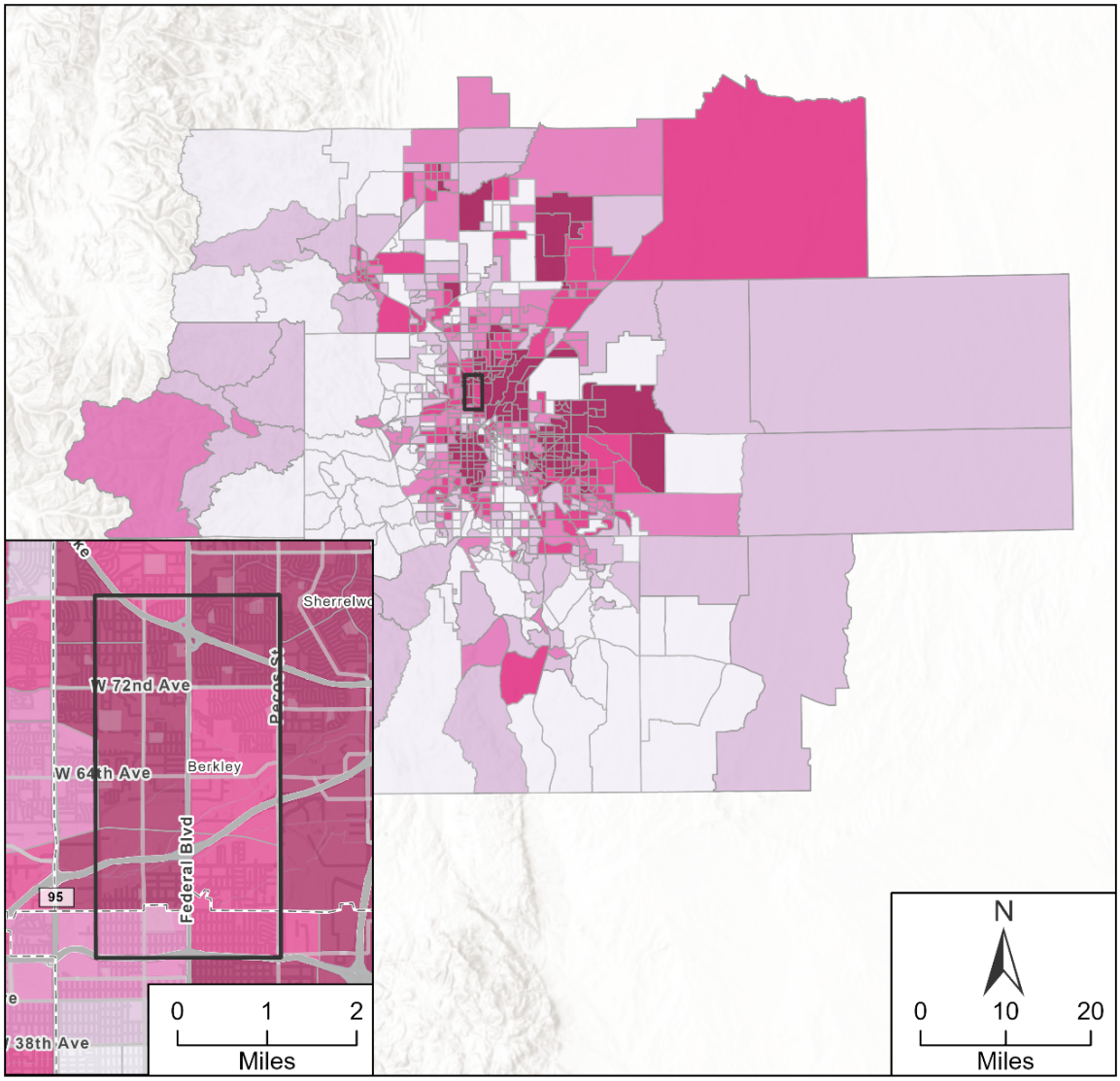



**Figure 4** below shows the index score by census tract for the entire DRCOG region and the study area. The study area census tracts generally fall into the 60$^{th}$ to 100$^{th}$ percentile of the DRCOG Equity score with the majority of the area in the 80$^{th}$ to 100$^{th}$ percentile. This indicates a significantly higher anticipated level of disadvantage than the DRCOG region as a whole. This data is a key indicator that community transportation could be a successful equity tool in the study area, similar to how the Denver Connector functions in equity priority neighborhoods in Denver.

*Figure 4. DRCOG Equity Index*




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# Traffic Safety

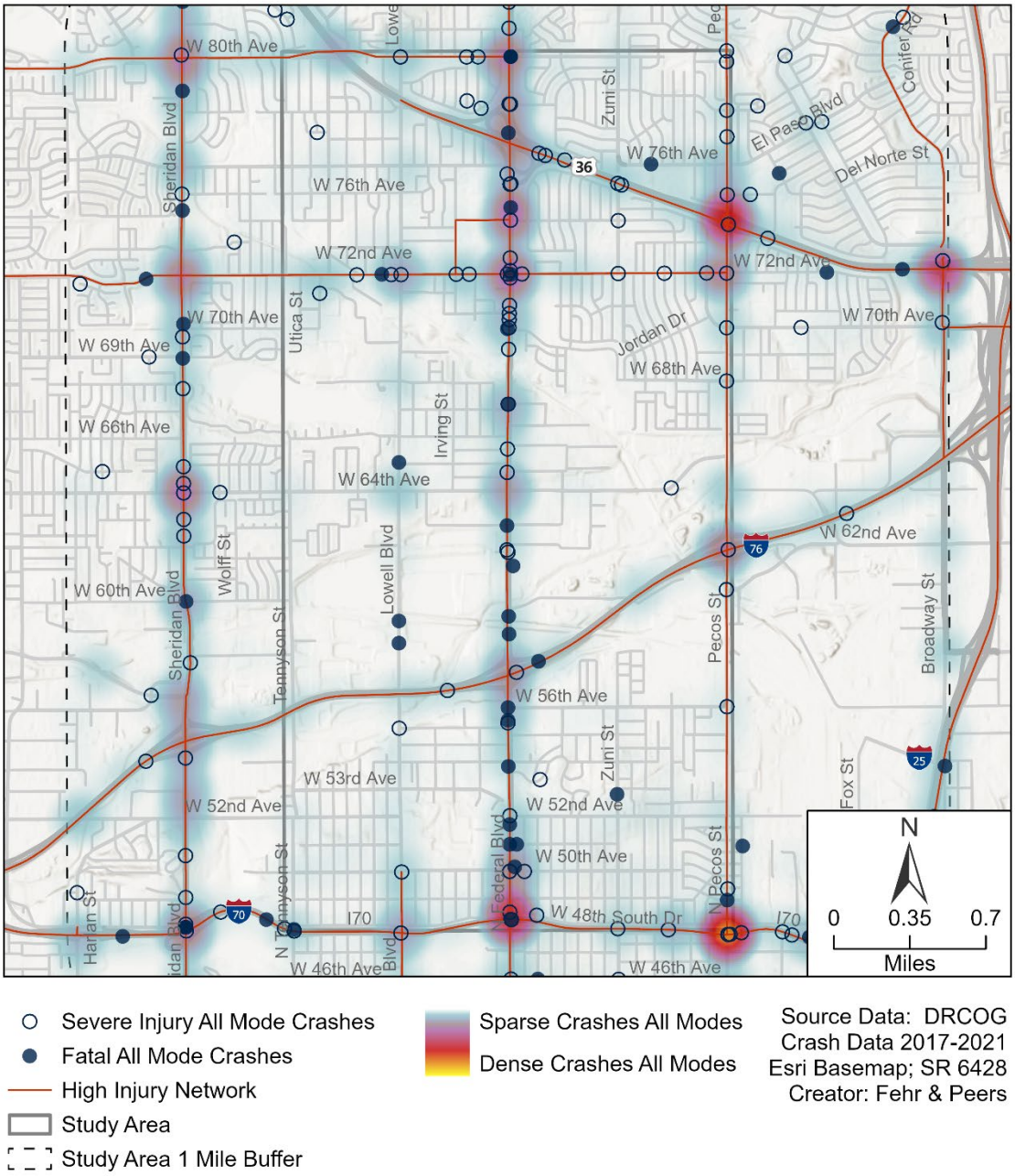
**Figure 5**, **Figure 6** and **Figure 7** below show heat maps of all crashes, bicycle crashes, and pedestrian crashes between 2017 and 2021 with the DRCOG Regional High Injury Network for the region. Fatal and severe injury crashes by mode are shown on all maps.

Corridors with high densities of crashes largely mirror the high injury network. Corridors with high levels of serious injuries and fatalities are displayed below in **Table 2**.

**Table 2. Study Area and Corridor Bicycle and Pedestrian Fatalities and Severe Injuries**

| Corridor Fatalities and Severe Injuries | Bicyclists | Pedestrians |
|---|---|---|
| Study Area Fatalities | 2 | 16 |
| Study Area Severe Injuries | 13 | 31 |
| North Federal Boulevard Fatalities | 1 | 5 |
| North Federal Severe Injuries | 4 | 4 |
| W 72nd Avenue Fatalities | 0 | 2 |
| W 72nd Avenue Severe Injuries | 0 | 6 |
| Sheridan Boulevard Fatalities | 0 | 3 |
| Sheridan Boulevard Severe Injuries | 2 | 3 |

*Figure 5. All Crashes 2017-2021*




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*Figure 6. Bicyclist Crashes 2017-2021*

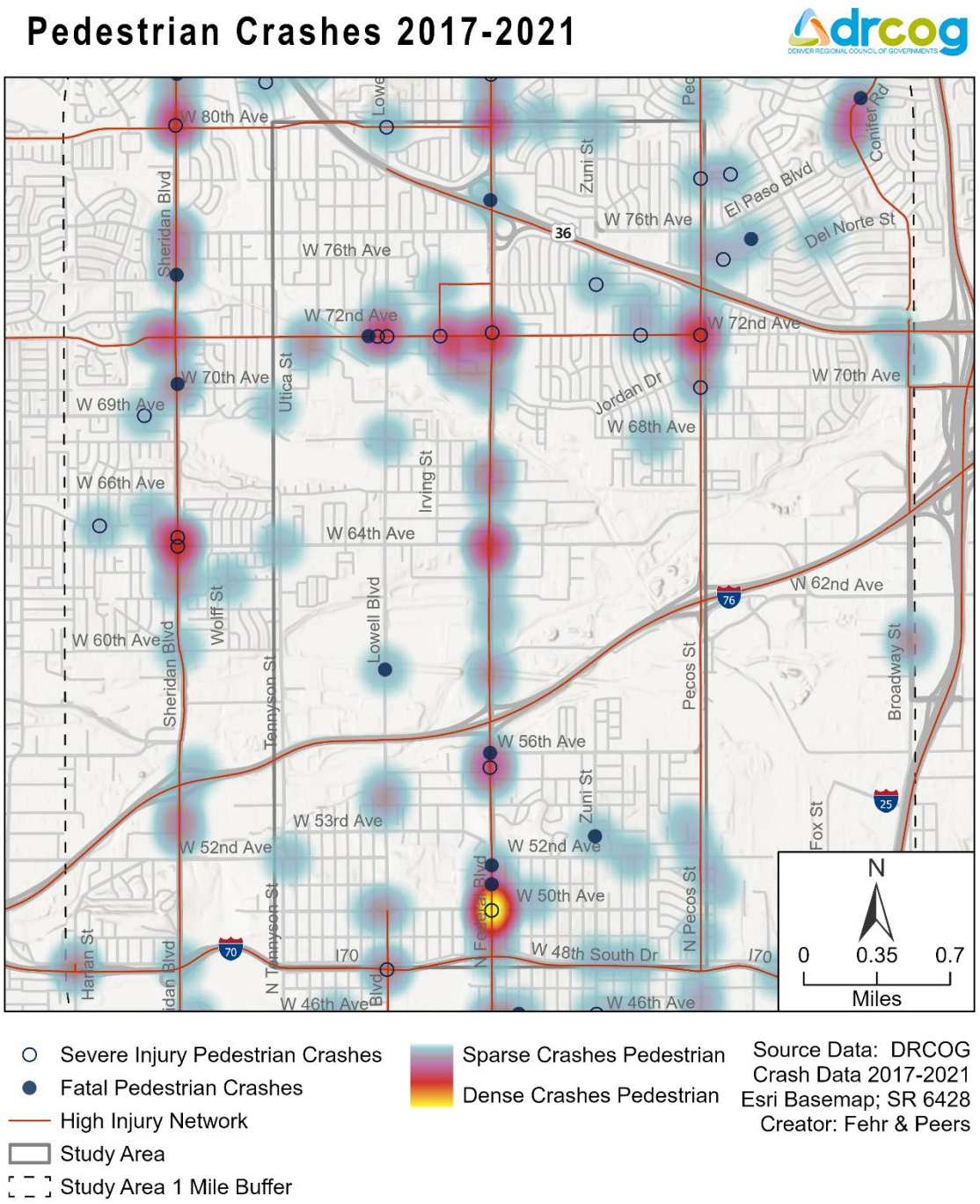



- Severe Injury Bicyclist Crashes
- Fatal Bicyclist Crashes
- High Injury Network
- Study Area
- Study Area 1 Mile Buffer
- Sparse Crashes Bicyclist
- Dense Crashes Bicyclist

Source Data: DRCOG Crash Data 2017-2021
Esri Basemap; SR 6428
Creator: Fehr & Peers

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*Figure 7. Pedestrian Crashes 2017-2021*




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## Summary of Crash History

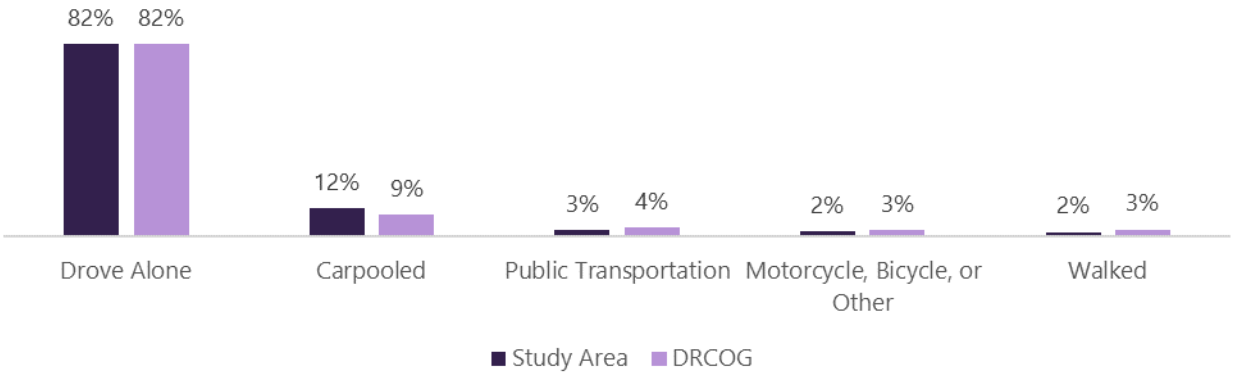
The review of the traffic crash history within southwest Adams County makes it clear that the major roadways within the study area have significant safety concerns, especially for people walking and biking. While other ongoing projects are seeking to improve safety and comfort for people walking and biking on these major roadways, a community transportation service proposed through this planning effort would provide an additional safe and affordable option for making short trips, allowing people to avoid walking in biking in areas that feel unsafe or uncomfortable.

# Commute to Work Travel Patterns

## Mode Split

The majority of residents of both the study area and the DRCOG region drove alone to work in 2022. More study area residents carpool than DRCOG residents as shown in **Figure 8**. This mode share only reflects work trips and does not reflect all the other trips taken in the area.

*Figure 8. Mode to Work in the Study Area vs. DRCOG Region*

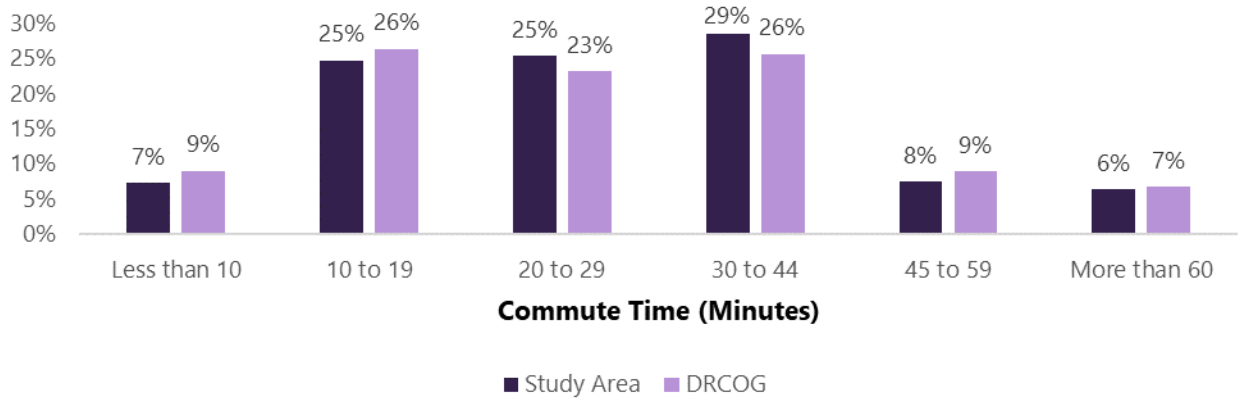



*Source: US Census Bureau, American Community Survey (2022 5-year Estimates)*

## Travel Time to Work

The majority of residents in both the study area and the DRCOG region have commutes between 20 and 45 minutes long. **Figure 9** below shows the commute time of residents of the study area and DRCOG region based on 2022 American Community Survey 5 year estimates for each census tract.

*Figure 9. Commute Time to Work in the Study Area vs. DRCOG Region*




*Source: US Census Bureau, American Community Survey (2022 5-year Estimates)*

## Commute Flow

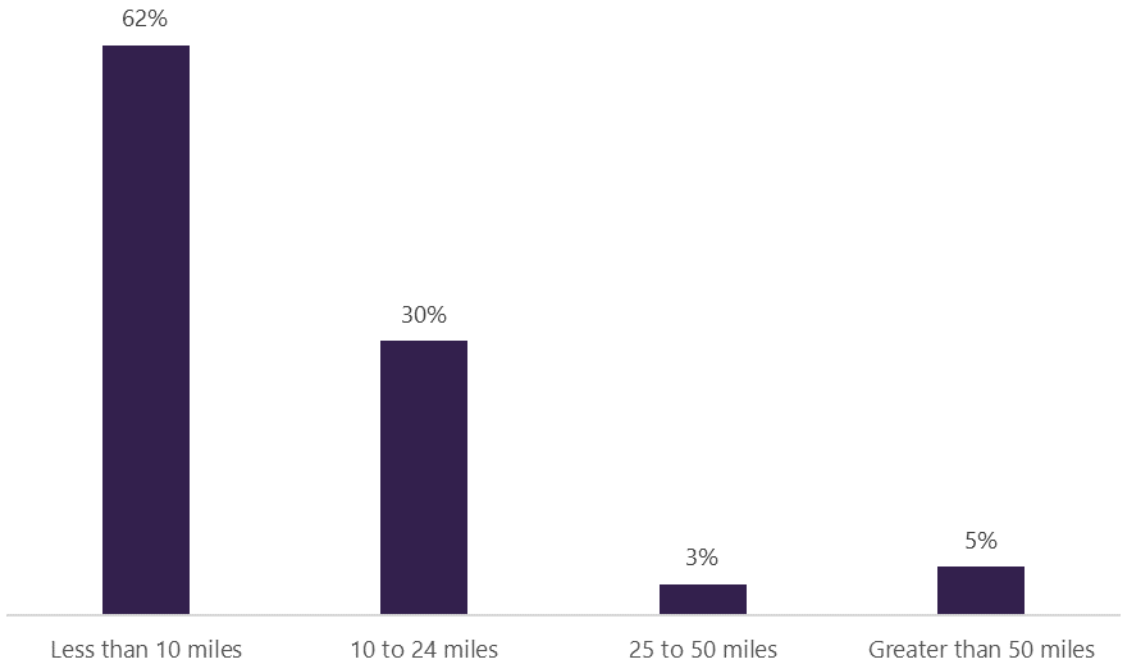
The LEHD (Longitudinal Employer-Household Dynamics) program is a branch of the U.S. Census Bureau that uses employment and census data to create job flow maps and partially synthetic data on workers' residential patterns. This data can be used to obtain a general understanding of commute travel patterns, including where study area residents work and where workers commuting to the study area live.

In 2021, most residents and workers in the study area were commuting in and out each day. Of people employed in the study area 6% also live in the study area while 94% lived outside the study area and commute in for work. Of residents of the study area 4% also work in the study area, while 96% of study area residents commute outside the study area for work.

The densest areas of employment for residents include within the study area, the immediate surroundings southeast and southwest of the study area, downtown Denver, and the Denver International Airport. In general, regional employment centers are also major employment centers for the residents in the study area.

**Figure 10** displays commute distances for residents of the study area. The majority of residents have commutes less than 10 miles, however 5% of residents have commutes greater than 50 miles in distance.

*Figure 10. Commute Distance to Work for Residents in the Study Area*




*Source: US Census Bureau, American Community Survey (2021 5-year Estimates)*

## Summary of Commute to Work Trip Analysis

This analysis of commute to work trips in and out of the study area reveals a significant number of residents within the study area commute out of the study area for work. A new community transportation service should support first-/last-mile access to regional transit routes in order to provide more options for connecting to regional jobs for those living within the study area, thus improving job access overall.

# Existing Transit Network

The neighborhood is currently served by the following RTD routes.

## Inside Study Area

### Local Bus

- 80: 80th Avenue
- 8: North Broadway/Huron
- 3: Federal Boulevard
- 19: North Pecos
- 38: West 38th Avenue
- 52: W 52nd Avenue/South Bannock
- 72: 72nd Avenue

### Regional Bus

- LD: Longmont/Denver

### Bus Rapid Transit

- FF: Flatiron Flyer

### Light Rail

- G: Union Station to Wheat Ridge Ward Station
- B: Union Station to Westminster Station

## Within 1 Mile of Study Area

### Local Bus

- 44: 44th Avenue
- 92: 92nd Avenue
- 51: Sheridan Boulevard

### Regional Bus

- RX: Brighton/ Denver Express
- 120X: Wagon Road/Thornton Express

# Additional Transit Services

## RTD's FlexRide

FlexRide is an on-demand transit service that provides connections to other RTD park-n-rides and stations, medical centers, and business parks. The northeast corner of the study area is covered by a FlexRide service. **Figure 11** shows the location and frequency of routes located within the study area.

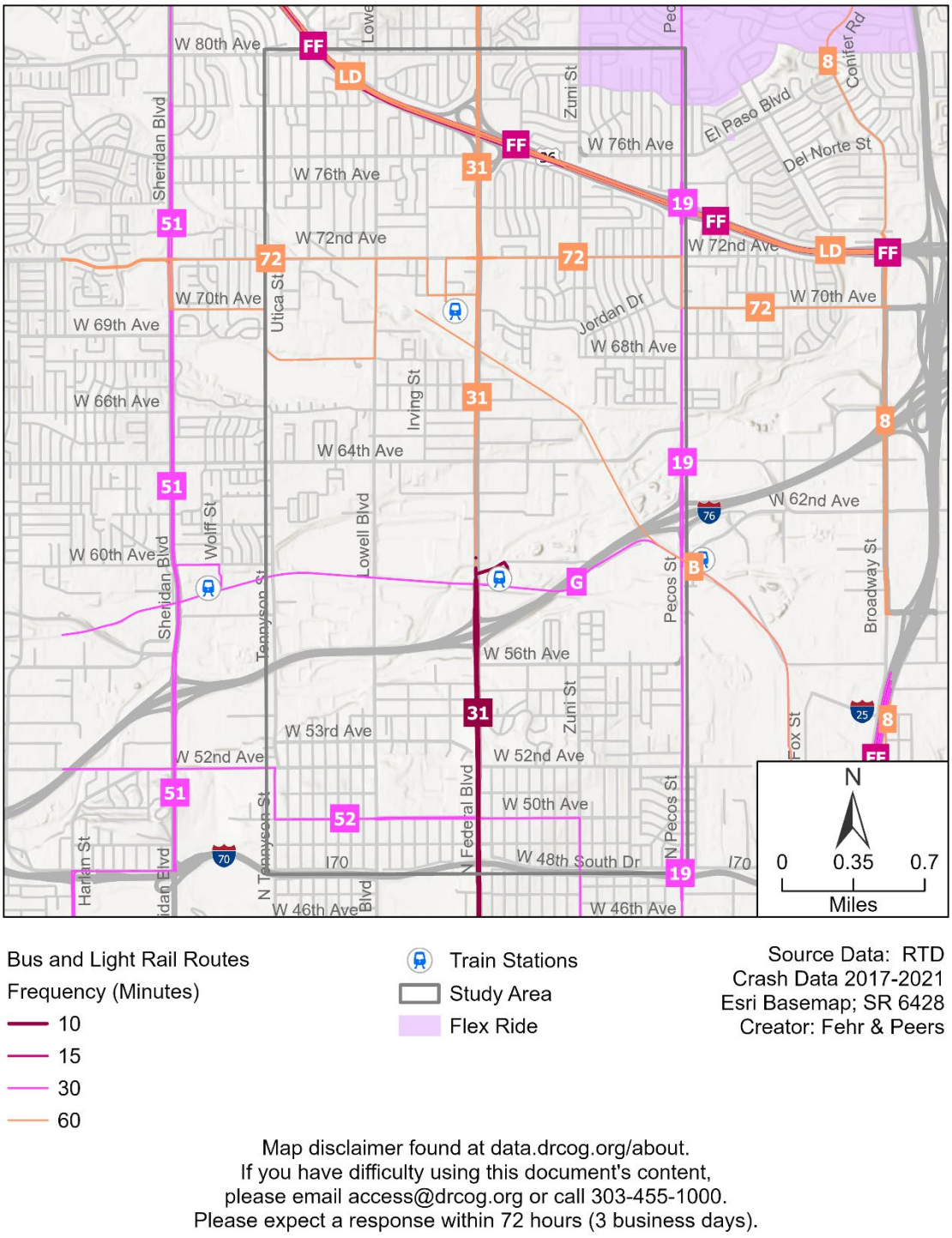
## Adams County's A-lift

The A-lift is a joint project between Adams County and the cities of Arvada, Commerce City, Federal Heights, Thornton, Northglenn, and Westminster to that provides free transportation for people 55 years old or older. The purpose of this service is to provide a free transportation service to food and medical care for older adults who live in Adams County.

The community transportation service that is intended to come from this study will differ from the A-lift in the following ways:

- Provide transportation to the general public without restrictions to age or disability status.
- Serve a wide range of trip types including access to food and medical care, but also including first and last mile trips to transit, access to school and work, and access to recreation.
- Have a smaller service area allowing trips to be more on-demand/have quicker response times rather than scheduling trips farther in advance.
- Serve the parts of the study area that are outside of Adams County.

*Figure 11. Transit Frequency*




Bus and Light Rail Routes
Frequency (Minutes)
- 10
- 15
- 30
- 60

Train Stations
Study Area
Flex Ride

Source Data: RTD
Crash Data 2017-2021
Esri Basemap; SR 6428
Creator: Fehr & Peers

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**Figure 12** below shows the sum of weekday boardings by stop. Route 31 along North Federal Boulevard has high ridership (see **Table 3**) and will be replaced by a BRT route in coming years. Route 19 has the second highest number of boardings at stops after route 31.

*Table 3: Highest Bus Ridership Locations in Study Area*

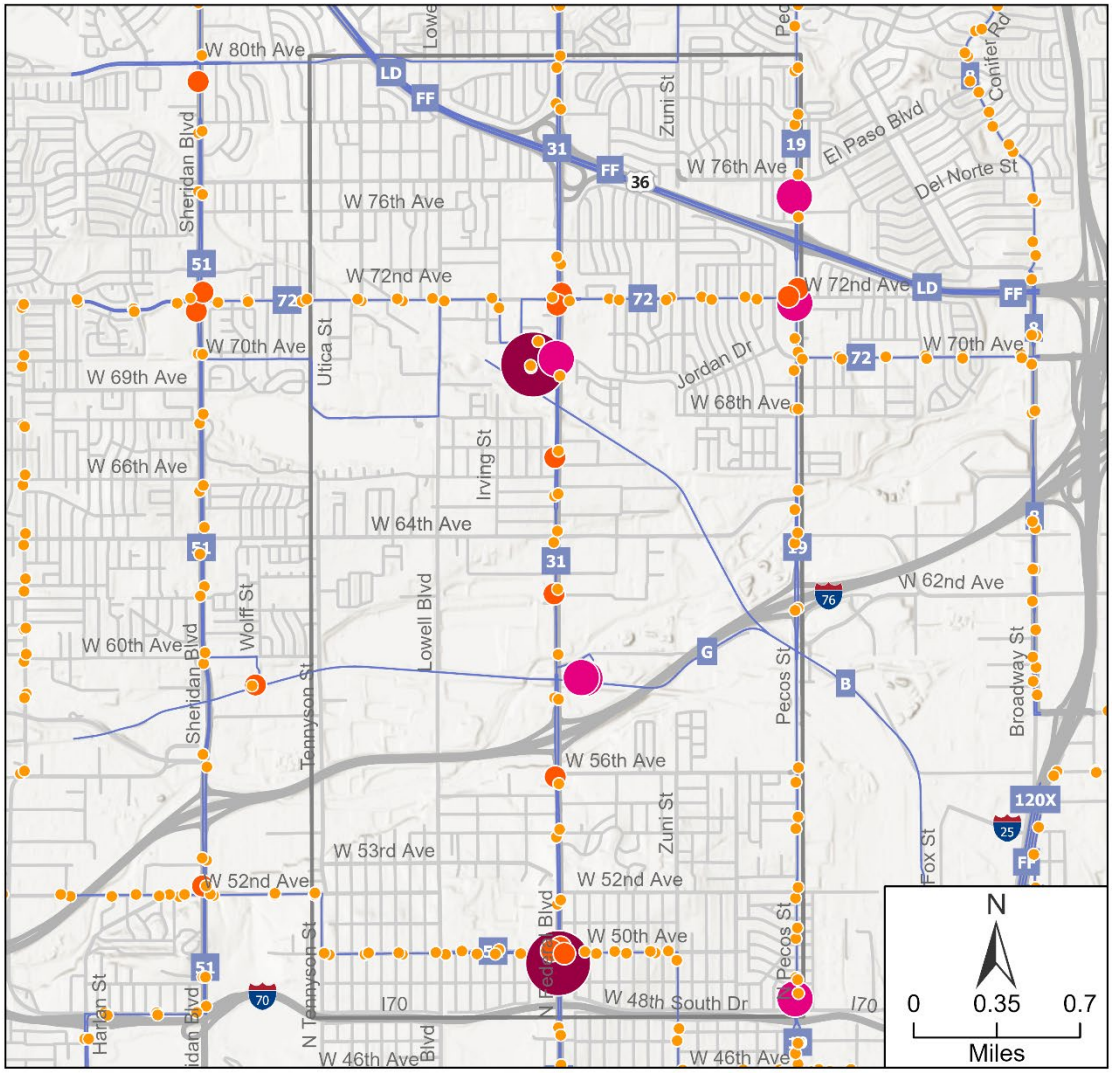
| Bus Stops (by intersection) | Weekday Boardings + Alightings[1] | RTD Bus Routes |
|---|---|---|
| **Federal Boulevard & W 50th Avenue (N)** | 163 | 31 |
| **Federal Boulevard & W 50th Avenue (S)** | 146 | 31 |
| **Clear Creek Federal Station (Gate B)** | 143 | 31 |
| **Clear Creek Federal Station (Gate A)** | 131 | 31 |

Boardings and alightings are weekday September 2023 averages.
*Source: Denver Regional Transportation District (RTD)*

## Summary of Existing Transit Network

North Federal currently provides robust options heading south out of the study area, however apart from the G-line there are limited east-west transit options through the study area. Additionally, since the existing transit routes in the study area have high ridership along North Federal itself and there are planned improvements for route 31 it will be important for community transportation to not duplicate this service but rather provide connections to it and provide options for local trips that are not currently served by transit and that provide greater access for people who cannot afford to take the existing transit services. Existing northbound transit options are more limited, and the distance to frequent service transit is relatively far from large swaths of the study area, which is exacerbated by lack of high-quality sidewalks. Tying into and complementing existing service to extend coverage and connect to the existing high frequency routes will be a priority for the new transportation service.

*Figure 12. Weekday Total Bus Boardings by Stop September*




Bus Stop Boardings
- 0 - 25
- 26 - 50
- 51 - 100
- >100

Bus and Light Rail Routes
Study Area

Source Data: RTD
Crash Data 2017-2021
Esri Basemap; SR 6428
Creator: Fehr & Peers

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# Key Destinations

**Figure 13-14** illustrate major destinations within the study area and across the region for people within the study area. A selection of locations identified as important by community members and local human service providers within the greater DRCOG region are also included in an inset on the map. This map highlights that the study area has a diversity of destinations within it, but they are, in many cases, not adjacent to where people live, and there are very limited options in the study area where people can buy groceries. An area of this size with this mix of density and land uses tends to be well served by community transportation as the service can provide short trips that link residences and shopping/services.

*Figure 13. Key Destinations within Study Area*

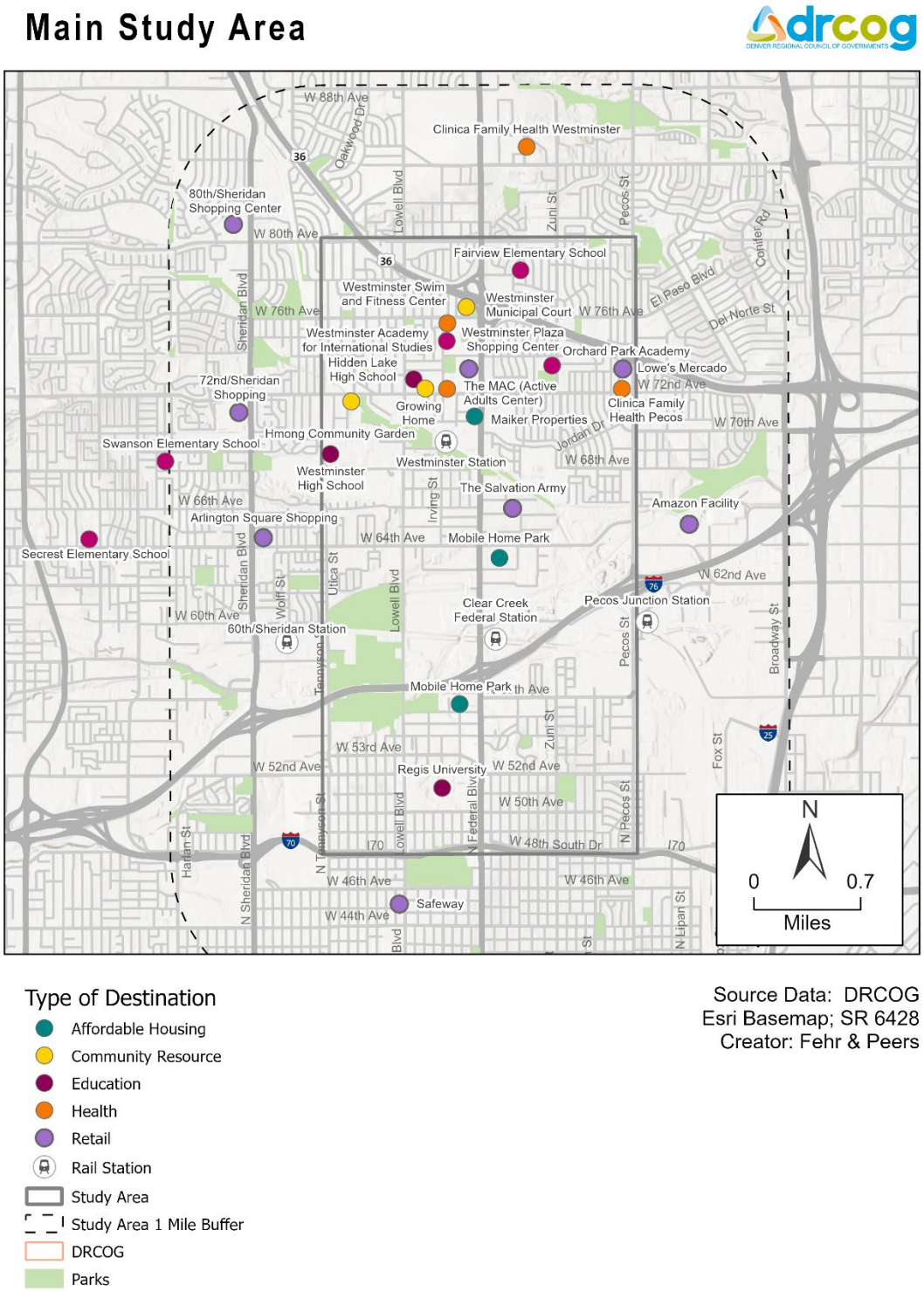
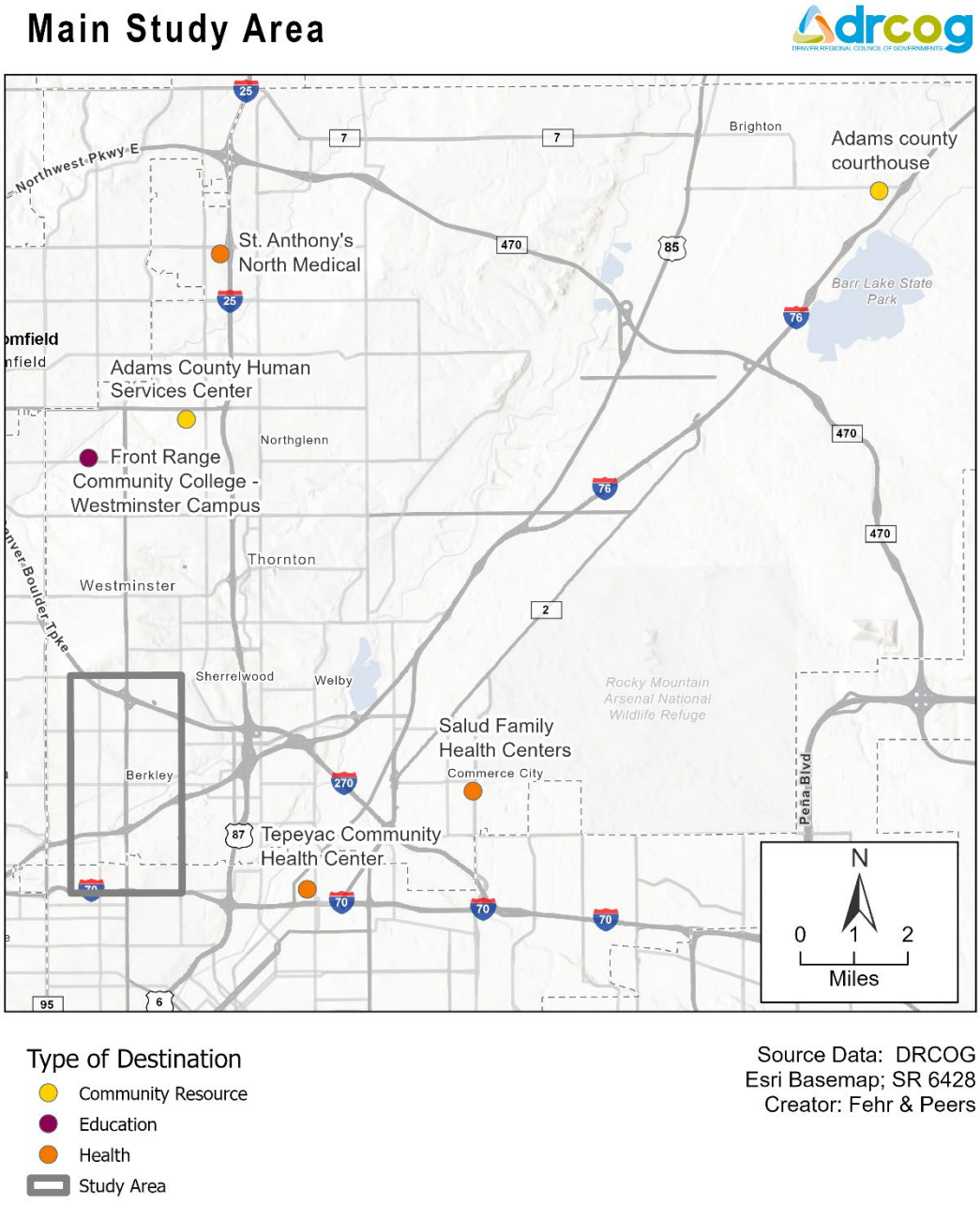


*Figure 14: Key Destinations Across the Region*




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# Key Considerations & Identified Travel Markets

## Key Considerations

### Transportation Affordability

Demographic data of the study area and conversations Growing Home has had with their constituents make clear that transportation affordability is an important issue that a future community transportation service can help to address by providing an affordable transportation option for people to access jobs, school, and other daily needs.

### Safety Concerns

Providing an option to move around the study area safely should be a high priority for a community transportation service in this area. This project's study area includes several corridors that are on DRCOG's high injury network including N Federal Boulevard and W 72nd Avenue, which identifies the deadliest roadways in the region. While other studies in the area aim to improve infrastructure for people walking and biking along N Federal Boulevard, W 72nd Avenue, and W 80th Avenue, and at key intersections, community transportation service can be another piece of providing safe ways to travel around the study area.

### Transit Gaps

The new community transportation service can help improve access currently limited by transit frequency, location, and hours of service gaps. Regional transit service does not serve community needs well, is not easily accessible to all residents, and does not have extensive geographic or time coverage. In addition to service constraints, station amenities are limited, sidewalk conditions are poor, and the area is hilly. Understanding current travel data, key destinations, and community wants in conjunction with the existing RTD service map and high demand stop locations will ensure the community transportation route works in tandem with existing fixed route transit providing improved access both within the study area and to the rest of the region.

# Identification of Potential Traveler Markets

## People with Limited Access to a Vehicle

Of households in the study area, 8% do not have access to a private vehicle and 31% have access to one vehicle and a higher portion of residents in the study area carpool to work compared with the DRCOG region as a whole. Expanding transit access through a community transportation service will improve mobility for residents lacking consistent vehicle access.

## Age Considerations

Of residents of the study area, 22% (9,600) are under 18, and 12% of residents (5,500) are over 65. Children and older adults tend to rely on transit more than other age groups due to either being too young to drive, not having access to a private vehicle, or no longer being comfortable or able to drive.

Schools, youth programs, and youth employment opportunities may be destinations of interest for community transportation. During the steering committee meeting, Water World was mentioned as a large youth employer that previously had a free shuttle to get employees to work.

Older adults may be more interested in a new service that picks and drops off closer to where they need to go, but they may also be hesitant to change their travel behavior and require education and outreach on new service types.

## People with Limited Mobility

Of households in the study area, 24% include residents with a disability. People with disabilities tend to be more reliant on transit than people without disabilities. These community members may have specific mobility needs better served by convenient on-demand transit compared to fixed route transit. Designing the service with certain point-to-point destinations or tailored drop off spots catered towards mobility limitations may make the service easier to use for residents with mobility limitations.

## People Commuting to Jobs Across the Region

The majority or people living in the study area commute to other parts of the region for work, and many people who work in the study area commute in from other parts of the region. A new community transportation service can help fill the first-/last-mile gaps in access to regional transit, therefore improving people's access to regional jobs and the ease of which they can commute by transit.

# Top Target Trip Purposes

## Food Access

As noted in the Growing Home surveys, residents do not feel that the food stores nearby meet their needs and wants. There are not many grocery stores in the study area now with the departure of Walmart. Of residents in the study area, 12% receive SNAP benefits and 11% of households in the area have incomes below the poverty level. Residents need access to grocery stores that sell what they are looking for, at appropriate prices, and accessible via multiple modes of transportation.

## Service Access

Social support services located farther outside the project boundaries in the greater Adams County region are also a destination of interest for the community transportation service. The Adams County Human Services Center is located 7 miles from the northeast corner of the study area and is not easily accessible to study area residents without a vehicle.

## Transit Access

Aligning the community transportation with the highest ridership bus stop locations and key train depots is another key consideration for the design of the community transportation service to provide first- and last-mile trips to and from transit stations.

## Recreation Access

As noted in the steering committee meeting on June 17, 2024, community members deserve access to not only food, services, healthcare, jobs, and childcare but also leisure activities- movies, parks, rec centers, etc. Ensuring the community transportation service meets both daily needs and provides access to recreation or leisure will provide a more well-rounded service.

## Regional Employment & Services Access

A new community transportation service should provide connections to regional transit routes in order to fill first-/last-mile gaps in transit to connect people to all types of regional destinations, including regional job opportunities.