

max

A SERVICE OF TRANSFORT

BUS RAPID TRANSIT

Fort Collins, Colorado may seem an unlikely location for a vibrant, public transportation system, but like many aspects of our city, it defies the odds and thrives, 60 miles north of Denver.



PLANNING OUR FUTURE THROUGH A CONNECTED COMMUNITY

Born from community conversations around how to prepare the community for future growth, MAX bus rapid transit service is the newest addition to the Mason Corridor — a five-mile economic initiative enabled by transit. The Corridor includes dozens of infill and redevelopment opportunities for commercial and residential projects, a continuous bicycle and pedestrian trail, and new BRT service.

Fort Collins is a community that has nearly reached its capacity for new green field development. It has maxed out its

commercial core, and like other communities, has to look to its existing spaces to re-imagine and redevelop for the future. MAX BRT is the transit system that will support transit-oriented development, Colorado State University enrollment increases, and the more urban lifestyle current and new residents seek.

Getting here wasn't easy. For nearly 17 years City staff and transportation advocates sought out new public and private partnerships and funding mechanisms to make the vision a reality.

CREATING A STRONG ECONOMY THROUGH STRATEGIC TRANSIT INVESTMENT

The Mason Corridor, billed as an economic initiative enabled by transit, is coming to fruition. Through public and private investment, transit-oriented development is taking place and people searching for a more urban lifestyle are finding homes and businesses adjacent to MAX stations. Dozens of catalyst projects are currently transforming the Mason Corridor.

NEW RESIDENTIAL CONSTRUCTION

\$30.98 MILLION



\$7.66 MILLION

COMMERCIAL REMODELS/IMPROVEMENTS



PROPOSED/CONCEPTUAL PROJECTS

along the MAX route include mixed used buildings, service oriented businesses, restaurants, mall, residential and professional service businesses.



max AT A GLANCE

The \$87 million MAX project included six new buses, integration of new rider technologies, construction of the three mile guideway, 19 stations, new South Transit Center, pedestrian overpass and underpass, and a new maintenance facility with a CNG filling station.

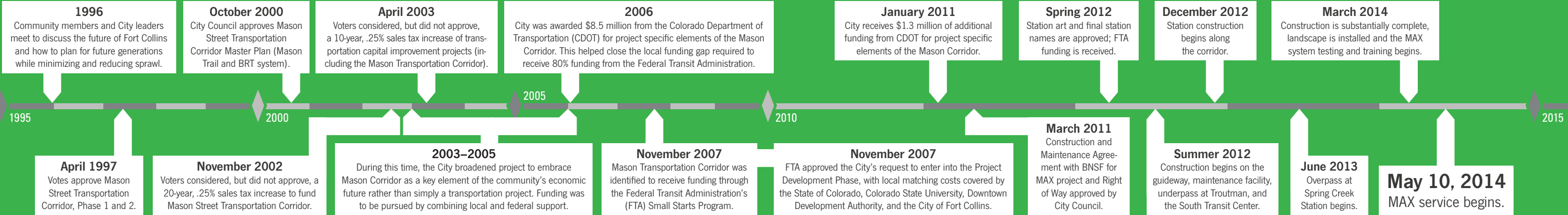
- Population: **155,400** (City of Fort Collins, 2014)
- Monday–Saturday, 5 a.m.–midnight
- Six dedicated 60' articulated buses
- Average monthly MAX ridership (May–September 2014): **65,000**
- 10 min. frequency during peak hours, 30 minutes off-peak
- Four bike locking spaces inside
- Five-mile route, two thirds in dedicated guideway one third in mixed traffic
- Four dedicated park-n-ride facilities, with more than 400 spaces
- Bike parking at all MAX stations

MAX replaced two routes serving a similar area. Within the first six months of MAX service, Transfort recorded a 75% increase in ridership over the previous routes it replaced.

+75%



MASON CORRIDOR AND MAX TIMELINE



BUS RAPID TRANSIT ELEMENTS

MAX BRT includes many of the standard BRT elements designers and transportation planners have implemented across the globe. Our Fort Collins model takes the standards to the next level.

DEDICATED GUIDEWAY

22' wide with security gates and fencing adjacent to active BNSF railroad.

PRE-BOARDING TICKETING

Ticket Vending Machines accept cash, debit and credit cards. Audio service available for visually impaired.

LEVEL BOARDING

Raised platforms align with bus doorways; bikes, wheelchairs and strollers roll on and off.

FREQUENT SERVICE

10 minutes during peak hours Monday through Friday, 30 minutes in the later evening and on Saturdays.

FEWER BUS STOPS

Every ½ mile on most of the route. In Downtown, the stops are approximately every three blocks.

UNIQUELY BRANDED SERVICE

Sleek green buses with modern graphical treatment allows for easy identification and adds to the overall BRT experience.

SPOTLIGHT: RIDER TOOLS

- LED and LCD signs at MAX stations display real-time bus arrival information
- Station paging system — next bus arrivals, emergency announcements, text to speech integration
- In-bus audio and visual announcements
- Mobile-friendly website with real-time bus map, bus arrivals, subscription form, service bulletins, Google Transit
- Smart phone App with real-time bus map, bus arrivals, subscription form, service bulletins
- SMS text messaging with nearly instant bus arrival response
- 24/7 customer service phone system in Spanish and English

GUIDEWAY DESIGN CHALLENGES

Transportation planners, architects, engineers, Transfort operations, marketers, and an Arts in Public Places artist thoughtfully planned each station.

Constructing the dedicated guideway within the BNSF Right of Way required creative design solutions on the part of the project team. Center boarding was the best design scenario given the narrow guideway and station approach. MAX operators receive advanced training on navigating the center platforms and the necessary weaving involved with right side loading.





CREATING A SENSE OF PLACE AT STATIONS

The MAX stations are designed to welcome riders to destination-specific areas in the city. As passengers wait for the next bus, they can sit on custom designed benches, take in the original art that surrounds the station infrastructure and listen to ambient sounds that were carefully chosen by the MAX artist to integrate the surrounding environment with the overall station experience.



SAFETY AND SECURITY

Providing a safe and comfortable transit environment means state-of-the-art security tactics. MAX stations include video surveillance, emergency call box linked directly to the 911 dispatch center, lighting around the whole perimeter and if present, the park-n-ride lots. Dedicated Transit Service Officers patrol the stations and buses ensuring a peaceful experience for all customers.

OPERATION CHALLENGES

When new systems go live, it's often an opportunity to learn lessons along the way! In order to make MAX operational, a few key adjustments had to be made.

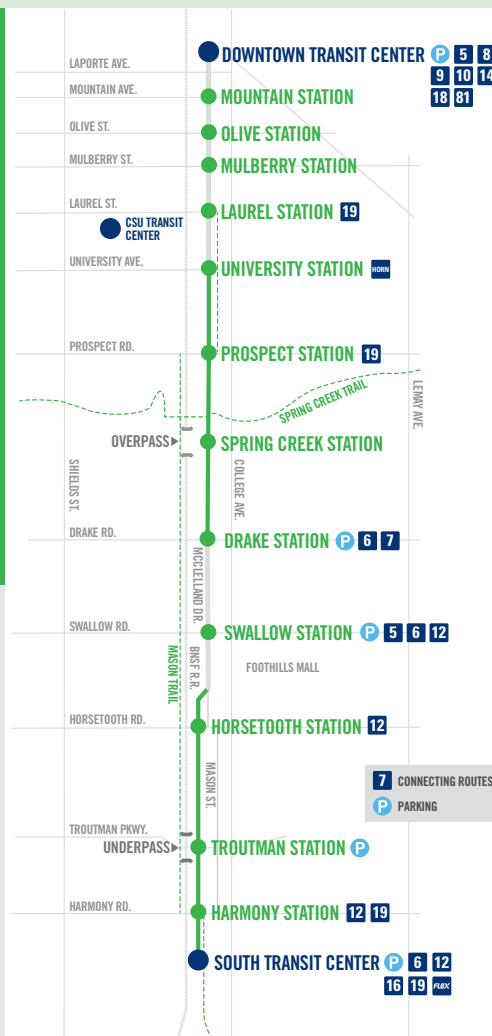
- ▶ The narrow guideway required more docking training for operators and more maintenance on the sides of the buses as they made contact with the platform.
- ▶ More dedicated buses were needed due to changes in the operating plan and increased time to travel corridor with the realities of traffic, intersection crossings and concurrent freight train traffic.
- ▶ Several intersection improvements were made at the start of service, particularly within the university area.
- ▶ The safety gates and opticom system had to be fine tuned and adjusted to accommodate real time travel and operation.



INTERSECTION CROSSINGS

As the guideway crosses 12 east-west streets, MAX navigates intersections in a completely new way for Fort Collins. Buses are equipped with opticom cameras that trigger traffic signals to stop east-west traffic. As the bus approaches the guideway safety gate, it rises, and the bus waits for its signal to advance through the intersection. The gate closes behind the bus to stop other vehicles from entering.

When traveling in mixed traffic, MAX stops in either the through traffic lane or right turn lane, where there is a buses exempt rule. MAX proceeds through the intersection on the green light and advances to the nearby station to drop off or load passengers before entering the shared traffic lane.



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TRANSFORT

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