

Front Range Passenger Rail Survey

2019 Final
Results Report



COLORADO
Department of Transportation



SOUTHWEST CHIEF & FRONT RANGE
PASSENGER RAIL COMMISSION

Executive Summary

The Front Range Passenger Rail Survey (referred to as the Survey) was put together through the effort of the Southwest Chief & Front Range Passenger Rail Commission (referred to as the Commission) and the Colorado Department of Transportation's (CDOT) Office of Innovative Mobility.

The survey questions were developed by staff and reviewed by members of the Commission before being programmed into CDOT's online survey portal called, Metroquest. The Survey was available in both English and Spanish and survey data collection commenced on July 22, 2019, terminating on Sept. 30, 2019.

The survey garnered a total of 6,965 responses throughout the data collection period. The survey was opt-in only, meaning respondents were not prompted to take the survey.

Geographically, the top four zip codes with the most respondents were located in Fort Collins. The zip code with the fifth most responses was in downtown Colorado Springs.

Survey Goals

- To provide a pulse of the public's awareness of the Front Range Passenger Rail effort
- To understand high level passenger rail travel interests for Front Range Passenger Rail

Initial Findings

For respondents that completed the survey, findings were generally supportive of the Front Range Passenger Rail effort.

- **95%** of respondents believe that passenger rail service could help address transportation needs along the Front Range.
- **93%** support establishing it between at least Fort Collins and Pueblo.
- And, finally, **92%** of respondents stated that they would be interested in using the service if it were available.

Respondents could select more than one reason for travel on Front Range Passenger Rail. The top two reasons were for tourism/recreation and personal/shopping/visiting family.



Respondents were asked to priority rank their reasons for passenger rail along the Front Range. “Improve air quality” was selected as the number one benefit by the most respondents, with “reliable travel times and expand travel choices as the top second and third option selected.

Respondents were able to drop pins on a map of the Front Range for their desired origin and destination for a potential Front Range Passenger Rail. Selected origins and destinations reached from Northern Wyoming down to El Paso, and from Salt Lake City all the way to Kansas City and Dallas.

Larger clusters of pins appeared near the following cities/areas: Fort Collins, Loveland, Longmont, Lafayette/Broomfield, Thornton, Downtown Denver, Denver International Airport, Denver Tech Center, Centennial, Castle Rock, Colorado Springs, Pueblo and Trinidad.

Survey Methodology

CDOT utilizes the online web portal, Metroquest for its friendly user interface and ease of programming surveys. Survey data collection lasted a total of 71 days.

Survey questions were created by CDOT staff and reviewed by the Commission. No questions were required to be answered by any respondents, and respondents could exit the survey at any time. Additionally, some questions allowed the respondent to “Select all that apply,” creating question findings with total answers exceeding the number of respondents.

The survey portal was organized by five slides that covered various elements of the survey and are described below. The first tab explained the thought process behind implementing passenger rail as a solution to congestion and population growth along the Front Range.

The second slide (figure 1) featured a set of 10 questions asking respondents about their support for, current use of, and general interest in public transit. The results of these questions can be seen on pages seven to nine of this report.

The third slide (figure 2) asked respondents to priority rank their beliefs of benefits of a passenger rail effort along the Front Range. Potential benefits included improved air quality, reliable travel times, and more. Respondents could rank five out of the seven potential benefits. The full results of the benefit ranking can be found on page 10.

On the fourth slide (figure 3), the survey asked respondents to indicate the origin and destination of their journey or journeys that would utilize Front Range passenger rail by placing pins on a map. The possible alignments of the rail line were not indicated on the map. Some respondents dropped pins in places that may not be considered part of the Front Range. Respondents could drop as many pins as they liked, including a pin to write a comment independent of an origin or destination label. A high level snapshot of where respondents placed pins can be seen on pages 11 and 12.

The fifth slide (figure 4) of the survey was a used to collect demographic information and emails from respondents. Demographic information is featured on pages four through six.

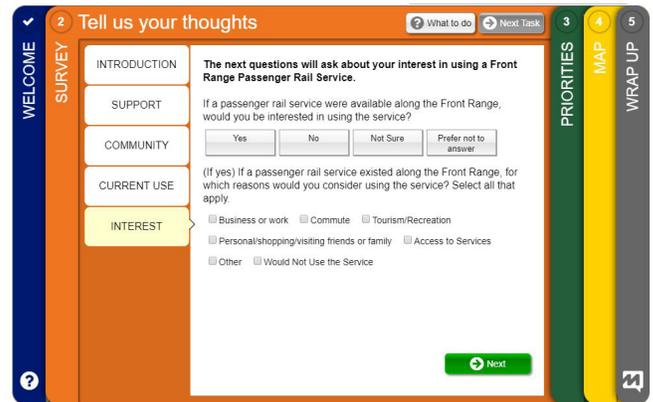


Figure 1

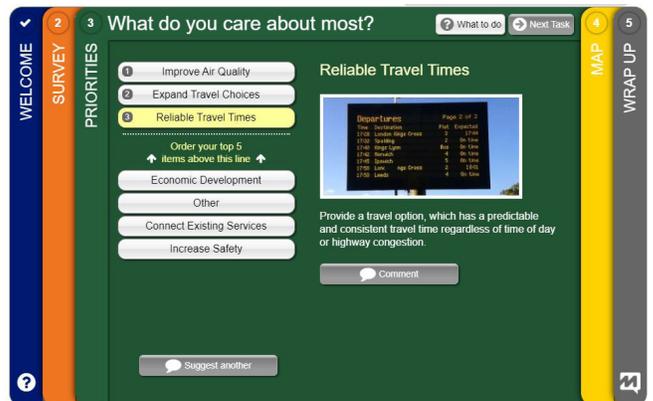


Figure 2

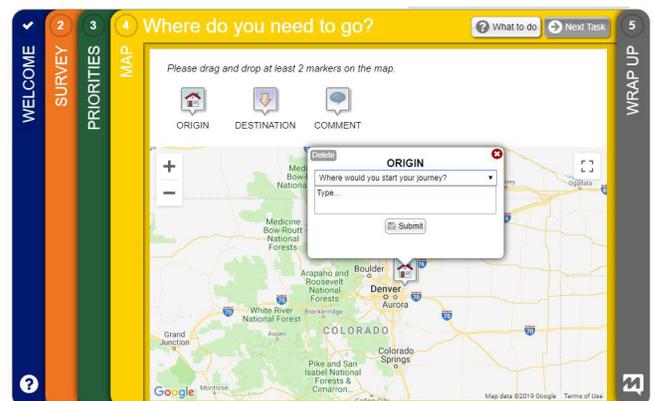


Figure 3

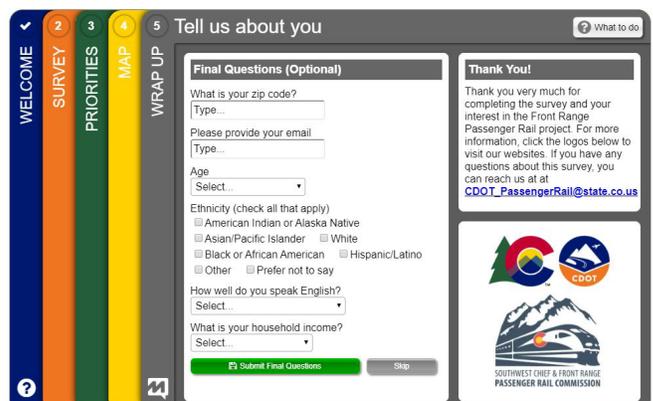
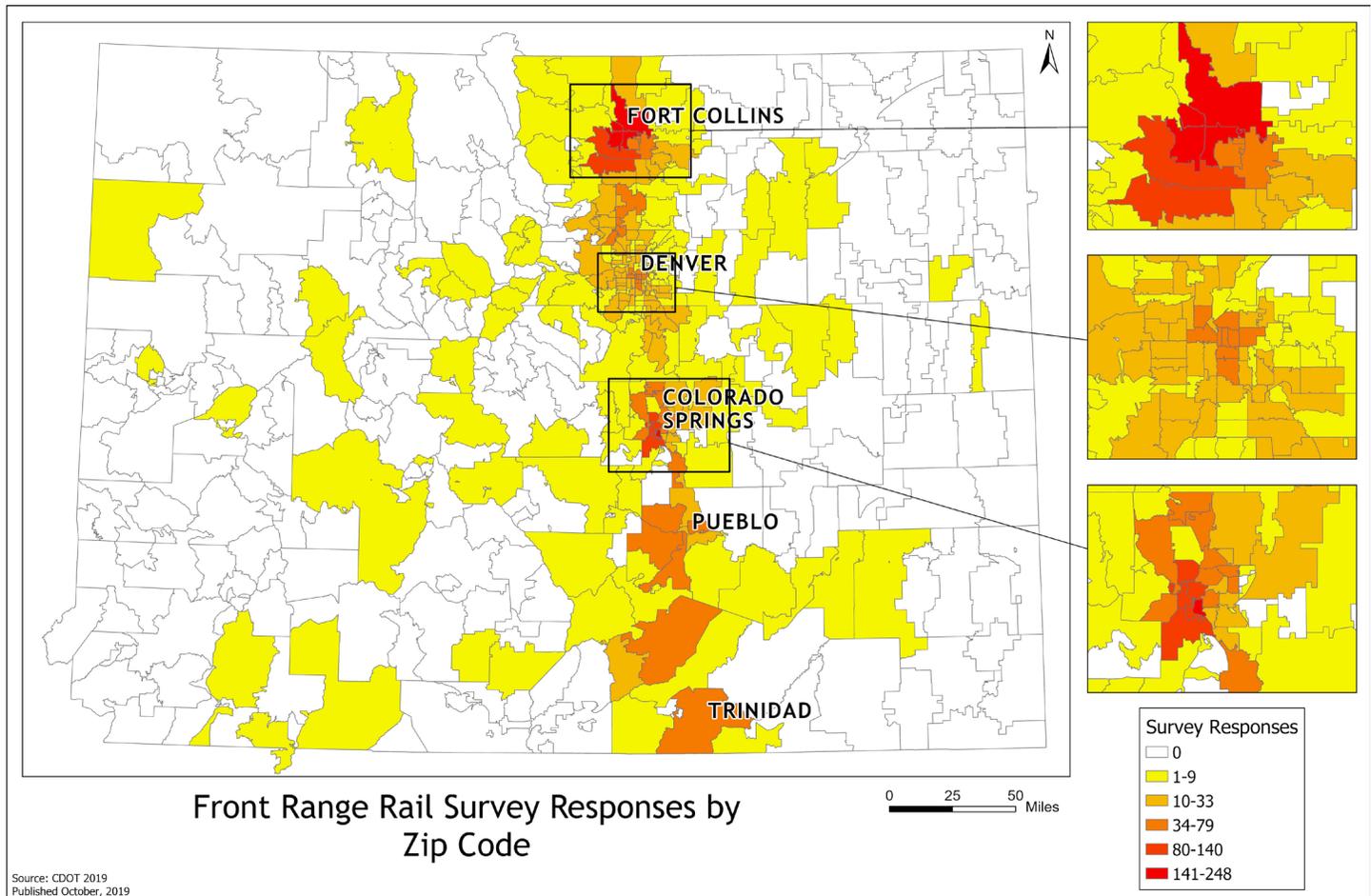


Figure 4

Demographics: Who Responded?



6965 Total Participants

6960 English Language Participants

5 Spanish Language Participants

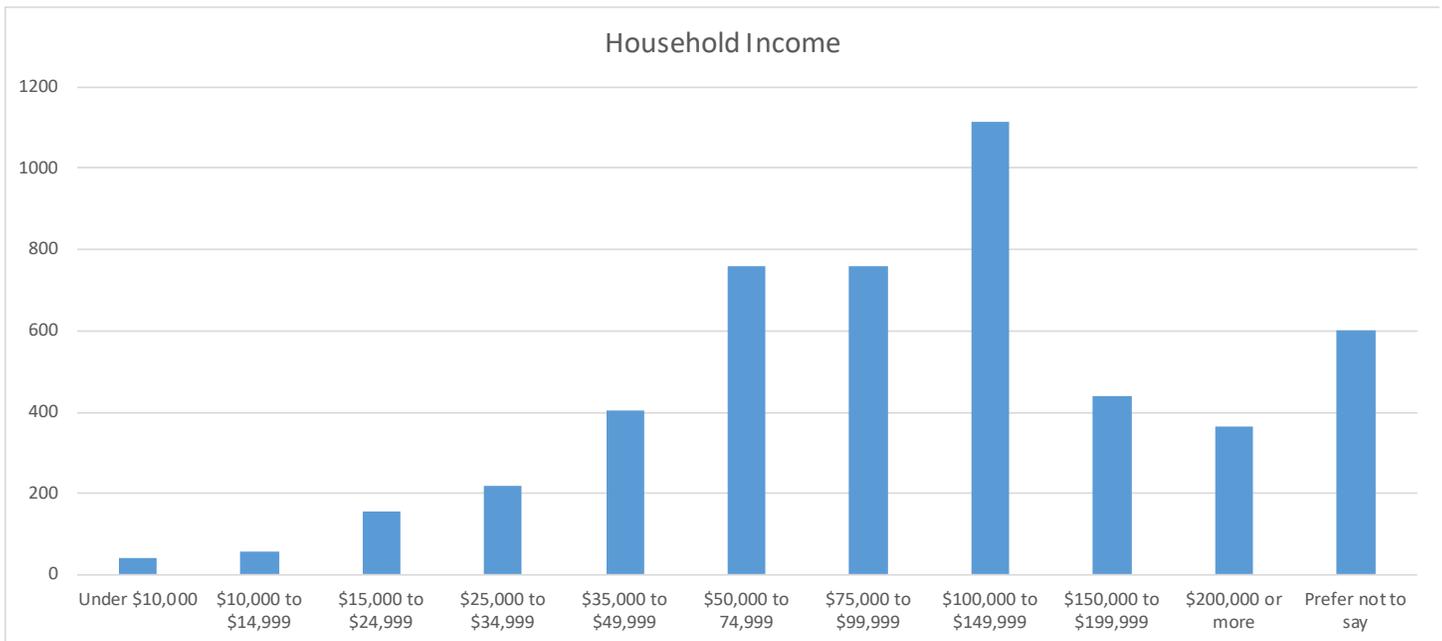
3833 people provided their email address

...indicating they are interested in staying engaged in the Front Range Passenger Rail effort

Top Zip Codes by Number of Respondents

Zip Code	Area	Number of Respondents
80525	Southeast Fort Collins	248
80524	North Fort Collins	215
80521	West Fort Collins	184
80526	Southwest Fort Collins	183
80903	Downtown Colorado Springs	165

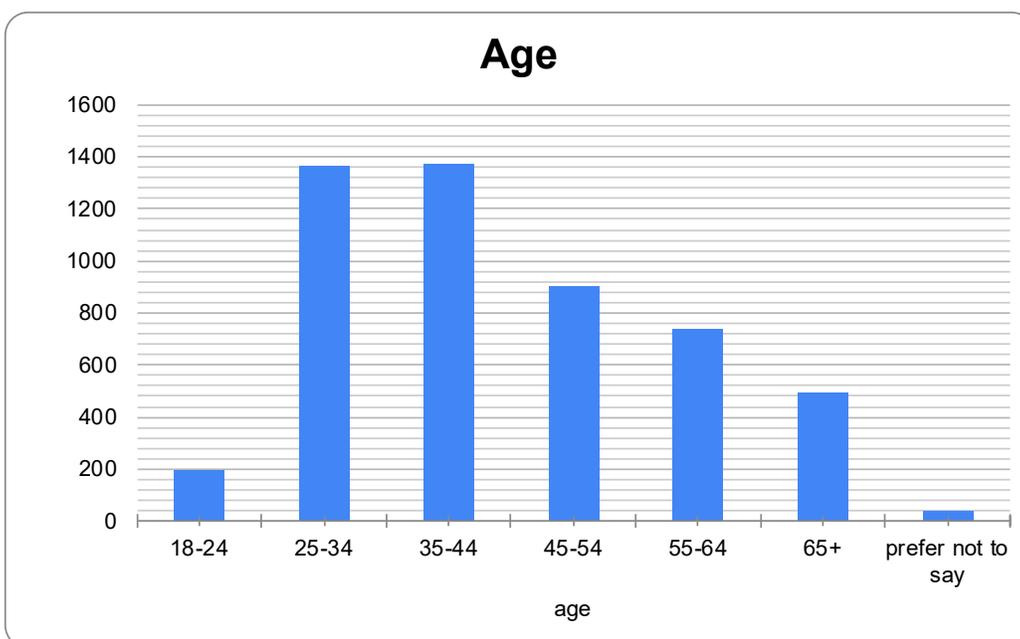
Demographics: Who Responded?



Under \$10,000	43
\$10,000 to \$14,999	58
\$15,000 to \$24,999	157
\$25,000 to \$34,999	224

\$35,000 to \$49,999	406
\$50,000 to 74,999	766
\$75,000 to \$99,999	766
\$100,000 to \$149,999	1120

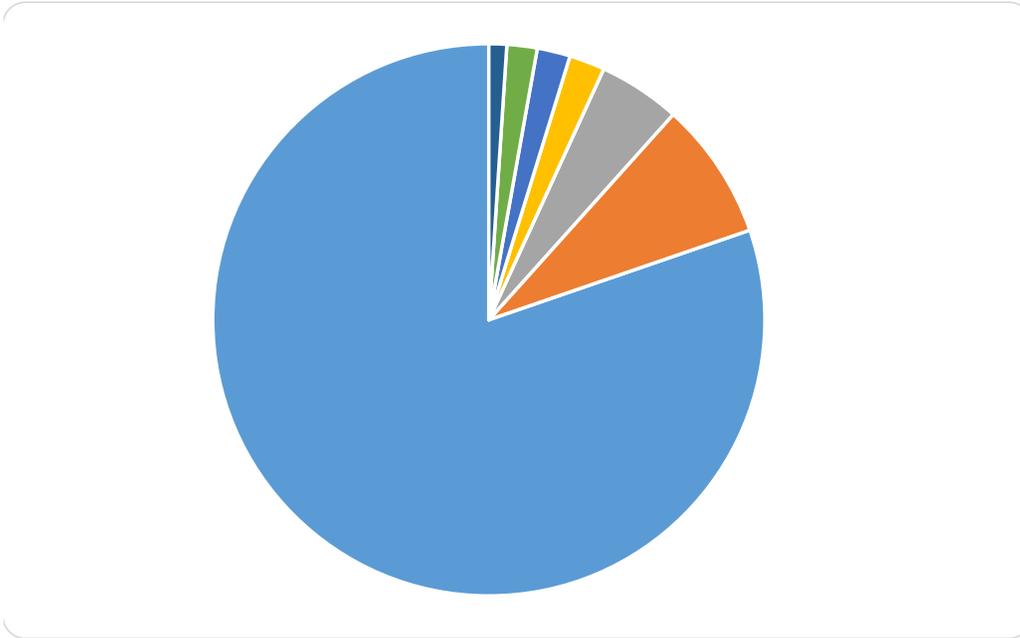
\$150,000 to \$199,999	441
\$200,000 or more	364
Prefer not to say	602



Under 18	4
18-24	202
25-34	1368
35-44	1379
45-54	909
55-64	744
65+	502
Prefer not to say	38

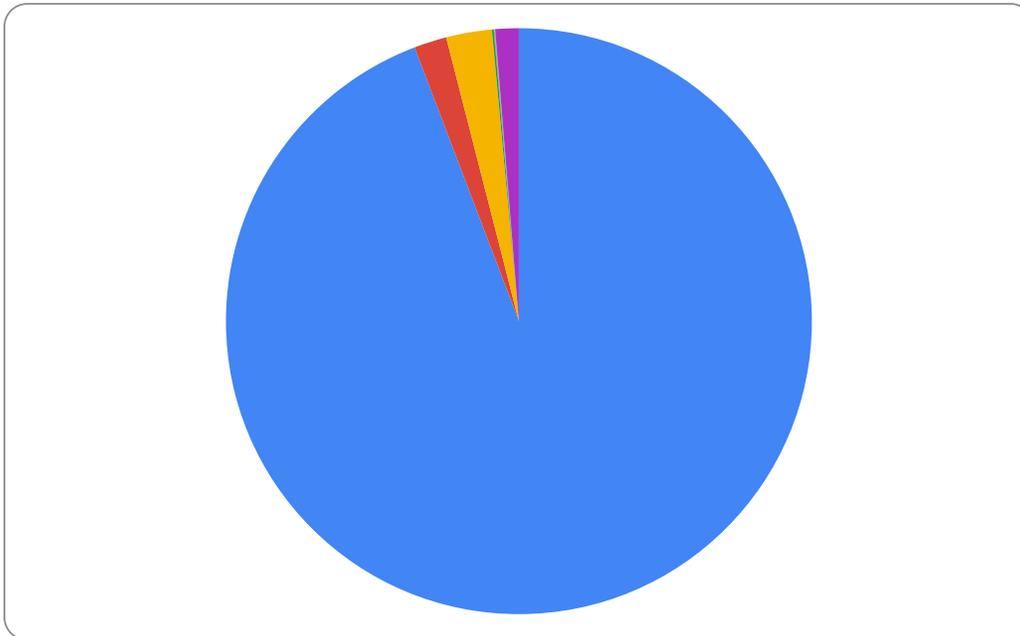
Demographics: Who Responded?

What is your Ethnicity? Select All that apply.



White	4340
Prefer not to say	437
Hispanic/Latino	261
American Indian or Alaska Native	112
Asian/Pacific Islander	105
Other	96
Black/African American	56

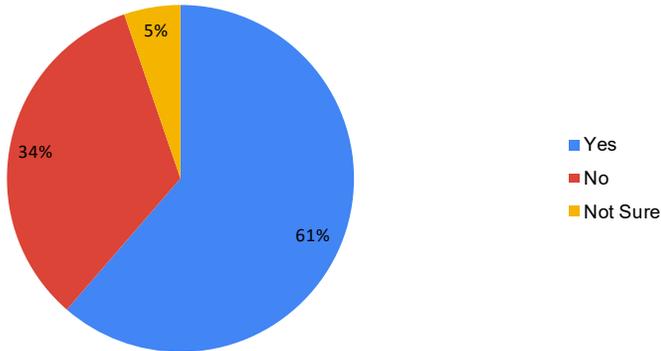
How well do you speak English?



Native speaker	4847
Fluent as a second language	92
Well	130
I can have a conversation	5
Poorly	2
Not at All	2
Prefer not to say	66

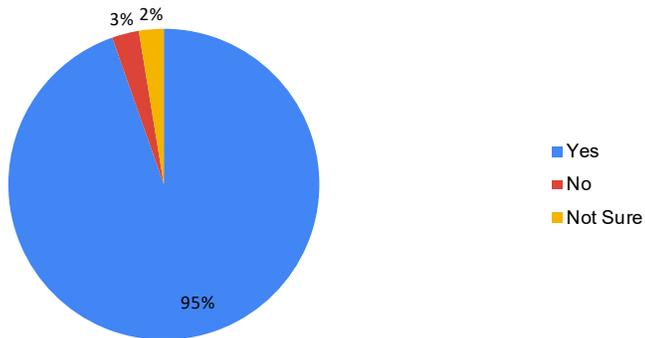
Results: Survey

Are you aware of of the Front Range Passenger Rail study?



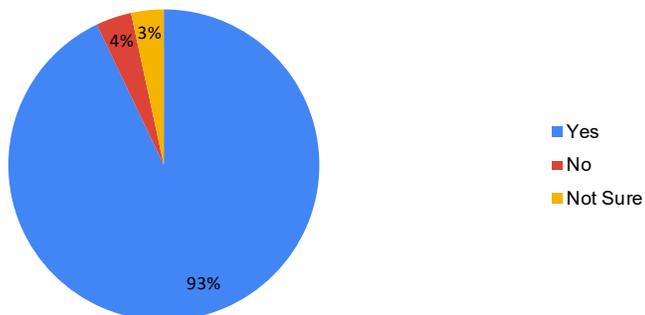
Yes	4245
No	2309
Not Sure	364

Do you believe passenger rail service could help address transportation needs along the Front Range?



Yes	6529
No	194
Not Sure	178

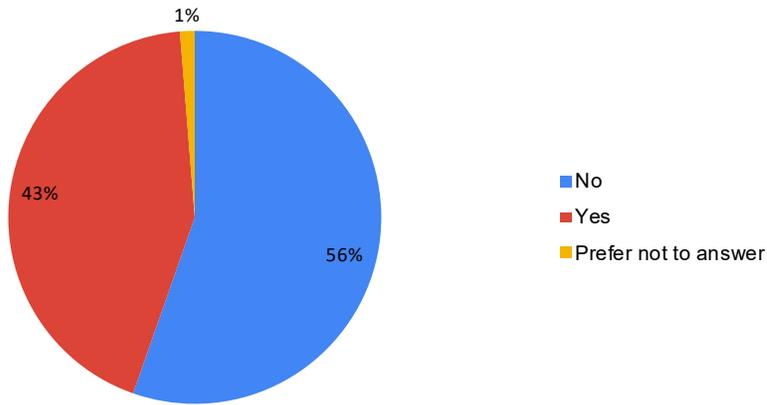
Do you support establishing Front Range Passenger Rail service between Fort Collins and Pueblo



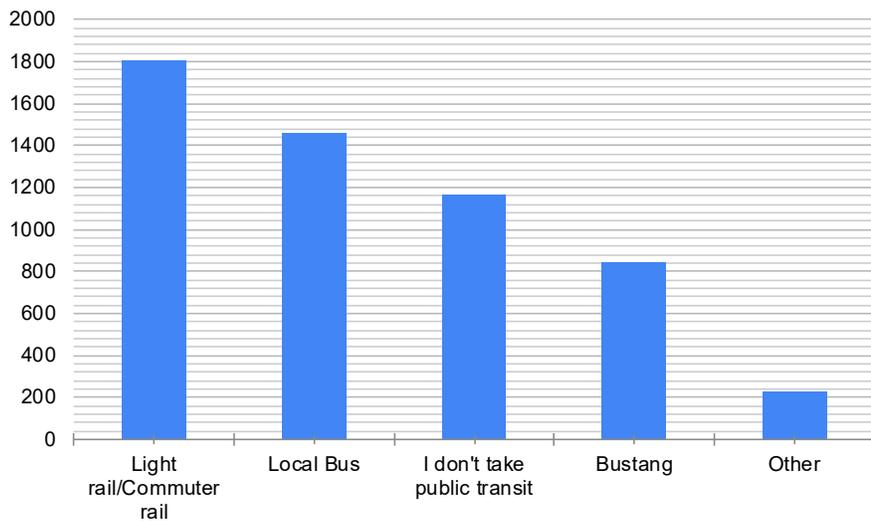
Yes	6298
No	251
Not Sure	230

Results: Survey

Do you currently use public transit along the Front Range?



No	3556
Yes	2785
Prefer not to Answer	82

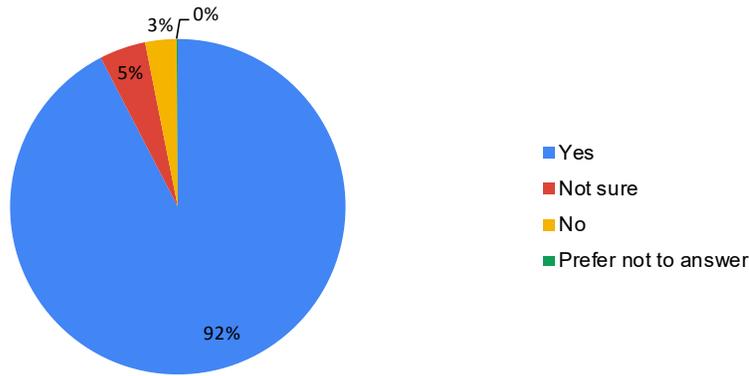


What services do you use? Select all that apply.

Light Rail/Commuter Rail	1803
Local Bus	1457
I don't take public transit	1163
Bustang	845
Other	228

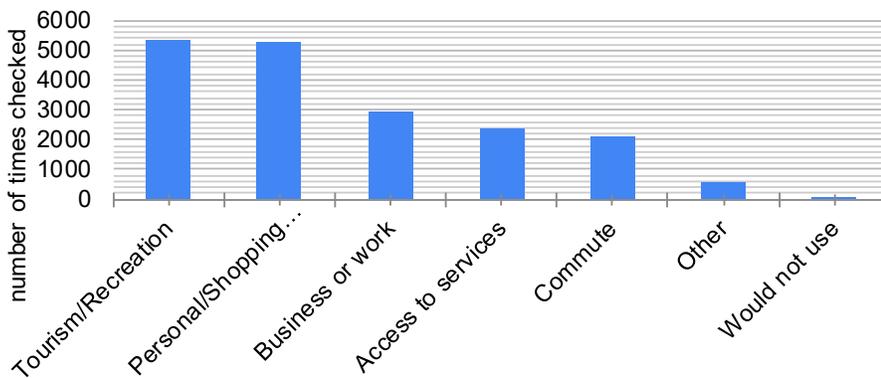
Results: Survey

If a passenger rail service were available along the Front Range, would you be interested in using the service?



Yes	6078
Not Sure	294
No	199
Prefer not to Answer	7

(If yes) If a passenger rail service existed along the Front Range, for which reasons would you consider using it?



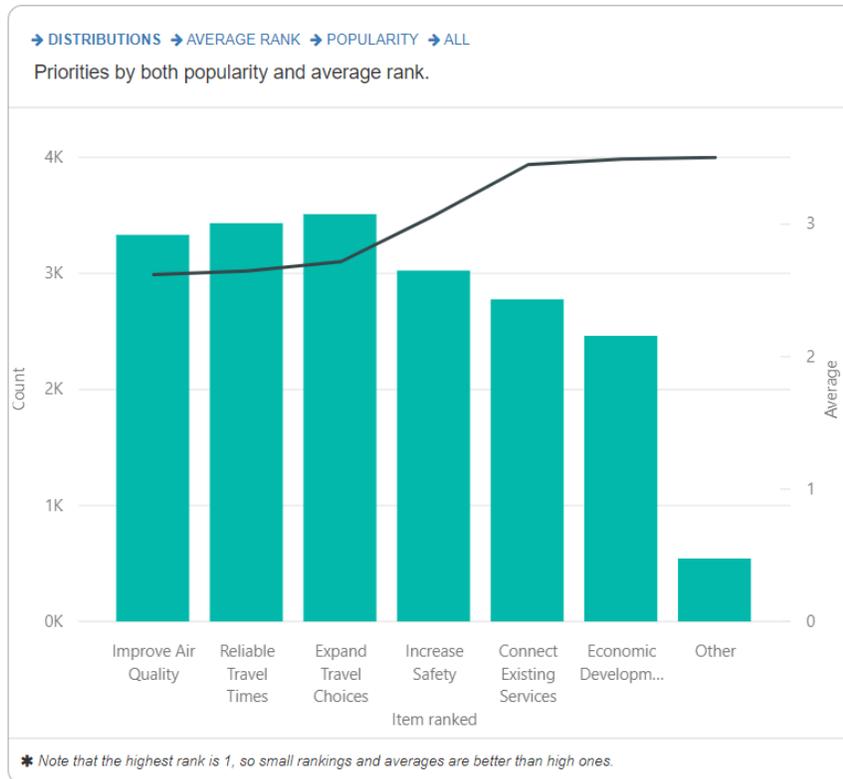
Tourism/Recreation	5309
Personal/Shopping/Visiting	5233
Business or Work	2897
Access to Services	2388
Commute	2139
Other	558
I would not use it.	102

Results: Ranking Benefits

Survey respondents were asked to rank their top five (out of a list of seven) potential benefits that could come from implementing passenger rail along the Front Range, from Most Important (Rank 1) to Least Important (Rank 5) to them personally. Lower average rankings mean more people ranked that benefit as important to them.

The black line below shows the average ranking of the benefits. The green bars demonstrate the number of times that item was ranked.

The benefits most important to people was Improve Air Quality, followed by Reliable Travel Times, and Expand Travel Choices.



Improve Air Quality	
976 (29%)	1
764 (23%)	2
585 (18%)	3
566 (17%)	4
441 (13%)	5
Times ranked: 3332	
Average rank: 2.619	

Reliable Travel Times	
905 (26%)	1
825 (24%)	2
714 (21%)	3
555 (16%)	4
434 (13%)	5
Times ranked: 3433	
Average rank: 2.647	

Expand Travel Choices	
941 (27%)	1
717 (20%)	2
722 (21%)	3
654 (19%)	4
477 (14%)	5
Times ranked: 3511	
Average rank: 2.718	

Increase Safety	
459 (15%)	1
723 (24%)	2
619 (20%)	3
606 (20%)	4
618 (20%)	5
Times ranked: 3025	
Average rank: 3.066	

Connect Existing Serv...	
246 (9%)	1
443 (16%)	2
659 (24%)	3
673 (24%)	4
756 (27%)	5
Times ranked: 2777	
Average rank: 3.450	

Economic Development	
276 (11%)	1
345 (14%)	2
467 (19%)	3
640 (26%)	4
734 (30%)	5
Times ranked: 2462	
Average rank: 3.492	

Other	
116 (21%)	1
54 (10%)	2
51 (9%)	3
84 (15%)	4
238 (44%)	5
Times ranked: 543	
Average rank: 3.505	

Results: Location

Wyoming to New Mexico Area

Survey respondents dropped pins onto a map to show where their trips on Front Range Passenger Rail would begin (The home icon) and end (the arrow icon) if they were to use the service. Respondents could also drop comment pins at additional locations to provide more location feedback. Clusters of pins are shown below for popular locations.

The map at right shows that people would like to start or end their journeys at locations that are not directly along the path of the proposed Front Range Passenger Rail line. Connecting local transit and providing park and rides will be necessary to reach these areas.

There are also clusters of interest up into Wyoming, and South into New Mexico - beyond the initial proposed extent of the rail service.

The next page contains more maps that provide additional details and smaller scopes.

