

# Transit Work Session



November 1, 2016

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# Who are we?



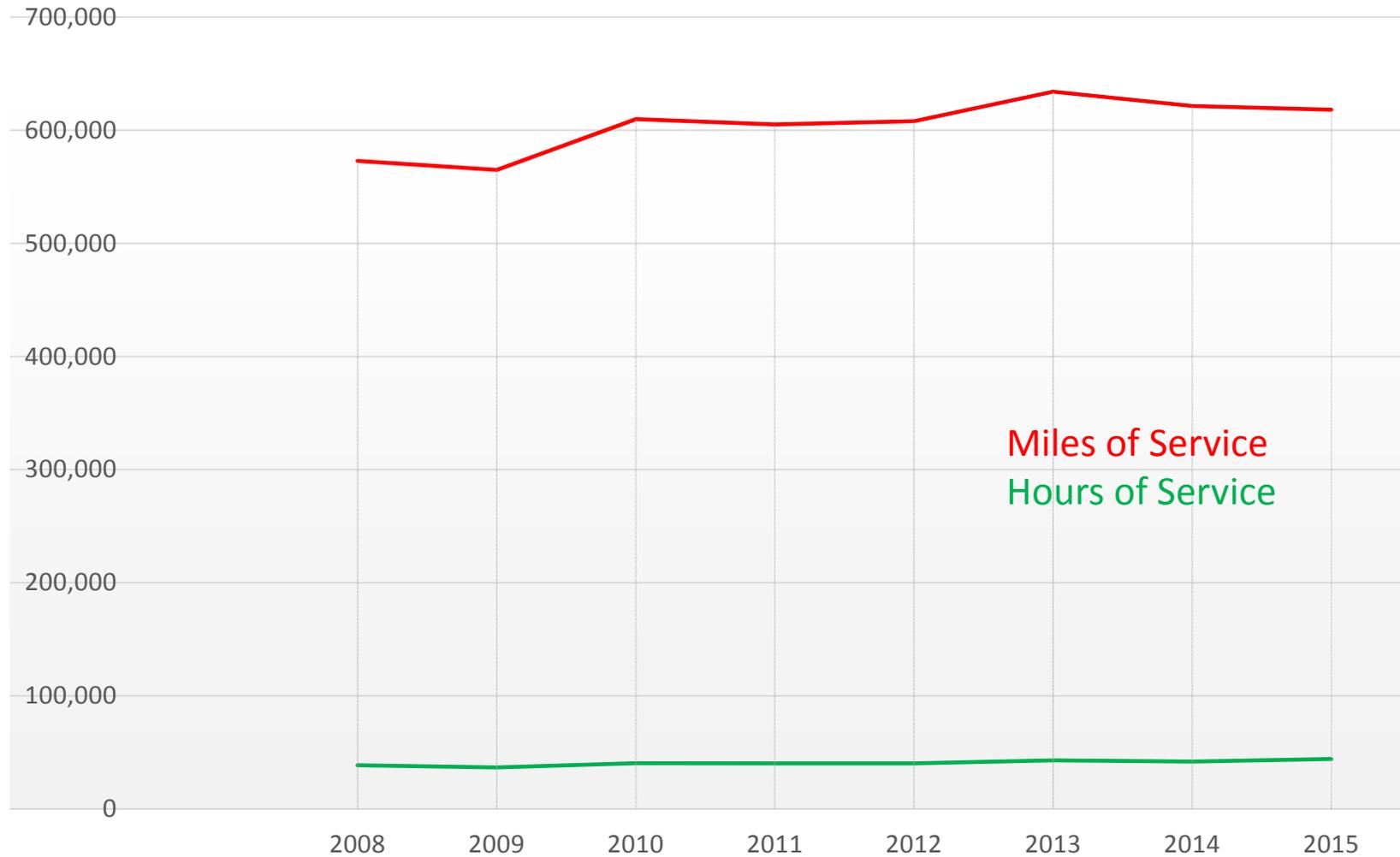
- 20 Full Time Drivers – 4 with around 30,000 hours of driving.
- 20 Seasonal Drivers
- 4 Mechanics
- 5 Supervisors
- 2 Administrators
- 15 Transit buses
- 1 Paratransit Shuttle
- 4 Regional buses
- 620,000 annual miles (only 477,714 to the moon and back)
- 45,000 annual hours of service – 23 hours a day in the winter.
- Approximately 1.1 million passengers
  - That equals 1% of rural ridership in US
- 3.4 million dollar annual operating budget
- \$715,000 in operating grants (2016)
- 1.4 million dollars in capital grants (2016)

# Transit Work Session

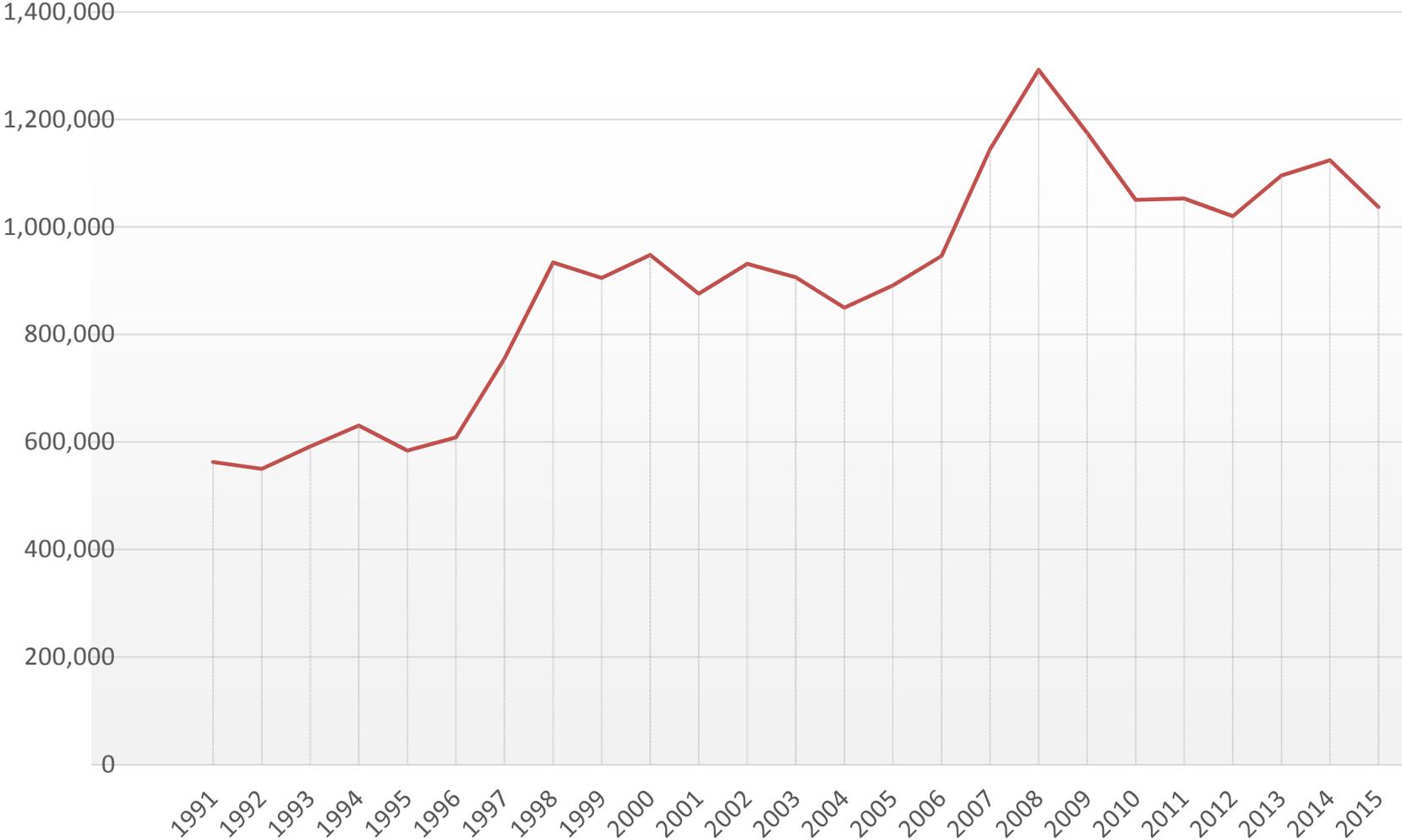


## Local Service Operational Information

# Service Provided

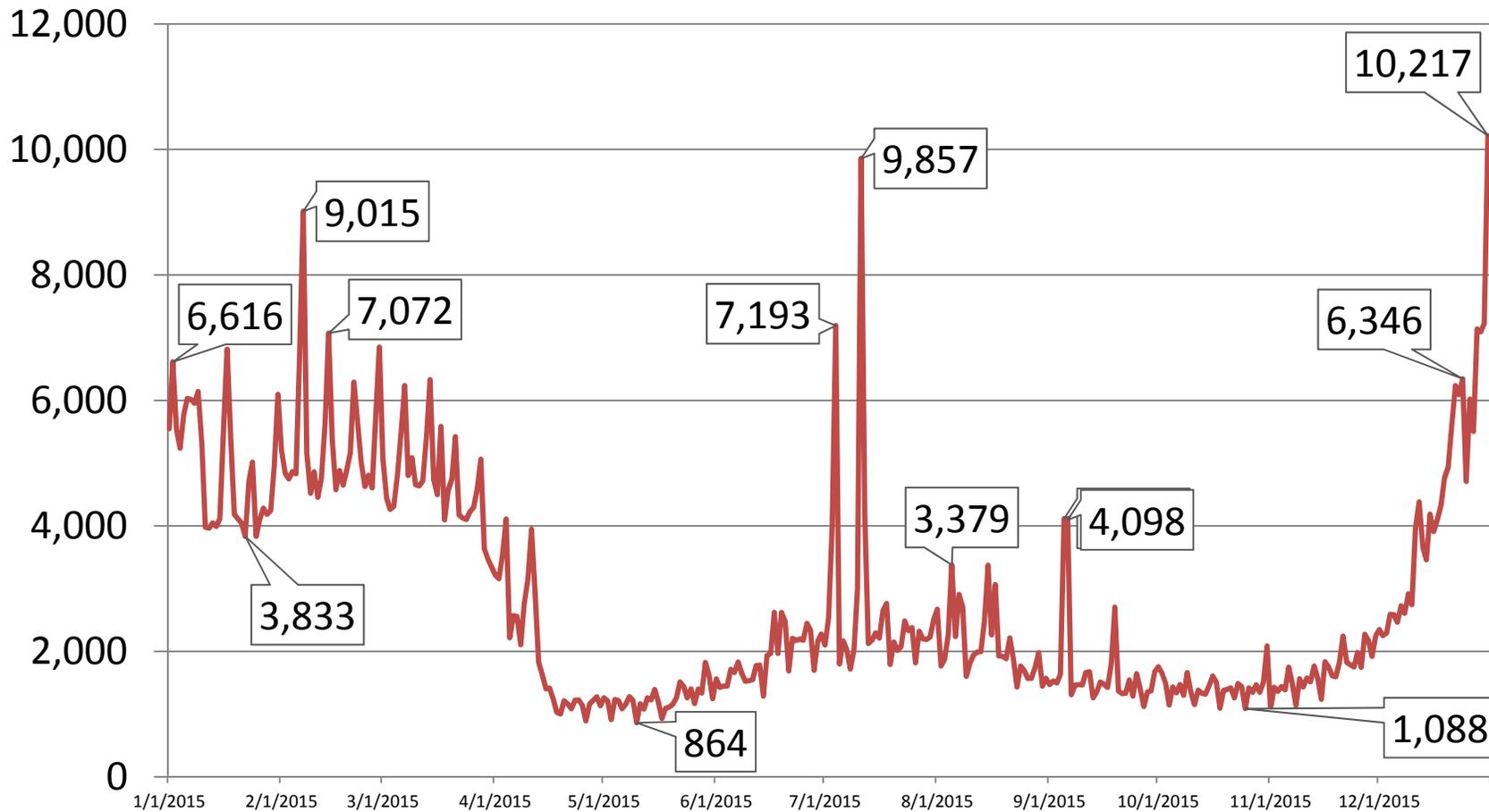


# Annual Local Ridership

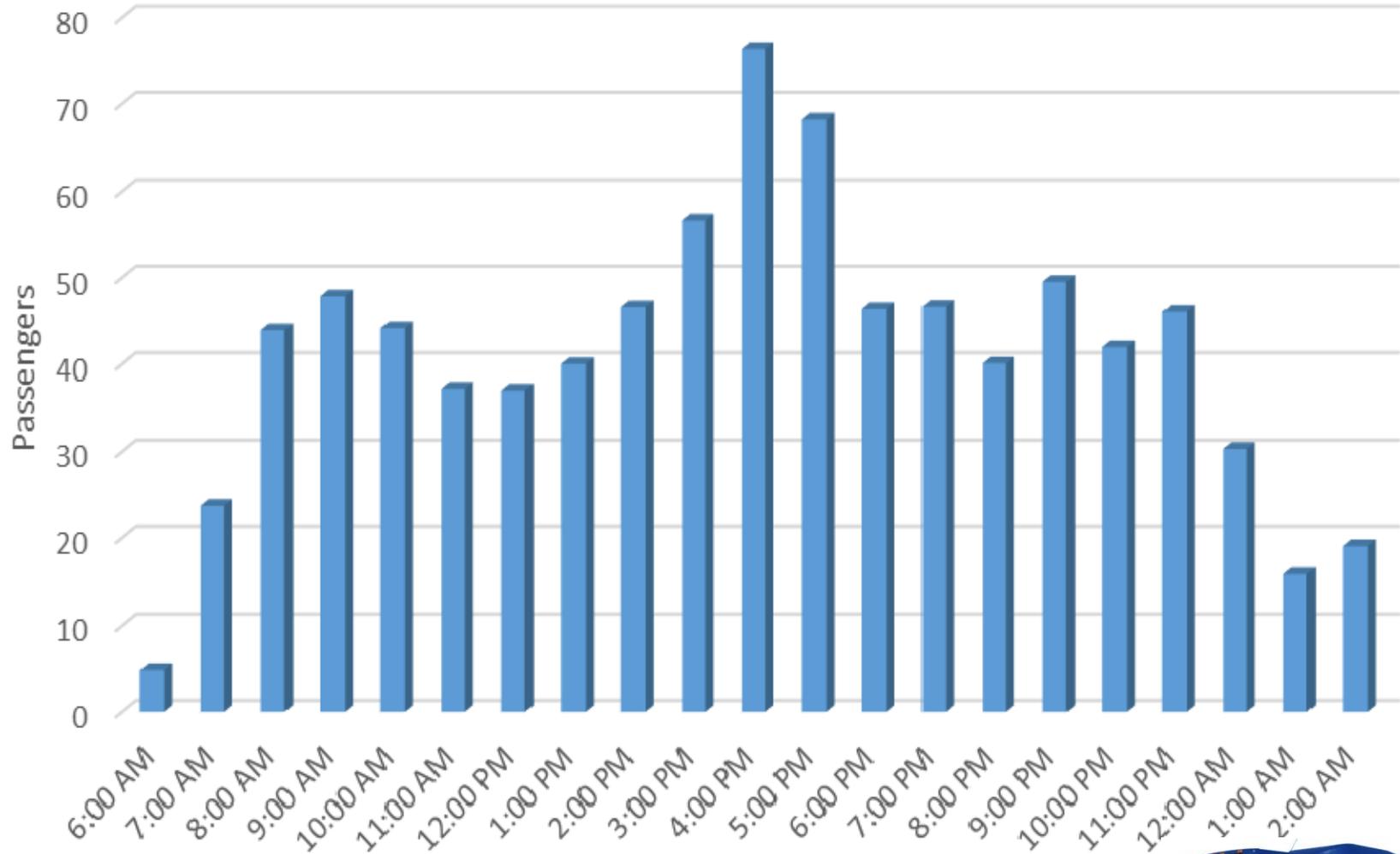


# Local Ridership in 2015

## Daily Ridership



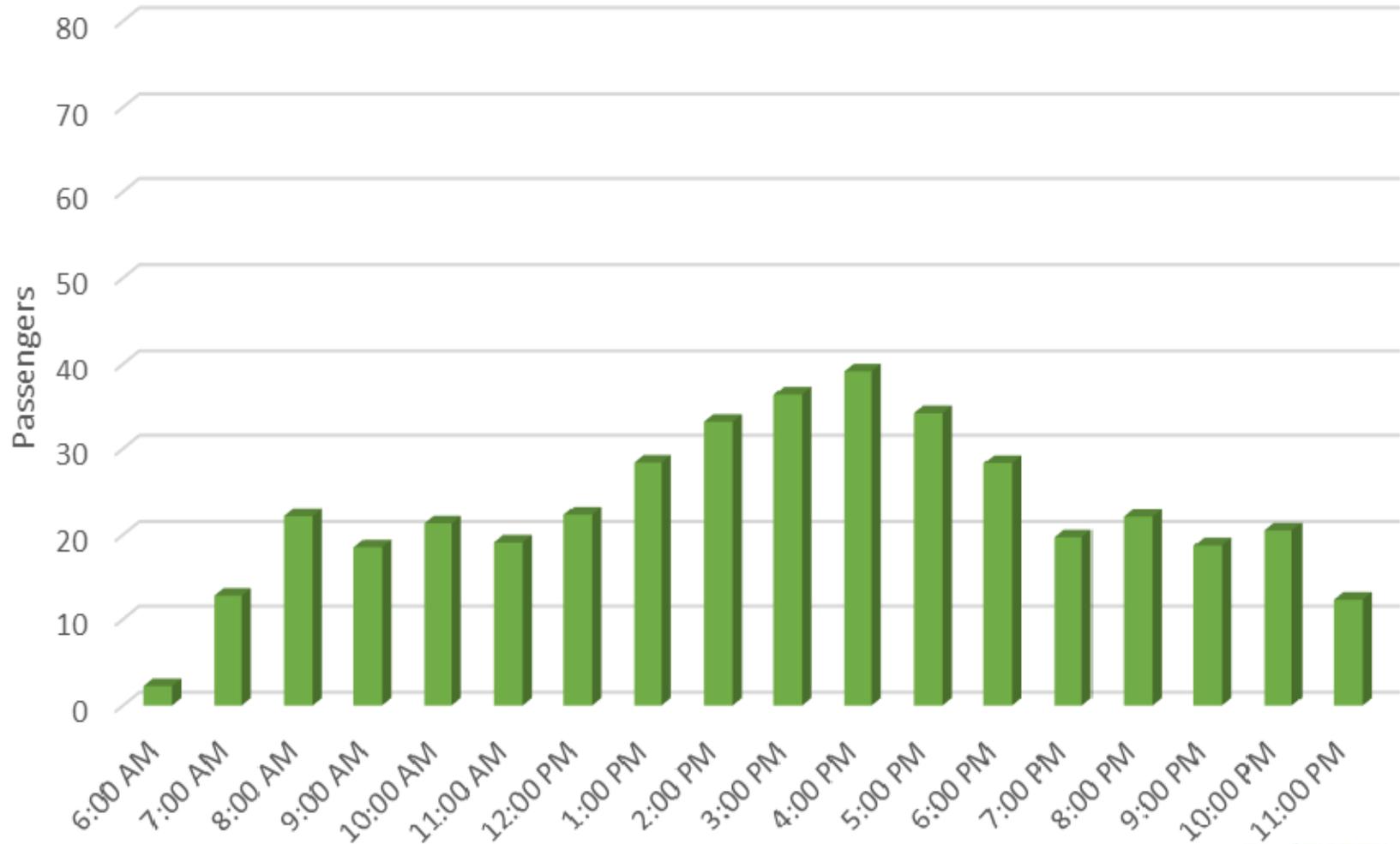
# Winter Passengers Per Bus Per Hour



Data obtained from the Red, Blue, Green, Orange and Purple Lines



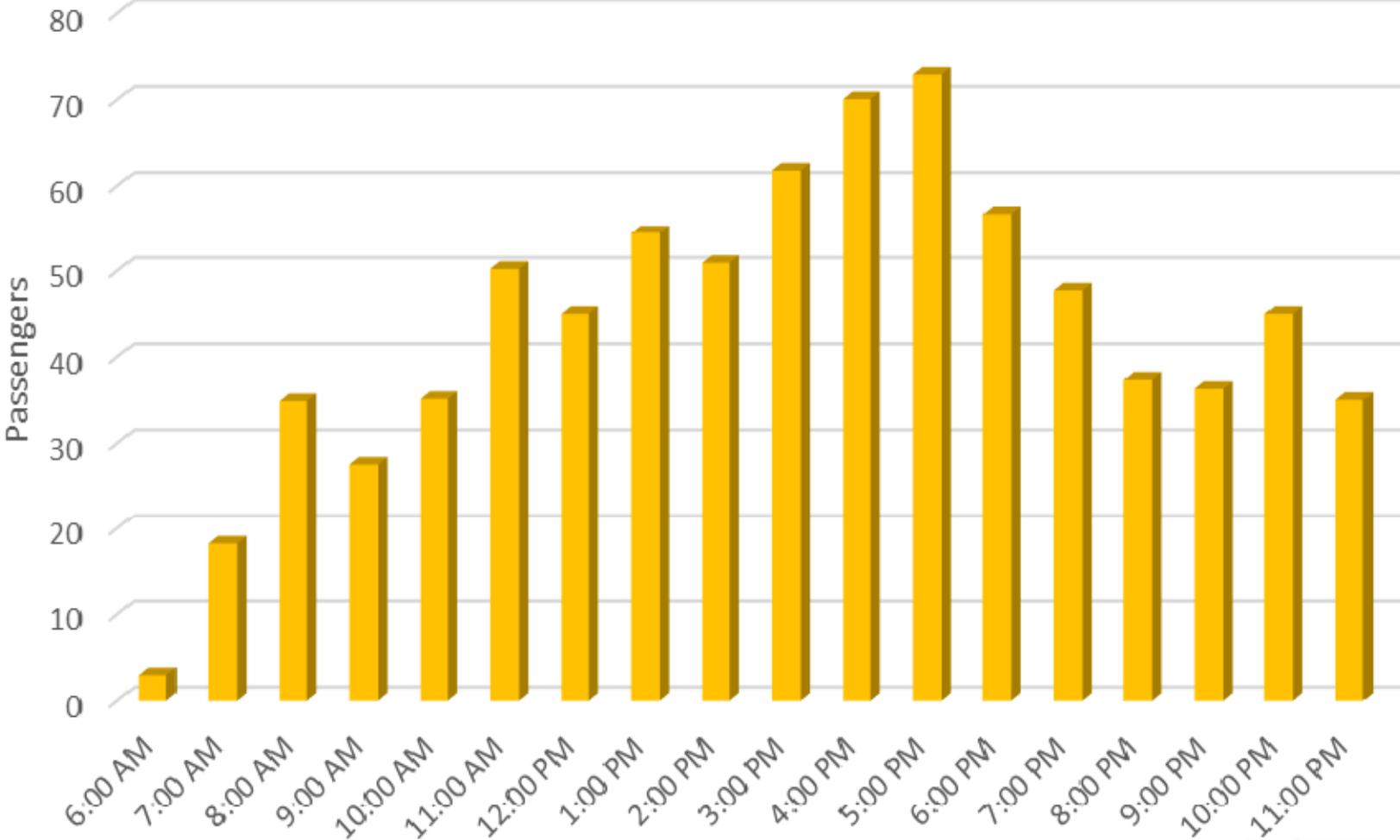
# Spring Passengers Per Bus Per Hour



Data obtained from the Summer Main and Summer Condo Lines



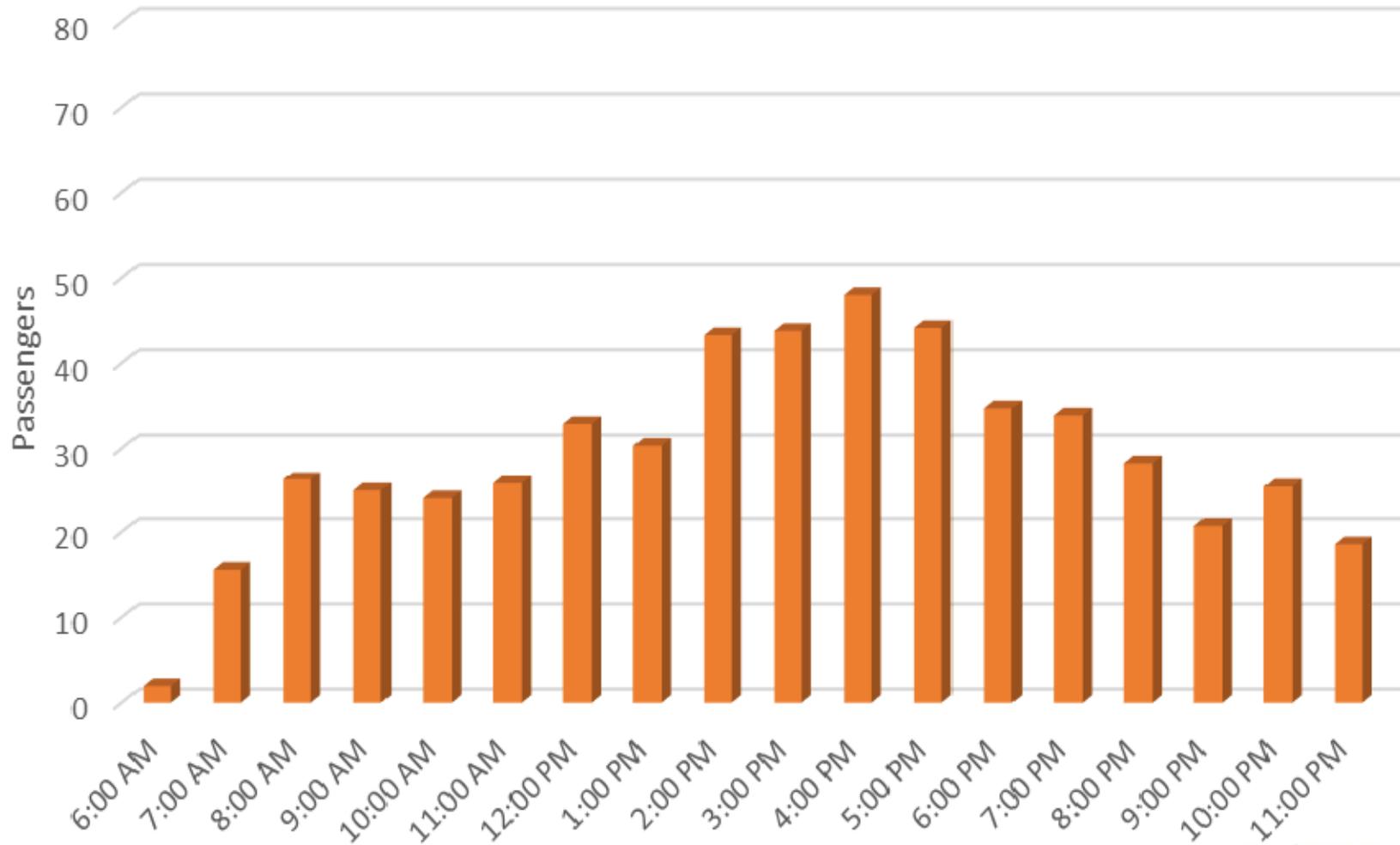
# Summer Passengers Per Bus Per Hour



Data obtained from the Summer Main and Summer Condo Lines



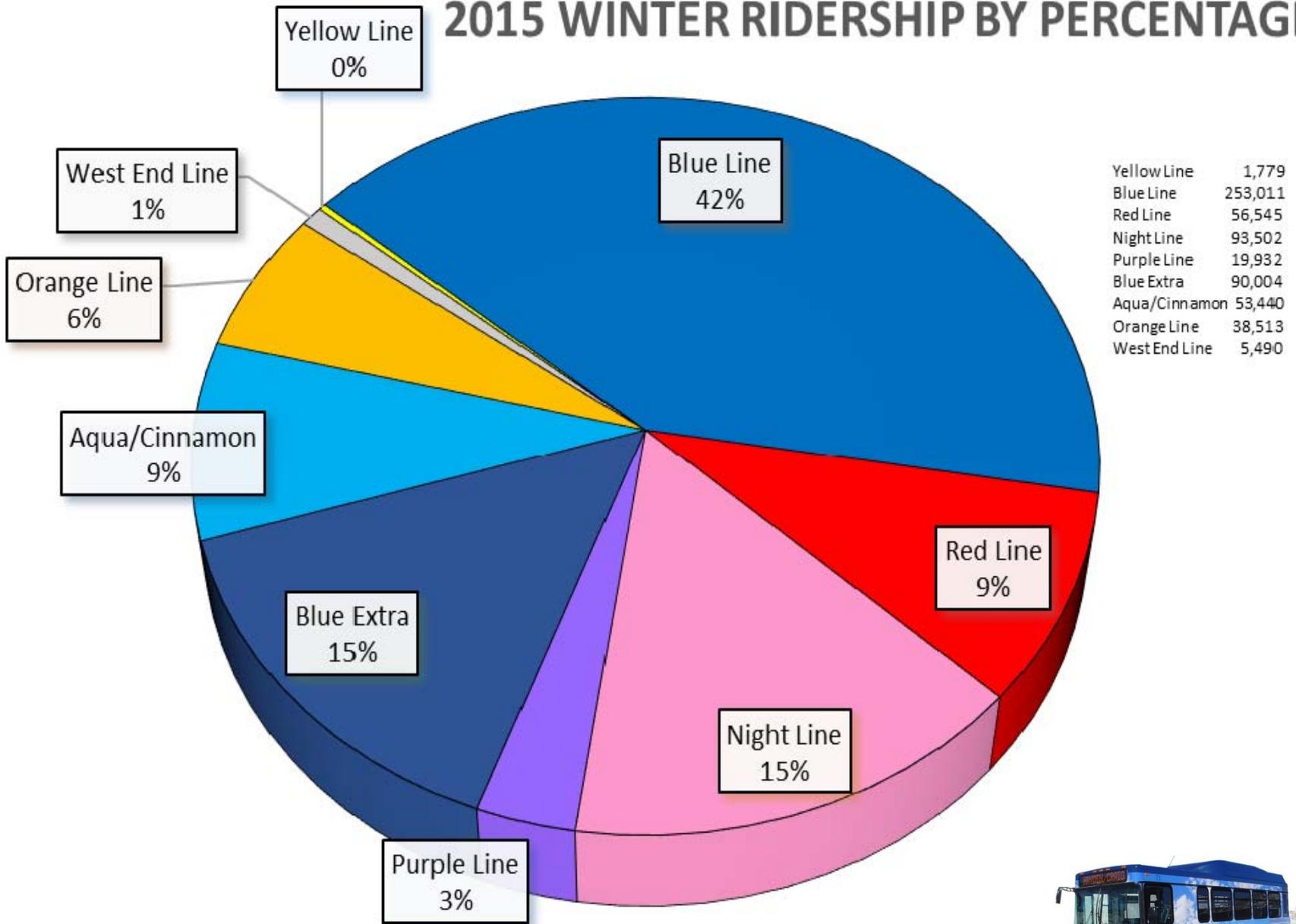
# Fall Passengers Per Bus Per Hour



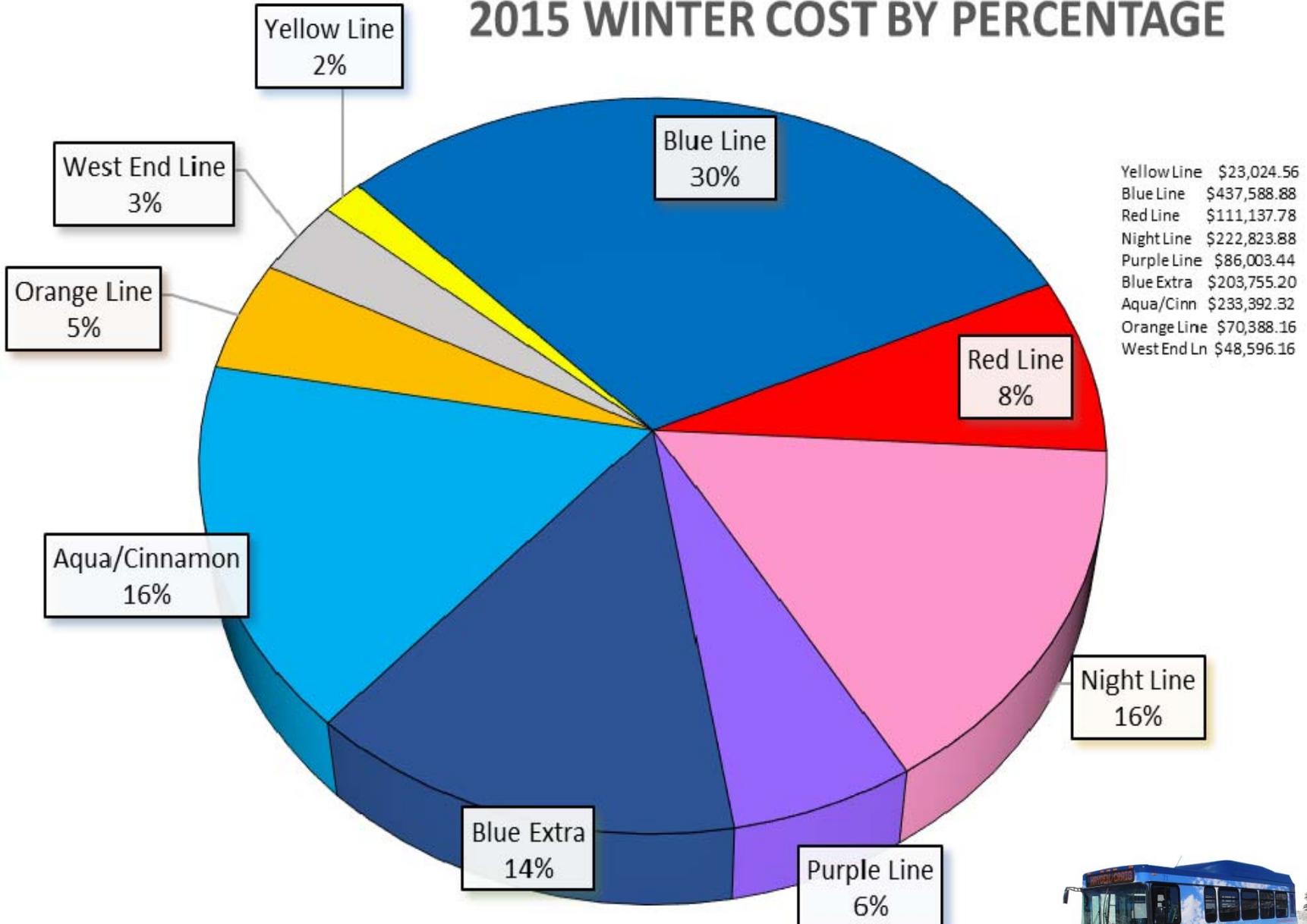
Data obtained from the Summer Main and Summer Condo Lines



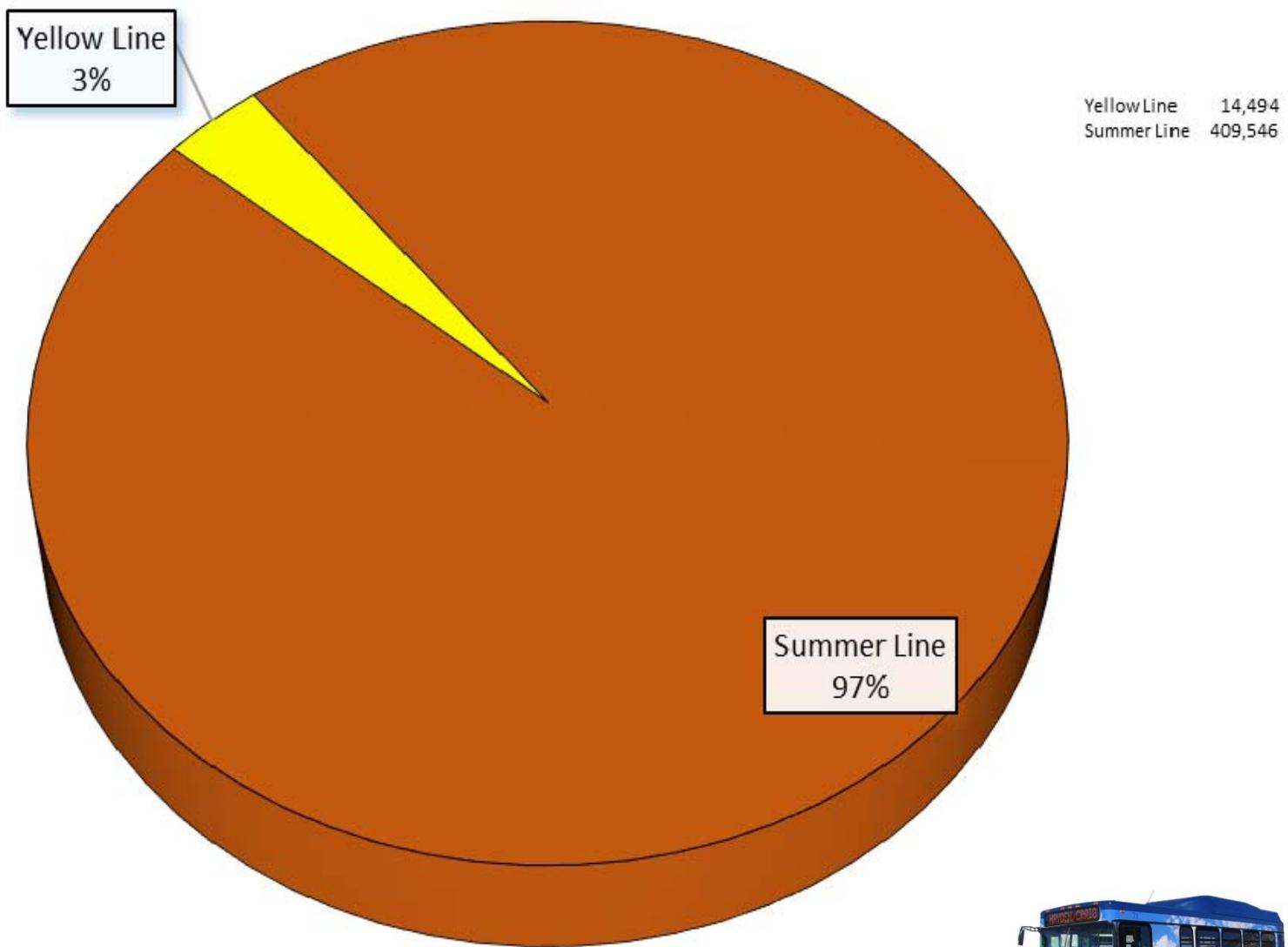
# 2015 WINTER RIDERSHIP BY PERCENTAGE



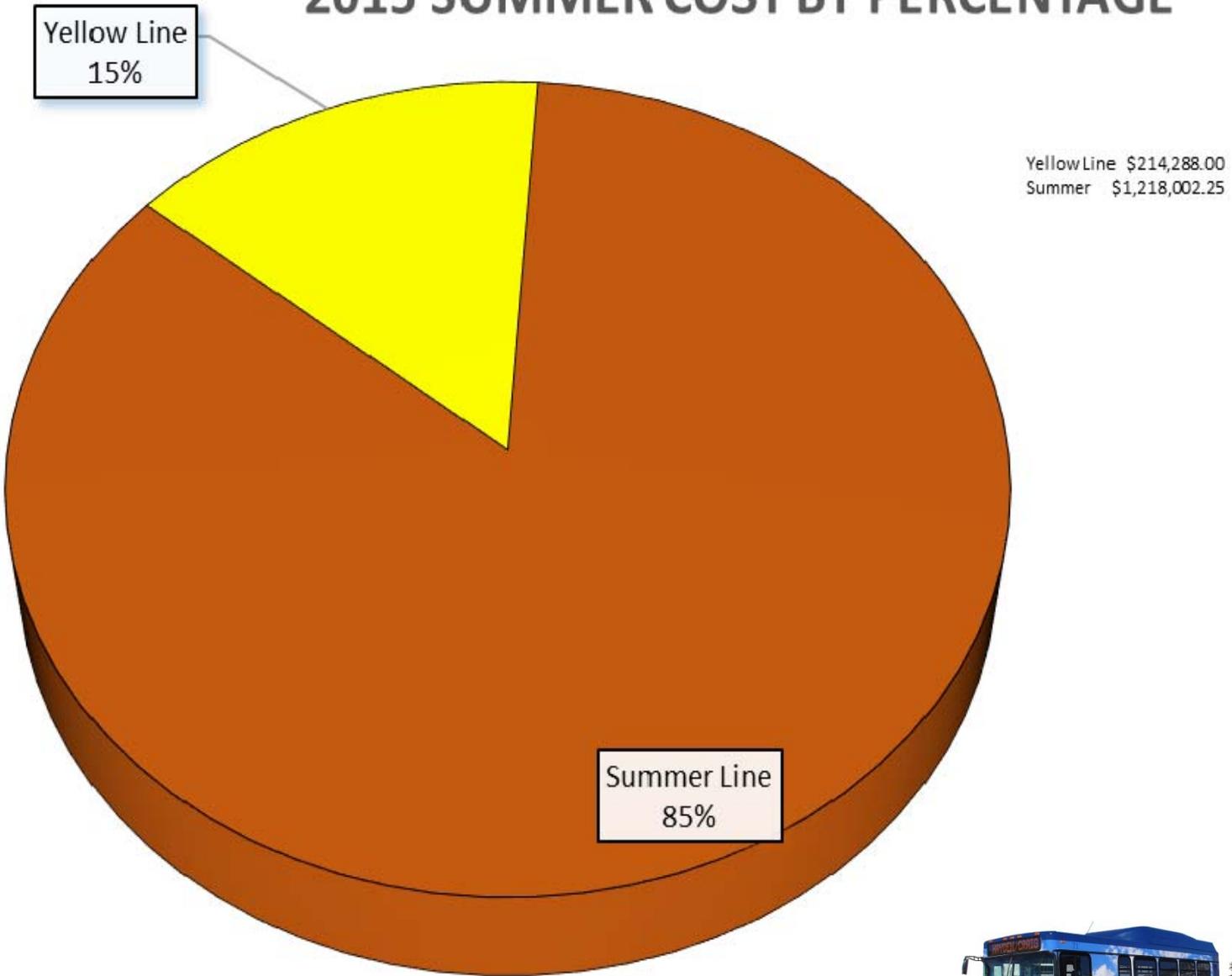
# 2015 WINTER COST BY PERCENTAGE



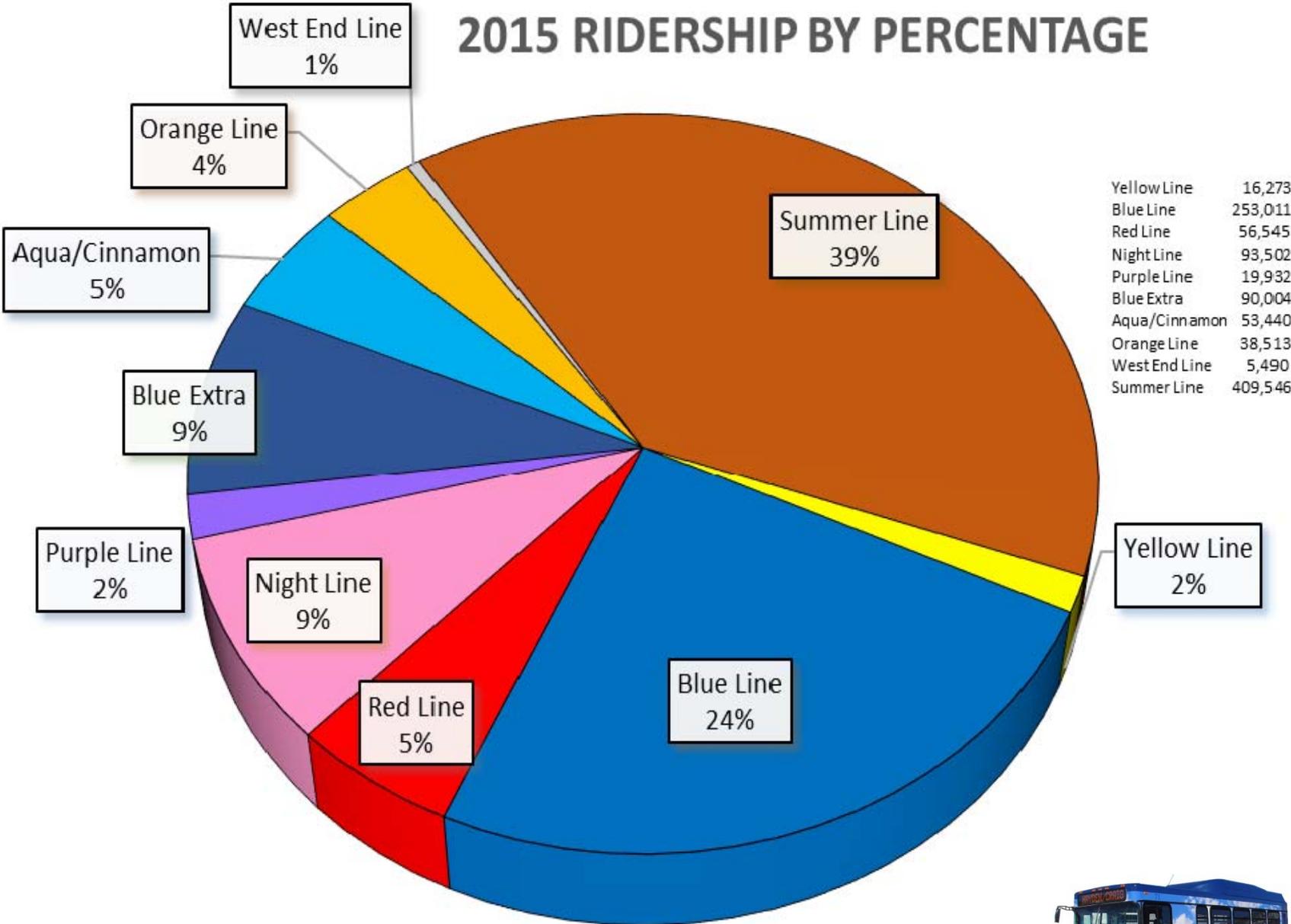
# 2015 SUMMER RIDERSHIP BY PERCENTAGE



# 2015 SUMMER COST BY PERCENTAGE



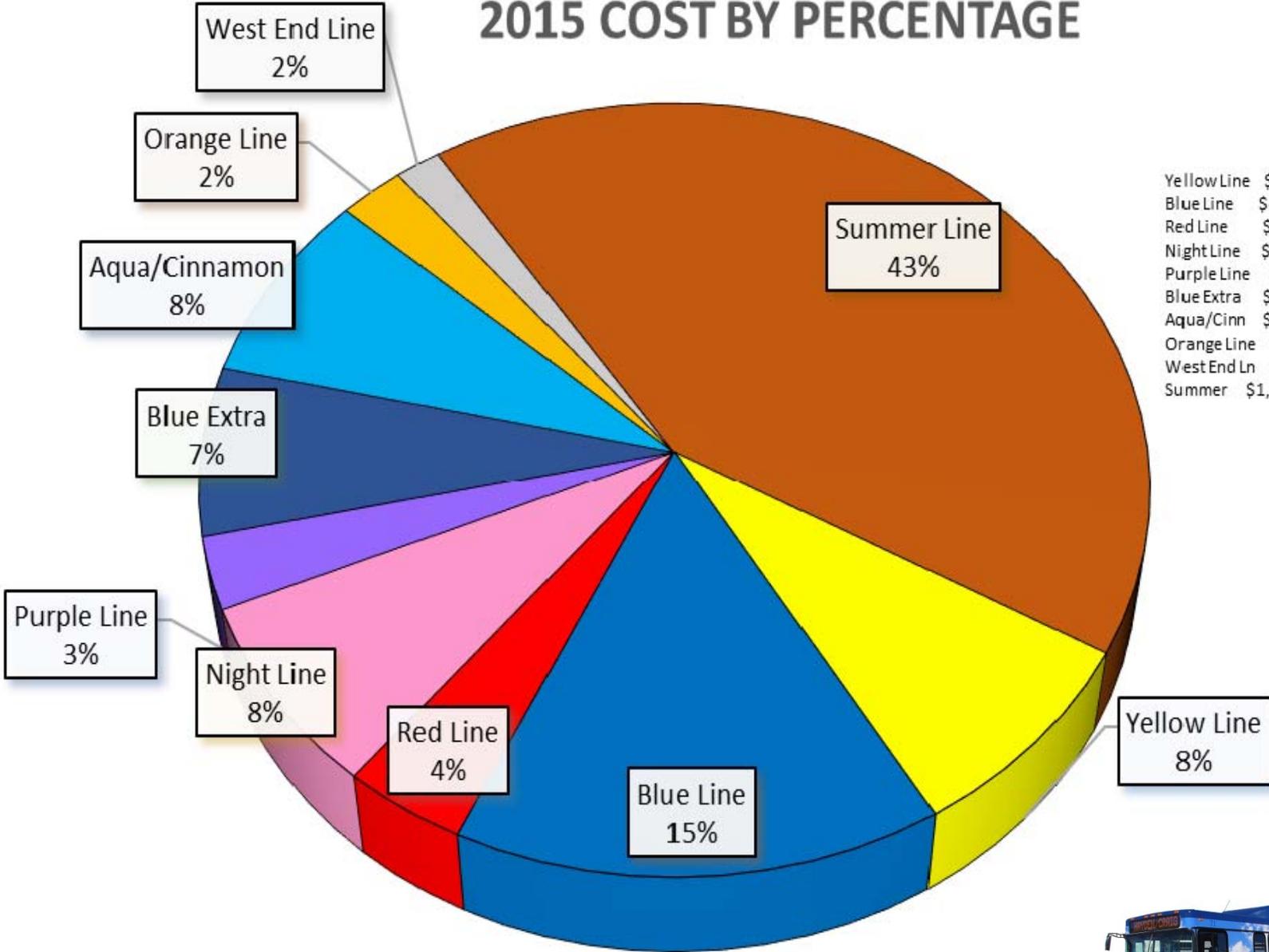
# 2015 RIDERSHIP BY PERCENTAGE



Yellow Line	16,273
Blue Line	253,011
Red Line	56,545
Night Line	93,502
Purple Line	19,932
Blue Extra	90,004
Aqua/Cinnamon	53,440
Orange Line	38,513
West End Line	5,490
Summer Line	409,546



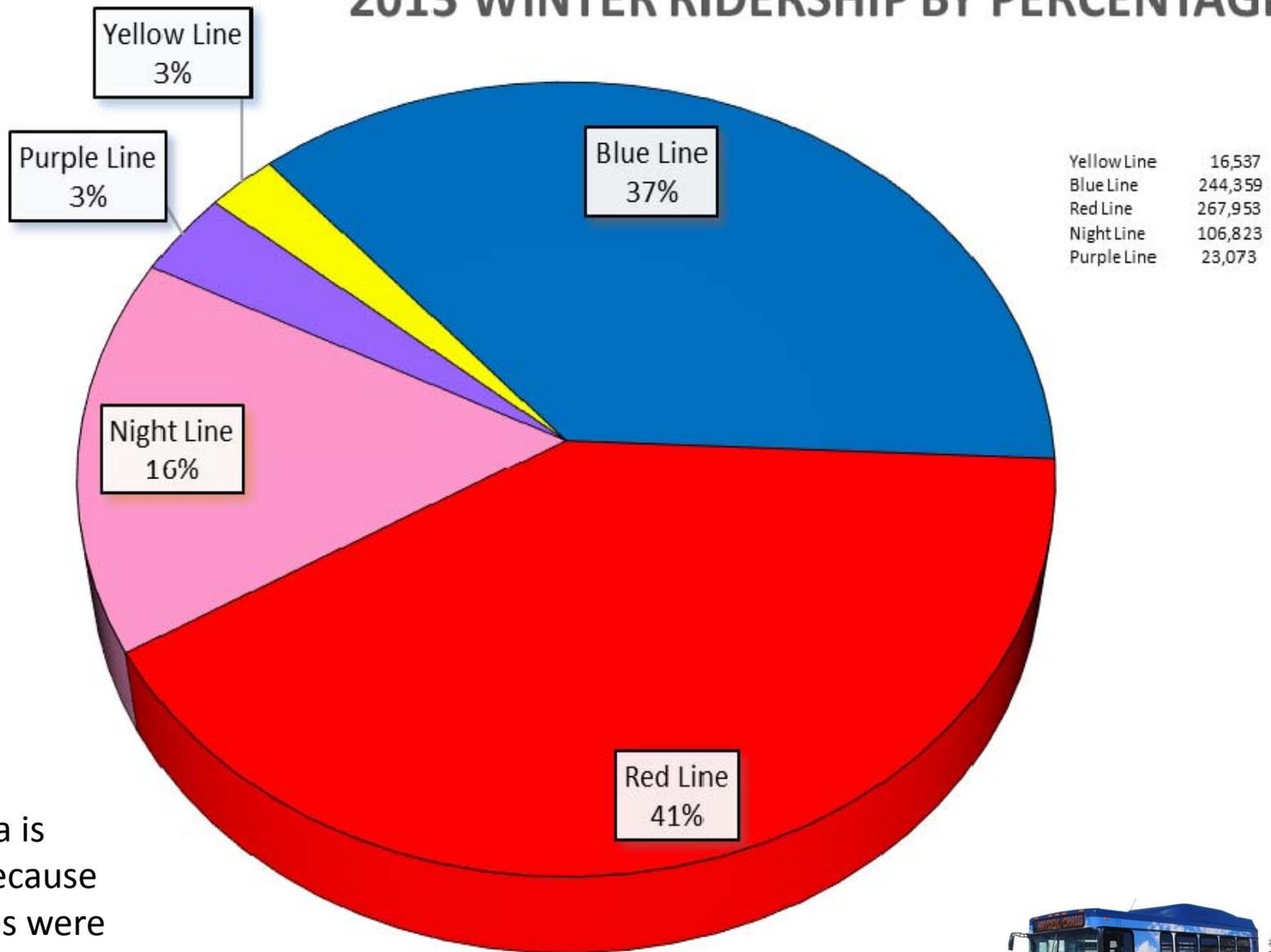
# 2015 COST BY PERCENTAGE



YellowLine	\$237,312.56
BlueLine	\$437,588.88
RedLine	\$111,137.78
NightLine	\$222,823.88
PurpleLine	\$86,003.44
BlueExtra	\$203,755.20
Aqua/Cinn	\$233,392.32
OrangeLine	\$70,388.16
WestEndLn	\$48,596.16
Summer	\$1,218,002.25



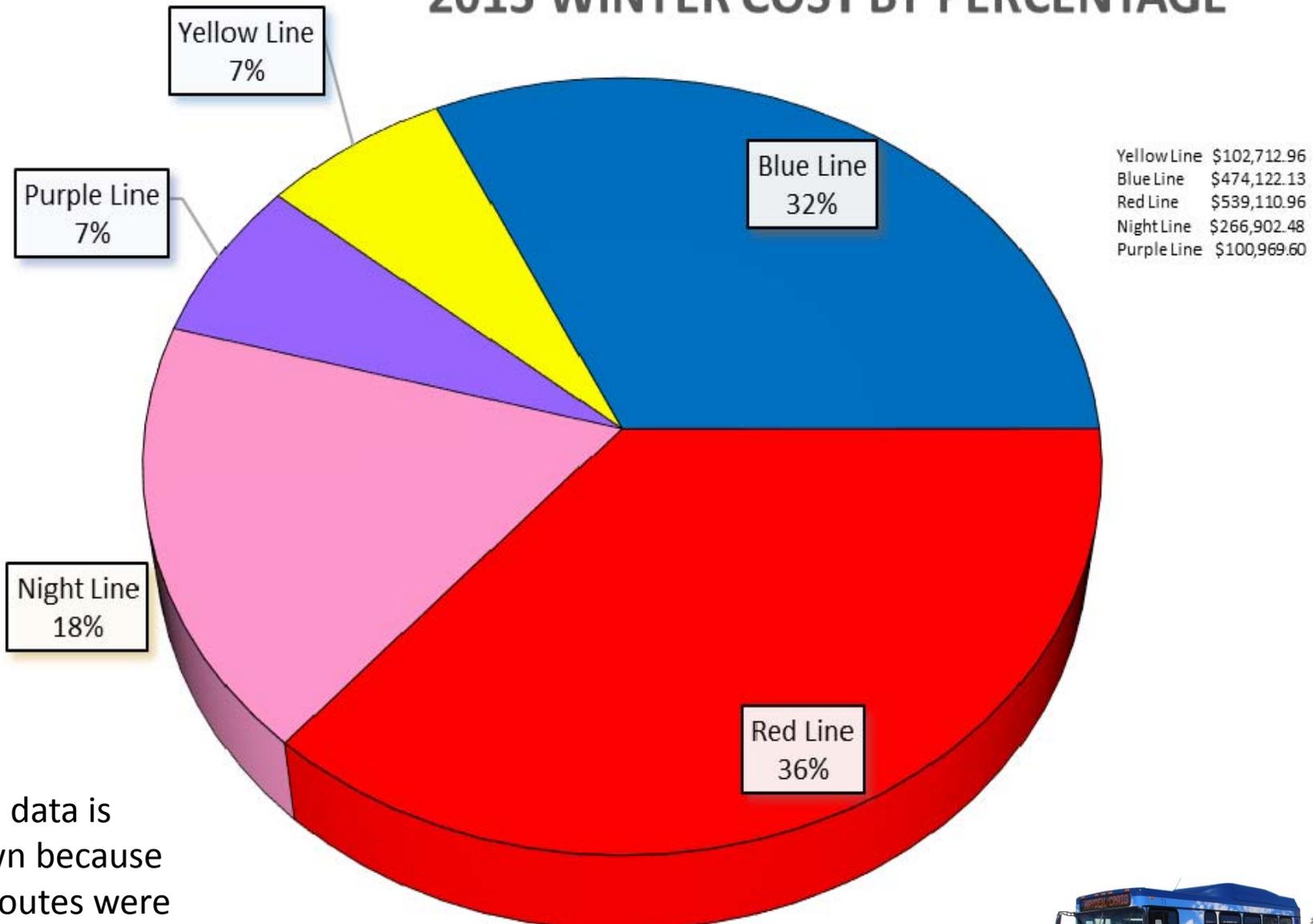
## 2013 WINTER RIDERSHIP BY PERCENTAGE



2013 data is shown because the routes were the same as 2016.



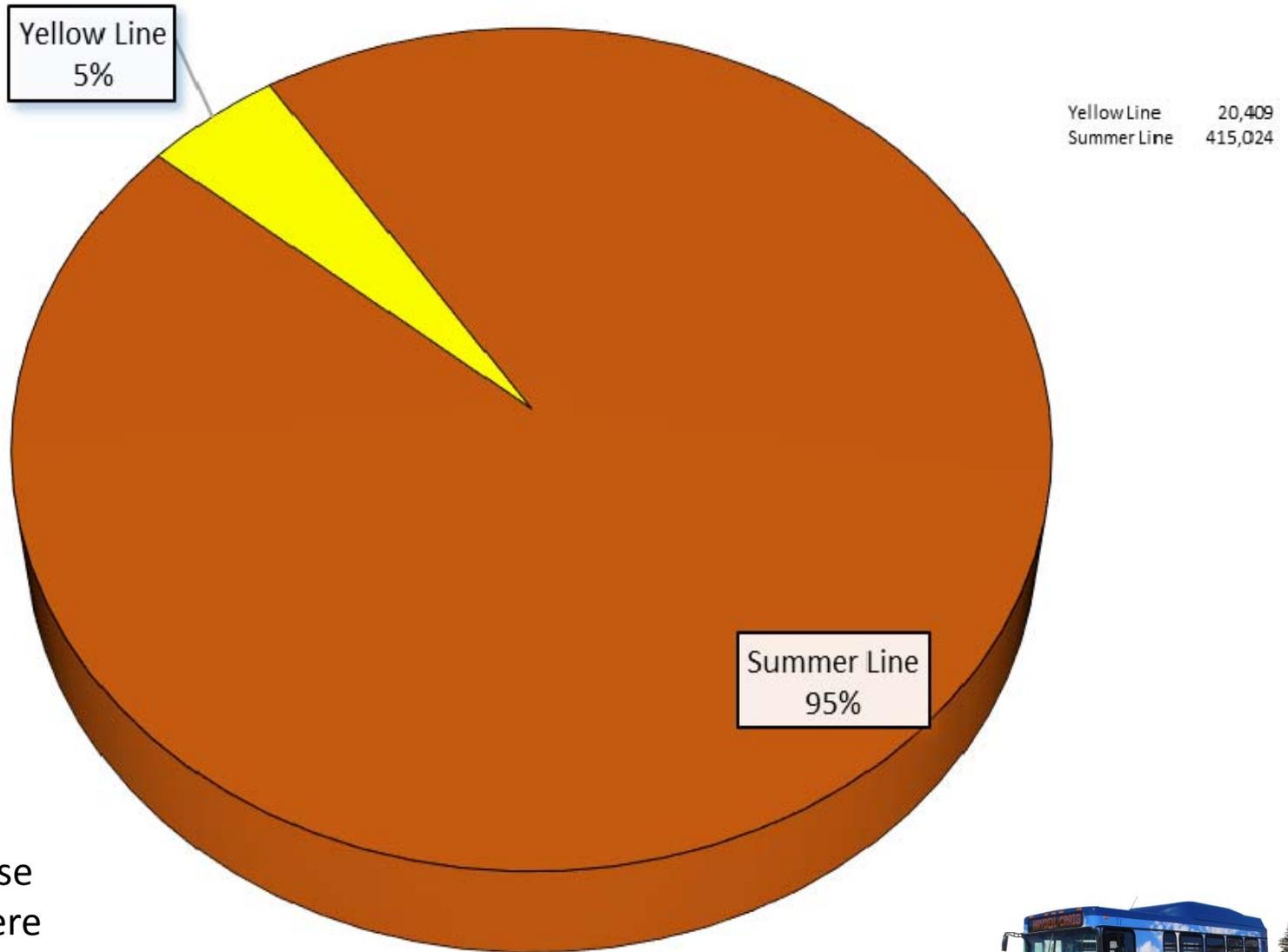
# 2013 WINTER COST BY PERCENTAGE



2013 data is shown because the routes were the same as 2016.



# 2013 SUMMER RIDERSHIP BY PERCENTAGE



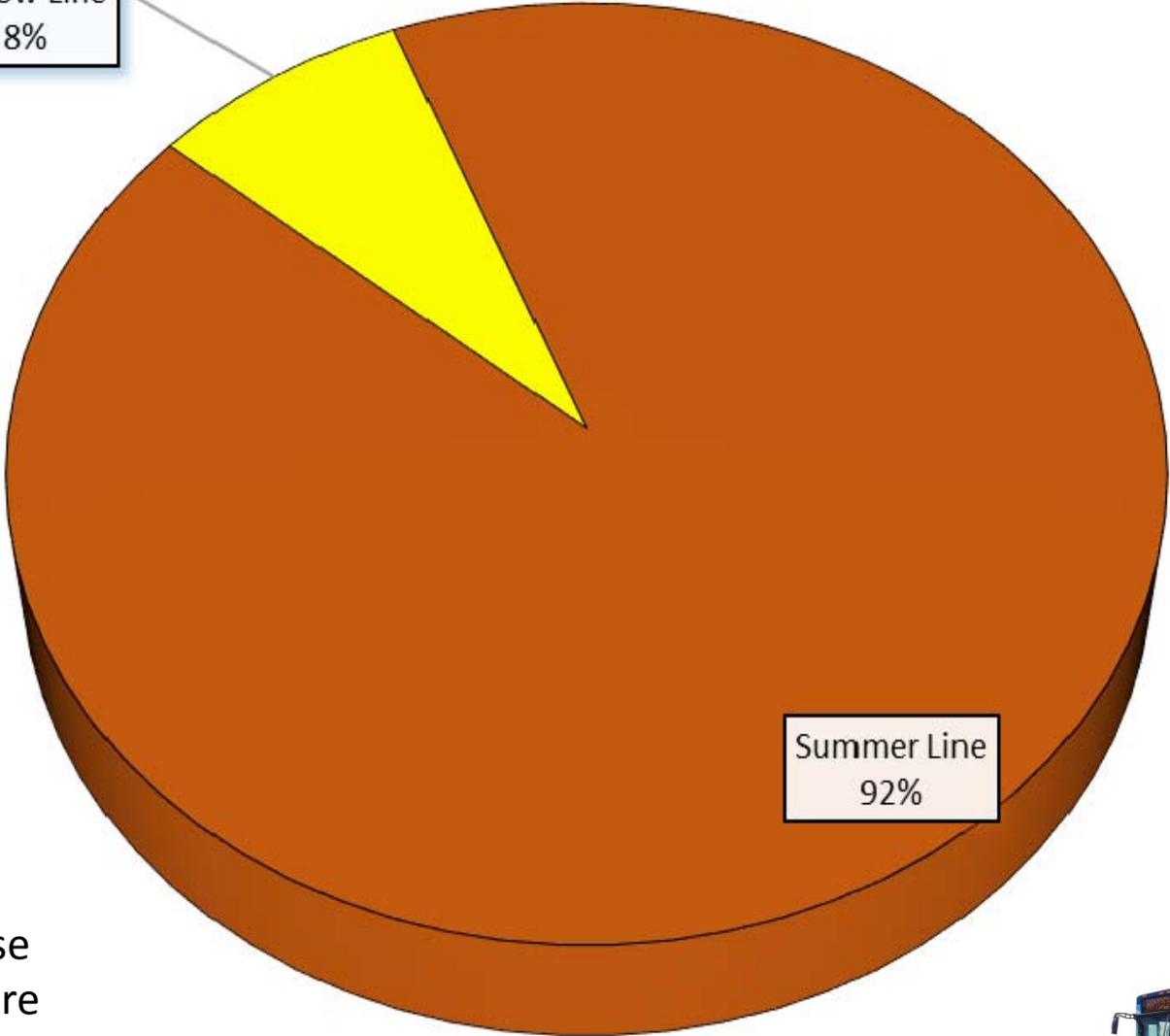
2013 data is shown because the routes were the same as 2016.



# 2013 SUMMER COST BY PERCENTAGE

Yellow Line  
8%

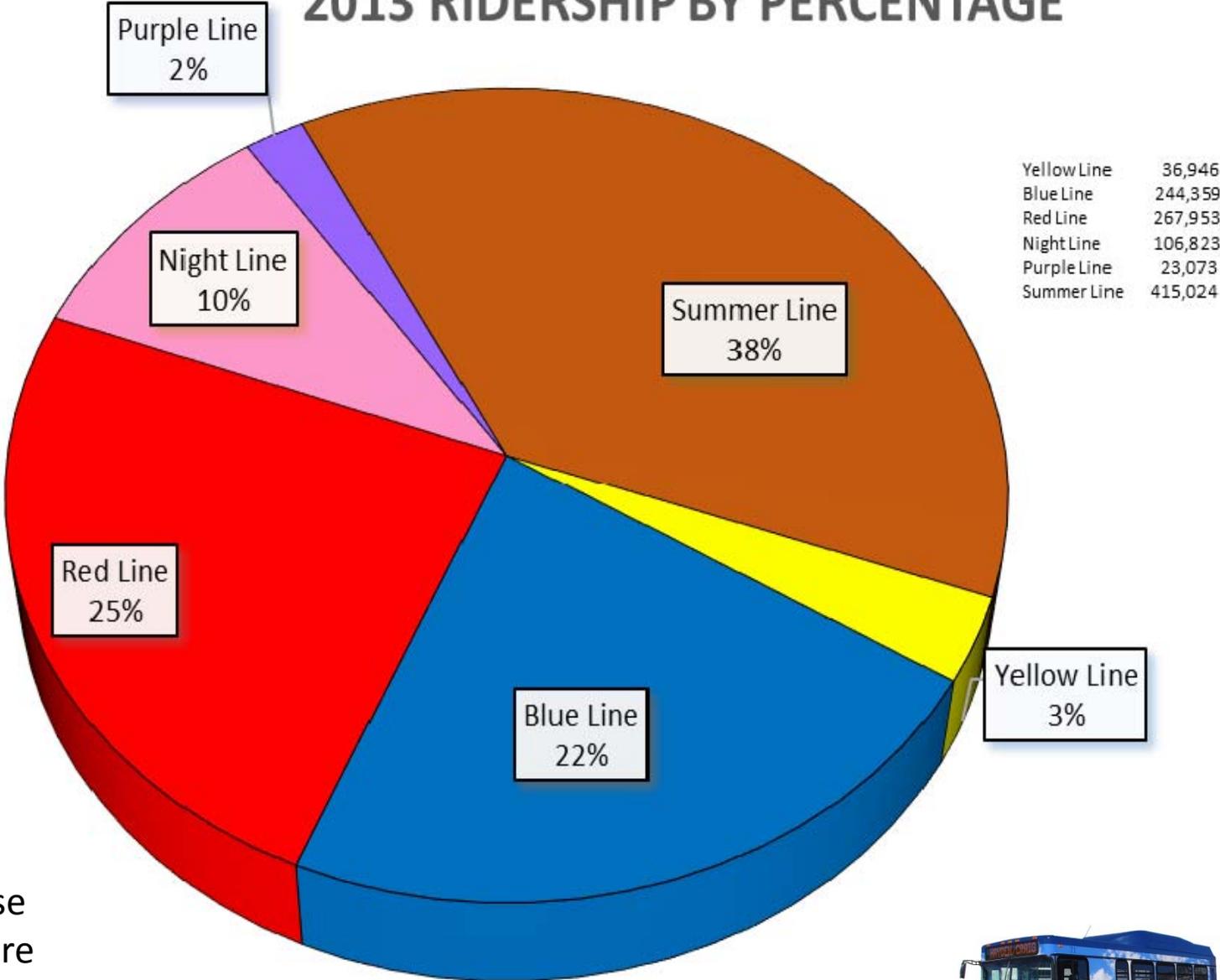
YellowLine \$214,288.00  
Summer \$1,218,002.25



2013 data is shown because the routes were the same as 2016.



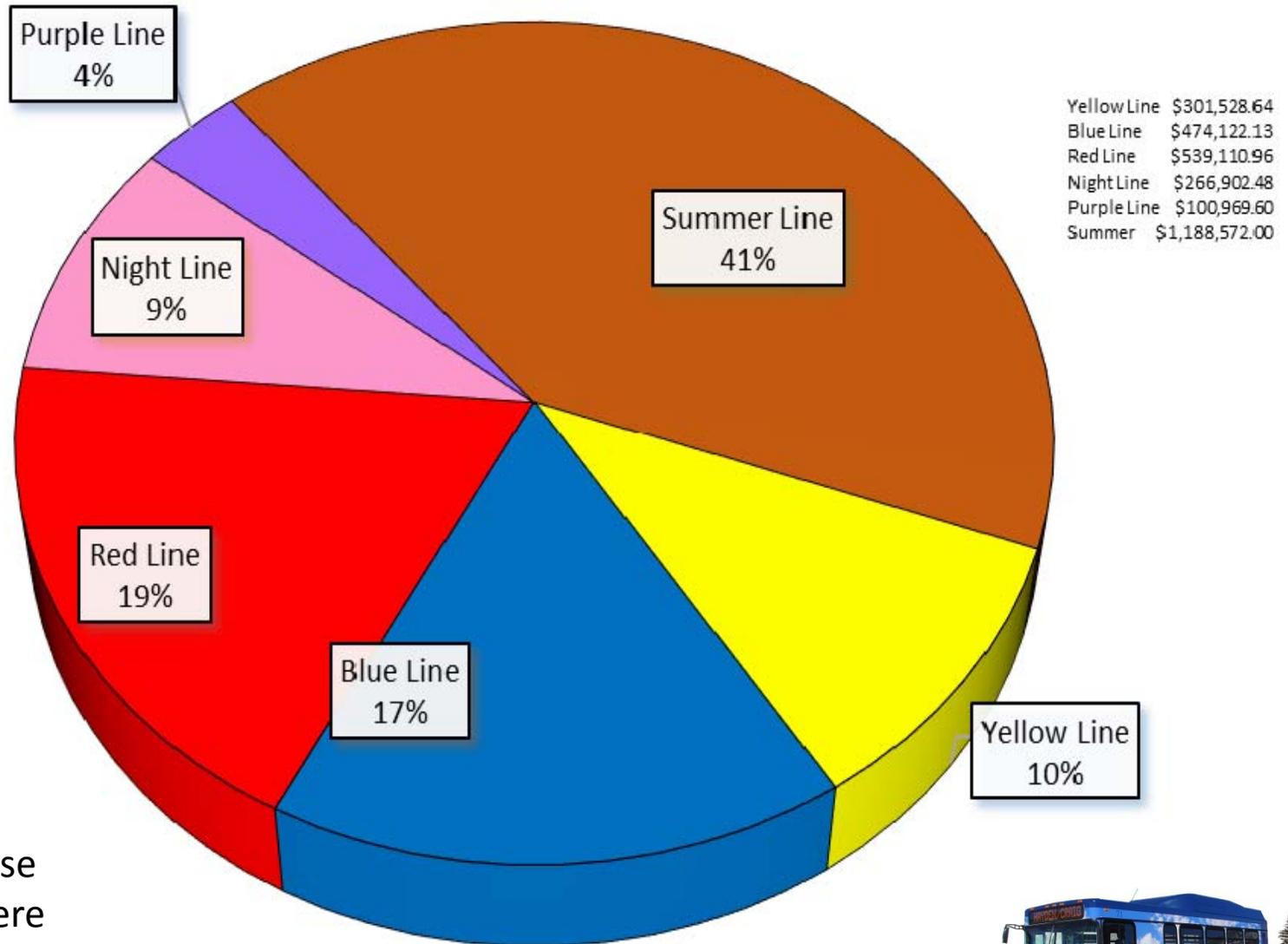
# 2013 RIDERSHIP BY PERCENTAGE



2013 data is shown because the routes were the same as 2016.



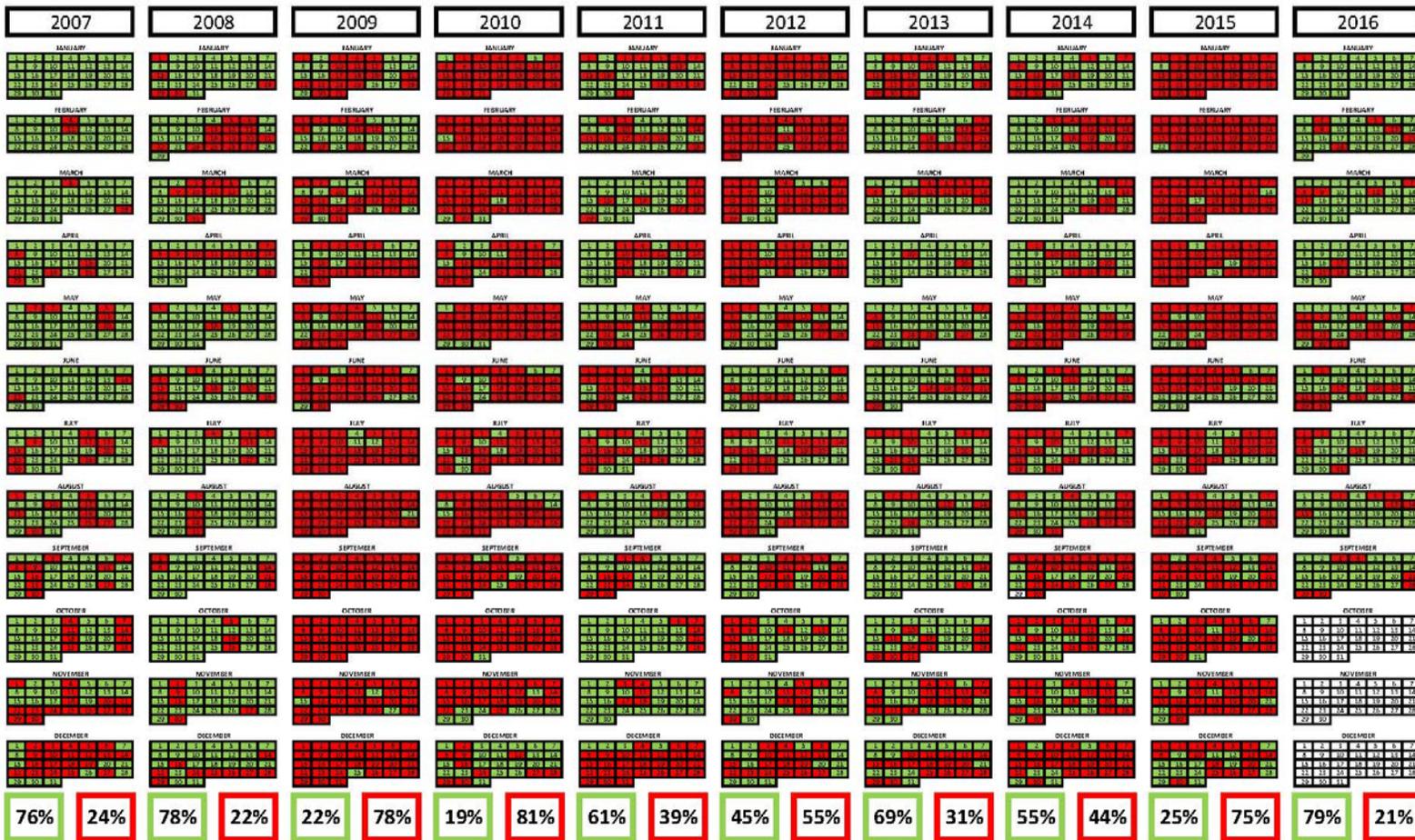
## 2013 COST BY PERCENTAGE

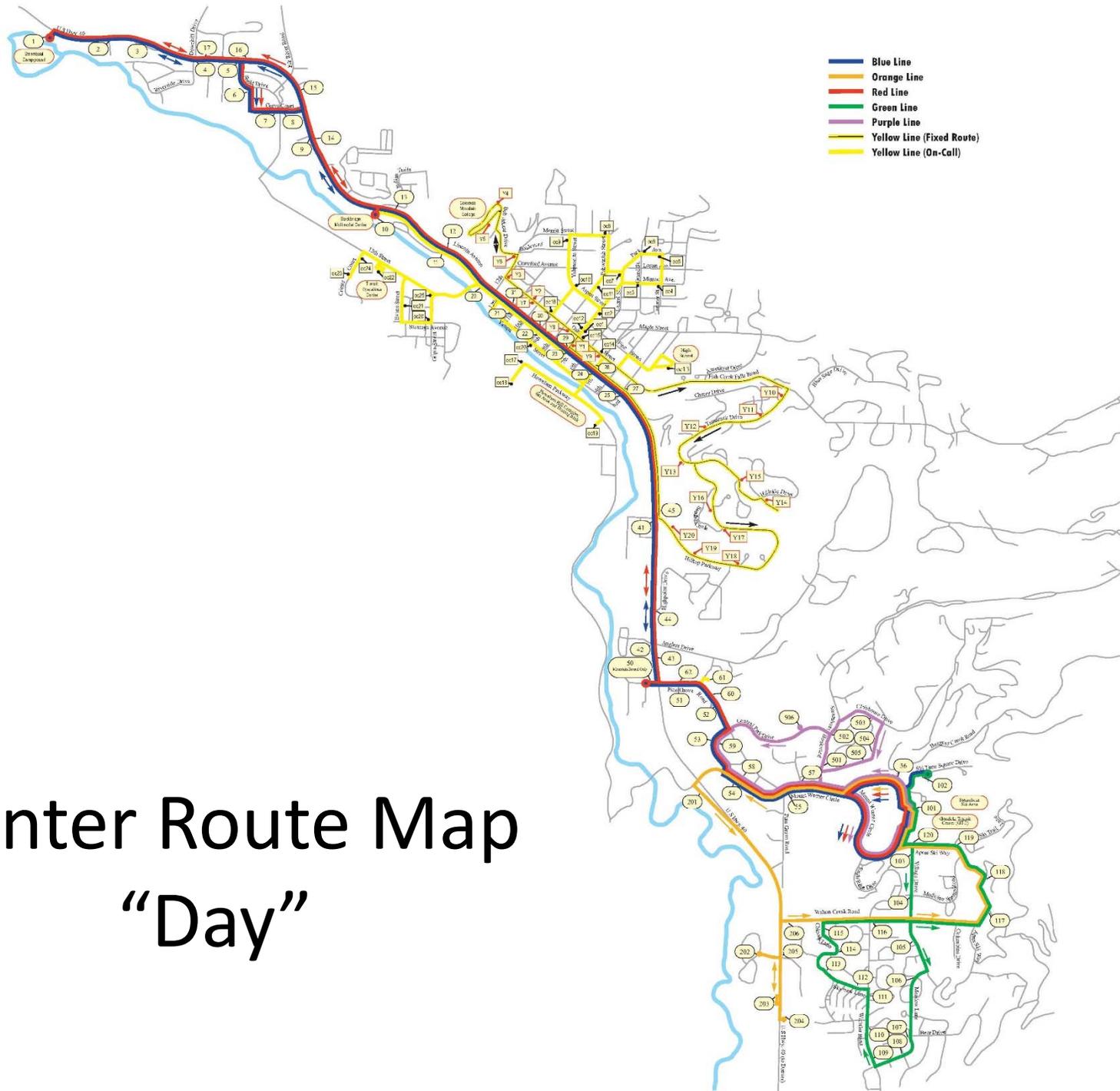


2013 data is shown because the routes were the same as 2016.



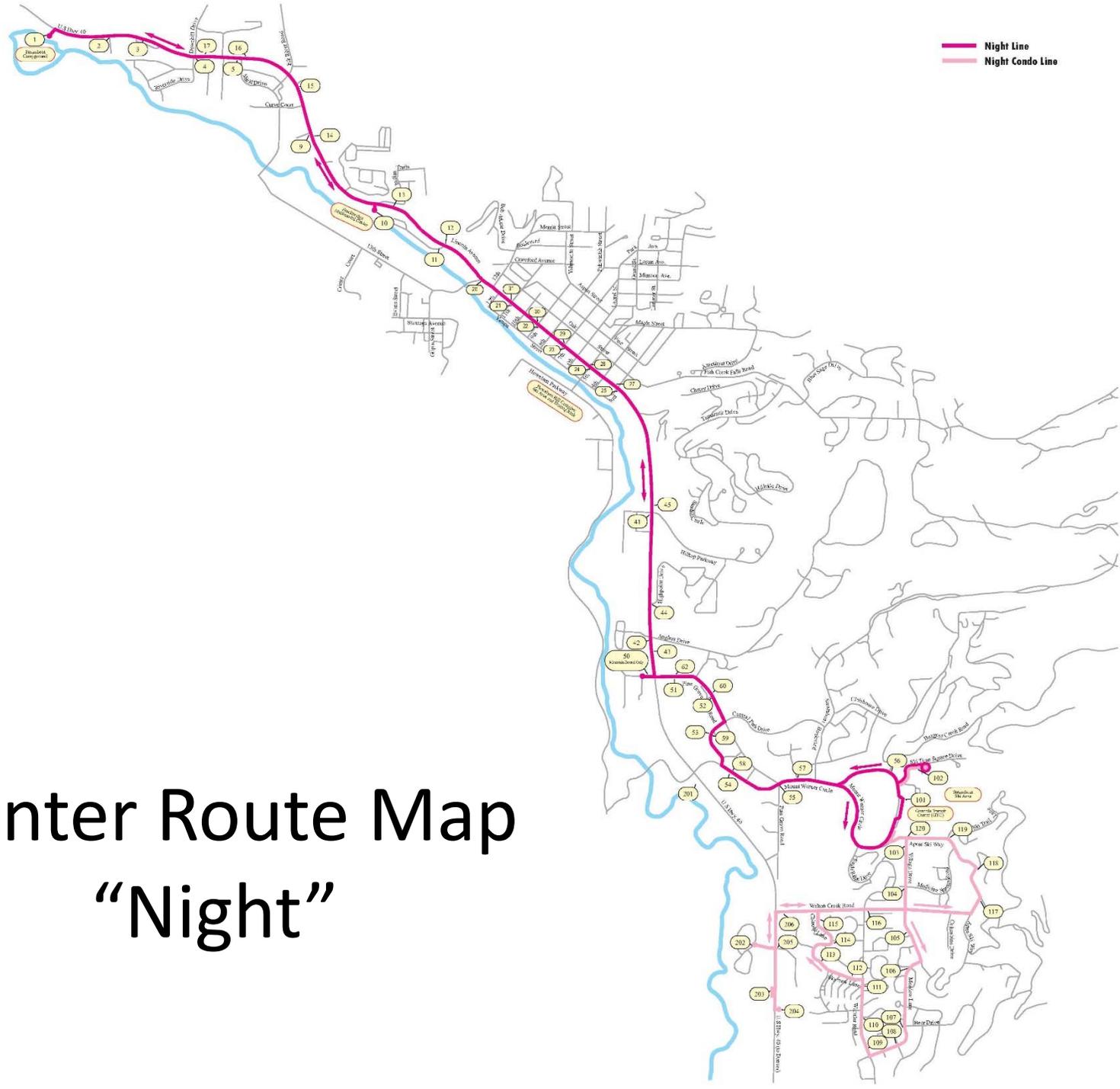
This is a year to year comparison of ridership. A green day indicates that the ridership is greater than the previous year and a red day indicates that the ridership is less than the previous year. Days of the week are lined up with each other so that weekends compare, day specific holidays compare and special events compare. At the bottom, the percentage of green and red days, for the year, are shown.





# Winter Route Map "Day"

**Night Line**  
**Night Condo Line**



# Winter Route Map “Night”



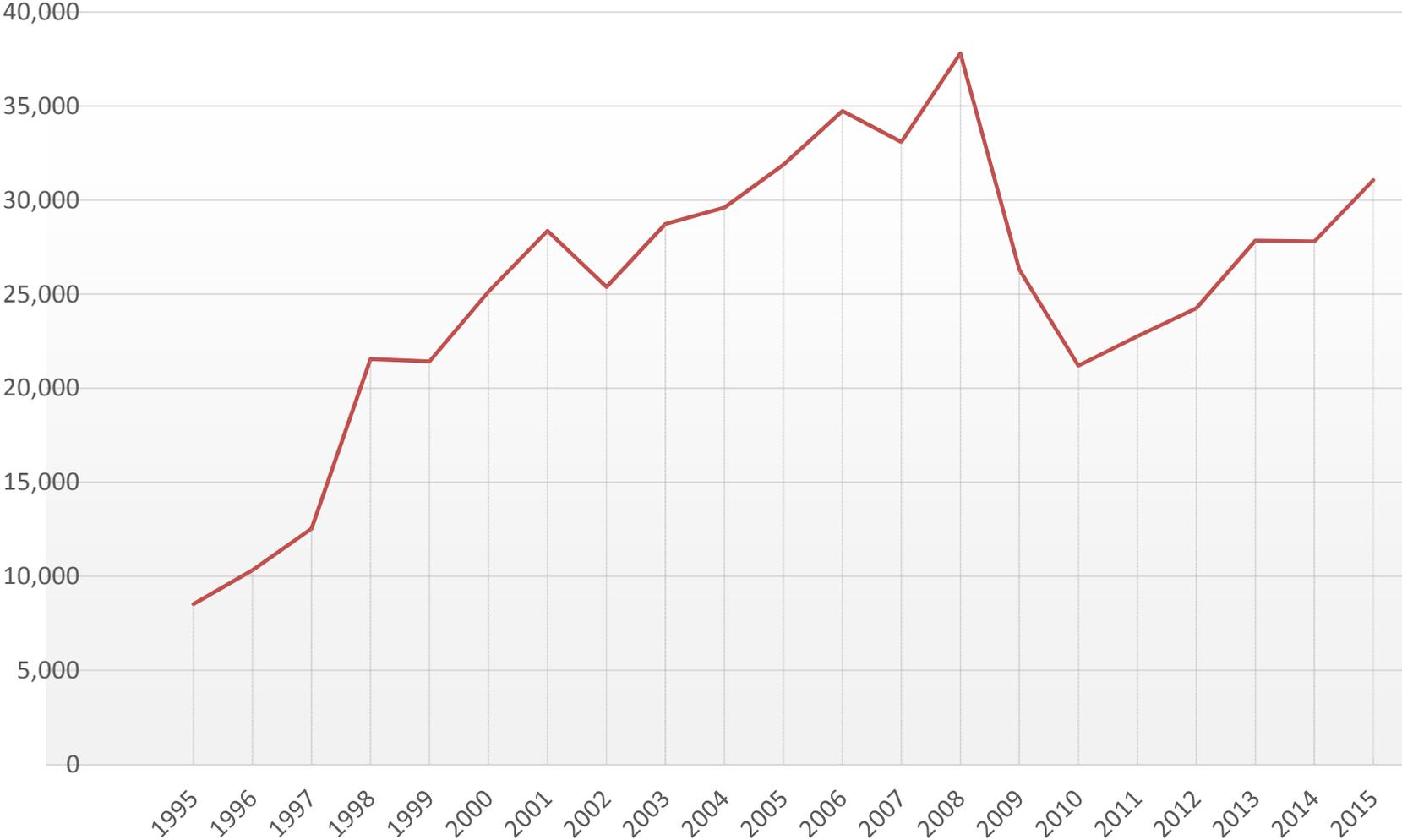
# Transit Work Session



## Regional Service Operational Information

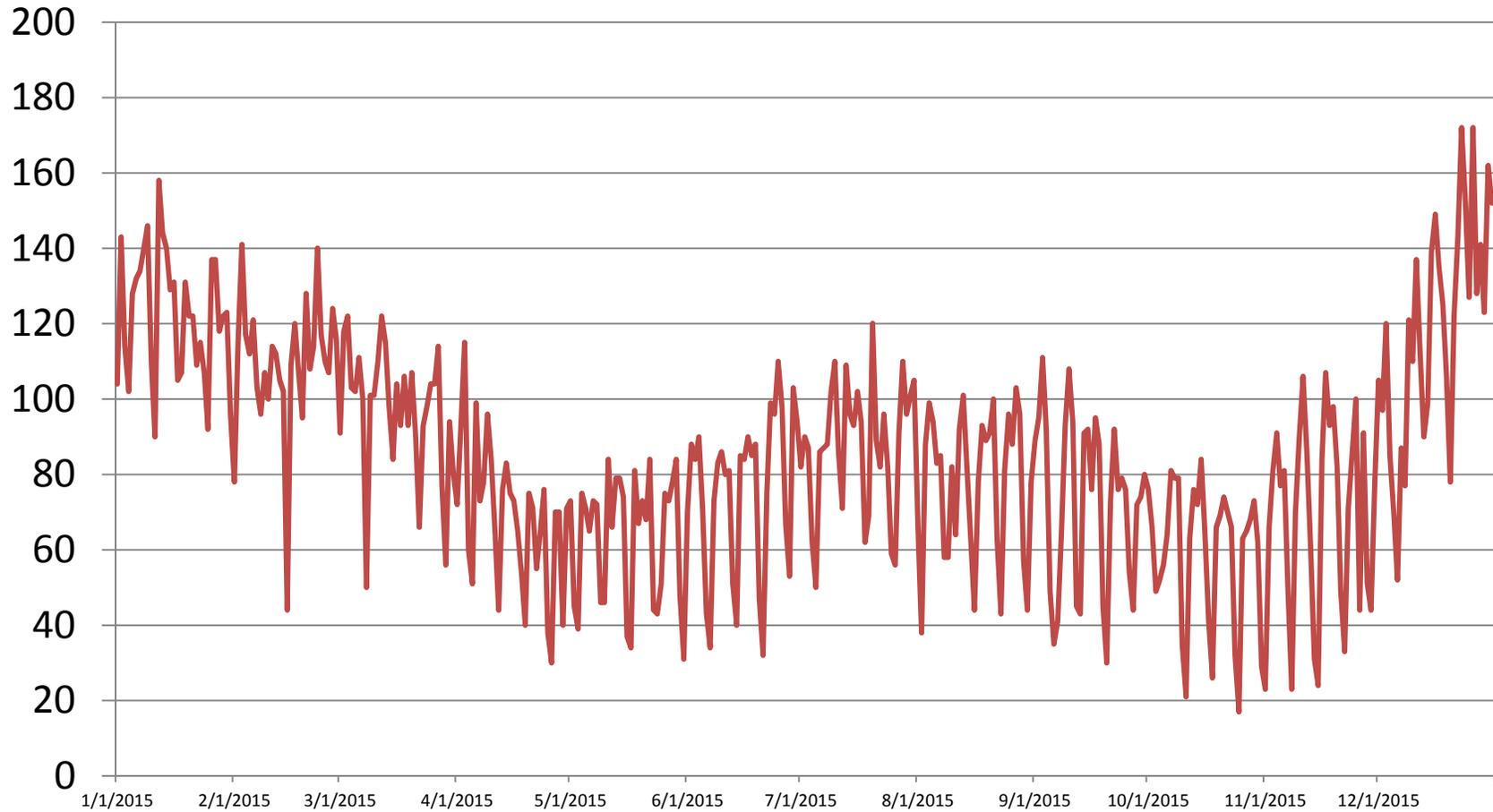


# Annual Regional Ridership



# Regional Ridership in 2015

## Daily Ridership



## Financial Analysis for the Regional Commuter Bus

2015 Cost for Service:	\$225,440
2015 Fare Recovery:	\$116,325
<b>SST Fare box recovery rate:</b>	<b>52%</b>
FTA Target fare box recovery rate:	25% - 30%
National average recovery rate:	34% - 35%

## Cost per mile averages for Regional Transportation

Low cost areas (Southeast US, some urban):	\$0.20 mile
Moderate cost areas (Midwest, moderate urban):	\$0.30 mile
<b>Steamboat Springs Transit:</b>	<b>\$0.32 mile</b>
Greyhound	\$0.33 mile
High cost areas (large urban, remote, resort):	\$0.40 mile



## Regional Passengers

What these numbers mean: The Daily Regional Passengers number indicates how many total one way trips were taken during any given month. As a general rule, the number of passenger trips can be divided by 2 to get the total number of people that used the bus in a given month. The Daily Bus Pass Passengers column represents the number of people that used a Bus Pass as their means of fare. These bus passes do give a reduced fare for each trip (\$60 worth of trips purchased for \$40). Daily Cash Fare represents the number of passengers paying the cash rate for their trip. Passengers in the No Fare category are passengers receiving a complimentary trip, Seniors, City Employees and their family members.

Year	Daily Regional Passengers	Daily Bus Pass Passengers	Daily Cash Fare Passengers	Daily No Fare Passengers
2009	26,295	20,948	3,702	1,645
2010	21,195	16,244	2,743	2,208
2011	22,847	17,299	2,934	2,614
2012	24,251	18,916	3,389	1,946
2013	27,842	21,780	3,422	2,640
2014	27,796	21,216	4,103	2,477
2015	31,057	24,962	3,326	2,769
<b>TOTALS</b>	<b>181,283</b>	<b>141,365</b>	<b>23,619</b>	<b>16,299</b>
	100%	78%	13%	9%

What these numbers mean: Each column represents a City, Town or County that is the origin or terminus of a trip. For example, a passenger riding from Craig to Steamboat would be counted in the Steamboat column, the Craig column, the Moffat column and the Routt column.

Year	Steamboat Pax.	Craig Pax.	Hayden Pax.	Milner Pax.	Stm. 2 Pax.	Moffat Pax.	Routt Pax.
2009	25,687	19,307	4,952	497	232	21,207	31,385
2010	20,613	17,630	3,357	404	239	17,662	24,629
2011	22,096	18,180	4,632	433	360	18,212	27,435
2012	23,660	18,579	5,009	697	281	18,806	29,787
2013	27,112	22,642	6,127	143	206	22,101	33,195
2014	28,095	21,991	5,780	429	233	22,015	33,368
2015	30,483	25,598	5,697	184	139	25,581	36,431
<b>TOTALS</b>	<b>177646</b>	<b>143927</b>	<b>35554</b>	<b>2787</b>	<b>1690</b>	<b>145384</b>	<b>216210</b>
	49%	40%	10%	1%	0%	40%	60%

What these numbers mean: Each column represents a specific trip destination. Note that a trip may be in either direction. For example the CRG-SBT may be for a passenger traveling from Craig to Steamboat or a passenger traveling from Steamboat to Craig.

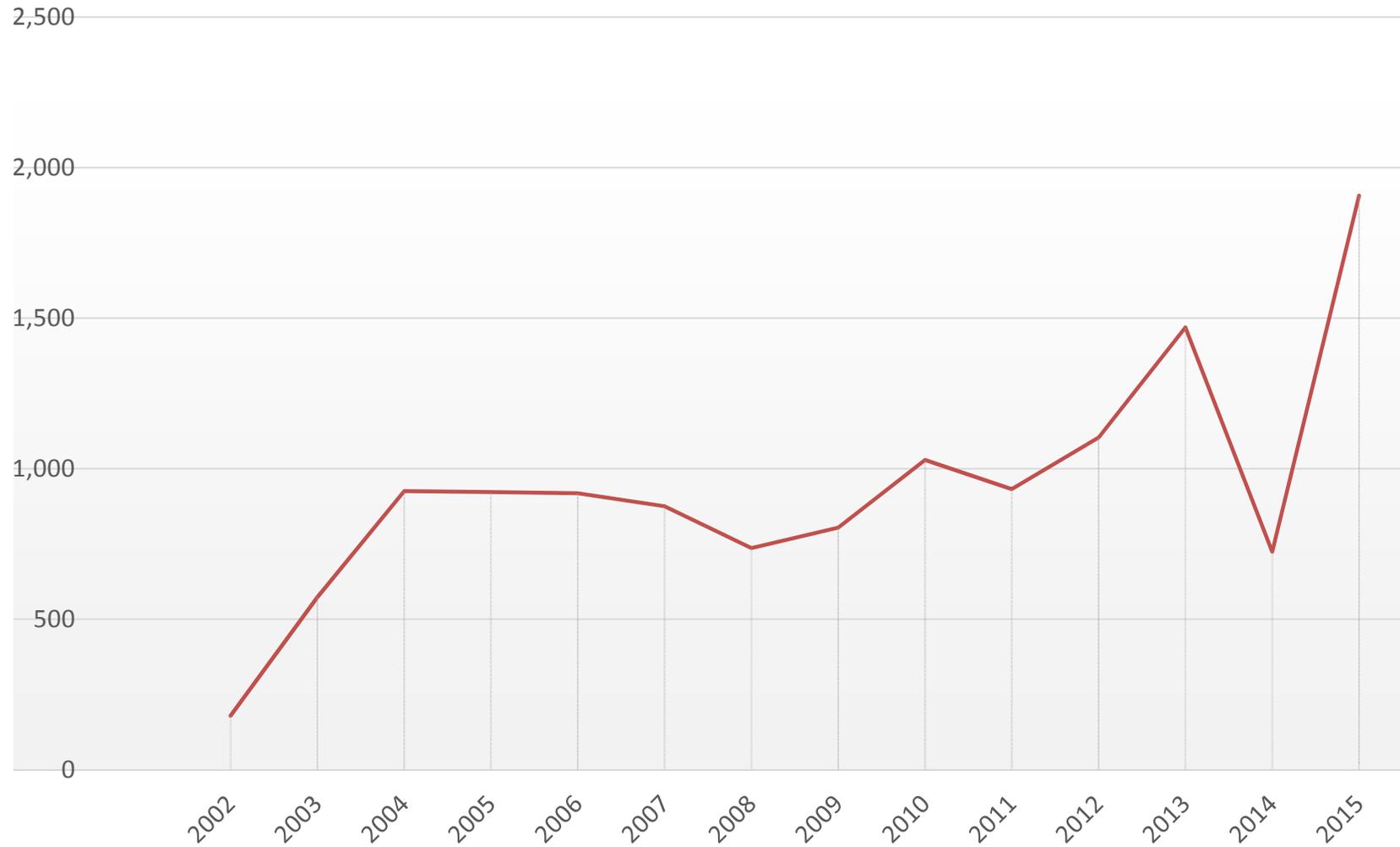
Year	CRG-SBT	HDN-SBT	MLR-SBT	SBT-SB2	CRG-HDN	MLR-HDN	SB2-HDN	SB2-MLR	CRG-MLR	CRG-SB2
2009	20,645	4,577	437	25	344	16	26	221	36	162
2010	17,139	3,060	343	66	310	16	26	189	39	151
2011	17,499	4,162	315	86	398	12	64	167	104	184
2012	17,887	4,828	655	84	403	11	48	270	39	143
2013	21,549	5,082	188	81	438	5	47	45	29	52
2014	21,294	5,284	321	60	329	66	37	157	35	126
2015	25,074	5,302	105	33	378	9	5	53	70	99
<b>TOTALS</b>	<b>141087</b>	<b>32295</b>	<b>2364</b>	<b>435</b>	<b>2600</b>	<b>134</b>	<b>253</b>	<b>1102</b>	<b>352</b>	<b>917</b>
	78%	18%	1%	0%	1%	0%	0%	1%	0%	1%

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## Paratransit Service Information

# Annual Paratransit Ridership



## Approved Paratransit Passengers

2012	21 Customers
2013	22 Customers
2014	17 Customers
2015	31 Customers
2016	39 Customers with 3 pending

## Information about Paratransit Trips.

Average trip duration is 30 minutes. Average distance is less than 5 miles. Approximately 16% of the trips are cancelled or passenger no-show.



# Growth in the Paratransit System

2012 Approximate Paratransit transportation hours	503	
<u>2012 Approximate Deadhead transportation hours</u>	<u>503</u>	
		1,006 hours
2013 Approximate Paratransit transportation hours	653	
<u>2013 Approximate Deadhead transportation hours</u>	<u>653</u>	
		1,305 hours
2014 Approximate Paratransit transportation hours	388	
<u>2014 Approximate Deadhead transportation hours</u>	<u>388</u>	
		776 hours
2015 Approximate Paratransit transportation hours	911	
<u>2015 Approximate Deadhead transportation hours</u>	<u>911</u>	
		1,822 hours
2016 Approximate Paratransit transportation hours	1,109	
<u>2016 Approximate Deadhead transportation hours</u>	<u>1,109</u>	
		2,218 hours

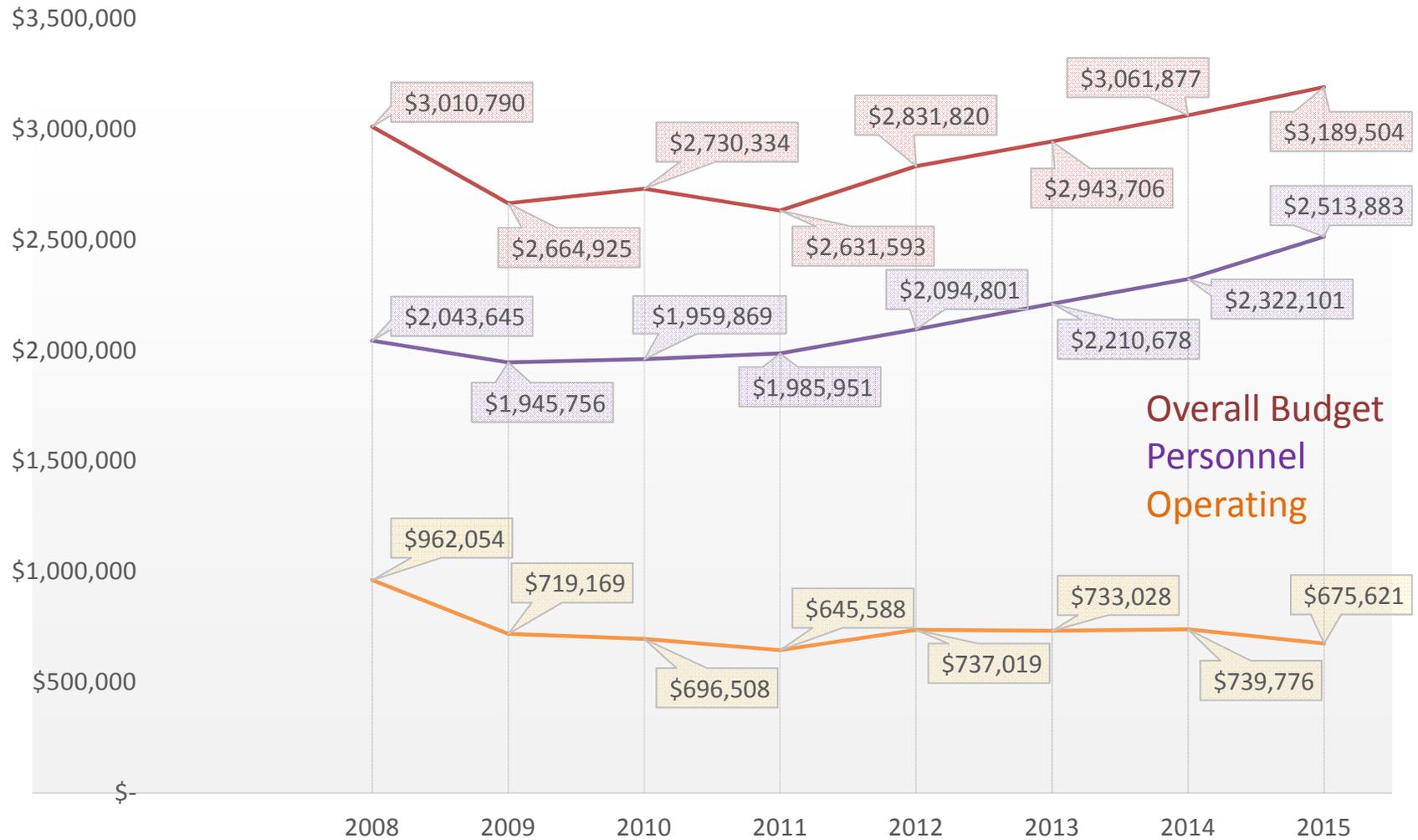


# Transit Work Session

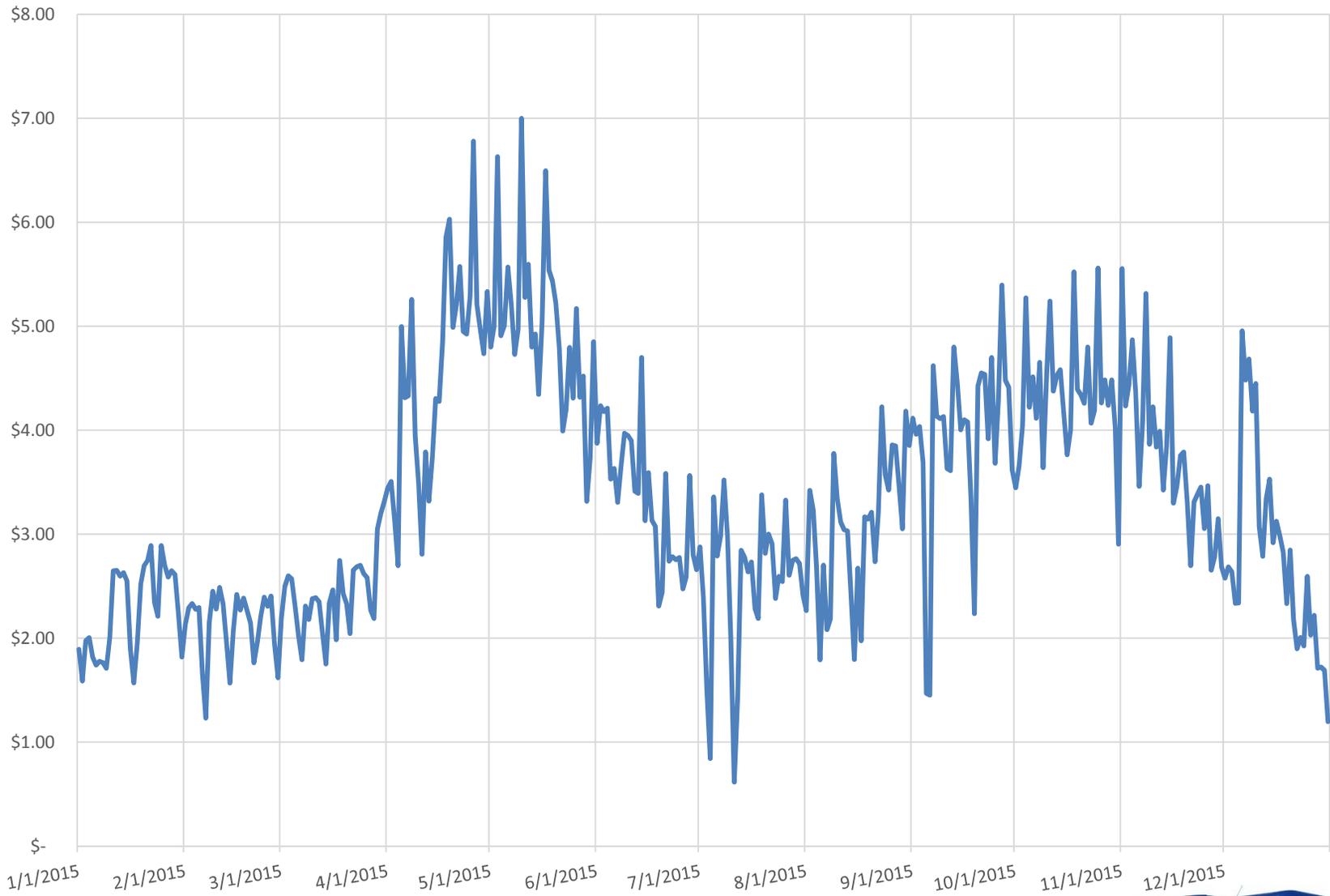


## Budget and Cost Information

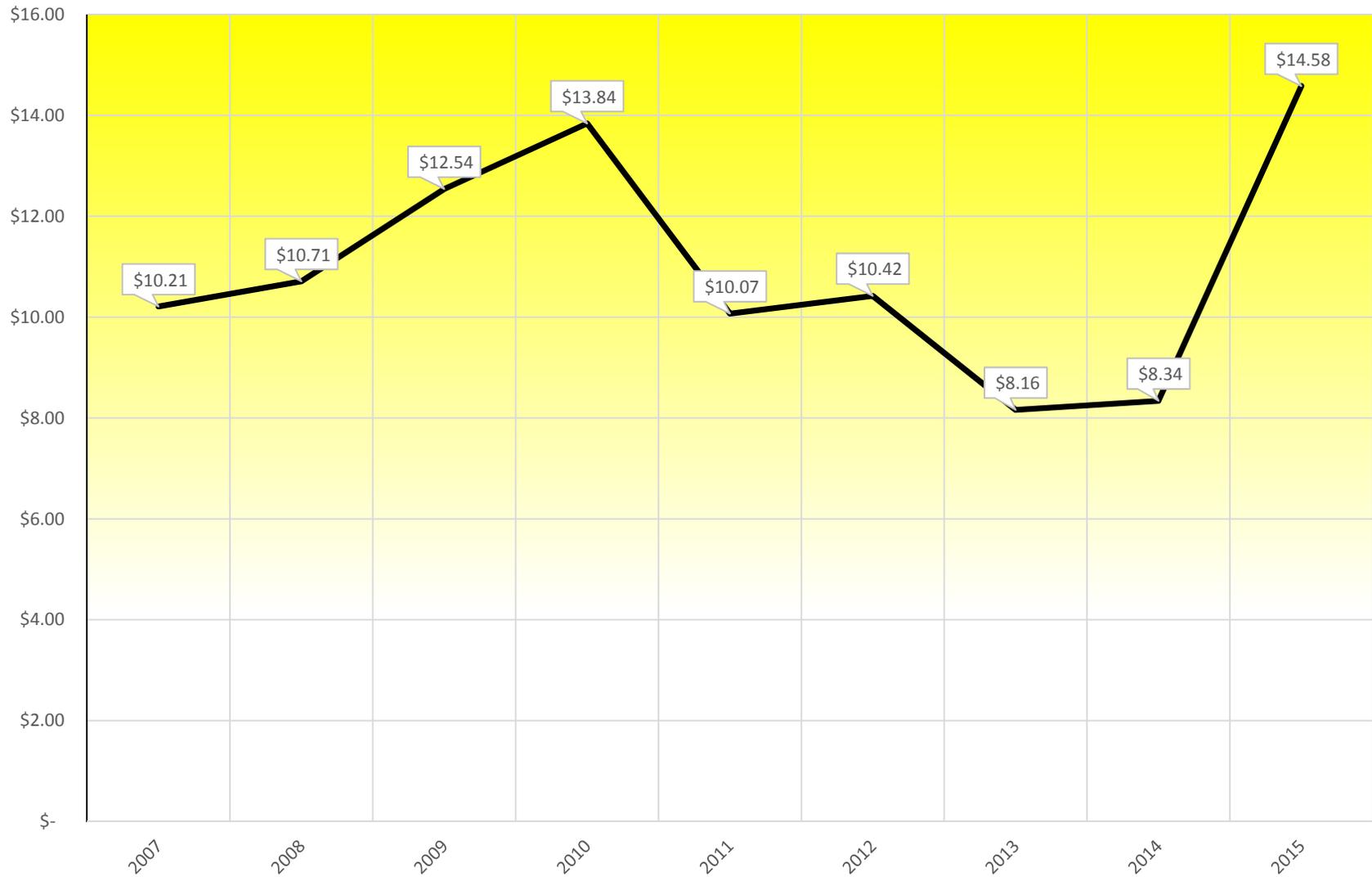
# Budget



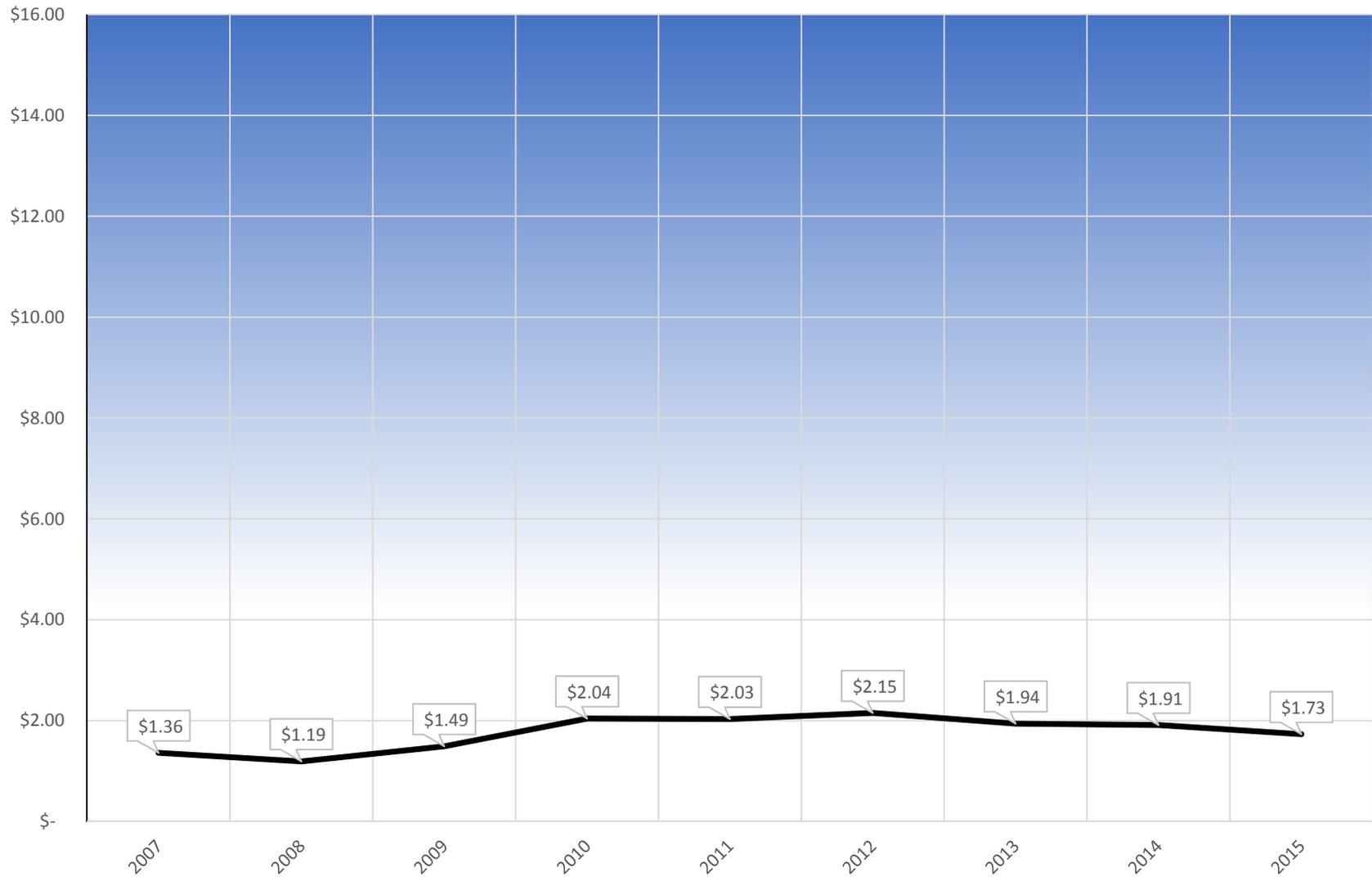
# 2015 Daily Cost Per Passenger



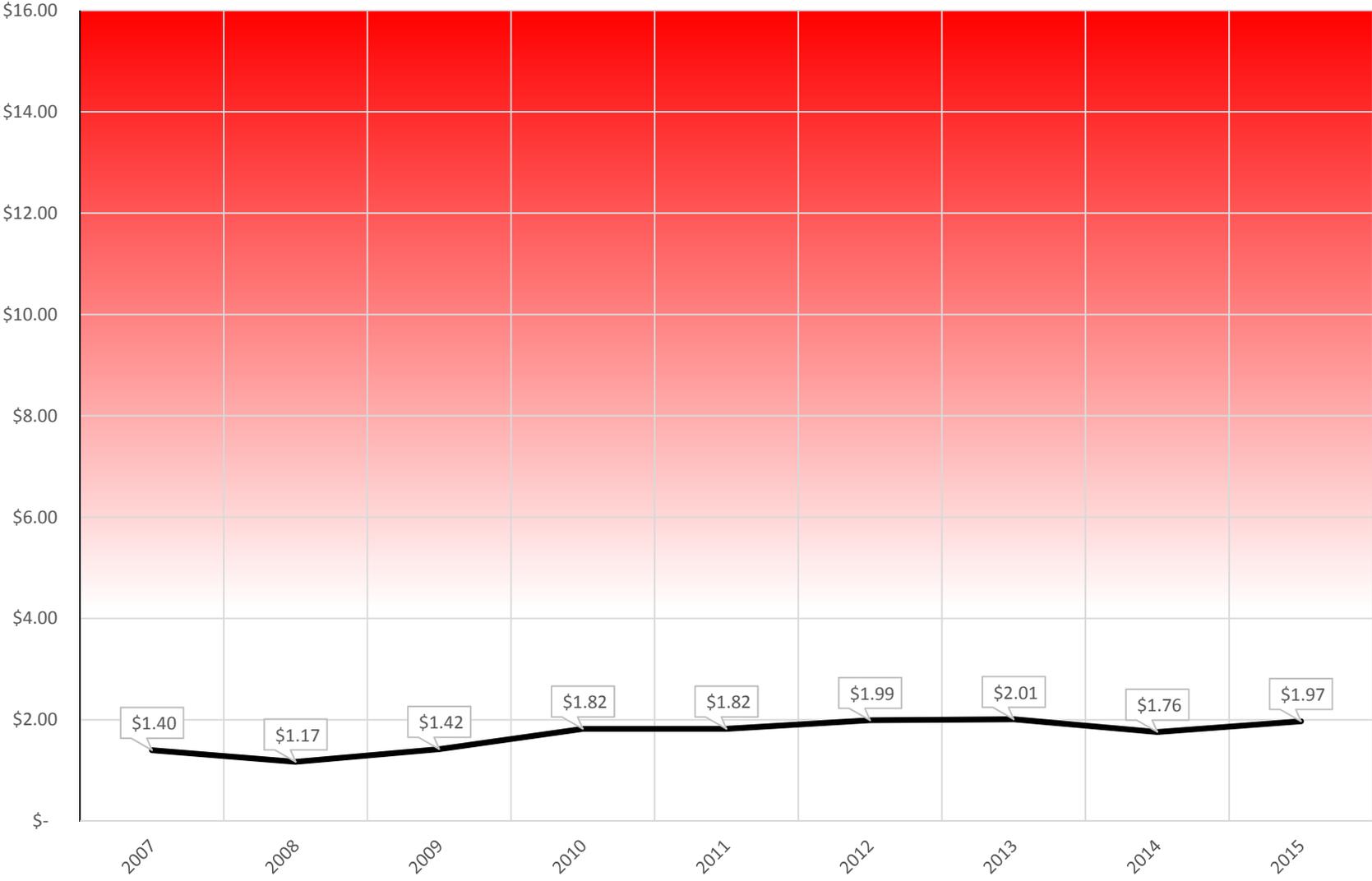
# Annual Cost per Yellow Line Passenger



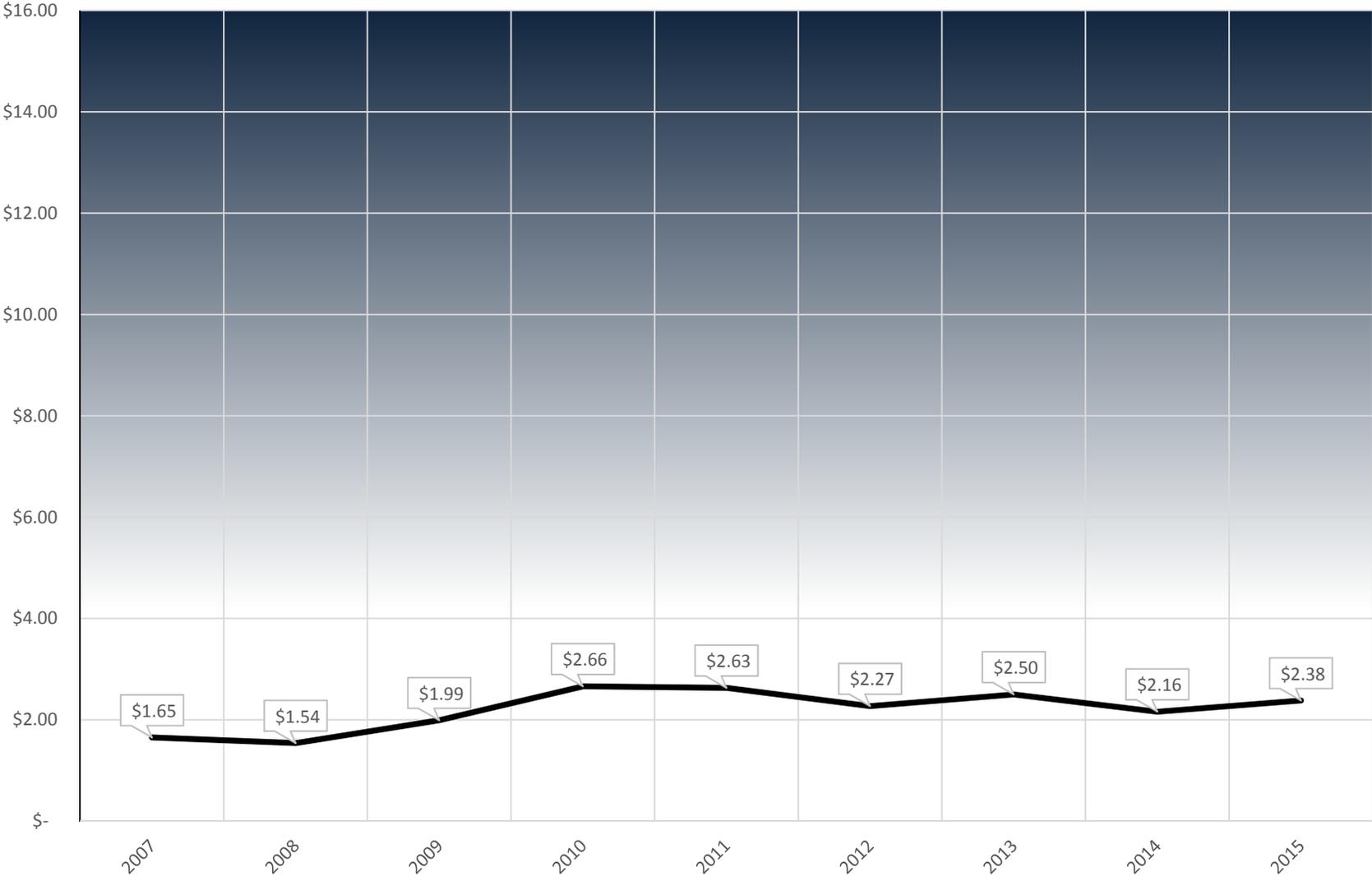
# Annual Cost per Blue Line Passenger



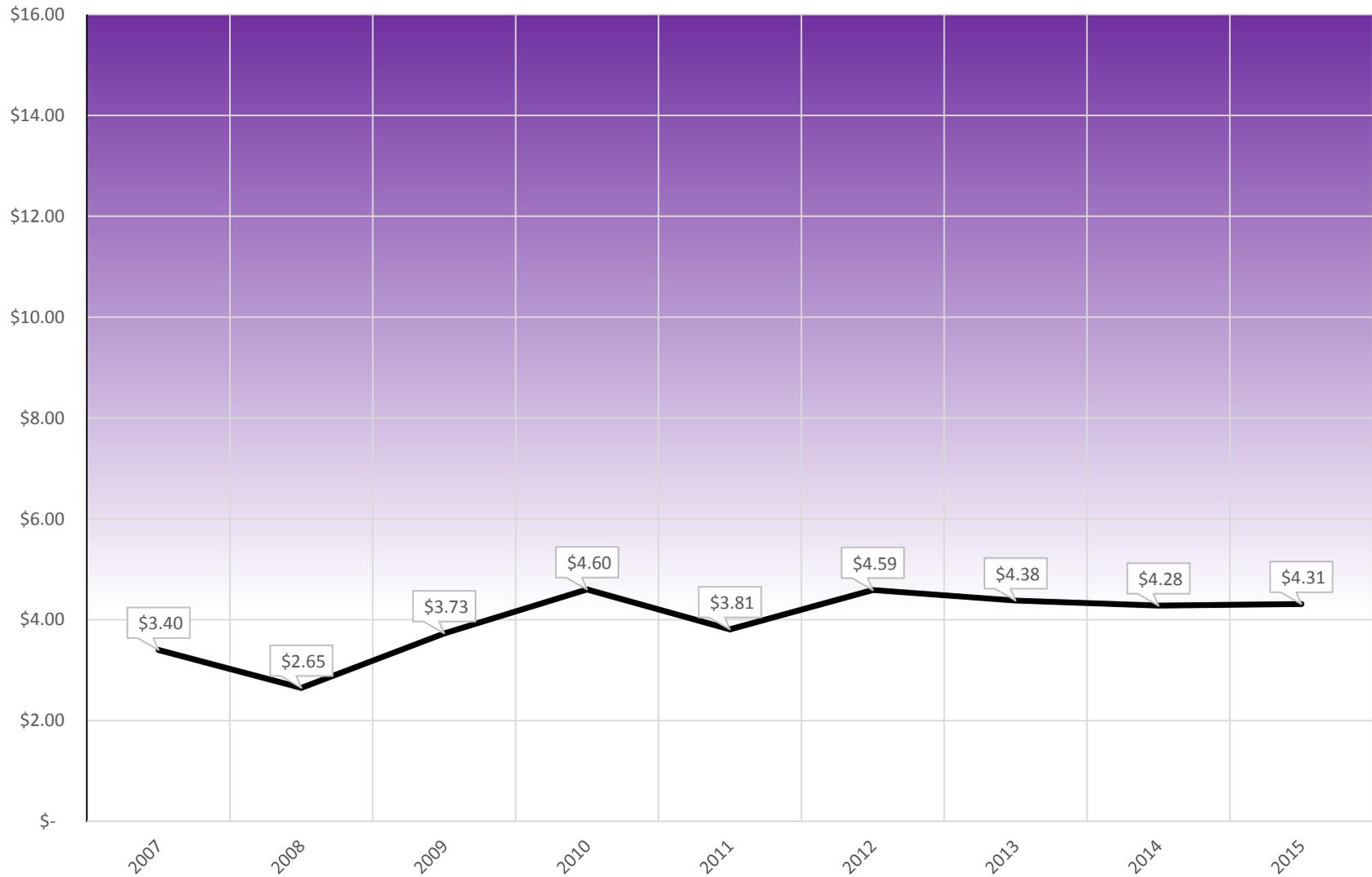
# Annual Cost per Red Line Passenger



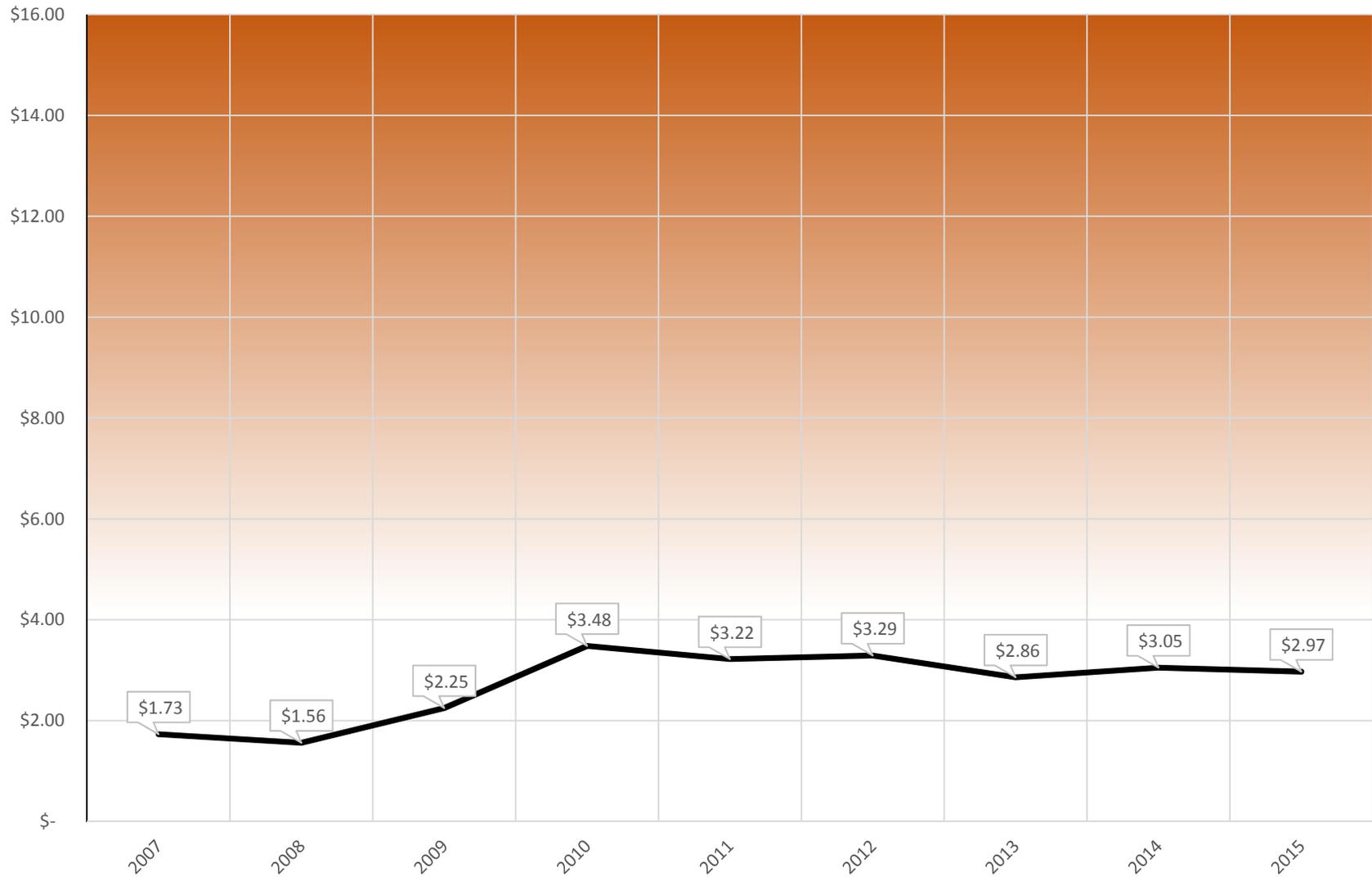
# Annual Cost per Night Line Passenger



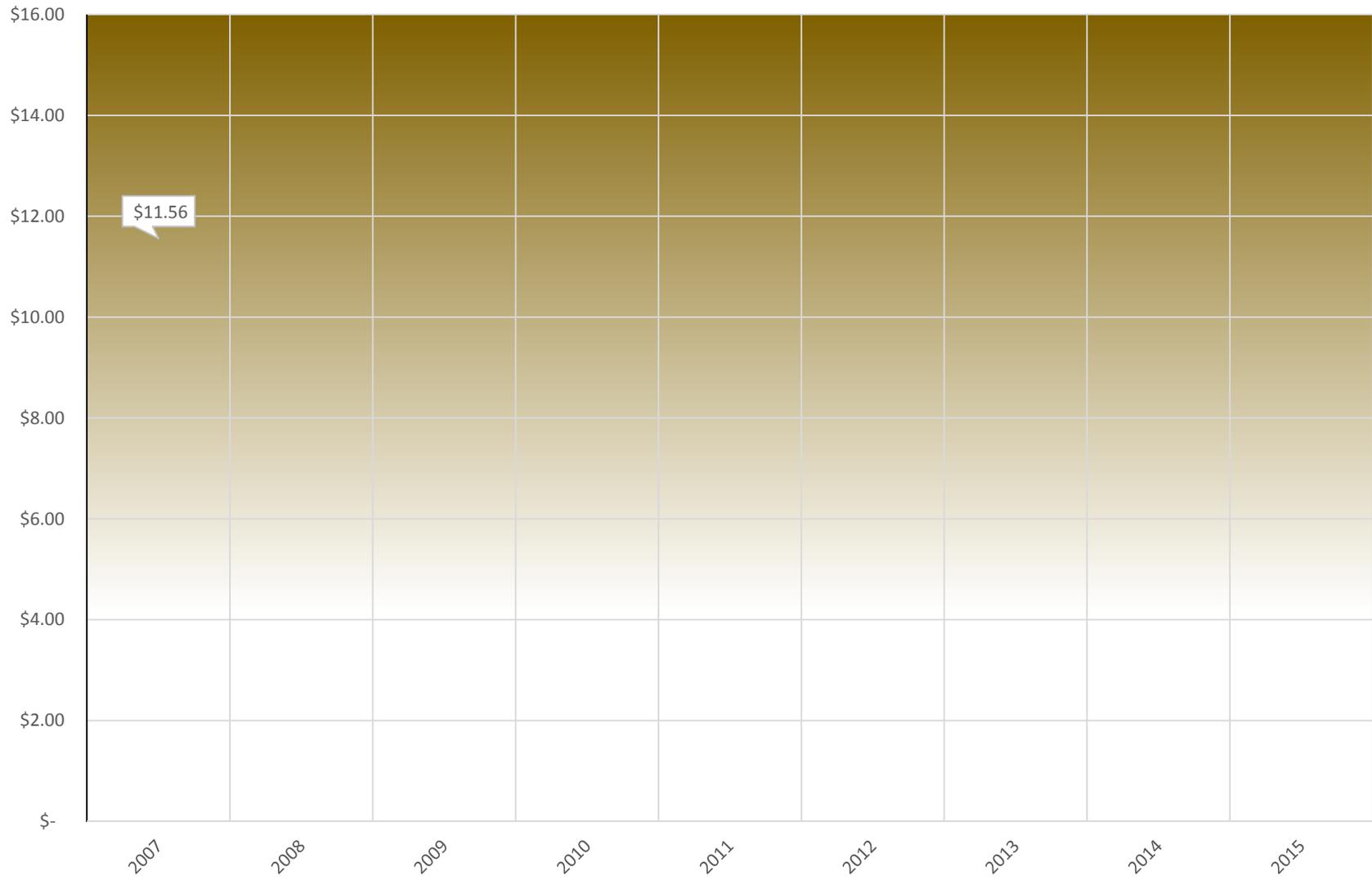
# Annual Cost per Purple Line Passenger



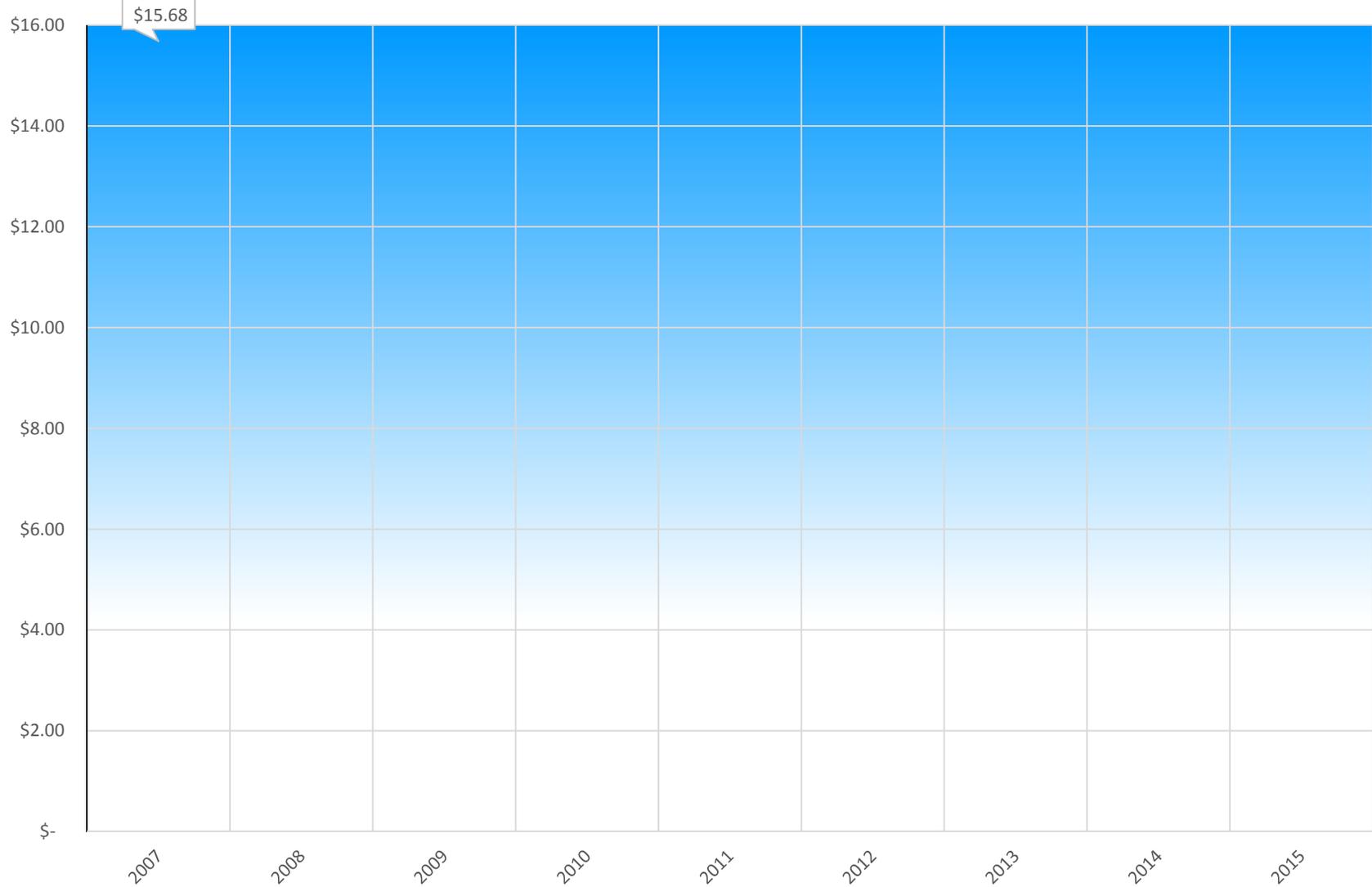
# Annual Cost per Summer Line Passenger



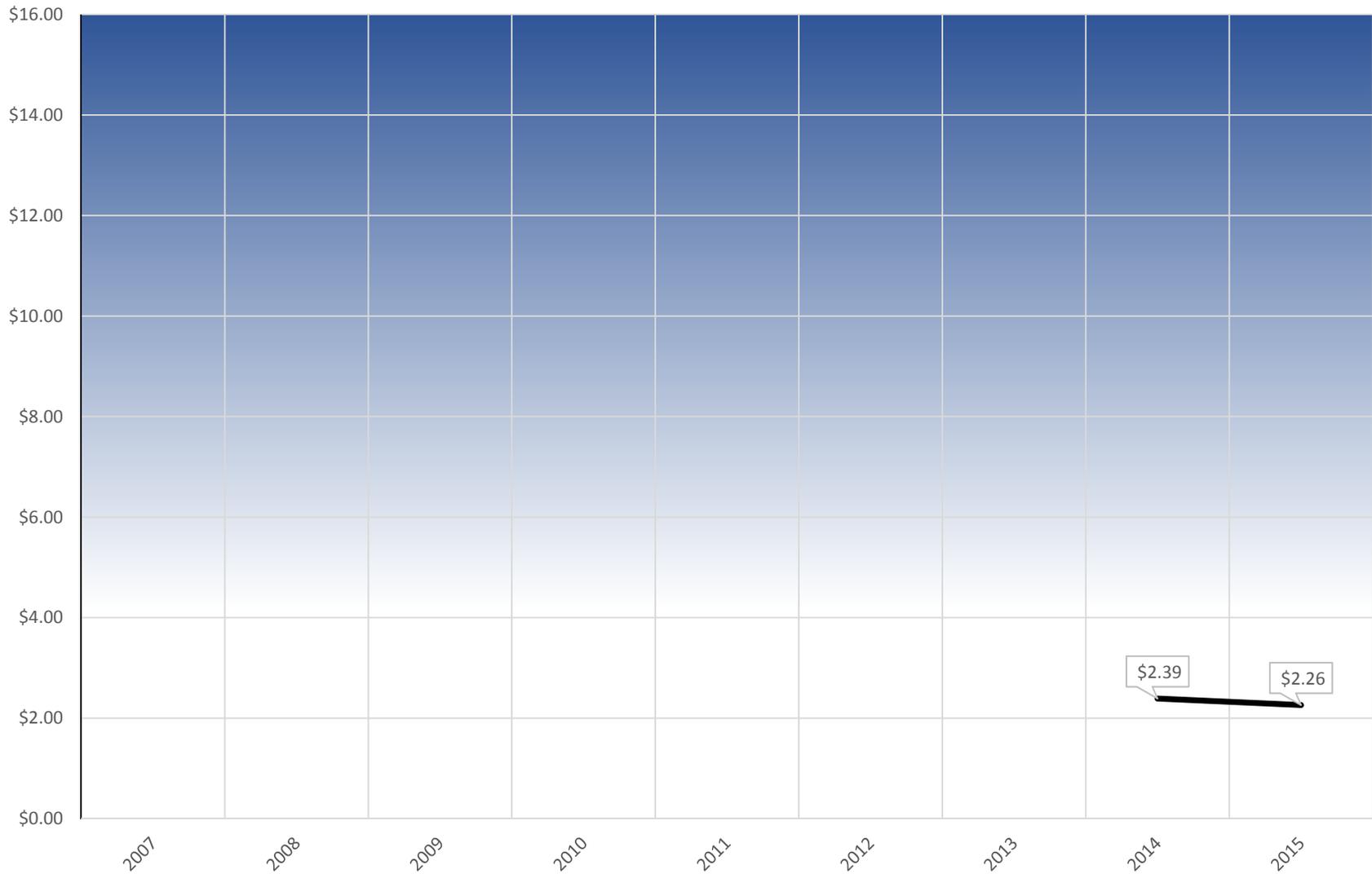
# Annual Cost per Hilltop Connector Passenger



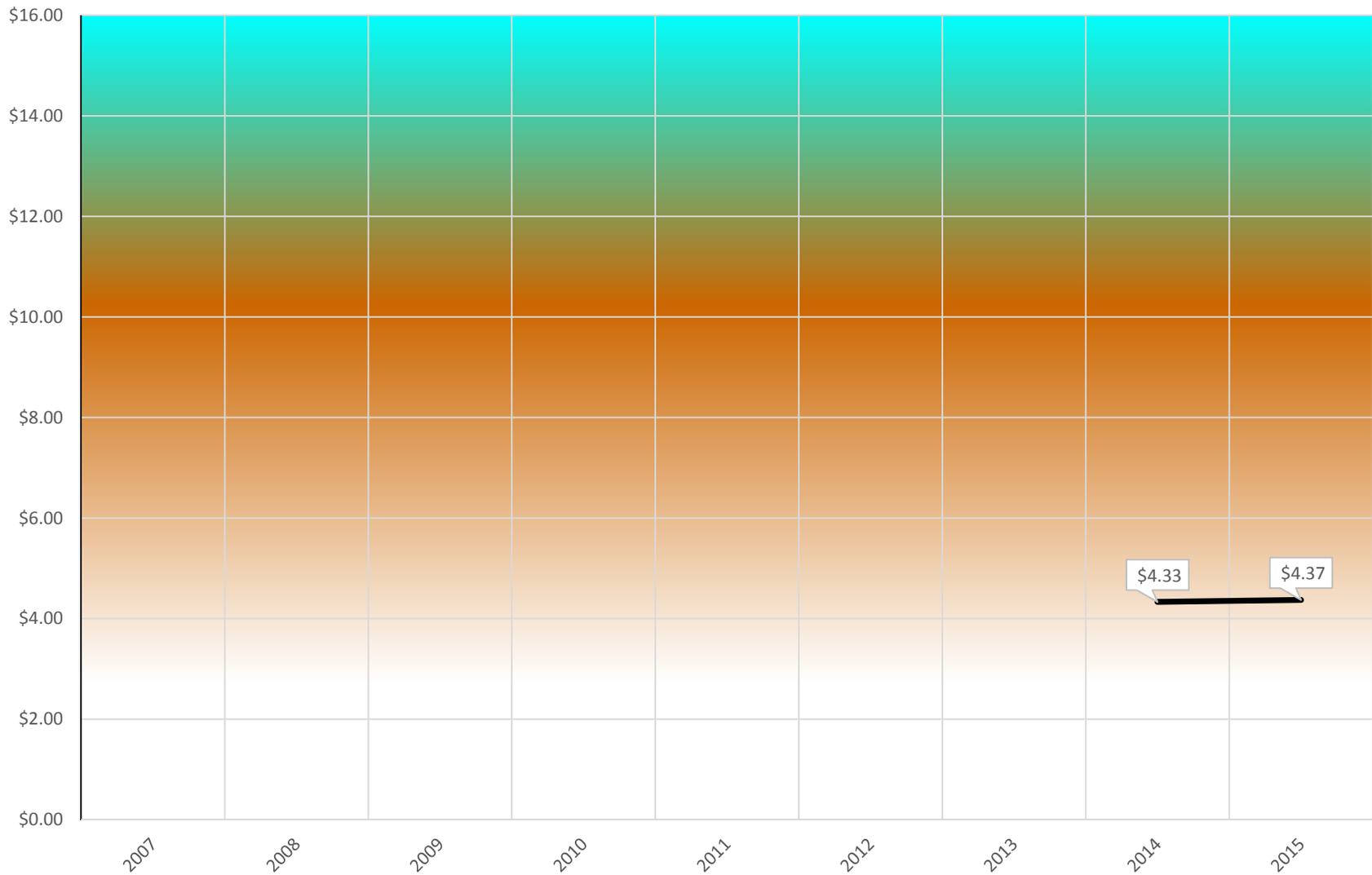
# Annual Cost per Main Street Shuttle Passenger



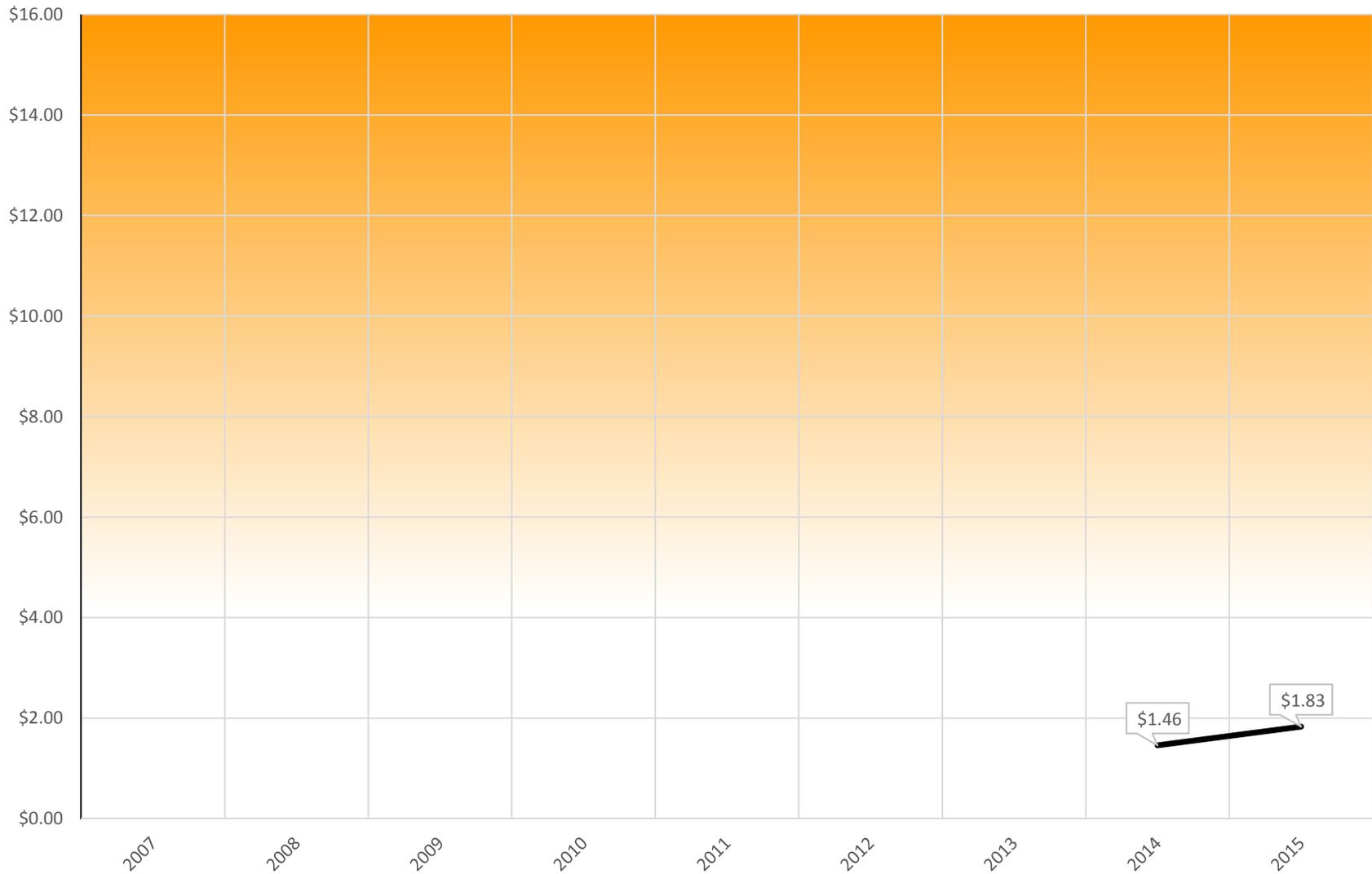
# Annual Cost per Blue Line "Extra" Passenger



# Annual Cost per Aqua/Cinnamon Line Passenger



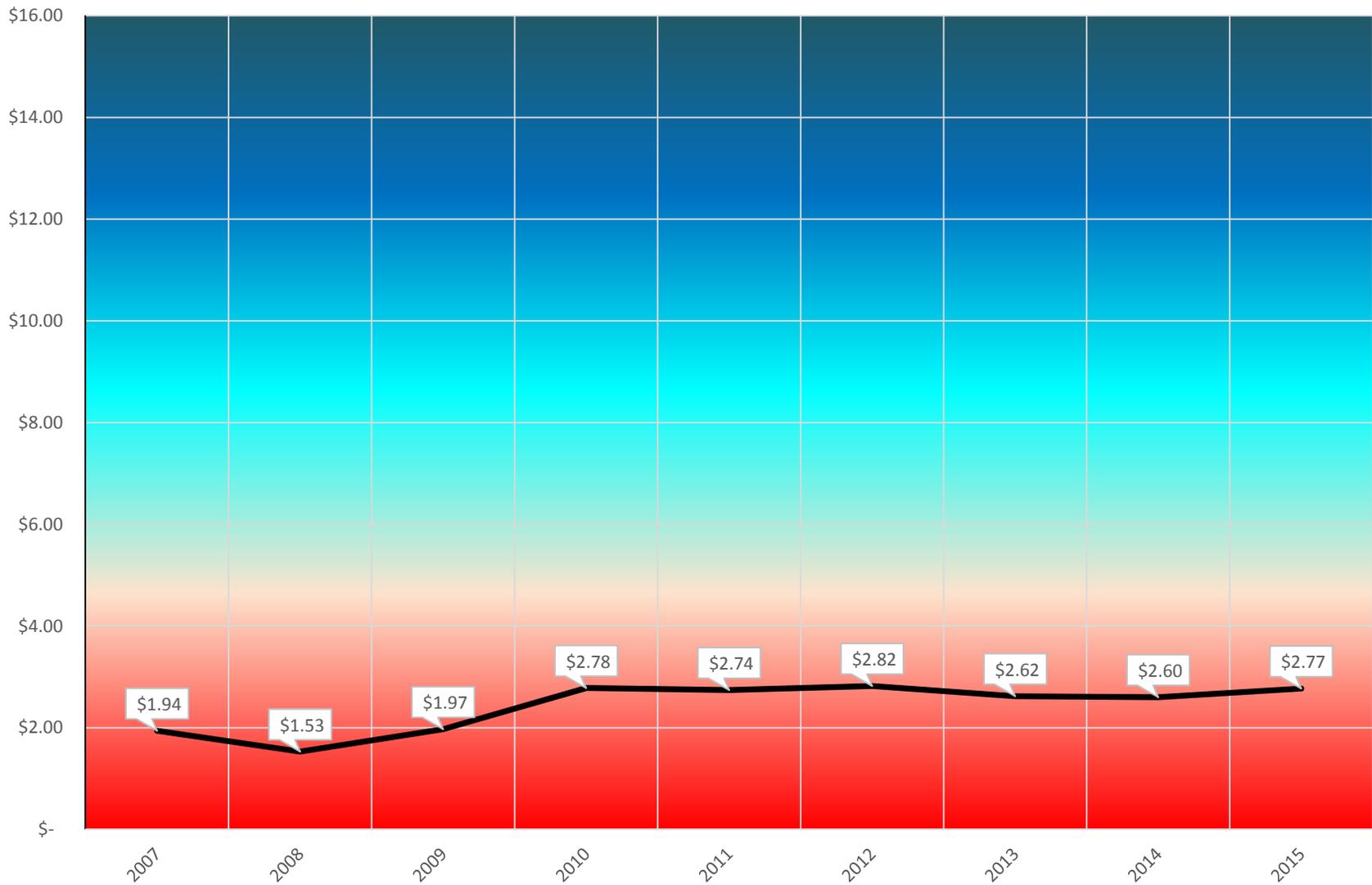
# Annual Cost per Orange Line "Extra" Passenger



# Annual Cost per Westie Line Passenger



# Annual Cost per Cumulative Passenger for Local Routes



# Transit Work Session



## Bus Stop Survey Information

## Percent of overall Red/Green Line passengers that get on at this stop.

GTC Townbound	15.82%	GTC Condos	11.23%	Shadow Run	4.54%	7th MB	4.25%
Central Park Plaza	4.25%	3rd MB	3.69%	Whistler Village	3.63%	Safeway	3.34%
Herbage	3.06%	Stockbridge	2.66%	Central Park Plaza	2.55%	Pine Grove Center	2.21%
Highmark	2.21%	5th MB	1.98%	9th MB	1.64%	7th WB	1.53%
Dream Island	1.47%	Trappeur's Crossing	1.47%	Sunburst	1.47%	Mustang Run	1.47%
11th MB	1.30%	Bear Drive	1.25%	13th MB	1.19%	Meadowlark	1.19%
Riverside Drive	1.19%	The Park	1.08%	Creekside	1.08%	Walton Creek	1.08%
Meadow Lane	1.02%	Burgess Creek Road	1.02%	Iron Horse Inn	0.91%	Sundance Plaza	0.91%
Walton Village	0.85%	3rd WB	0.85%	Chinook Townhomes	0.79%	Steamboat Square	0.79%
Timothy Drive	0.68%	11th WB	0.68%	Lift up	0.68%	Walgreens	0.57%
The Pines Condos	0.57%	9th WB	0.57%	The Pines Condos	0.51%	Snowflower	0.51%
Ski Time Square	0.45%	Hillsider - Sunrise	0.45%	Wild Horse Market	0.40%	Taco Cabo	0.40%
Steamboat Campground	0.34%	Justice Center	0.23%	Cook Chevrolet	0.23%	Hampton Inn	0.17%
Kum & Go	0.17%	5th WB	0.17%	Riverside Plaza	0.17%	La Casa	0.11%
Highpoint Drive	0.11%	Copper Mountain	0.11%	Elk River Road	0.11%	Meadows Parking	0.06%
Steamboat Boulevard	0.06%	Resort Group	0.06%	Taylor Building	0.06%	Downhill Drive	0.06%
Snow Bowl	0.06%	Ski Time Square	0.01%	Dream Island	0.01%	Steamboat Motors	0.01%
Shield Drive	0.01%						



## Percent of times that the **Red/Green** Line stops at the bus stop to **pick up** passengers.

GTC Townbound	91%	Central Park Plaza	88%	3rd MB	82%	GTC Condos	82%
Stockbridge	79%	Shadow Run	79%	7th MB	70%	Whistler Village	67%
Central Park Plaza	61%	Pine Grove Center	58%	Herbage	55%	Safeway	52%
9th MB	48%	5th MB	45%	Highmark	45%	13th MB	42%
Dream Island	36%	11th MB	36%	Sunburst	33%	Creekside	33%
Mustang Run	33%	Walton Village	33%	Sundance Plaza	33%	3rd WB	33%
7th WB	33%	Iron Horse Inn	30%	Bear Drive	30%	Chinook Townhomes	30%
Burgess Creek Road	30%	Steamboat Square	30%	Riverside Drive	30%	Meadowlark	27%
Meadow Lane	27%	Timothy Drive	27%	Walton Creek	27%	9th WB	27%
Lift up	24%	Walgreens	21%	The Park	21%	The Pines Condos	21%
Taco Cabo	18%	The Pines Condos	15%	Wild Horse Market	15%	Ski Time Square	15%
Snowflower	15%	Steamboat Campground	15%	11th WB	12%	Justice Center	12%
Cook Chevrolet	12%	Kum & Go	9%	Hillsider - Sunrise	9%	5th WB	9%
Hampton Inn	6%	Trappeur's Crossing	6%	La Casa	6%	Highpoint Drive	6%
Riverside Plaza	6%	Meadows Parking	3%	Steamboat Boulevard	3%	Resort Group	3%
Copper Mountain	3%	Taylor Building	3%	Elk Riger Road	3%	Downhill Drive	3%
Snow Bowl	3%	Ski Time Square	1%	Dream Island	1%	Steamboat Motors	1%
Shield Drive	1%						



## Percent of overall Red/Green Line passengers that get **off** at this stop.

GTC Townbound	14.97%	GTC Condos	10.08%	7th WB	7.48%	Central Park Plaza TB	5.57%
3rd WB	5.38%	Central Park Plaza MB	4.21%	11th WB	4.14%	5th WB	3.71%
Snowflower	2.47%	9th WB	2.04%	Herbage	1.92%	Shadow Run	1.86%
Pine Grove Center	1.79%	Safeway	1.61%	Trappeur's Crossing	1.48%	Bear Drive	1.48%
Sundance Plaza	1.42%	Dream Island WB	1.42%	Whistler Village	1.36%	Meadows Parking	1.30%
Meadow Lane	1.24%	Meadowlark	1.18%	The Pines Condos	1.18%	Steamboat Square	1.11%
Creekside	1.05%	Walgreens	0.99%	Mustang Run	0.99%	Sunburst	0.93%
Chinook Townhomes	0.93%	9th MB	0.87%	Wild Horse Market	0.74%	Walton Village	0.74%
Elk River Road	0.68%	Downhill Drive	0.68%	13th MB	0.62%	Walton Creek	0.62%
Steamboat Boulevard	0.62%	Riverside Plaza	0.62%	Lift up	0.62%	Ski Time Square	0.56%
7th MB	0.49%	The Pines Condos	0.49%	Copper Mountain	0.49%	Steamboat Campground	0.49%
Justice Center	0.49%	3rd MB	0.43%	Highmark	0.43%	Resort Group	0.43%
Stockbridge	0.37%	Steamboat Motors	0.31%	5th MB	0.25%	Kum & Go	0.25%
Timothy Drive	0.25%	Hillsider - Sunrise	0.25%	Dream Island	0.19%	11th MB	0.19%
Iron Horse Inn	0.19%	The Park	0.19%	Highpoint Drive	0.19%	Taylor Building	0.19%
Snow Bowl	0.19%	Hampton Inn	0.12%	La Casa	0.12%	Burgess Creek Road	0.06%
Cook Chevrolet	0.06%	Taco Cabo	0.06%	Ski Time Square	0.01%	Riverside Drive	0.01%
Shield Drive	0.01%						



## Percent of times that the **Red/Green** Line stops at the bus stop to **drop off** passengers.

GTC Condos	91%	GTC Townbound	91%	Central Park Plaza TB	91%	7th WB	85%
3rd WB	82%	Central Park Plaza MB	76%	11th WB	70%	5th WB	61%
Safeway	52%	Snowflower	48%	Dream Island	45%	Pine Grove Center	42%
Herbage	42%	Meadowlark	39%	Shadow Run	39%	The Pines Condos	39%
9th WB	39%	Trappeur's Crossing	36%	Meadow Lane	36%	Whistler Village	36%
Chinook Townhomes	36%	Steamboat Square	36%	Bear Drive	33%	Mustang Run	33%
Downhill Drive	30%	Walgreens	27%	Wild Horse Market	27%	Creekside	27%
Walton Village	24%	Elk River Road	24%	Steamboat Campground	24%	13th MB	21%
9th MB	21%	7th MB	21%	3rd MB	21%	Ski Time Square	21%
Walton Creek	21%	Sundance Plaza	21%	Copper Mountain	21%	Lift up	21%
Meadows Parking	18%	Sunburst	18%	Riverside Plaza	18%	The Pines Condos	15%
Highmark	15%	Resort Group	15%	Steamboat Motors	15%	Justice Center	15%
5th MB	12%	Kum & Go	12%	Stockbridge	9%	Dream Island	9%
11th MB	9%	Iron Horse Inn	9%	Timothy Drive	9%	The Park	9%
Hillsider - Sunrise	9%	Steamboat Boulevard	9%	Highpoint Drive	9%	Taylor Building	9%
Snow Bowl	9%	Hampton Inn	6%	La Casa	6%	Burgess Creek Road	3%
Cook Chevrolet	3%	Taco Cabo	3%	Ski Time Square	1%	Riverside Drive	1%
Shield Drive	1%						



## Percent of overall Blue/Orange Line passengers that get on at this stop.

GTC Orange	13.16%	GTC Townbound	11.99%	Walton Pond	8.53%	7th MB	4.69%
3rd MB	4.30%	5th MB	3.91%	Shadow Run	3.78%	Central Park Plaza MB	3.45%
Stockbridge	3.19%	Central Park Plaza TB	3.06%	Pine Grove Center	2.80%	9th MB	2.28%
11th MB	2.21%	Herbage	2.15%	Safeway	1.76%	Ski Time Square	1.69%
La Quinta Inn	1.56%	Dream Island	1.50%	Steamboat Hotel	1.50%	Riverside Drive	1.50%
13th MB	1.43%	Iron Horse Inn	1.43%	3rd WB	1.30%	7th WB	1.30%
Quality Inn	1.17%	The Pines Condos MB	1.04%	Steamboat Campground	0.98%	Sundance Plaza	0.91%
Hillsider - Sunrise	0.85%	Steamboat Square	0.85%	9th WB	0.85%	Lift up	0.78%
5th WB	0.72%	Fairfield Inn	0.65%	Justice Center	0.65%	Resort Group	0.59%
The Pines Condos TB	0.59%	Hampton Inn	0.52%	Walgreens	0.52%	Wild Horse Market	0.52%
Snowflower	0.52%	Kum & Go	0.33%	11th WB	0.33%	Taco Cabo	0.33%
Burgess Creek Road	0.26%	Dream Island	0.26%	Meadows Parking	0.13%	Resort Group	0.13%
Highpoint Drive	0.13%	Downhill Drive	0.13%	Snow Bowl	0.13%	Riverside Plaza	0.13%
Shield Drive	0.13%	Burgess Creek Road	0.07%	Steamboat Boulevard	0.07%	Cook Chevrolet	0.07%
Elk River Road	0.07%	Steamboat Boulevard	0.01%	Mt. Werner & US 40	0.01%	La Casa	0.01%
Copper Mountain	0.01%	Taylor Building	0.01%	Steamboat Motors	0.01%		



## Percent of times that the **Blue/Orange** Line stops at the bus stop to **pick up** passengers.

Walton Pond	97%	GTC Townbound	94%	7th MB	82%	Stockbridge	79%
GTC Orange	79%	Central Park Plaza MB	76%	Shadow Run	73%	5th MB	70%
3rd MB	70%	Central Park Plaza TB	64%	Pine Grove Center	58%	Safeway	55%
11th MB	52%	Dream Island MB	48%	Herbage	48%	Iron Horse Inn	45%
13th MB	42%	9th MB	42%	Steamboat Hotel	42%	La Quinta Inn	42%
Ski Time Square	42%	Riverside Drive	42%	Sundance Plaza	36%	3rd WB	36%
7th WB	33%	Steamboat Campground	30%	9th WB	27%	Lift up	27%
Walgreens	24%	The Pines Condos	24%	The Pines Condos	21%	Hampton Inn	18%
Wild Horse Market	18%	Quality Inn	18%	Steamboat Square	18%	5th WB	18%
Justice Center	18%	Resort Group	15%	Fairfield Inn	15%	Hillsider - Sunrise	15%
Snowflower	15%	11th WB	15%	Kum & Go	12%	Burgess Creek Road	12%
Taco Cabo	12%	Dream Island	9%	Meadows Parking	6%	Resort Group	6%
Highpoint Drive	6%	Downhill Drive	6%	Snow Bowl	6%	Riverside Plaza	6%
Shield Drive	6%	Burgess Creek Road	3%	Steamboat Boulevard	3%	Elk River Road	3%
Cook Chevrolet	3%	Steamboat Boulevard	1%	Mt. Werner & US 40	1%	La Casa	1%
Copper Mountain	1%	Taylor Building	1%	Steamboat Motors	1%		



Percent of overall **Blue/Orange** Line passengers that get **off** at this stop.

GTC Orange	16.37%	GTC Townbound	10.82%	Walton Pond	9.68%	7th WB	6.90%
Central Park Plaza TB	5.91%	Central Park Plaza MB	5.48%	Snowflower	3.20%	3rd WB	3.06%
5th WB	2.70%	11th WB	2.70%	9th WB	2.28%	Quality Inn	1.92%
Shadow Run	1.92%	Ski Time Square	1.64%	Herbage	1.49%	Safeway	1.49%
Steamboat Hotel	1.35%	7th MB	1.14%	Pine Grove Center	1.14%	Iron Horse Inn	1.07%
3rd MB	0.93%	Wild Horse Market	0.93%	13th MB	0.85%	Dream Island	0.85%
9th MB	0.78%	La Quinta Inn	0.78%	Downhill Drive	0.78%	Copper Mountain	0.71%
Elk River Road	0.71%	5th MB	0.64%	Walgreens	0.64%	Meadows Parking	0.64%
Steamboat Square	0.64%	Steamboat Campground	0.64%	Fairfield Inn	0.57%	Resort Group	0.57%
The Pines Condos	0.57%	Burgess Creek Road	0.50%	Hillsider - Sunrise	0.50%	Sundance Plaza	0.50%
Lift up	0.43%	Stockbridge	0.36%	Steamboat Motors	0.36%	Kum & Go	0.28%
La Casa	0.28%	Steamboat Boulevard	0.28%	Snow Bowl	0.28%	11th MB	0.21%
Hampton Inn	0.21%	The Pines Condos	0.21%	Riverside Plaza	0.21%	Justice Center	0.21%
Taylor Building	0.14%	Riverside Drive	0.14%	Dream Island	0.07%	Highpoint Drive	0.07%
Steamboat Boulevard	0.01%	Resort Group	0.01%	Mt. Werner & US 40	0.01%	Burgess Creek Road	0.01%
Shield Drive	0.01%	Cook Chevrolet	0.01%	Taco Cabo	0.01%		



## Percent of times that the **Blue/Orange** Line stops at the bus stop to **drop off** passengers.

GTC Orange	97%	Central Park Plaza TB	85%	Walton Pond	85%	GTC Townbound	79%
7th WB	76%	Central Park Plaza MB	73%	11th WB	70%	3rd WB	58%
Snowflower	55%	9th WB	52%	5th WB	45%	Shadow Run	42%
7th MB	39%	Pine Grove Center	39%	Safeway	39%	Quality Inn	36%
Iron Horse Inn	33%	Ski Time Square	33%	3rd MB	30%	Steamboat Hotel	30%
Dream Island	27%	Elk River Road	27%	Herbage	24%	Downhill Drive	24%
La Quinta Inn	21%	Steamboat Square	21%	Copper Mountain	21%	Steamboat Campground	21%
13th MB	18%	9th MB	18%	5th MB	18%	Wild Horse Market	18%
Resort Group	18%	The Pines Condos	18%	Walgreens	15%	Meadows Parking	15%
Fairfield Inn	15%	Steamboat Motors	15%	Stockbridge	12%	Hillsider - Sunrise	12%
Steamboat Boulevard	12%	Sundance Plaza	12%	Lift up	12%	11th MB	9%
The Pines Condos	9%	La Casa	9%	Snow Bowl	9%	Riverside Plaza	9%
Kum & Go	6%	Taylor Building	6%	Riverside Drive	6%	Justice Center	6%
Dream Island	3%	Hampton Inn	3%	Burgess Creek Road	3%	Highpoint Drive	3%
Steamboat Boulevard	1%	Resort Group	1%	Mt. Werner & US 40	1%	Burgess Creek Road	1%
Shield Drive	1%	Cook Chevrolet	1%	Taco Cabo	1%		



# Transit Work Session



## Driver Information

# What is involved in hiring and training a bus driver

- Must be 21 years old (Federal Requirement - FR)
- Must possess a valid Drivers License Cannot have more than 4 points in the last three years. (SST Requirement - SR)
- Cannot have a DUI in last 7 years or DWAI in last 5 years. (SR)
- Must pass pre-employment drug and alcohol test and obtain a CDL physical. (FR)
- Must have excellent night vision. (SR)
- Must be able willing to work a schedule shifts that could begin as early as 5:00 am or a schedule that could end as late as 4:00 am. (SR)
- Must pass criminal background check 160 hours of training including classroom, technical and driving. (SR)
- Must pass the CDL exam. (FR)
  - Full pre-trip
  - Skills course including parallel parking
  - Road test
- Cost – Just under \$10,000 per student to go through the entire training process.



# Steamboat Springs Transit's Biggest Success Story

At the end of 2001, the drivers had a cumulative total of less than 75,000 hours of driving experience. For the 46 drivers, that averaged out to 1,583 hours or  $\frac{3}{4}$  of a year of experience per driver.

At the end of 2015, the drivers had a cumulative total of over 300,000 hours of driving experience. For the 36 drivers, that averaged out to 8,671 hours or a little over 4 years of experience per driver.

New Year's Eve 2001			
	Name	Date of Hire	Hours
1	Shauna	4/7/1994	18,132.50
2	Tom	11/1/1994	7,360.50
3	Joe	10/26/1997	4,155.00
4	Linda	11/1/1999	4,101.25
5	Herbert	11/23/1998	3,978.00
6	Brett	12/1/1997	3,909.75
7	John	3/20/2000	3,807.75
8	John	10/27/1997	3,720.75
9	Dave	11/29/1999	2,794.75
10	Sally	11/15/1999	2,554.50
11	Cliff	11/22/1998	2,528.50
12	Kevin	11/23/1998	2,471.50
13	Rod	10/23/2000	2,302.00
14	Gary	12/11/2000	2,063.50
15	Michael	4/16/2001	1,541.25
16	Jeff	11/4/1999	1,394.75
17	Beth	7/21/1997	1,002.00
18	Bill	11/20/2000	887.75
19	Jeff	9/17/2001	641.00
20	Doug	9/17/2001	587.75
21	David	9/17/2001	511.25
22	Heidi	10/22/2001	404.00
23	Matthew	10/22/2001	387.50
24	Bob	10/22/2001	386.00
25	Bruce	10/22/2001	269.50
26	Peter	11/19/2001	235.50
27	Donna	11/19/2001	232.00
28	Roxana	11/19/2001	230.25
29	Matthew	11/19/2001	215.50
30	Deborah	11/19/2001	180.75
31	Sharon	11/21/2001	135.25
32	Dieter	11/15/2001	128.50
33	William	12/5/2001	127.75
34	James	10/12/2001	122.50
35	David	12/4/2001	120.25
36	Jerry	11/14/2001	118.75
37	Louise	12/14/2001	86.50
38	Anthony	12/14/2001	86.50
39	Cathy	12/14/2001	86.50
40	Robert	12/14/2001	86.00
41	Steven	12/24/2001	55.00
42	Steve	12/24/2001	54.50
43	Sean	12/8/2001	46.75
44	Carolyn	12/14/2001	46.75
45	Joshua	12/4/2001	46.25
46	Bill	12/17/2001	41.25
47	Marc	12/20/2001	18.00
Cumulative hours of experience			74,394.00
Average hours per driver			1,582.85

New Year's Eve 2015			
	Name	Date of Hire	Hours
1	Gary	12/11/2000	30,546.50
2	Darrin	8/26/2002	29,879.75
3	Dave	11/29/1999	29,450.00
4	Carolyn	12/24/2001	26,935.75
5	Dustin	1/19/2004	25,775.00
6	Aaron	9/24/2002	24,254.70
7	Jeff	5/28/2006	20,452.25
8	Joy	11/21/2005	16,541.00
9	Alex	10/15/2008	14,227.00
10	Radcliffe	10/14/2009	11,094.05
11	Bill	10/15/2008	10,890.50
12	Geary	10/13/2010	9,812.75
13	Ric	10/13/2010	9,553.50
14	Lee	10/13/2010	8,407.25
15	John	10/14/2009	7,434.75
16	Alan	10/31/2012	6,231.75
17	Thomas	10/31/2012	6,385.00
18	Doc	11/25/2013	4,382.25
19	Mamadou	12/30/2013	2,910.00
20	Bob	12/30/2013	2,980.25
21	Tony	10/20/2014	2,482.75
22	Chrissy	12/28/2009	3,084.25
23	Illya	12/30/2013	2,184.00
24	Doug	10/16/2013	2,061.25
25	Thorman	1/29/2015	1,011.75
26	Koo	10/26/2015	402.50
27	Caleb	10/26/2015	389.75
28	Donovan	10/26/2015	380.00
29	Monika	10/26/2015	341.00
30	Richard	10/26/2015	355.25
31	Jeff	11/30/2015	160.75
32	John	9/23/2015	303.75
33	Spencer	10/26/2015	384.00
34	Chuck	11/30/2015	157.50
35	Mike	11/30/2015	147.50
36	Bob	11/30/2015	158.50
Cumulative hours of experience			312,148.50
Average hours per driver			8,670.79



# Transit Work Session



## Vehicle and Fleet Information

# Active/Reserve Fleet numbers

	Paratransit	Feeder Routes (Yellow/Purple)	Mainline Routes	Regional
Number of Buses in Fleet	1	3	12	4
Active Scheduled Buses on Route	1	2	8	2
Spare Buses in Fleet	0	1	4	2



# Vehicle – Capital Costs 2017-2027

Year	Replacement Cost	Vehicle	Refurbishment Candidate	Replacement/Refurbishment Cost
2017	\$ 130,000.00	Paratransit Van		\$ 130,000.00
2018				
2019				
2020	\$ 700,000.00	Bus #66		\$ 700,000.00
	\$ 700,000.00	Bus #71	Candidate for Refurbishment	\$ 300,000.00
2021	\$ 700,000.00	Bus #61		\$ 700,000.00
	\$ 700,000.00	Bus #62		\$ 700,000.00
2022	\$ 700,000.00	Bus #63		\$ 700,000.00
	\$ 700,000.00	Bus #65		\$ 700,000.00
	\$ 700,000.00	Bus #72	Candidate for Refurbishment	\$ 300,000.00
	\$ 700,000.00	Bus #73	Candidate for Refurbishment	\$ 300,000.00
2023	\$ 700,000.00	Bus #64		\$ 700,000.00
	\$ 600,000.00	Bus #1002	Candidate for Refurbishment	\$ 300,000.00
2024	\$ 700,000.00	Bus #81	Candidate for Refurbishment	\$ 300,000.00
	\$ 600,000.00	Bus #1003	Candidate for Refurbishment	\$ 300,000.00
2025	\$ 700,000.00	Bus #82	Candidate for Refurbishment	\$ 300,000.00
	\$ 700,000.00	Bus #83	Candidate for Refurbishment	\$ 300,000.00
2026	\$ 700,000.00	Bus #84	Candidate for Refurbishment	\$ 300,000.00
	\$ 600,000.00	Bus #1004	Candidate for Refurbishment	\$ 300,000.00
2027	\$ 700,000.00	Bus #85	Candidate for Refurbishment	\$ 300,000.00

**\$11,730,000.00 Total**

**\$ 7,630,000.00 Total**

Note: New Federal requirements may/will limit the use of grant monies for refurbishing buses. Refurbishment should be planned as a CIP (local) expense.



# Capital Infrastructure – True Costs

If Steamboat Springs Transit had a Capital Fund for full replacement of vehicles, equipment and facilities, it would include the following:

\$58,000 per bus per year:            19 vehicles            \$1,102,000 per year  
Assumptions – Replacement cost of \$700,000, with a lifespan of 12 years.

\$18,500 per van per year:            1 vehicle            \$18,500 per year  
Assumptions – Replacement cost \$130,000, with a lifespan of 7 years.

\$29,000 per building per year:    3 buildings            \$87,000 per year  
Assumptions – Includes building replacement and major component replacement at varied lifespan.

Total fund:            \$1,207,500 per year.



## SST Vehicle Fleet Inventory

Vehicle Number	Vehicle Type	Manufacturer	Model	Year	Suggested Retirement	Fuel	Notes	Replacement Notes
<b>41</b>	Medium	Ford	Cutaway Paratransit	2005	2017	Gas	This vehicle is used for paratransit service only. Minimal miles accrued annually. Normally a vehicle of this class would only last 7 years, but low usage should extend service to 12 years. This is a popular chassis so parts are currently readily available.	This vehicle should be replaced by another small cut away paratransit vehicle in 2017.
<b>56</b>	Heavy	Gillig	30 foot long Phantom	1999	2012	Diesel	This vehicle would have had a retirement date of 2011 but moderate refurbishment in 2005 extended service life until 2012. Of the 50 series buses, this is the sixth or last in line to be replaced.	This vehicle is scheduled to be replaced by #86 in Spring 2018. Funding has been established for #86 and the bus has been ordered.
<b>61</b>	Heavy	Gillig	35 foot long Phantom	2001	2013 (2021)	Diesel	This vehicle will have a retirement date of 2013 but major refurbishment in 2013 will extend service life until 2020. Of the 60 series buses, this is the second in line to be replaced.	There is no funding to replace this vehicle. Request for funding has been placed on the CIP request as part of the vehicle replacement schedule
<b>62</b>	Heavy	Gillig	35 foot long Phantom	2002	2014 (2021)	Diesel	This vehicle will have a retirement date of 2014 but major refurbishment in 2013 will extend service life until 2020. Of the 60 series buses, this is the third in line to be replaced.	There is no funding to replace this vehicle. Request for funding has been placed on the CIP request as part of the vehicle replacement schedule
<b>63</b>	Heavy	Gillig	35 foot long Phantom	2002	2014 (2022)	Diesel	This vehicle will have a retirement date of 2014 but major refurbishment in 2016 will extend service life until 2022. Of the 60 series buses, this is the fourth in line to be replaced.	There is no funding to replace this vehicle. Request for funding has been placed on the CIP request as part of the vehicle replacement schedule
<b>64</b>	Heavy	Gillig	35 foot long Phantom	2002	2014 (2023)	Diesel	This vehicle will have a retirement date of 2014 but major refurbishment in 2016 will extend service life until 2023. Of the 60 series buses, this is the fifth in line to be replaced.	There is no funding to replace this vehicle. Request for funding has been placed on the CIP request as part of the vehicle replacement schedule

SST Vehicle Fleet Inventory								
Vehicle Number	Vehicle Type	Manufacturer	Model	Year	Suggested Retirement	Fuel	Notes	Replacement Notes
<b>65</b>	Heavy	Gillig	35 foot long Phantom	2002	2014 (2022)	Diesel	This vehicle will have a retirement date of 2014 but major refurbishment in 2016 will extend service life until 2022. Of the 60 series buses, this is the sixth in line to be replaced.	There is no funding to replace this vehicle. Request for funding has been placed on the CIP request as part of the vehicle replacement schedule
<b>66</b>	Heavy	Gillig	35 foot long Phantom	2002 Refurbished in 2013	2014 (2020)	Diesel	This vehicle will have a retirement date of 2014 but major refurbishment in 2013 will extend service life until 2020. Of the 60 series buses, this is the first in line to be replaced.	There is no funding to replace this vehicle. Request for funding has been placed on the CIP request as part of the vehicle replacement schedule
<b>71</b>	Heavy	Gillig	29 foot long Low Floor Hybrid	2008	2020	Diesel Electric	Batteries designed to last 7 years. No indication that they need replacement at this time.	This vehicle replaced 101 and was designed to run on the Yellow Line.
<b>72</b>	Heavy	Gillig	29 foot long Low Floor Hybrid	2010	2022	Diesel Electric	Batteries designed to last 7 years. No indication that they need replacement at this time.	This vehicle replaced 102 and was designed to run on Summer and feeder routes.
<b>73</b>	Heavy	Gillig	29 foot long Low Floor Hybrid	2010	2022	Diesel Electric	Batteries designed to last 7 years. No indication that they need replacement at this time.	This vehicle was scheduled to replace the remaining 100 series buses and 40. Bus designed to run on Summer and feeder routes.
<b>81</b>	Heavy	Gillig	35 foot long Low Floor Hybrid	2012	2024	Diesel Electric	This vehicle will need new batteries around 2019	This vehicle replaces bus #55 (that will be retired after the 60s refurbishment) This vehicle can be used on any main line route.
<b>82</b>	Heavy	Gillig	35 foot long Low Floor Hybrid	2013	2025	Diesel Electric	This vehicle will need new batteries around 2020	This vehicle replaces bus #53 (that will be retired after the 60s refurbishment) This vehicle can be used on any main line route.
<b>83</b>	Heavy	Gillig	35 foot long Low Floor Hybrid	2013	2025	Diesel Electric	This vehicle will need new batteries around 2020	This vehicle replaces bus #52 (that will be retired after the 60s refurbishment) This vehicle can be used on any main line route.
<b>84</b>	Heavy	Gillig	35 foot long Low Floor Hybrid	2014	2026	Diesel Electric	This vehicle will need new batteries around 2021	This vehicle replaces bus #51 (that will be retired after the 60s refurbishment) This vehicle can be used on any main line route.
<b>85</b>	Heavy	Gillig	35 foot long Low Floor Hybrid	2015	2027	Diesel Electric	This vehicle will need new batteries around 2022	This vehicle replaces bus #54 (that will be retired after the 60s refurbishment) This vehicle can be used on any main line route.

## SST Vehicle Fleet Inventory

Vehicle Number	Vehicle Type	Manufacturer	Model	Year	Suggested Retirement	Fuel	Notes	Replacement Notes
<b>1001</b>	Heavy	MCI	45 foot long 102 DL3	2003	NA	Diesel	Vehicle taken out of service after being damaged beyond reasonable repair in Spring 2016.	Vehicle has been temporarily replaced by leased bus #1005
<b>1002</b>	Heavy	MCI	45 foot long 102 DL3	2003	2023	Diesel	This vehicle is used exclusively for Regional Service. Normally a heavy duty bus would be replaced after 12 years, but due to low miles, done primarily on the highway, low hours and a strong reputation of the manufacturer, a service life of 20 years is expected.	This vehicle should be replaced in 2023. Vehicle and service options will dictate what bus is needed.
<b>1003</b>	Heavy	MCI	45 foot long 102 DL3	2004	2024	Diesel	This vehicle is used exclusively for Regional Service. Normally a heavy duty bus would be replaced after 12 years, but due to low miles, done primarily on the highway, low hours and a strong reputation of the manufacturer, a service life of 20 years is expected.	This vehicle should be replaced in 2024. Vehicle and service options will dictate what bus is needed.
<b>1004</b>	Heavy	MCI	45 foot long D4500	2006	2026	Diesel	This vehicle is used exclusively for Regional Service. Normally a heavy duty bus would be replaced after 12 years, but due to low miles, done primarily on the highway, low hours and a strong reputation of the manufacturer, a service life of 20 years is expected.	This vehicle should be replaced in 2026. Vehicle and service options will dictate what bus is needed.
<b>1005</b>	Heavy	MCI	45 foot long D4500	2014	2034 if purchased	Diesel	Vehicle is being leased from manufacturer.	This vehicle should be replaced in 2034. Vehicle and service options will dictate what bus is needed.

# Averages 2010-2015

Vehicle Type	Vehicle Number	Fuel Type	Miles per Gallon	Gallons per Hour	Cost per Engine Hour
Paratransit	40	Gasoline	5.04	2.88	\$38.32
	41	Gasoline	9.58	1.32	\$8.09
Mini Buses	101	Gasoline	6.34	2.00	\$3.38
	102	Gasoline	NA	NA	NA
	103	Gasoline	6.43	1.82	\$7.76
	104	Gasoline	6.53	1.73	\$7.36
	105	Gasoline	6.68	1.68	\$13.01
30' Diesel Powered Transit Bus	51	Diesel	5.12	2.54	\$8.13
	52	Diesel	5.27	2.46	\$11.11
	53	Diesel	2.97	2.00	\$8.57
	54	Diesel	5.59	2.55	\$10.09
	55	Diesel	5.80	2.47	\$8.47
	56	Diesel	4.68	2.85	\$9.74
35' Diesel Powered Transit Bus	61	Diesel	5.10	2.64	\$6.87
	62	Diesel	5.78	2.57	\$6.69
	63	Diesel	4.99	2.73	\$8.29
	64	Diesel	5.05	2.65	\$10.19
	65	Diesel	5.79	2.64	\$8.27
	66	Diesel	5.14	2.65	\$8.16
29' Diesel/Electric Hybrid Transit Bus	71	Hybrid	6.32	1.86	\$5.78
	72	Hybrid	6.37	1.97	\$6.45
	73	Hybrid	6.72	1.88	\$6.57
35' Diesel/Electric Hybrid Buses	81	Hybrid	6.37	2.05	\$7.24
	82	Hybrid	6.48	2.18	\$8.82
	83	Hybrid	6.11	2.18	\$7.90
	84	Hybrid	6.34	2.11	\$8.48
	85	Hybrid	NA	NA	NA
45' Diesel OTR Regional Coach	1001	Diesel	5.79	3.97	\$12.40
	1002	Diesel	5.67	4.19	\$17.04
	1003	Diesel	5.49	4.20	\$12.62
	1004	Diesel	5.11	4.71	\$14.18



# Transit Work Session



**Current and Future Transit Facilities needs**

# Current and Future Transit Facilities needs

## 1463 13<sup>th</sup> Street – Transit Operations Center

Existing lot footprint is built out, constrained by wetlands on north, south and east sides and the Public Works Facility on the west side. The City owns significant land south of the existing built lot, but excavation would be necessary to build additional facilities and slope mitigation would be challenging. The proximity to the Lithia Hot Springs Park could also present political and geologic issues.

Future building at the lot. A 2004 expansion of the Transit Operations Center completed all planned expansion on this lot. Any future growth would be vertical or refurbishment of existing facilities. This would be for administrative functions but would not create additional shop/repair bays or vehicle storage.

Transit sees the need for a 15' x 30' storage shed to be placed on the southwest corner of the paved lot. This shed would be used for cold storage of tires, parts and records. Currently tires are stored in one of the storage bays and this would open the bay up for the storage of 3 additional buses. Timeline would be at the expansion of the current fleet.



# Current and Future Transit Facilities needs

## 1505 Lincoln Avenue – Stockbridge Multimodal Center

Phase I and II have been completed. Phase I includes the building and 23 parking spaces. Phase II added an additional 105 parking spaces, east of the building. Phase III was initially conceived as an additional 81 parking spaces. This section has been built out as the Community Center. There is no additional room to expand at this location.

Future building at the lot. If Steamboat Springs Transit expands the fleet beyond three buses, additional storage will be needed. Modeling after other transit systems, a remote bus parking facility could be built at the Stockbridge Multimodal Center. This would necessitate the removal of the 33' by 71' building and replacing it with a 52' by 138' storage bay. This would provide room for 12 additional buses. To continue providing public restrooms, waiting area and a driver's room/supply closet, an additional 20' by 30' addition could be built along the storage bay. There would be a reduction of approximately 20 parking spaces.

To minimize the reduction of parking spaces, further development would need to be vertical. The parking lot drops significantly from US Hwy. 40, so this would be possible without the building being demonstrative from the highway. This vertical expansion could be used for administration duties, training or seasonal driver housing.



# Current and Future Transit Facilities needs

## 616 East Victory Way – Regional Transit Facility

The existing lot footprint is built out. Private property constrain the lot on either side and both ends are constrained by streets or highways. The building footprint and parking lot are sufficient for current and future needs. Currently, the building can store 6 regional buses. A maximum of 3 are parked in there at any given time. Additional parking space is currently used by the Moffat County senior program on a courtesy arrangement. This is not binding or permanent.

Any foreseeable future growth would not exceed 6 buses. Additional buses would be stationed in Steamboat Springs and provide transportation from Craig on the return leg of a roundtrip.



# Current and Future Transit Facilities needs

Future building sites. The only existing property that Steamboat Springs Transit owns (partially), but has not built on is the **Walton Creek Park & Ride**. There is no need to build any Transit specific facility on this site. Perhaps a public restroom would be appropriate for that location.

**A proposed Park & Ride has been considered at the intersection of South Shelton Street and East Jefferson Avenue (US Hwy. 40) in Hayden.** This would be bordered by South Shelton Street to the West, East Jefferson Avenue to the North and Shelton Ditch to the South and East forming a triangle. No facility was planned beyond a public restroom, Greyhound ticket office and commercial space that could be leased to a coffee shop type business. This site would be driven and supported by Hayden. No Transit vehicle storage would be needed as it is between Craig and Steamboat Springs.

**South/North Routt County transportation.** At this time, there is no service to these areas. Future service would be driven and supported by agencies outside of the current SST budget constraints. Indoor vehicle storage is very important for security, mechanical and reliability reasons.



# Transit Work Session

## Financial and Service Analysis for Colorado Transit Providers



Information for the following slides taken from the 2014 National Transit Database.

# Comparison of Colorado Transit Agencies for Annual Ridership

MB – Transit Service  
DR – Paratransit Service

	Provider	Primary Service	Unlinked Trips
1	Denver Regional Transportation District	MB	76,348,670
2	Roaring Fork Transportation Authority	MB	4,570,306
3	Vail Transit	MB	3,200,000
4	Mountain Metropolitan Transit	MB	2,669,265
5	Town of Mountain Village	MB	2,423,973
6	Transfort	MB	2,236,027
7	Summit County	MB	1,858,974
8	Denver Regional Transportation District	DR	1,230,225
9	City of Steamboat Springs	MB	1,151,857
10	Pueblo Transit System	MB	995,589
11	Mesa County	MB	974,644
12	Eagle County Regional Transportation Aut	MB	889,876
13	Mountain Express	MB	675,171
14	Town of Breckenridge	MB	660,369
15	City of Durango	MB	577,540
16	City of Greeley	MB	525,186
17	Town of Snowmass Village	MB	504,556
18	Mountain Metropolitan Transit	DR	271,562
19	City of Glenwood Springs	MB	210,755
20	Via Mobility	DR	145,709
21	City of Greeley	DR	138,064
22	City of Loveland Transit	MB	135,061
23	NECALG	DR	99,592
24	Gunnison Valley Transportation Authority	MB	89,836
25	Montrose County Seniors	DR	80,600
26	Pueblo Transit System	DR	56,445
27	City of Cripple Creek	DR	52,174
28	East Central Council of Local Governments	DR	39,790
29	Transfort	DR	34,121
30	South-Central COG	DR	29,687
31	Senior Resource Development Agency	DR	25,378
32	Prowers County	DR	24,411
33	Southern Ute Community Action Program	MB	18,322
34	City of La Junta	MB	16,633
35	Mesa County	DR	15,877
36	Neighbor to Neighbor Volunteers	DR	14,242
37	Seniors' Resource Center, Inc	DR	13,292
38	The Canyon City Golden Age Council, Inc	DR	10,440
39	Montezuma Senior Services	DR	8,213
40	City of Loveland Transit	DR	7,742
41	Dolores County Senior Services	DR	5,313
42	Berthoud Area Transportation Service	DR	4,715
43	Wet Mountain Valley Community Service	DR	2,566

# Comparison of Colorado Transit Agencies for Annual Hours of Service

MB – Transit Service  
DR – Paratransit Service

	Provider	Primary Service	Vehicle hours
1	Denver Regional Transportation District	MB	2,606,511
2	Denver Regional Transportation District	DR	669,001
3	Town of Mountain Village	MB	296,329
4	Roaring Fork Transportation Authority	MB	234,893
5	Vail Transit	MB	62,000
6	Mountain Metropolitan Transit	DR	117,124
7	Mountain Metropolitan Transit	MB	108,441
8	Transfort	MB	78,742
9	Summit County	MB	76,730
10	Eagle County Regional Transportation Aut	MB	67,074
11	Via Mobility	DR	65,053
12	Mesa County	MB	56,721
13	NECALG	DR	49,056
14	Pueblo Transit System	MB	39,173
15	City of Steamboat Springs	MB	38,310
16	City of Durango	MB	34,752
17	Montrose County Seniors	DR	34,487
18	City of Greeley	MB	32,854
19	Town of Breckenridge	MB	30,061
20	South-Central COG	DR	29,060
21	Town of Snowmass Village	MB	27,571
22	Pueblo Transit System	DR	22,304
23	Transfort	DR	17,770
24	Mountain Express	MB	16,175
25	City of Greeley	DR	13,328
26	Senior Resource Development Agency	DR	11,017
27	City of Loveland Transit	MB	10,505
28	City of Glenwood Springs	MB	9,738
29	City of Cripple Creek	DR	9,650
30	Mesa County	DR	8,191
31	Prowers County	DR	8,128
32	Seniors' Resource Center, Inc	DR	5,395
33	East Central Council of Local Governments	DR	5,386
34	Montezuma Senior Services	DR	4,933
35	The Canyon City Golden Age Council, Inc	DR	4,760
36	Southern Ute Community Action Program	MB	4,694
37	Gunnison Valley Transportation Authority	MB	4,269
38	City of Loveland Transit	DR	3,580
39	Dolores County Senior Services	DR	3,216
40	Wet Mountain Valley Community Service	DR	2,747
41	Neighbor to Neighbor Volunteers	DR	2,690
42	City of La Junta	MB	2,471
43	Berthoud Area Transportation Service	DR	2,250

# Comparison of Colorado Transit Agencies for Annual Miles of Operation

MB – Transit Service  
DR – Paratransit Service

	Provider	Primary Service	Vehicle Miles
1	Denver Regional Transportation District	MB	35,518,069
2	Denver Regional Transportation District	DR	10,032,492
3	Roaring Fork Transportation Authority	MB	4,571,399
4	Town of Mountain Village	MB	3,322,457
5	Pueblo Transit System	MB	2,996,723
6	Eagle County Regional Transportation Aut	MB	2,137,319
7	Mountain Metropolitan Transit	DR	1,544,956
8	Mountain Metropolitan Transit	MB	1,523,837
9	Summit County	MB	1,400,439
10	Transfort	MB	1,033,967
11	Mesa County	MB	863,886
12	NECALG	DR	637,408
13	City of Steamboat Springs	MB	621,401
11	Vail Transit	MB	620,000
14	Via Mobility	DR	610,995
15	City of Durango	MB	460,245
15	City of Greeley	MB	448,727
16	Montrose County Seniors	DR	363,501
17	Town of Snowmass Village	MB	360,397
18	Southern Ute Community Action Program	MB	309,120
19	Pueblo Transit System	DR	307,061
20	South-Central COG	DR	245,952
21	Town of Breckenridge	MB	238,873
22	Mountain Express	MB	196,026
23	City of Loveland Transit	MB	179,720
24	Senior Resource Development Agency	DR	170,158
25	Transfort	DR	154,546
25	City of Greeley	DR	138,064
26	Gunnison Valley Transportation Authority	MB	137,532
27	Mesa County	DR	124,598
28	City of Glenwood Springs	MB	120,890
29	City of Cripple Creek	DR	107,064
30	Montezuma Senior Services	DR	81,406
31	East Central Council of Local Governments	DR	81,215
32	Seniors' Resource Center, Inc	DR	81,100
33	Prowers County	DR	80,407
34	Neighbor to Neighbor Volunteers	DR	67,343
35	Dolores County Senior Services	DR	67,301
36	Wet Mountain Valley Community Service	DR	65,264
37	The Canyon City Golden Age Council, Inc	DR	51,780
38	City of Loveland Transit	DR	41,196
39	City of La Junta	MB	34,122
40	Berthoud Area Transportation Service	DR	23,596

# Comparison of Colorado Transit Agencies for Passengers per Hour

MB – Transit Service  
DR – Paratransit Service

	Provider	Primary Service	Pax/Hour
1	Vail Transit	MB	51.61
2	Mountain Express	MB	41.74
3	City of Steamboat Springs	MB	29.34
4	Denver Regional Transportation District	MB	29.29
5	Transfort	MB	28.40
6	Pueblo Transit System	MB	25.42
7	Mountain Metropolitan Transit	MB	24.61
8	Summit County	MB	24.05
9	Town of Breckenridge	MB	21.97
10	City of Glenwood Springs	MB	21.64
11	Gunnison Valley Transportation Authority	MB	21.04
12	Roaring Fork Transportation Authority	MB	19.46
13	Town of Snowmass Village	MB	18.30
14	Mesa County	MB	17.18
15	City of Durango	MB	16.62
16	City of Greeley	MB	15.99
17	Eagle County Regional Transportation Authority	MB	13.27
18	City of Loveland Transit	MB	12.86
19	Town of Mountain Village	MB	8.18
20	East Central Council of Local Governments	DR	7.39
21	City of La Junta	MB	6.73
22	City of Cripple Creek	DR	5.41
23	Neighbor to Neighbor Volunteers	DR	5.29
24	Southern Ute Community Action Program	MB	3.47
25	Prowers County	DR	3.00
26	Pueblo Transit System	DR	2.53
27	Seniors' Resource Center, Inc	DR	2.46
28	Montrose County Seniors	DR	2.34
29	Mountain Metropolitan Transit	DR	2.32
30	Senior Resource Development Agency	DR	2.30
31	Via Mobility	DR	2.24
32	The Canyon City Golden Age Council, Inc	DR	2.19
33	City of Loveland Transit	DR	2.16
34	Berthoud Area Transportation Service	DR	2.10
35	NECALG	DR	2.03
36	Mesa County	DR	1.94
37	Transfort	DR	1.92
38	City of Greeley	DR	1.88
39	Denver Regional Transportation District	DR	1.84
40	Montezuma Senior Services	DR	1.66
41	Dolores County Senior Services	DR	1.65
42	South-Central COG	DR	1.02
43	Wet Mountain Valley Community Service	DR	0.93

# Comparison of Colorado Transit Agencies for Annual Operating Expenses

MB – Transit Service  
DR – Paratransit Service

	Provider	Primary Service	Annual Budget
1	Denver Regional Transportation District	MB	\$313,103,021
2	Denver Regional Transportation District	DR	\$46,928,095
3	Roaring Fork Transportation Authority	MB	\$28,124,938
4	Mountain Metropolitan Transit	MB	\$9,737,624
5	Summit County	MB	\$8,634,197
6	Eagle County Regional Transportation Authority	MB	\$8,533,212
7	Transfort	MB	\$7,676,289
8	Vail Transit*	MB	\$5,421,167
9	Mountain Metropolitan Transit	DR	\$5,264,651
10	Pueblo Transit System	MB	\$3,860,225
11	Town of Mountain Village	MB	\$3,736,542
12	Mesa County	MB	\$3,467,373
13	City of Steamboat Springs	MB	\$2,950,298
14	Town of Snowmass Village	MB	\$2,544,459
15	Via Mobility	DR	\$2,412,571
16	City of Greeley	MB	\$2,113,232
17	City of Durango	MB	\$2,088,245
18	NECALG	DR	\$1,267,444
19	Mountain Express	MB	\$1,238,981
20	Town of Breckenridge	MB	\$1,696,327
21	Transfort	DR	\$1,063,037
22	City of Glenwood Springs	MB	\$935,401
23	City of Greeley	DR	\$897,012
24	Pueblo Transit System	DR	\$889,753
25	Montrose County Seniors	DR	\$888,928
26	City of Loveland Transit	MB	\$880,064
27	Gunnison Valley Transportation Authority	MB	\$600,448
28	South-Central COG	DR	\$439,181
29	Southern Ute Community Action Program	MB	\$396,014
30	Mesa County	DR	\$367,899
31	Seniors' Resource Center, Inc	DR	\$356,008
32	City of Cripple Creek	DR	\$311,819
33	Prowers County	DR	\$302,422
34	Senior Resource Development Agency	DR	\$274,662
35	City of Loveland Transit	DR	\$262,852
36	East Central Council of Local Governments	DR	\$258,397
37	Neighbor to Neighbor Volunteers	DR	\$255,762
38	City of La Junta	MB	\$171,806
39	Montezuma Senior Services	DR	\$155,890
40	The Canyon City Golden Age Council, Inc	DR	\$140,356
41	Berthoud Area Transportation Service	DR	\$125,346
42	Dolores County Senior Services	DR	\$92,100
43	Wet Mountain Valley Community Service	DR	\$38,844

\* Division is Transit/Parking and budget numbers reflect entire division

# Comparison of Colorado Transit Agencies for Cost per Passenger

MB – Transit Service  
DR – Paratransit Service

	Provider	Primary Service	Cost per Rider
1	Denver Regional Transportation District	DR	\$38.15
2	City of Greeley	DR	\$35.87
3	City of Loveland Transit	DR	\$33.95
4	Transfort	DR	\$31.15
5	Seniors' Resource Center, Inc	DR	\$26.78
6	Berthoud Area Transportation Service	DR	\$26.58
7	Mesa County	DR	\$23.17
8	Southern Ute Community Action Program	MB	\$21.61
9	Mountain Metropolitan Transit	DR	\$19.39
10	Montezuma Senior Services	DR	\$18.98
11	Neighbor to Neighbor Volunteers	DR	\$17.96
12	Dolores County Senior Services	DR	\$17.33
13	Via Mobility	DR	\$16.56
14	Pueblo Transit System	DR	\$15.76
15	Wet Mountain Valley Community Service	DR	\$15.14
16	South-Central COG	DR	\$14.79
17	The Canyon City Golden Age Council, Inc	DR	\$13.44
18	NECALG	DR	\$12.73
19	Prowers County	DR	\$12.39
20	Montrose County Seniors	DR	\$11.03
21	Senior Resource Development Agency	DR	\$10.82
22	City of La Junta	MB	\$10.33
23	Eagle County Regional Transportation Authority	MB	\$9.59
24	Gunnison Valley Transportation Authority	MB	\$6.68
25	City of Loveland Transit	MB	\$6.52
26	East Central Council of Local Governments	DR	\$6.49
27	Roaring Fork Transportation Authority	MB	\$6.15
28	City of Cripple Creek	DR	\$5.98
29	Town of Snowmass Village	MB	\$5.04
30	Summit County	MB	\$4.64
31	City of Glenwood Springs	MB	\$4.44
32	Denver Regional Transportation District	MB	\$4.10
33	City of Greeley	MB	\$4.02
34	Pueblo Transit System	MB	\$3.88
35	Mountain Metropolitan Transit	MB	\$3.65
36	City of Durango	MB	\$3.62
37	Mesa County	MB	\$3.56
38	Transfort	MB	\$3.43
39	Town of Breckenridge	MB	\$2.57
40	City of Steamboat Springs	MB	\$2.56
41	Mountain Express	MB	\$1.84
42	Vail Transit*	MB	\$1.69
43	Town of Mountain Village	MB	\$1.54

\* Division is Transit/Parking and budget numbers reflect entire division

# Comparison of Colorado Transit Agencies for Cost per Hour

MB – Transit Service  
DR – Paratransit Service

	Provider	Primary Service	Cost/Hr
1	Gunnison Valley Transportation Authority	MB	\$140.65
2	Eagle County Regional Transportation Aut	MB	\$127.22
3	Denver Regional Transportation District	MB	\$120.12
4	Roaring Fork Transportation Authority	MB	\$119.74
5	Summit County	MB	\$112.53
6	Pueblo Transit System	MB	\$101.12
7	Transfort	MB	\$97.49
8	City of Glenwood Springs	MB	\$96.06
9	Neighbor to Neighbor Volunteers	DR	\$95.08
10	Town of Snowmass Village	MB	\$92.29
11	Mountain Metropolitan Transit	MB	\$89.80
12	Vail Transit	MB	\$87.44
13	Southern Ute Community Action Program	MB	\$84.37
14	City of Loveland Transit	MB	\$83.78
15	City of Steamboat Springs	MB	\$77.01
16	Mountain Express	MB	\$76.60
17	City of Loveland Transit	DR	\$73.42
18	Denver Regional Transportation District	DR	\$70.15
19	City of La Junta	MB	\$69.53
20	City of Greeley	DR	\$67.30
21	Seniors' Resource Center, Inc	DR	\$65.99
22	City of Greeley	MB	\$64.32
23	Mesa County	MB	\$61.13
24	City of Durango	MB	\$60.09
25	Transfort	DR	\$59.82
26	Town of Breckenridge	MB	\$56.43
27	Berthoud Area Transportation Service	DR	\$55.71
28	East Central Council of Local Governments	DR	\$47.98
29	Mountain Metropolitan Transit	DR	\$44.95
30	Mesa County	DR	\$44.92
31	Pueblo Transit System	DR	\$39.89
32	Prowers County	DR	\$37.21
33	Via Mobility	DR	\$37.09
34	City of Cripple Creek	DR	\$32.31
35	Montezuma Senior Services	DR	\$31.60
36	The Canyon City Golden Age Council, Inc	DR	\$29.49
37	Dolores County Senior Services	DR	\$28.64
38	NECALG	DR	\$25.84
39	Montrose County Seniors	DR	\$25.78
40	Senior Resource Development Agency	DR	\$24.93
41	South-Central COG	DR	\$15.11
42	Wet Mountain Valley Community Service	DR	\$14.14
43	Town of Mountain Village	MB	\$12.61

\* Division is Transit/Parking and budget numbers reflect entire division

# Transit Work Session



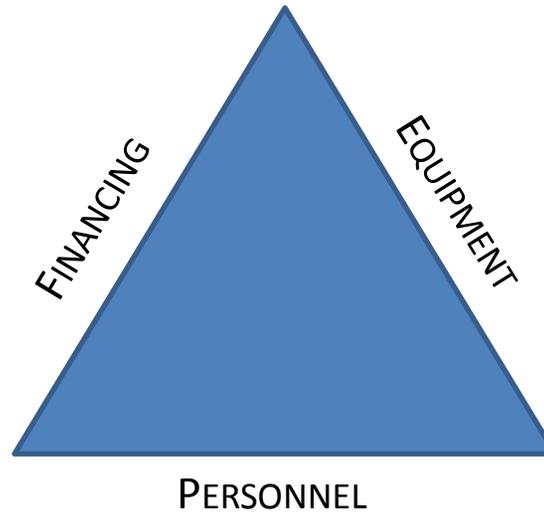
## Planning

# Purpose for long term Steamboat Springs Transit planning

1. It is important to have the time to thoroughly develop vet and test the service prior to making changes. Mistakes are often expensive and public trust can be challenging to reestablish.
2. Successful transit systems solicit public participation in the development of new operations, changes in operations and addressing concerns. Surprises are often unproductive.
3. It is important to give both customers and other transportation providers time to plan and adjust to the service changes.



The three aspects to consider before any expansion of service are -



Steamboat Springs Transit is in good shape to provide the existing service but cannot expand service without additional equipment, personnel and budget.



# Current bus schedule design for **average** loop.

## Current Summer Loop:

Average Drive Time per Loop:	<b>57 Minutes</b>
Average Number of Stops per Loop:	30 Stops
Average Time to do a Stop:	32 Seconds
Average Stop Time per Loop:	<b>16 Minutes</b>
Time into Stockbridge MMC:	<b>1 Minute</b>
Time out of Stockbridge MMC:	<b>1 Minute</b>
<u>Driver Break Time and Route Recovery:</u>	<b>5 Minutes</b>
<b>Average Total time per Loop:</b>	<b>1 Hour 20 minutes</b>

## Current Winter Loop:

Average Drive Time per Loop:	<b>41 Minutes</b>
Average Number of Stops per Loop:	34 Stops
Average Time to do a Stop:	48 Seconds
Average Stop Time per Loop:	<b>27 Minutes</b>
Time into Stockbridge MMC:	<b>1 Minute</b>
Time out of Stockbridge MMC:	<b>1 Minute</b>
<u>Driver Break Time and Route Recovery:</u>	<b>5 Minutes</b>
<b>Average Total time per Loop:</b>	<b>1 Hour 20 minutes</b>

This represents that on the **average** loop, the driver has just enough time to do the scheduled route. Anything above that (traffic, excessive stop time, additional stops) will result in the bus being behind schedule. This survey was done during all times of the day. A majority of the loops between 8 am and 6 pm have situations that put the bus behind schedule.



# Bus stop and shelter information.

- Schedules are best done in even increments based on 10, 20, 30, 40, 50 and 60 minute intervals. 15 minute intervals often confuse the passenger. Intervals that are greater than 30 minutes typically are not productive for generating ridership, especially if there are other, readily available options.
- The most common complaint about the service is late buses. The second most common complaint is how long it takes to get between Downtown  $\leftrightarrow$  Condo areas. This second complaint is most frequently made when traveling between the Condo area and Downtown.
- When adding a stop, consideration must be taken for proximity to other stops, proximity to destination, walkability options to primary destinations, geographic and topographic parameters, safe waiting area (lighting and existing roadway), sight distance for other vehicles maneuvering around the stopped bus, roadway design, anticipated ridership, the elimination of less desirable stop in close proximity.
- A shelter, installed, is \$7,500. Rough estimate is \$30,000 per shelter for site and pad preparation. SST budgets \$350.00 per year for vandalism repair, per shelter. Facilities maintenance takes care of maintaining shelters. SST would suggest budgeting \$3,500.00 per year, per shelter, for cleaning and snow removal.



# Frequent and historic transit issues...

- Request for parking shuttle or additional frequency to reduce parking congestion in the downtown area and at the mountain. A Main Street Shuttle was operated in 2007 linking the Stockbridge with downtown.
- Congestion reducing the efficiency of transit service. Could be reduced with approved bus travel on the shoulder during peak congestion, stop light queuing where a bus approaching a green light triggers the light to stay green until the bus clears the intersection and stop light priority where the light will signal the bus to enter traffic first at intersections.
- Additional service has been requested for West Steamboat (Steamboat II), Downhill Drive and Eagle Ridge Drive. Increased frequency, longer hours of service and more direct routes in existing service areas have also been requested.
- Additional Regional service has been requested. This has been for South Routt, North Routt and additional times for Hayden/Craig.
- As congestion increases and it becomes more challenging to hire drivers, a City operated Lodge Van Consolidation service is requested. Steamboat Springs Transit operated contract service for Storm Meadows for many years.
- Additional service at night to mitigate noise in Downtown and Ski Time Square.
- Other modes of transportation such as rail service (for regional) and a gondola (for local) have been brought up.



# “History” of the Yellow Line

- 1979 - City Bus Service operated by Steamboat Stages (private). The bus route turned around at the old Hospital location serving 7th and 9th Streets in “Old Town.”
- 1980 - Same service as 1979 for mountain bus. Added west end bus.
- 1981 - City takes over bus service. Same service as 1980, but “Old Town” service added to the west end bus. Mountain bus turns around downtown.
- 1982 - Major expansion of bus routes. Yellow Line serves the condo area, the green line serves “Old Town” and downtown, the blue line serves “Original Town” (Fish Creek Falls, Tamarack, Blue Sage, the High School) and begins service to the College.
- 1983 - Major constriction of bus routes. Service brought back to serving just the “Old Town” area.
- 1984 - Same service as 1983.
- 1985 - Major expansion of routes on the mountain. Yellow Line serves Storm Meadows and Thunderhead Lift. Green Line operates to the Ski Touring Center and the Blue Line continues to serve “Old Town.”
- 1986 - Same service as 1985 with the elimination of the green line to the Ski Touring Center.
- 1987/88- Same service as 1986.



# “History” of the Yellow Line

- 1989 - Alpine Taxi operates the newly created Down Town Shuttle (DTS). Service operates to the (old) Hospital 3 times an hour and goes to the College once an hour and to the High School and Howelsen once an hour. Yellow line to Storm Meadows and Thunderhead eliminated.
- 1990 - SST takes over operation of DTS. Route changes to one hour loop that serves West Steamboat, Fairview, Howelsen, Walton Pond, Central Park, the High School, “Old Town” and CMC.
- 1991 - Same service as 1990 with the addition of Selbe Apartments to the route.
- 1992 - Same service as 1991 with the elimination of the High School.
- 1993 - New route (the Red Line) serves West End, “Old Town,” Walton Pond, the GTC, Central Park, Selbe and CMC. Service operates until midnight. Service to Howelsen and Fairview eliminated.
- 1994/96- Same service as 1993.
- 1997 - New route (the Yellow Line) operates 20 minute service (7:10 am - 9:50 pm) serving “Old Town,” CMC and Yampa Street. Service to Howelsen is on request for drop off only.
- 1998 - Same service as 1997 with the introduction of “On-call” service to Howelsen.
- 1999 - Half hour loop to CMC. On call service to “Old Town,” Howelsen and Fairview.
- 2000 - Same service as 1999.



# “History” of the Yellow Line

- 2001 - Same service as 2000. Slight change in hours to 7:10 am - 9:40 pm.
- 2002 - Same service as 2001. Slight change in hours to 7:40 am - 10:15 pm.
- 2003 - Same service as 2002. Slight change in hours to 7:40 am - 9:15 pm.
- 2004/06- Same service as 2003.
- 2007 - All yellow line stops “on-call.” Service hours changed to 8:10 am - 5:40 pm. Added new route (the Hilltop Connector) with 1/2 hour service to 5th, Hilltop and City Market. 1st Hybrid bus purchased to operate on this route.
- 2008 - Hilltop Connector combined with yellow line. Hourly service to CMC will all other stops “on-call.”
- 2009 - Same service as 2008 with slight change to hours of service (8:10 am - 5:20 pm)
- 2010 - Hourly service to CMC as well as Hilltop Connector. All other stops, including return trips to CMC or Hilltop Connector, “on-call.” Service hours changed to 7:20 am - 5:55 pm.
- 2011/12- Same service as 2010.
- 2013 - Change in hours of service (7:10 am – 6:20 pm). On call service added to the High School.
- 2014 - Same service as 2013.
- 2015 - Elimination of Yellow Line (Winter ‘14-15). CMC served by Aqua Line, Hilltop served by Cinnamon Line. Same Yellow Line as 2014 returned in Summer.
- 2016 - Same service as Summer 2015 and Winter ‘15-’16 (Same service as 2014)

# Transit Work Session



**Funding**

# Potential Local Funding Option

1. Charge a fare for local routes.
  - a) Determine the target for fare recovery. In the Steamboat Springs Transit operational model, a fare of around \$2.00 per ride would need to be implemented to be economical. This assumes a reduced fare for children, seniors and passengers with a pass. (This is a target of approximately \$750,000)
  - b) Capital costs for charging fares. Fare boxes will need to be installed. The cost is between \$3,000 and \$15,000 per unit depending on options (\$135,000 total). Federal requirements mandate a secured room with monitoring for handling the volume of cash (\$33,750). Additional buses would be needed to maintain current service levels (\$1,220,000 total).
  - c) SST loads and unloads on both doors. With fares, passengers would enter the front doors only. A time savings of 15% was realized when SST switched from fare to Free to Rider service. Additional drivers would be needed. Additional administrative staff would be needed to handle money.
  - d) Competitive issues with Steamboat Springs charging fares. Most competing resorts have a fare free system. The fare was the top complaint made by passengers (especially with children) when comparing Steamboat to other resorts.
  - e) Anticipated ridership reduction with the introduction of fares. Studies have been done to project ridership increases with fare elimination. They range from 25% - 100+%. A reduction in ridership is estimated to be 40%.
  - f) Determine fare structure and cost recovery implications. The fare needs to be substantial enough to make it worth the expense. Reduced fares for children, seniors and passes needs to be considered. Smart technologies on the fare box (\$46,000 total with additional \$20,000 annual fee). Smart cards for monthly pass or tap style cards are \$3.00 per card. Magnetic cards (swipe) for daily to weekly pass are \$1.00 per card. Tokens are \$1.00 per token (metal). A mobile application would need to be developed and are system specific (similar to SST's GPS).
  - g) A study will need to be done any time there is a fare change to show that the impact to the fare is not disproportionate to those covered under Title VI.



# “History” of SST Bus Fares

- 1979 - \$0.25
- 1980 - \$0.35 between town and the mountain. \$0.50 to West Steamboat.
- 1982 - \$0.50 to all areas. \$0.20 to buy tokens. \$6.00 for monthly pass.
- 1983 - Monthly pass went up to \$8.50 in the summer and \$12.00 for the winter. West of town went up to \$0.75 or 2 tokens.
- 1984 - \$0.50 to all areas. \$0.30 to buy tokens. Monthly pass stays at \$8.50 for each month on a year round basis.
- 1988 - Monthly pass increases to \$10.00
- 1989 - Introduction of the day pass (1 day - 7 day). Pass sold for \$1.00 per day.
- 1994 - Summer service changed to “Free to Rider” with winter service remaining at \$0.50. Winter service introduced “Free to Rider” local pass.
- 1995 - \$0.50 fare in Summer (still “Free to Rider for locals with pass). Winter ‘95-’96 introduced “Free to Rider” for all passengers on City (non-Regional) buses.
- 2009 - Regional Fare increases from \$5.00 to \$6.00 for a 1-way trip between Steamboat Springs and Craig (all segments changed). Regional bus passes increased from \$35 to \$40. This is the first (and only) fare increase ever on the Regional bus.
- 2012 - A SST bus token is on eBay for \$9.99



The question has been posed: “What would happen to ridership, service elements and operational elements if the “Free to Rider” program was eliminated and fares were reinstated.”

According to a study (SA-26 Implementation and Outcomes of Fare-Free Transit Systems) the following issues were identified as reasons to discontinue Fare-free service:

1. Ridership increased too much for sustainable service. Providers were seeing increases between 25%-100% so buses were overcrowded or completely full and had to bypass passengers.
2. The largest demographic of increased ridership was made up of young riders. This group tended to be “more rowdy” and disruptive to other passengers.
3. Increased demand led to a higher frequency of stops and a reduction of on time performance. Passenger demand for short trips of only a few blocks increased.
4. Additional cost; not only the loss of fares but the addition of more equipment and personnel to meet the increased demand.
5. Not seeing the increase in “choice” riders that they had hoped for.
6. Increase wear on the buses due to heavy use and the buses were dirtier at the end of the day.
7. Increased dissatisfaction among the drivers due to challenges with maintaining the schedule, passenger complaints about the schedule and increased rowdy passengers.
8. It was noted that fare-free promotions were a way to increase overall ridership by about 10%.

In examining why systems may choose to go to a fare-free system, the goals and objectives outlined by the Missoula Urban Transportation District's Mountain Line are representative of many systems.

1. **Significant Ridership Increases:** Providing zero-fare community bus service has resulted in significant ridership increases, no matter where it is implemented. Research from the 39 communities with zero-fare systems indicates that ridership will increase from 20 percent to 60 percent in a matter of just a few months, and even more in some areas. The most recent public transit agency to go zero-fare is in Corvallis, Oregon, in 2011, which resulted in a 43 percent increase in ridership within two months, with no increase in service hours. Here in Missoula, Mountain line has already seen a 38% increase in ridership in just the first 12 months.
2. **Livability and Public Health Objectives:** Offering zero-fare service contributes to a healthier, more environmentally friendly community. Significant increases in ridership lower the carbon and other pollution produced in a community, contributing to cleaner air, reduced traffic congestion, and less dependence on gasoline and autos. Increased ridership means a more active and healthier community.
3. **Reduction in Administrative Expenses:** Zero-fare public transit allows agencies to save on a variety of costs, including fare boxes (which cost \$13,000/each); acquisition, production and distribution of fare media (transfer passes, tickets, and various monthly passes and punch cards); and collecting, counting, and managing fares. These cost savings can be invested into the improvement of services.

## Goals and objectives from the “Zero-Fare” transit system operated by Missoula Urban Transportation District’s Mountain Line (continued).

4. Reduction in Dwell Time: Less Time at Stops: A zero-fare policy facilitates faster boarding, allowing passengers to board without taking the time to pay a fare or swipe a fare card. The reduction in dwell time helps to reduce travel time, thereby preserving service quality and avoiding costs associated with the need for placing more buses into service to maintain service quality.

### **Local note:**

Mountain Line recently broke 1.25 million boardings this past year. With an industry standard boarding time of 3.0 to 3.5 seconds to pay a fare or swipe a fare card, the time savings of a zero-fare system add up quickly. This could be the difference of Mountain Line getting a customer to their workplace or other important destination on time, while also significantly decreasing operating costs in the future.

5. More Repeat Riders and Mode Share Shifts: Research shows that where zero-fare public transit is implemented, current customers ride more often, which translates into an increase in quality of life for riders, and buses having more customers aboard in the off-peak hours of the day. Another added benefit of zero-fare: A percentage of the additional trips generated from operating with zero-fare (up to 30 percent) are made by people switching from other motorized modes. In more recent implementation of zero-fare public transit in the nation, it appears that these “choice” riders are more likely to use the service.

## Goals and objectives from the “Zero-Fare” transit system operated by Missoula Urban Transportation District’s Mountain Line (continued).

### **Local note:**

With recent improvements to Mountain Line, and additional changes on the way, Mountain Line is becoming more convenient and livable. Operating zero-fare in combination with high quality transit service is the right combination for maximizing efficiency and effectiveness.

6. **Community Recognition and Pride:** Zero-fare transit is a source of community bonding and pride that helps local communities earn positive recognition. A number of communities offering zero-fare transit have received state and national awards as “best places to live.” Additionally, zero-fare service is reported to help bridge the divides that exist in “town and gown” communities.
7. **Essential Service for All:** Removing the fare requirements of transit broadens the service, making it equally available to everyone regardless of income. When zero-fare community bus services are properly funded and maintained, the image of the buses changes from being the clunky transportation choice of last resort to the service that connects all elements of the community and provides equal opportunity to access all that a community offers.



## Goals and objectives from the “Zero-Fare” transit system operated by Missoula Urban Transportation District’s Mountain Line (continued).

8. Increased Productivity of Public Investment: With zero-fare, the funding per passenger drops significantly and the effectiveness and productivity of public investment in transit are enhanced. Think of it this way: A zero-fare Mountain Line system allows the agency’s budget and service level to stay constant while an additional several hundred thousand rides are provided.
9. Increased Support from Bus Operators: Bus operators are very supportive of zero-fare policies in almost all locations where they now exist. Vehicle operators often serve as better ambassadors for the system and the community when they do not have to collect and enforce fares, and can spend more time answering passenger’s questions and focusing on safe bus operation.



# (continued) Potential Local Funding Option

2. Percentage of sales tax dedicated to transportation. This can be up to 1% and can be done with new or existing tax.
3. Amenity tax such as a lift ticket tax and/or an Excise tax on food and beverage or alcohol and cannabis.
4. Local Marketing District for specific service areas.
5. Student Fees for specific routes.
6. Funding partnerships with local businesses.
7. Higher portion of the general fund dedicated to Transit.
8. Regional Transportation Authority:
  - a) An agreement between two governmental entities that forms a third governmental entity that administers a transportation system with clearly identified boundaries.
  - b) Has the ability to impose an annual motor vehicle registration fee of not more than \$10.
  - c) Has the ability to levy a sales or use tax, not to exceed 1%.
  - d) Has the ability to issue and/or reissue bonds.
  - e) May contract with any other governmental or private source of funding.
  - f) The system is wholly owned by a single authority, the RTA.
9. Parking fees.
10. Resort funding for capital and operational expenses.

This information is obtained from House Bill 05-1064



# Federal or State Funding Option

Federal or State funding as a portion of overall budget:

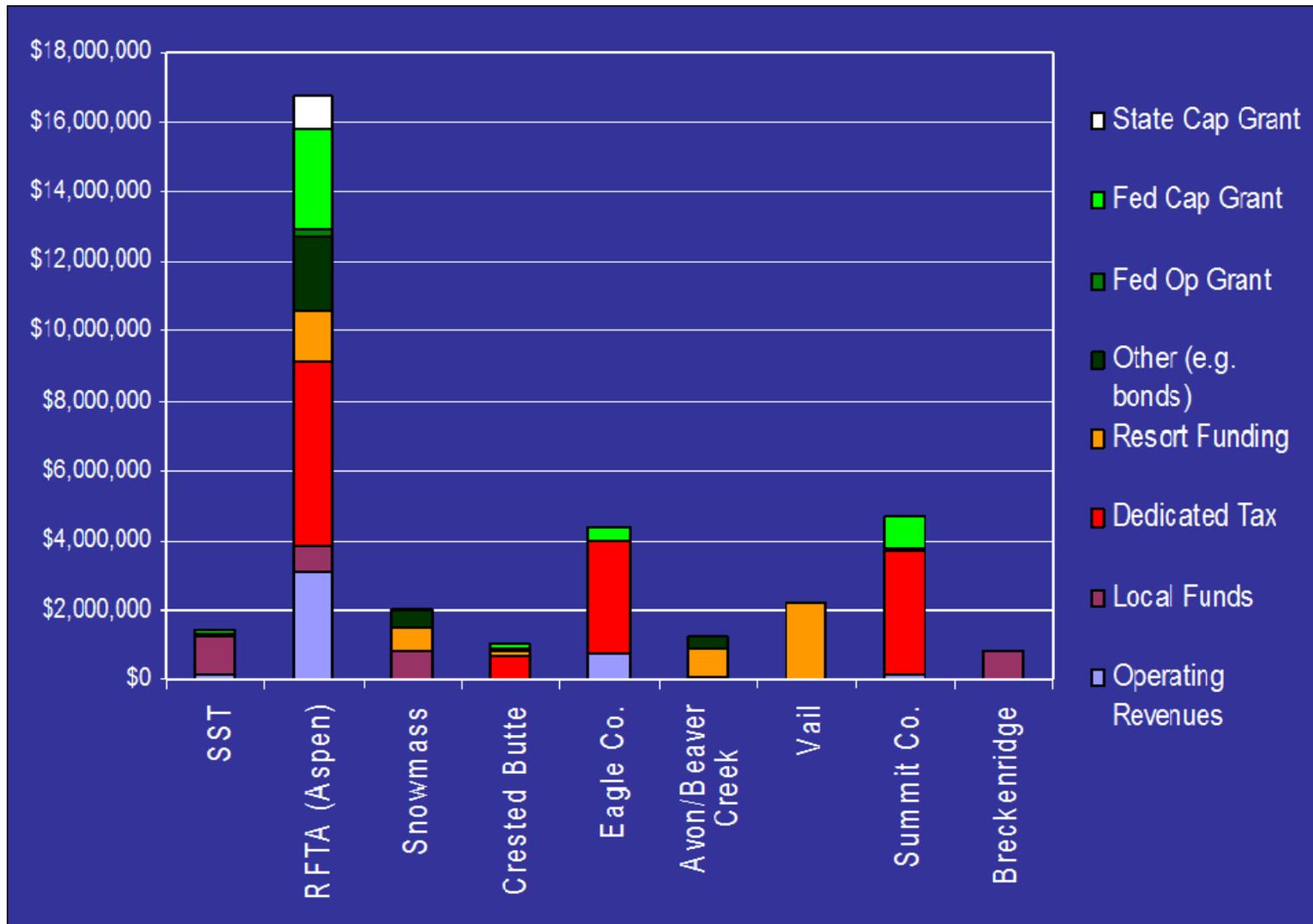


Federal/State funding for SST is anticipated to diminish by up to 40-60%.  
The timeline and implementation plan is still under consideration.



# System Funding

From CASTA (Colorado Association of Transit Agencies)



# Transit Work Session

## Economic Impacts and



## Rider Survey

# Transit generators in the local economy

- National survey calculated that a monthly savings for a transit rider is \$803 per month or \$9,634 annually (APTA 2016).
- SST calculated that a Regional rider will save over \$10,000 annually (AAA).
- Most advertisements for businesses, real-estate or the rental market highlight proximity to the bus route.
- Many workers rely on transit to access work, food and retail.
- Many guests rely on transit to access recreation, food and retail.
- A competitive transportation system is attractive to guests and visitors.
- Housing and transportation are often linked and many employers are housing their workers throughout the valley. Many people are able to afford more expensive housing because their transportation costs are minimal.
- Steamboat Springs Transit removes over a million trips annually from some other mode.



# National survey as to why people would ride and do ride the bus

I WOULD RIDE TRANSIT MORE IF...	UNDER 30 (RANK)	30-60 (RANK)	OVER 60 (RANK)
it took less time	1	1	1
stations/stops were closer to my home/work	4	2	2
it were clearly the less expensive transportation option	3	3	3
the travel times were more reliable	2	4	4
there were different transit modes available	7	5	5
it ran more frequently	8	6	6
the stops/stations were safer	6	7	7
the buses/trains were cleaner/nicer	5	8	8
the hours of operation were extended	10	9	11
there were more parking available at the station	12	10	9
the seats were more comfortable	11	11	10
it offered reliable access to Wi-Fi/cellular	9	12	12

## Why I Ride the bus...

1. Saves Money
2. Safety
3. Health
4. Environment & Resources
5. Economic Development/Community



# SST Passenger Survey Results

Average age of the respondent: 34

Access to a car? 39% yes 61% no

Did you ride the bus earlier today? 68% yes 32%no

How did you get to the bus stop? 86% walked

Did you get to your destination on time? 86% yes 14% no

How far will you have to travel after getting off the bus?

Answers ranged from 5 feet to Denver – 82% were under 2 blocks

Have you had the need to call SST? 27% yes 73% no

Are you aware of our online information? 70% yes 30% no

Which service do you use:

52% City Website 37% RouteShout App 10% Web Portal



# SST Passenger Survey Results

Averaged Numeric Scores: A score of 5 exceeds expectation and a score of 1 is unacceptable.

Thinking of your last bus trip:

Did you feel safe? 4.8

Was the driver helpful? 4.8

Were they courteous? 4.8

Did the driver know how to get you to your destination? 4.9

How was the cleanliness of the bus? 4.6

How was the cleanliness of the bus stop? 4.4

How comfortable was the ride 4.5

How easy was it to get trip information? 4.6

How is the availability of service:

To your home? 4.4

Where you want to go? 4.5

When you need to travel? 4.4

Did office staff answer your question to your satisfaction if you have called? 4.6

Do our Website/RouteShout/Web portal provide useful information for you? 4.4



# What resources could we add to our web presence to help you?

Link to Alpine, Greyhound -- Do not use it -- Adequate resources already available  
Real time bus tracking -- Web is great -- Easier to use web portal  
Bus location tracker -- Location of bus to know if bus was missed -- Bus tracker  
Map and/or web address at stops -- All the information is good -- Great  
Integrate web portal real time map w/ route shout app -- Late bus notice  
Way to communicate if bus is full or not -- Do not use it -- Exceptionally great  
Occasionally some of the routes do not show up on route shout



## Do you have any suggestions to improve our service?

I walked a mile to find a bus stop from North Routt. More Stops and Listings! --  
A recording telling people to remove feet from seating would be very nice. Can't stand  
people putting feet on seating. All else very good! -- No smoking in bus stop  
Hard to get to Christian Church - Too long to Casey's Pond -- Pay your drivers more :)  
Do Not Shut door on me - happened 2 times -- More buses during winter season  
Extra time on Yellow Line, it stops at 6:10 and I can't do anything after this.  
Run the bus later than 11 during the summer/spring/gall. A lot off people that use the  
bus work later than that -- Convenient, clean, friendly and often! -- Run a late bus  
It should run Later in the summer cause half the restaurants don't close till after 10:00.  
Should go to about at least 12:00 so you can get home. -- Covered benches at every  
stop -- Route Shout not updated, bus 27 minutes early. -- Doing great! Thank you!  
Run till at least midnight for summer schedule. I work till 11 and last bus is 10:52 and  
causes a lot of inconvenience. -- Great Service! -- People sleeping on regional bus  
while laying down. -- Routeshout is never correct on the arrival time  
Web needs to be more updated -- Air fresheners. -- No you're doing great :)  
Display routes and stops inside bus above seats. -- Bus is usually always late.  
The times on the bus stops online aren't right I'm pretty sure. -- Maybe stop at the  
High school while going to Hilltop. -- Maybe stop at the High school while going to  
Hilltop? Could save you gas and money. -- Why is the bus late?  
Wish it was reasonable to run later during the off season.



## Do you have any suggestions to improve our service? (continued)

AC too cold sometimes in summer. -- More Hilltop -- Keep doing a great job!  
Maybe earlier buses so I can get to work @ 6:30 without riding my bike in the winter!  
Keep up the good job -- We need more bus stops -- Thank you God bless you all  
The layover at Stockbridge is too time consuming for people on the west end of  
Steamboat -- Luxury cushions -- System is 5 star -- More buses to other  
destinations -- Run later service on weekends during summer -- Later buses  
Has been running late likely due to construction -- Everyone is very nice  
Yellow line needs to run to CMC later -- Direct line to downtown from the Ponds  
Late night service during the summer. -- Route up Elk River Road over to Downhill Dr.  
Free shuttle is great -- More frequent buses, extra stops -- Keep the nice service  
It is perfect -- Music on bus. Sometimes quiet and uncomfortable -- Better seats  
Let us know when there is a delay -- Thank you for the free rides -- All good  
More stops further out -- Later times for the Yellow Line -- 1 bus earlier in the  
morning -- Grew up in Steamboat SST has always been comfortable  
Decrease west end to 30 minutes to save money -- Later times for the Yellow Line  
It is a pretty well oiled machine. Thank you -- Good service, thank you  
Keep doing what you are doing -- Drivers are great -- More info from the driver  
All drivers are really nice. -- Be on time and run later in the summer -- Often late  
I have never lived in a city with such fantastic public transportation.  
Always on time and dependable. -- Better braking, slow down



## Do you have any suggestions to improve our service? (continued)

Pleasant, courteous -- Bus shelter at Longthong -- Keep schedule the same  
Great Service! -- Yellow line to CMC is helpful but not always consistent  
Earlier buses -- Open windows -- A way to know bus location to know if it is on time  
Later running buses -- Send alert when bus is 5 minutes late -- Love route shout  
Faster way to get residents from condos to downtown -- Every 10 minute service  
Better accessibility to college -- Have later on call hours for CMC -- All is good  
Keep up the good work -- More information at bus stop -- Run the Yellow line later  
More ski and snowboard racks. -- Extend summer evening hours -- Alright  
Visiting and system is great and helpful -- Run buses every ten minutes in the summer  
Keep being awesome -- Love the bus service -- Bus drivers high fives -- Be on time  
Bus needs to finish later -- Online bus tracking is very helpful -- Expand routes  
Great Service! -- Excellent service -- Earlier bus route for Yellow line --  
Keep rocking it -- No reason for very first bus (Shadow Run) to be late -- it is all good  
Later night bus during the summer -- Do not leave passengers that are running to the  
bus -- Yellow line running later in the evening -- Keep up the good work  
Service ok except for delays -- Service ok except for delays -- A solid system  
Run later service in the summer -- Stay on time and have later night service  
Later buses year round -- Late night buses for summer -- More benches and  
shelters -- Better west end service -- More than a five day pass for regional  
Better speakers, sometimes hard to hear driver -- No improvements



## Do you have any suggestions to improve our service? (continued)

Local bus to Steamboat II -- Weather to cold to wait -- Service is good

Later bus service in the summer. -- Later bus service in the summer and fall

An application to tell you the approximate time of arrival -- More snowboard holders

The Steamboat bus system is our favorite type of public transportation

On time can be a issue otherwise wonderful service -- Every time I ride the bus it's great.



# Transit Work Session



**Transit and Mass Transit**  
**Private Options and Public Options**

# Mass Transit as a part of Transit

Transit: Conveyance of persons or things from one place to another (2) : usu. Local transportation especially of people by public conveyance; *also*: vehicles or a system engaged in such transportation.

Mass Transit: The system that is used for moving large numbers of people on buses, trains, etc.

# Mass Transit as a part of Transit

Steamboat Springs Transit is ideally suited to provide Mass Transit in the Steamboat Springs area because of the size of the vehicles, frequency of service and routes. Mass Transit is typically provided by a governmental entity. Other options are often better suited for Transit services as they often use smaller vehicles, have more destination specific routes, are more flexible and adjustable and do not require heavy passenger loads to be successful. Transit services are provided by public providers, private providers and a combination of public/private.

**It is important to look for the best tool when looking at a service that is needed. One size does not fit all.**



# Examples of Transit Providers in the Steamboat Springs Area

Shuttle Providers	Hotels, Condominiums, Private Shuttles
Private Providers	Hot Springs, Sleigh Rides, Business Shuttles, Remote Parking, Uber
Airport Shuttles	GO Alpine, Storm Mountain Express, Uber
Interstate and Intrastate	GO Alpine, Storm Mountain Express, Greyhound, Uber
Regional Commuter	Steamboat Springs Transit
Mass Transit	Steamboat Springs Transit



# Transit Work Session



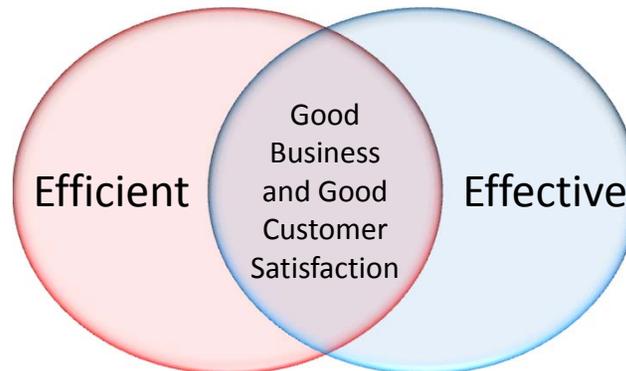
**Efficiency, Effectiveness and  
On Time Performance**

# Steamboat Springs Transit

Service must be **efficient**, and it must also be **effective**

**Efficient** – capable of producing desired results without wasting materials, time or energy

**Effective** – producing a result that is wanted

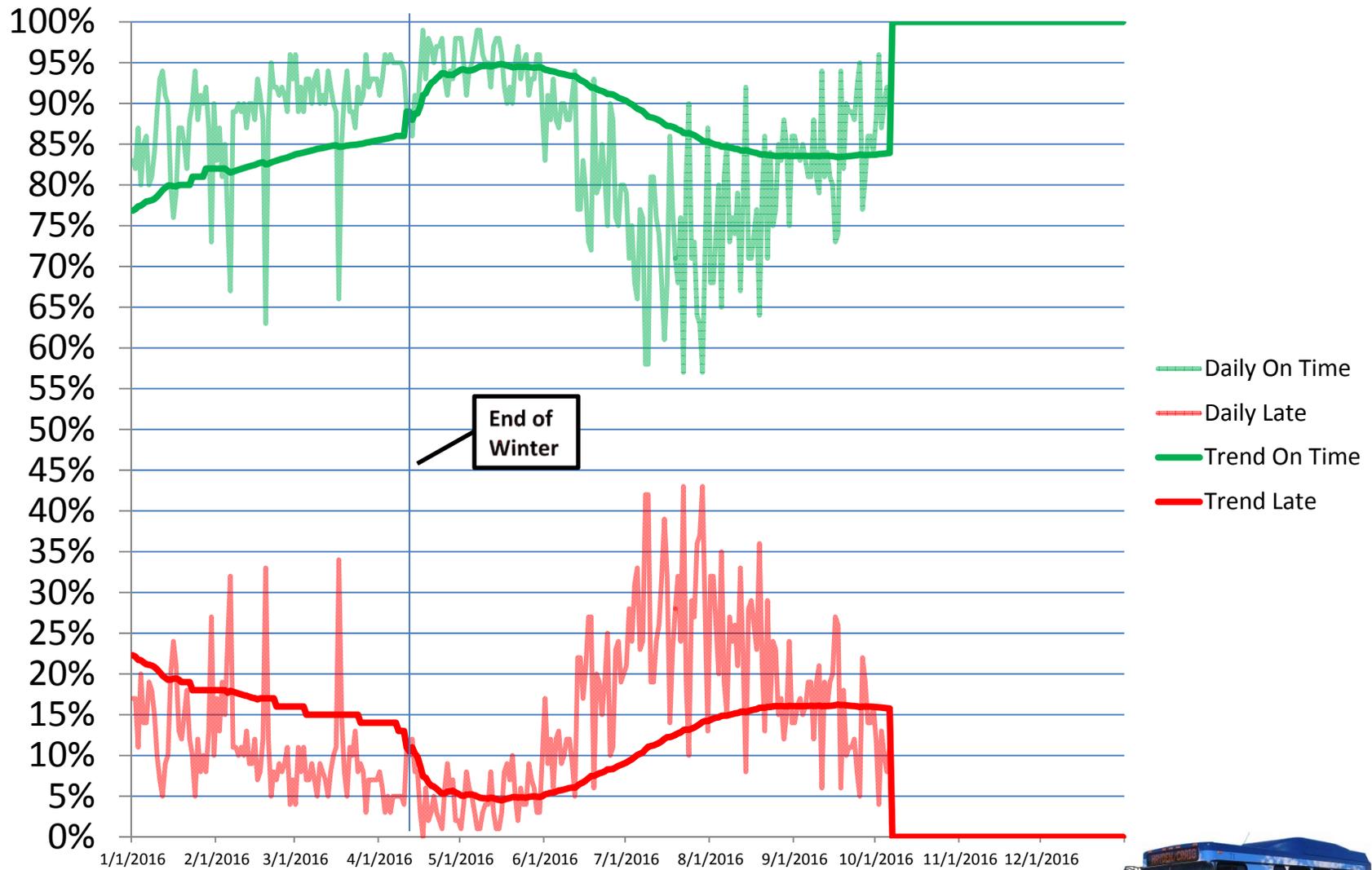


# Steamboat Springs Transit Route On-Time Policy

Steamboat Springs Transit will design fixed routes to provide service that trends at a minimum level of 80% on-time arrival level during the winter season and a minimum level of 85% on-time arrival level during the summer season.



# 2016 Daily On-Time Performance



# Steps to improve efficiency and effectiveness.

The primary factors in on-time performance:

Traffic

Road Conditions

Passenger Loads

Number of Stops

Passenger Boarding and Alighting

Sustained Speed

Dwell Time at Stops

Construction



# Steps to improve efficiency and effectiveness.

1. Consolidate Stops (40-50 seconds per stop)
2. Streamline Routes (straighten, avoid duplication, shorten routes)
3. Transit Signal Priority – This refers to a system in the bus that signals a traffic light, that is green, to stay green until the bus is through the intersection. This should not be confused with the system found in emergency vehicles that turn the light green for them as the vehicle approaches the intersection. (TSP is top recommendation)
4. Fare Policy (collecting fares at both doors saves 9% of time)
5. Bus Rapid Transit (saves 10 – 15%). BRT is different than regular transit service in that it has limited stops on a route and therefore is able to accomplish the route in less time.
6. Low Floor buses (save 1(one) second per passenger)
7. Limited Stop Service (saves time but can be confusing). An example of this would be that the Red Line picks up at 13<sup>th</sup>, 9<sup>th</sup> and 5<sup>th</sup> and the Blue Line picks at 11<sup>th</sup>, 7<sup>th</sup> and 3<sup>rd</sup>.
8. Bus Lanes (success based on congestion). This enables buses to travel down specific shoulders, at a limited speed, during high congestion.
9. Adjust Schedules (Headway scheduling rather than time chart) This would refer to the printed schedule saying that a bus would be servicing a stop approximately every 20 minutes as opposed to the bus will be here at :10, :30 and :50.
10. Signal Timing (synchronized stoplights) – This schedules the light to be green when the bus is scheduled to travel through an intersection.
11. Express service on freeways. This is similar to Limited Stop Service and BRT but is specific to not having stops on an expressway.
12. Stop light queuing. At an intersection, a light will first clear the bus to proceed, enabling it to get out in front of traffic.

Transit Cooperative Research Program – Commonsense Approaches for Improving Transit Bus Speeds.



# Transit Work Session



**Potential, Future Service Changes**

# Option #1

#1. Work with CDOT and the State Patrol to establish bus travel lanes during peak periods of congestion that would allow buses to travel along the shoulder of US 40 in specific locations.

Objective: When traffic is not moving, buses would be allowed to travel down the shoulder at a specified maximum speed (usually 10-15 mph). This would allow buses to bypass congested locations, keep the buses on schedule and make transit more attractive, as an efficient means of travel.

## Locations:

Existing segment – From the top of the hill down to the intersection with Trafalgar Drive.

Segment #1 – From Hilltop Parkway to 3<sup>rd</sup> Street.

Segment #2 – Stockbridge west to Elk River Road.

Segment #3 – Snowbowl east to Shield Drive.

Segment #4 – Curve Court east to Stockbridge.

Cost: Minimal – Staff time, signs and education.





# House Bill 16-1008

**NOTE: The governor signed this measure on 3/9/2016.**

HOUSE BILL 16-1008

BY REPRESENTATIVE(S) Winter and Becker J., Becker K., Duran, Esgar, Garnett, Kagan, Kraft-Tharp, Lebsack, Lontine, Mitsch Bush, Moreno, Pettersen, Ryden, Hullinghorst;

also SENATOR(S) Cooke and Heath, Carroll, Guzman, Jones, Kerr, Todd, Ulibarri.

CONCERNING AUTHORIZATION FOR THE DEPARTMENT OF TRANSPORTATION TO DESIGNATE AN AREA ON A ROADWAY NOT OTHERWISE LANED FOR TRAFFIC FOR USE BY COMMERCIAL VEHICLES DESIGNED TO TRANSPORT SIXTEEN PASSENGERS OR MORE THAT ARE OPERATED BY A GOVERNMENTAL ENTITY OR GOVERNMENT-OWNED BUSINESS THAT TRANSPORTS THE GENERAL PUBLIC OR BY A CONTRACTOR ON BEHALF OF SUCH AN ENTITY OR GOVERNMENT-OWNED BUSINESS.

*Be it enacted by the General Assembly of the State of Colorado:*

**SECTION 1.** In Colorado Revised Statutes, 42-4-1007, **amend** (2); and **add** (3) as follows:

**42-4-1007. Driving on roadways laned for traffic.** (2) (a) ~~Any person who violates any provision of this section commits a class A traffic infraction~~ THE DEPARTMENT OF TRANSPORTATION MAY DESIGNATE WITH SIGNAGE AN AREA ON A ROADWAY NOT OTHERWISE LANED FOR TRAFFIC FOR USE BY COMMERCIAL VEHICLES, AS DEFINED IN SECTION 42-4-235 (1) (a), THAT ARE DESIGNED TO TRANSPORT SIXTEEN OR MORE PASSENGERS, INCLUDING THE DRIVER, AND THAT ARE OPERATED BY A GOVERNMENTAL ENTITY OR GOVERNMENT-OWNED BUSINESS THAT TRANSPORTS THE GENERAL PUBLIC OR BY A CONTRACTOR ON BEHALF OF SUCH AN ENTITY OR GOVERNMENT-OWNED BUSINESS. USE OF SUCH AN AREA IS LIMITED TO VEHICLES AUTHORIZED BY THE DEPARTMENT OPERATING UNDER CONDITIONS OF USE ESTABLISHED BY THE DEPARTMENT BUT, SUBJECT TO THE CONDITIONS OF USE, THE DRIVER OF AN AUTHORIZED VEHICLE HAS SOLE DISCRETION TO DECIDE WHETHER OR NOT TO DRIVE ON SUCH AN AREA BASED ON THE DRIVER'S ASSESSMENT OF THE SAFETY OF DOING SO. THE DEPARTMENT SHALL CONSULT WITH THE COLORADO STATE PATROL BEFORE GRANTING AUTHORIZATION FOR USE OF THE AREA AND ESTABLISHING CONDITIONS OF USE. THE DEPARTMENT SHALL IMPOSE AND EACH AUTHORIZED USER SHALL ACKNOWLEDGE THE CONDITIONS OF USE BY WRITTEN AGREEMENT, AND THE DEPARTMENT NEED NOT NOTE THE CONDITIONS OF USE IN ROADWAY SIGNAGE. AN AUTHORIZED USER DOES NOT VIOLATE THIS SECTION OR SECTION 42-4-1004 WHEN OPERATING IN ACCORDANCE WITH THE CONDITIONS OF USE FOR AN AREA IMPOSED BY THE DEPARTMENT AND ACKNOWLEDGED BY THE USER IN A WRITTEN AGREEMENT.

(b) THE DEPARTMENT OF TRANSPORTATION SHALL WORK WITH LOCAL GOVERNMENTAL AGENCIES IN IMPLEMENTING THE PROVISIONS OF THIS SUBSECTION (2).

(3) A PERSON WHO VIOLATES ANY PROVISION OF THIS SECTION COMMITS A CLASS A TRAFFIC INFRACTION.

**SECTION 2. Safety clause.** The general assembly hereby finds,

PAGE 2-HOUSE BILL 16-1008

determines, and declares that this act is necessary for the immediate preservation of the public peace, health, and safety.

*Capital letters indicate new material added to existing statutes; dashes through words indicate deletions from existing statutes and such material not part of act.*



# Option #2

#2. Route proposal for winter service. An express bus that would depart the Stockbridge Multi-modal Center, every 20 minutes, and travel to the Gondola Transit Center with minimal stops. Service would operate for approximately 4 hours each, during the Ski Area opening and closing.

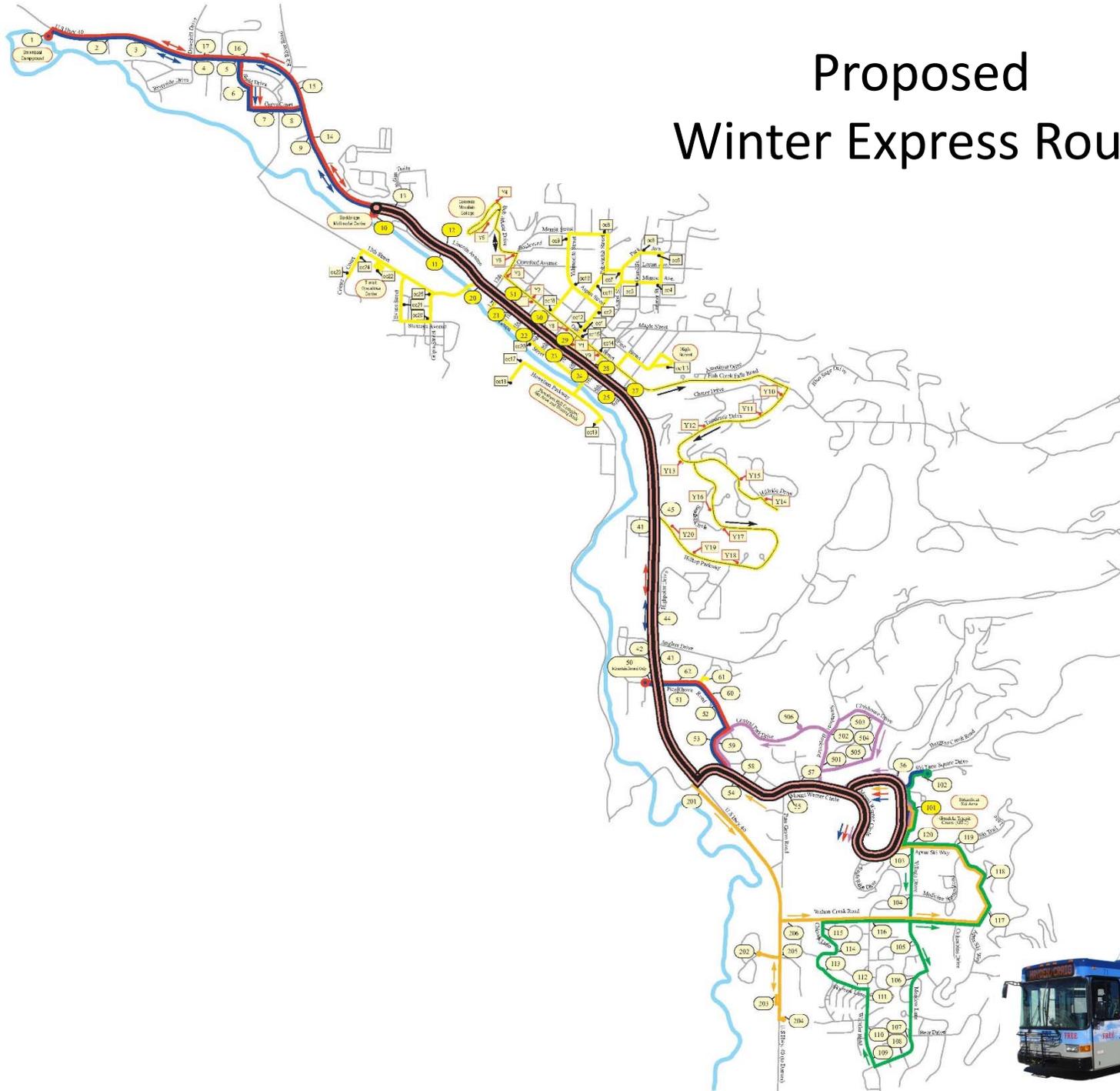
**Objective:** Develop express service that would create a faster service between town and the mountain. This service would expand overall capacity and increase capacity on regularly scheduled buses for existing bus stops, especially in the grocery store areas. Express service would provide an attractive alternative intercepting ski area traffic from the west end minimizing traffic through downtown.

**Service:** Depart Stockbridge picking up at all stops until 3<sup>rd</sup> Street. Continue in express mode on US 40, exiting at Mt. Werner and complete route at GTC. Service the GTC and depart in express mode down Mt. Werner to US 40. Continue in express mode until 3<sup>rd</sup> Street whereupon all stops on Lincoln will be served to Stockbridge. Service departs the Stockbridge and GTC every 20 minutes.

**Cost:** \$175,000 per season plus 2 additional transit buses.



# Proposed Winter Express Route



# Option #3

#3. Route proposal for summer service. A bus that would travel between the Stockbridge and the Walton Creek Park-n-Ride, servicing the grocery store area. Bus would operate every 20 minutes and be placed between the regular buses to provide 10 minute service along Lincoln. Bus would operate between 8 am and 6 pm.

Objective: Increase connectivity throughout the downtown, improve frequency along the “shopping and recreation” corridor and connect the two remote parking lots on Lincoln. This service would also provide a rapid connection from the condo loop and east end of the route to the grocery stores and downtown. In concert with the regular buses, this would increase capacity and frequency through the highest use section of the route.

Service: Depart Stockbridge and service all stops eastbound. Follow the Main Line route through Central Park Plaza. Turn right onto Mt. Werner and left onto US 40 and complete the route at the Walton Creek Park-n-ride. The bus would reverse the trip back to the Stockbridge. Service departs the Stockbridge and Walton Creek Park-n-ride every 20 minutes.

Cost: \$400,000 per season using existing fleet.



