

Proposed Service Changes Spring 2016

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Summary and Highlights

- Made possible by additional City of Colorado Springs general fund dollars and Pikes Peak Rural Transportation Authority tax revenue increases.
- Designed to improve productivity and on-time performance, increase frequency along high-ridership corridors, improve customer service for our existing customers, and attract new riders.
- Highlights of the proposed Spring 2016 improvements include:
 - Increasing frequency on the Nevada Avenue corridor to 15-minutes;
 - Improving on-time performance on Route 3 (Colorado Ave-Manitou Springs);
 - Restructuring Routes 15 and 16 to eliminate low ridership segments and circuitous routing; and
 - Restructuring routes to eliminate duplicative service.

Route 9

➤ Revisions to this route include:

1. Increasing frequency to 15-minute service;
2. Eliminating service on Mount View Lane, through the Cragmoor neighborhood;
3. Relocating the route from Cascade Avenue to Nevada Avenue between the Downtown Terminal and Jackson Street; and
4. Terminating the route at a new transfer hub on UCCS property off of Eagle Rock Road, north of Austin Bluffs Parkway



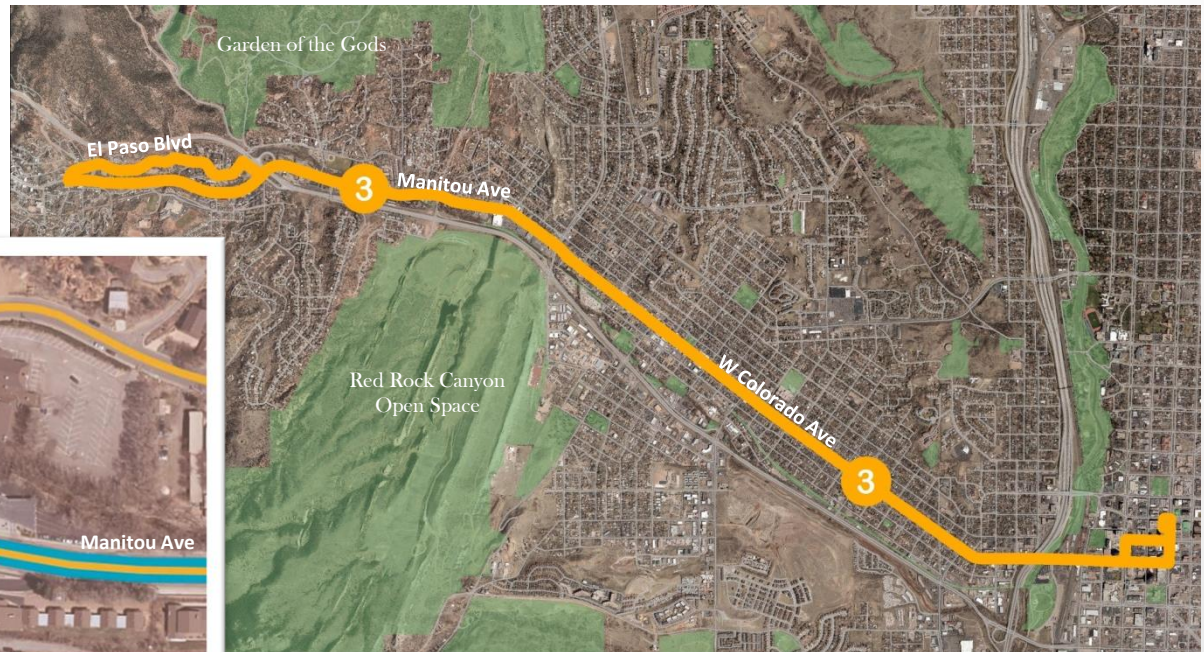
Routes 10 & 11

- Propose to increase frequency from 60- to 30-minutes on both Routes 10 and 11. This will enable 15-minute transit service to operate between the Downtown Terminal and Southgate Road. **There are no routing changes on these routes.**
- Saturday service is also proposed for Route 10; this will result in 30-minute Saturday service on Nevada Avenue between the Downtown Terminal and Southgate Road.



Route 3

- On-time performance on Route 3 is inconsistent and regularly experiences delays.
- Approximately 80% of the average daily ridership occurs within Colorado Springs city limits.
- Route 3 will travel no further west than El Paso Boulevard (by Manitou Springs City Hall), where it will terminate at Memorial Park at El Paso Boulevard and Old Man's Trail.
- Connections can be made with the Incline/Cog (Route 33) and Manitou Avenue (Route 36) Shuttles.



Route 33

- Continues to operate in Manitou Springs during summer months (May through September).
- **Expanded to operate after September** – seven days/week, from 7:00 AM to 5:00 PM.
- A component of the on-time performance improvements to Route 3.



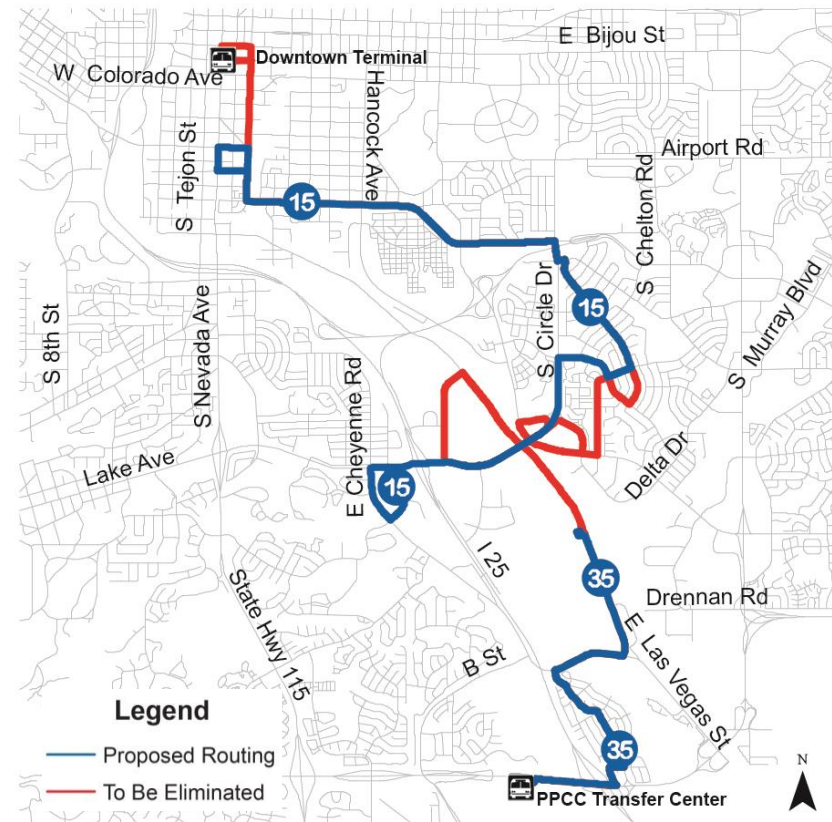
Route 36

- Continues to operate in Manitou Springs during summer months (May through September).
- A component of the on-time performance improvements to Route 3.
- Changing name only – **no routing changes are proposed**



Route 15

- Revisions to this route include eliminating the circuitous routing through low-ridership areas
- Splitting into two (2) routes – Routes 15 & 35



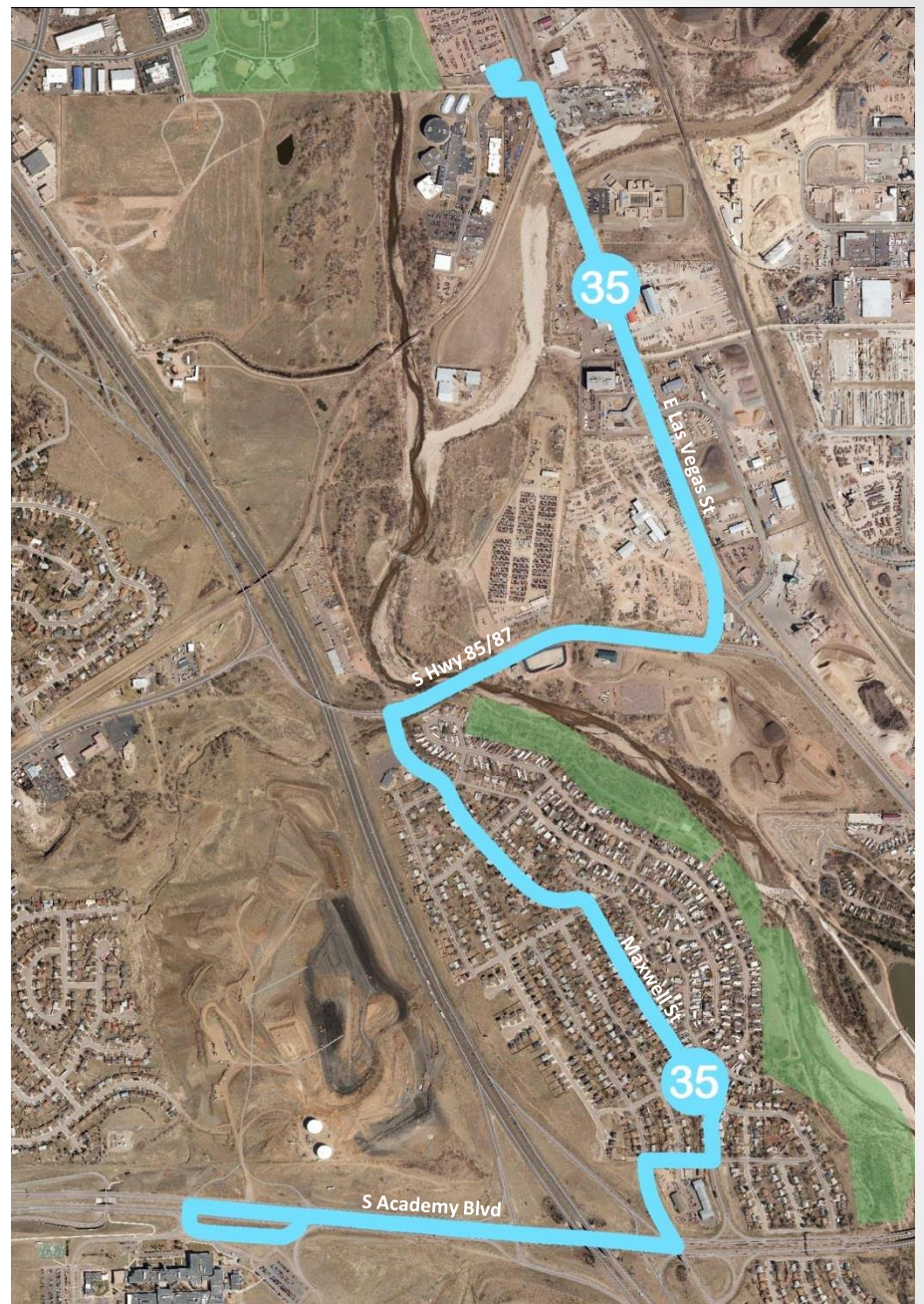
Route 15

- Route 15 will be restructured to connect to 15-minute service on Nevada Avenue at Rio Grande Street then operate most of the current northern routing before terminating in the Tinseltown/World Arena area.



Route 35

- **New** Route 35 will operate 30-minute service (weekdays only) from Pikes Peak Community College (PPCC) to the Criminal Justice Center (CJC) on Las Vegas Street.
- Operates from approximately 6:00 to 10:00 AM; then 2:00 to 8:00 PM.



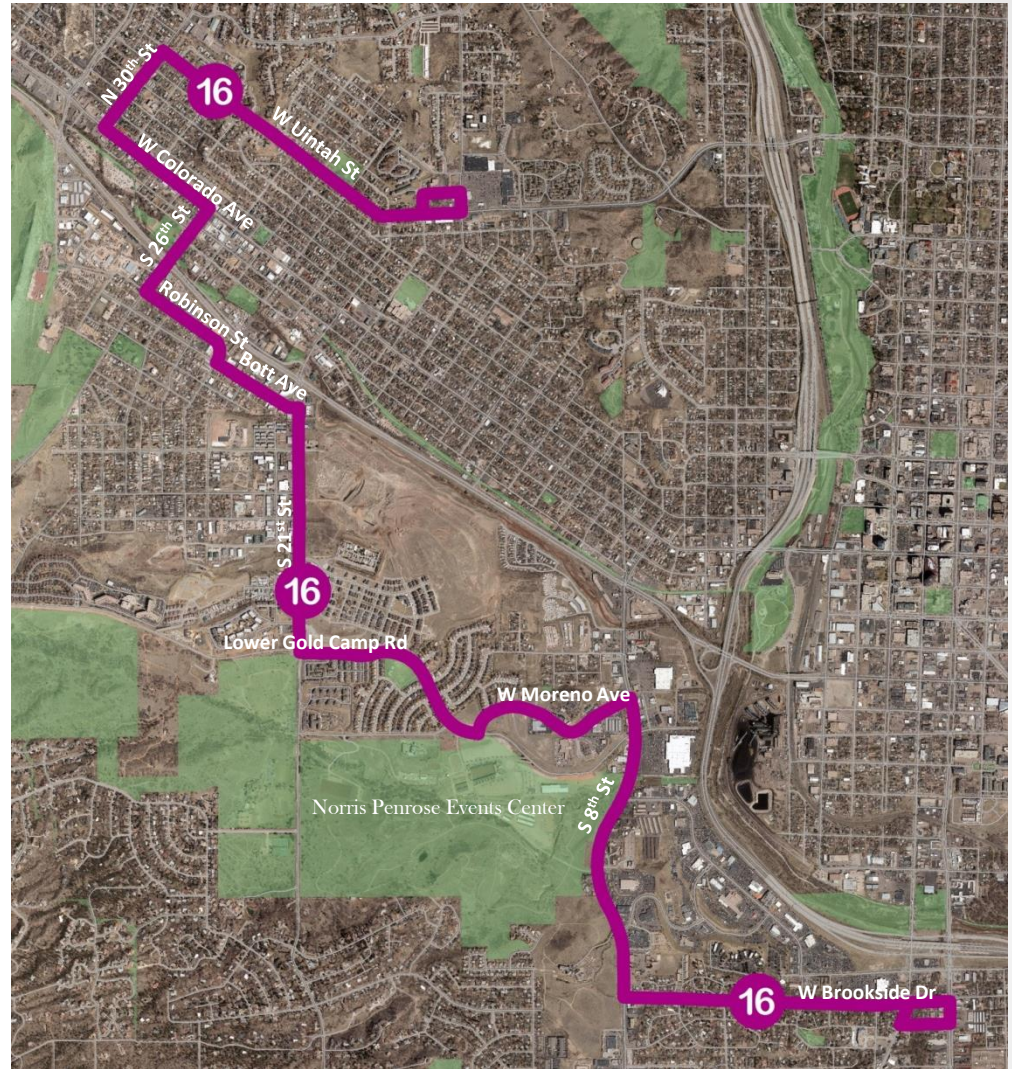
Route 16

- Revisions to this route include eliminating the circuitous routing through low-ridership areas
- Splitting into two (2) routes – Routes 16 & 17



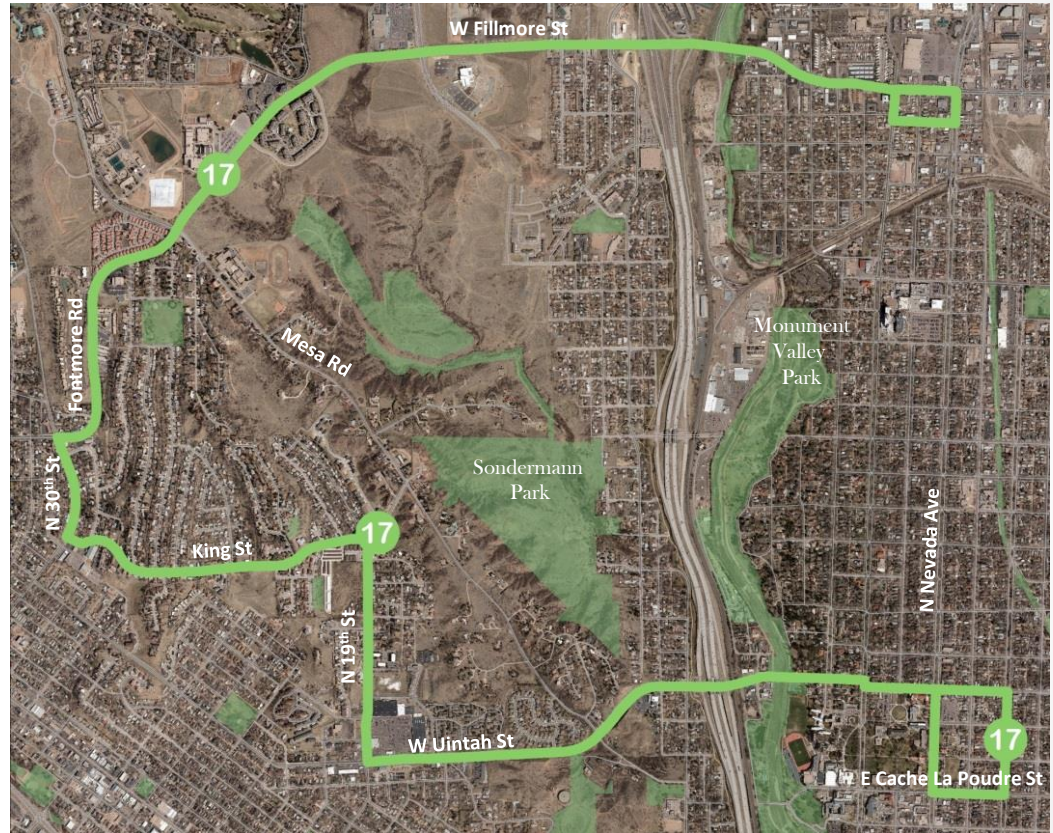
Route 16

- Route 16 will be restructured to operate from the 15-minute transit corridor on S. Nevada Ave. at Brookside St. to Uintah Gardens shopping center at Uintah and 19th Sts.
- The routing to Uintah Gardens will remain the same as the existing service, with the exception of not operating on 31st Street.



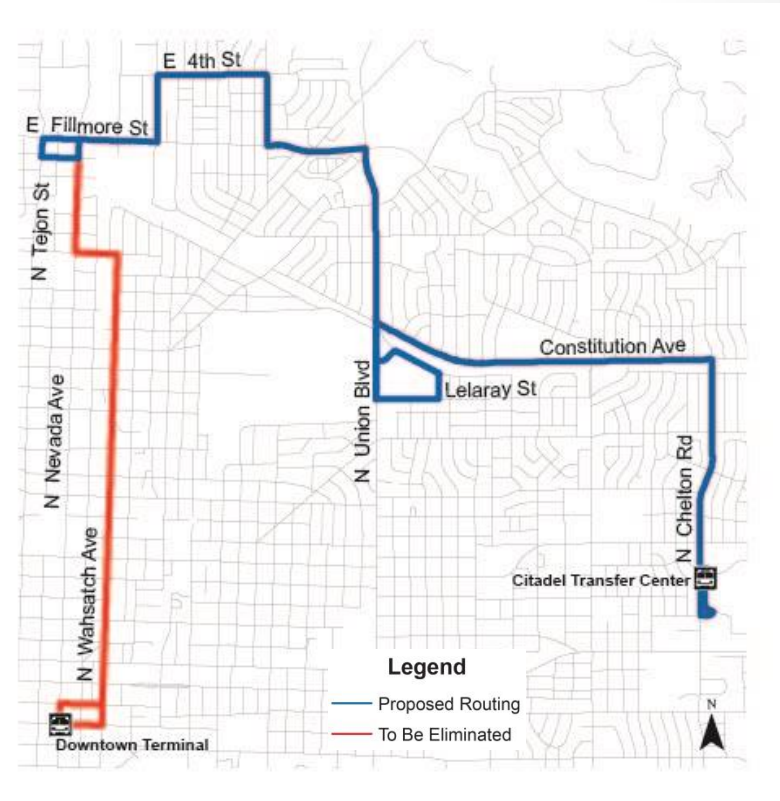
Route 17

- **New** Route 17 will operate along Fillmore Street and serve Coronado High School, the VA Clinic at Fillmore Street and Centennial Boulevard, and the surrounding area before terminating at Route 9 on N. Nevada Avenue.
- This restructuring also provides a critical link from the westside.



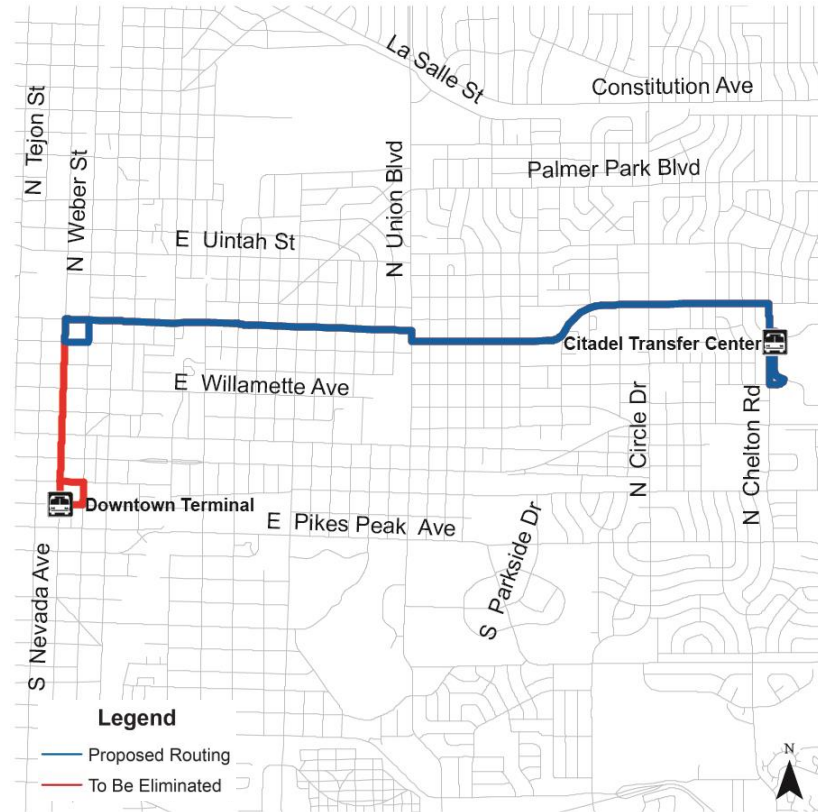
Route 6

- The segments on Nevada and Wahsatch Avenues, south of Fillmore Street, are proposed for elimination.
- These segments (identified in red) parallel the 15-minute service on Route 9 and are duplicative.
- Ridership at the bus stops proposed for elimination (see table) can access Route 9 two blocks to the west along Nevada Avenue.



Route 8

- The segment on Nevada Avenue, south of Cache La Poudre Street, is proposed for elimination.
- This segment (identified in red) is parallel and duplicative to the 15-minute service on Route 9



Route 12

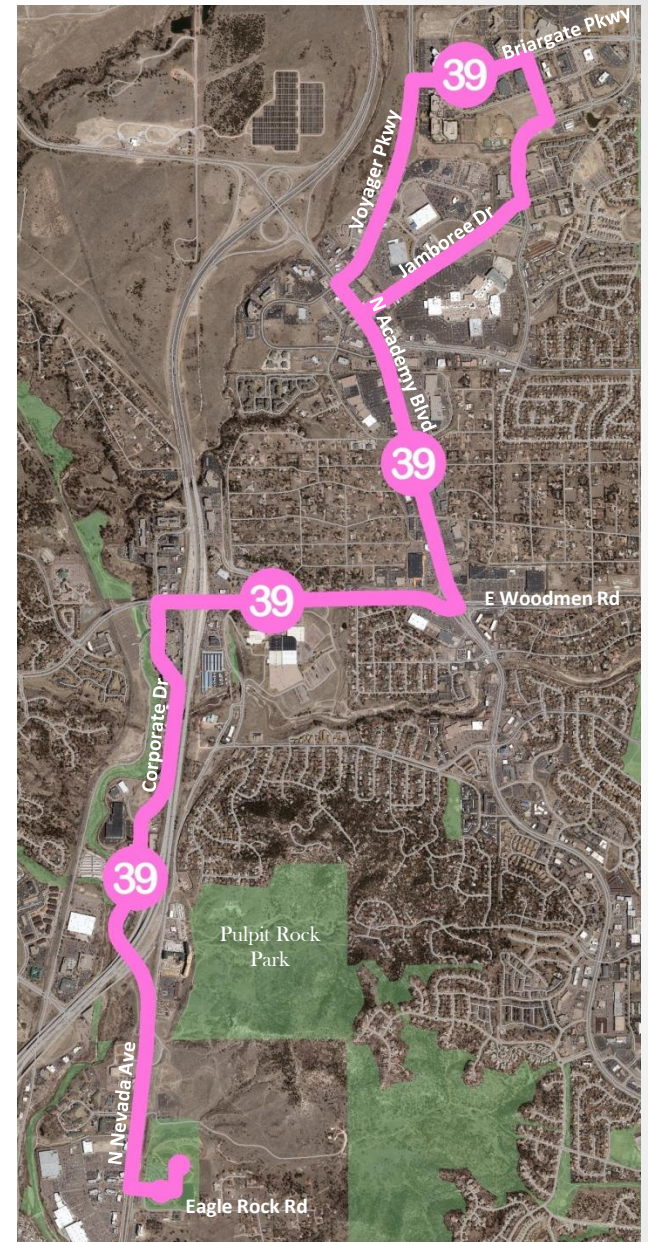
- The segments of Route 12 on Hancock (south of Cache La Poudre Street), Willamette, and Wahsatch Avenues are proposed for elimination.
- These segments (identified in red, below) are parallel and duplicative to the 15-minute service on Route 5.



Route 39

➤ Revisions to this route include:

1. Terminating the route at a new transfer hub on UCCS property off of Eagle Rock Road, north of Austin Bluffs Parkway; and
2. Eliminating the Kelly Johnson Boulevard loop on the northern portion of the route due to low ridership.



Route 2 - Saturdays

- Propose to change departure time at the Downtown Terminal from 15 minutes past the hour (:15) to 15 minutes before the hour (:45)
- Resulting from effects of other proposed changes
- Ensures Route 34 connects with both Route 23 at Morning Sun Avenue AND Route 2 at the El Paso County Citizens Services Center
- Evens out the number of buses at the Downtown Terminal at the :15 and :45 pullouts

Transfer Policy Revision

- Currently, MMT's transfer policy states that customers are allowed two (2) transfers to be taken within two (2) hours. The proposed revision is to allow three (3) transfers to be taken within two (2) hours. All other rules remain unchanged.

Metro Rides Vanpool Program Changes

- Add technology upgrades to Metro Rides vanpool vans to streamline the data-entry process and make it paperless. As an added benefit, the proposed upgrade will give riders access to free Wi-Fi.
- Add a zone-fare increase to the large vans only in order to better align the fare structure between large and small vans.
 - Less than 10% increase
 - Based on actual data on operating costs