



Proposed Service Changes

Fall 2016

SUMMARY

The service improvements identified in this proposal are made possible by increased Pikes Peak Rural Transportation Authority (PPRTA) sales tax revenue, additional fare revenue, and savings from the 2015 PPRTA expenditure budget.

These transit enhancements continue Mountain Metropolitan Transit's (MMT) push toward improving system productivity and on-time performance, increasing frequency along high ridership corridors, adding off-peak service to enable better access to employment opportunities, improving customer service for our existing customers, and attracting new riders.

The objectives above highlight the intent of our future direction, and are consistent with our *2013 Comprehensive Operational Analysis* and *2040 Transit Plan*.

The Fall 2016 service improvements are grouped into three categories:

1. Service Increases
2. Scheduling Modifications
3. Route Modifications

The **Service Increases** are improvements to existing routes during off-peak hours such as weekday evenings and weekends. Until additional, new fixed-route vehicles arrive in the Fall of 2017, increased service cannot be added during peak hours. The routes selected for increased service have been suggested by our customers either at prior public meetings or to MMT staff. These routes expand the footprint of transit services that are available during weekday-evenings, Saturdays, and Sundays; and improve access to jobs for our customers. **Scheduling Modifications** are minor timing changes to facilitate better connections between routes. One **Route Modification** on Route 5 is designed to lessen walking distances and to improve customer access; and two (2) alternatives are presented in response to input from North Nevada Avenue residents and the Old North End Neighborhood.

As a recipient of Federal Transit Administration (FTA) funds, MMT has a federally-approved Title VI Program (of the Civil Rights Act of 1964) and is required to conduct a Title VI and Environmental Justice equity analysis in the course of planning a "major" service change. The approved MMT Environmental Justice Plan identifies a major service change as the "addition, elimination, or modification of 25% or more of service hours, miles or bus stops on a route or of the system." Adding weekday-evening and Sunday service to Route 4 results in a 33.86% increase in hours on the route. The remaining items being proposed in this service change do not exceed the 25% threshold, therefore Title VI and Environmental Justice equity analyses are not required.

See below for details on specific route proposals.

1. SERVICE INCREASES

ROUTES 7 AND 27:

Increase Saturday frequency on Routes 7 (Pikes Peak Ave-Citadel) and 27 (S Academy Blvd-PPCC) from 60 minutes to 30 minutes.

ROUTE 4:

Add weekday-evening and Sunday fixed-route and ADA paratransit service on Route 4 (8th Street-Broadmoor).

ROUTE 39:

Add Saturday fixed-route and ADA paratransit service on Route 39 (Eagle Rock-Voyager Pkwy).

ROUTE 12:

Add one (1) Saturday morning roundtrip to enhance connections to travel downtown on Routes 9 and 19 (to meet 7:15 AM pullout at the Downtown Transit Terminal).

ROUTE 6:

Add one (1) Saturday outbound trip to better serve the Citadel Mall Transfer Center.

2. SCHEDULING MODIFICATIONS

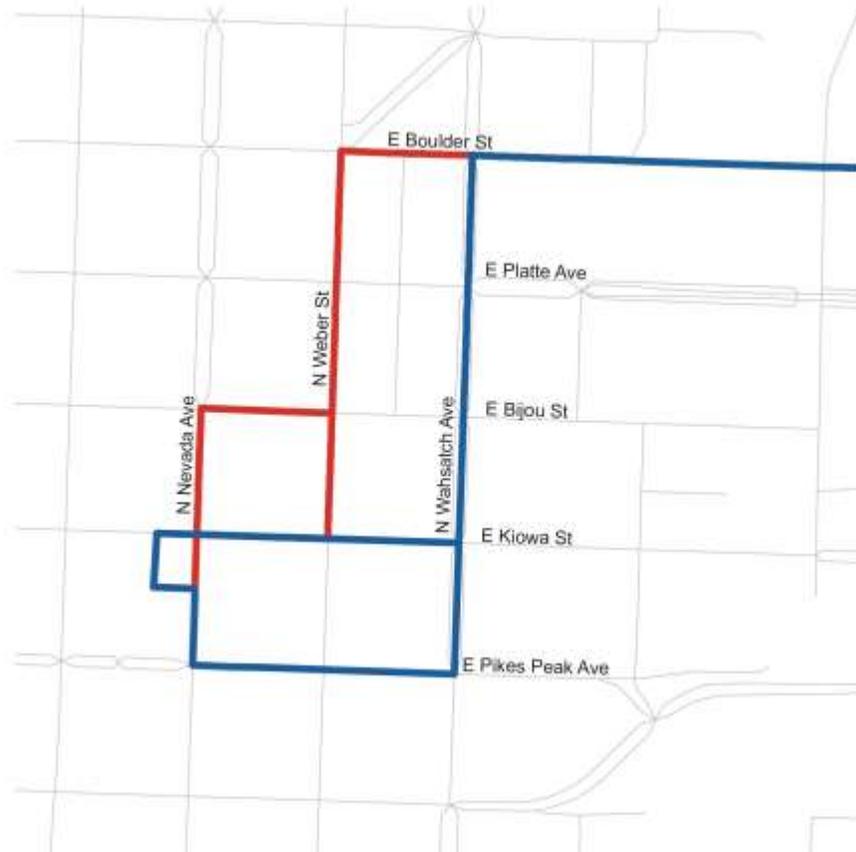
- Routes 19/39: Move to :00 pulse (from :30 pulse) to better enhance weekday-evening connections at the Downtown Transit Terminal.
- Route 16: Scheduling modifications to facilitate better connections with Route 17.
- Routes 25/27: Timing modification to facilitate better connection with buses at the Citadel Mall Transfer Center on LAST trip of the day on Saturdays.

3. ROUTE MODIFICATIONS

ROUTE 5:

Modify routing to operate on Wahsatch Avenue instead of Weber Street when traveling between the Downtown Transit Terminal and Boulder Street.

See map below for details.



Legend

- Proposed Routing
- To Be Eliminated

3. ROUTE MODIFICATIONS - continued

Nevada Ave. Corridor Options

Option 1 Route 19 Changes

ROUTE 19:

Route 19 is proposed for restructuring due to input from residents along North Nevada Avenue and the Old North End Neighborhood. 15-minute transit service will still be available from the Downtown Transit Terminal to the transfer location at Cache La Poudre Street and North Nevada Avenue; and from Jackson Street/North Nevada Avenue to North Nevada Avenue/Mount View Lane. The restructuring of Route 19 is proposed to operate on the following roadways in both directions: at Cache La Poudre Street and North Nevada Avenue, Route 19 is to travel east on Cache La Poudre Street, to north on Weber Street, to west on Jackson Street, to north on Cascade Avenue, then return to existing routing. Pedestrian facilities will be constructed on Weber Street this summer.

See map below for details.



3. ROUTE MODIFICATIONS - continued

Option 2 Routes 9 & 19 Changes

ROUTE 9:

Route 9 is proposed for restructuring due to input from residents along North Nevada Avenue and the Old North End Neighborhood. 15-minute transit service will still be available from the Downtown Transit Terminal to the transfer location at Cache La Poudre Street and North Nevada Avenue; and from Jackson Street/Cascade Avenue to North Nevada Avenue/Mount View Lane. The restructuring of Route 9 is proposed to operate on the following roadways in both directions: at Cache La Poudre Street and North Nevada Avenue, Route 9 is to travel west on Cache La Poudre Street, to north on Cascade Avenue, then return to existing routing.



ROUTE 19:

Route 19 is proposed for restructuring due to input from residents along North Nevada Avenue and the Old North End Neighborhood. 15-minute transit service will still be available from the Downtown Transit Terminal to the transfer location at Cache La Poudre Street and North Nevada Avenue; and from Jackson Street/Cascade Avenue to North Nevada Avenue/Mount

View Lane. The restructuring of Route 19 is proposed to operate on the following roadways in both directions: at Cache La Poudre Street and North Nevada Avenue, Route 19 is to travel east on Cache La Poudre Street, to north on Wahsatch Avenue, to west on Jackson Street, to north on Cascade Avenue, then return to existing routing. See map below for details.



4. PROCESS

Final recommendations will be made after completion of the public meetings and the public comment period. Decisions will be made in consideration of the comments received, benefits and other impacts to the community and the riding public, transit system operational requirements and consistency with the City of Colorado Springs - Mountain Metropolitan Transit's objectives that are identified on page 1 of this document.