

Boulder County Mountain Town Transit Feasibility Study



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Submitted by: Charlier Associates, Inc.

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An additional 63 community members provided draft report feedback, survey comments or other correspondence.



Recommendations Summary



Overview

The Mountain Town Transit Feasibility Study assesses opportunities for and the feasibility of greater transit investment serving Boulder County's mountain communities and major recreational areas. This effort addresses expanding personal mobility and mountain town travel choices balanced with cost-effective investment of limited transportation resources and funding. Though a concept study, not a detailed service plan, this study will inform the County's ongoing Transportation Master Plan, community-specific transportation planning efforts, and other planning and funding pursuits.

Recommendations Summary

Transit service recommendations are divided into two priority groups: Group 1 and Group 2.

Group 1 recommendations are those that address transit service desires, needs, demands, and opportunities that the planning process indicated as highest priority, most important, and/or most imminent or achievable. Group 1 recommendations include:

- » **Gold Hill to Boulder:** Maintain the existing Climb service between Gold Hill and Boulder; ultimately add a second morning run and Saturday service.
- » **Ward to Nederland:** Implement a new route between Ward and Nederland via Peak to Peak Scenic Byway. Year-round service running six days/week is recommended.
- » **Y Route Enhancements:** Provide some combination of proposed service enhancements, including weekends, mid-day service, or connections between Lyons and Longmont.
- » **Jamestown to Boulder:** Implement a new, commuter-oriented route between Jamestown and Boulder. Year-round, weekday-only service is recommended.
- » **Coal Creek to Boulder:** Maintain the Coal Creek Express service; future service enhancements should focus on additional connections to Boulder (and Nederland).
- » **Nederland to Eldora Town:** Extend RTD's N Route from Nederland to Eldora Town during summer months, using the current schedule for providing service to Eldora Ski Resort.
- » **Nederland Circulator:** Implement a new circulator connecting popular destinations within Nederland, possibly extending to other nearby areas.
- » **Recreation Shuttle:** Implement a new, year-round, weekend-only shuttle between Boulder or Nederland, Hessie Trailhead and Brainard Lake Recreation Area.

Group 2 recommendations are also very important, but are longer term efforts based either on implementation complexity, dependence on Group 1 actions, smaller demand, or other similar circumstances. Group 2 recommendations include:

- » **Allenspark to Lyons:** Implement new, year-round, call and ride style service along SH7 between Allenspark and Lyons.
- » **Eldorado Springs to Boulder:** Implement a new, year-round shuttle service between Eldorado Springs and Boulder. Route would run six days/week to accommodate both commuter and recreation trips.
- » **Peak to Peak Connector:** Implement new, year-round service along Peak to Peak Scenic Byway between Allenspark and Nederland (building on the Ward-Nederland Group 1 recommendation).

The recommendations section of the report also includes service characteristics descriptions and implementation details for each route, including service type; operator; route frequency, hours and seasons; ridership estimates; and capital and operating cost estimates.



Background



Background

The Mountain Town Transit Feasibility Study is an effort to assess opportunities for and the feasibility of new and expanded transit service serving Boulder County's mountain communities, as well as connections to adjacent cities and counties. The study area includes Eldora Town, Ward, Jamestown, Allenspark, Lyons, Gold Hill, Nederland, Eldorado Springs, Coal Creek, Brainard Lake, and other nearby recreation areas.

This study seeks to strike a sensible balance between expanding personal mobility and mountain town travel choices while ensuring cost-effective investment of limited transportation resources and funding. Though this is a concept study, not a detailed service plan, it will inform the County's ongoing Transportation Master Plan, community-specific transportation planning efforts, and other planning and funding pursuits.

In summary, this study is intended to set the stage for additional transit investment in the mountain communities over time by developing a meaningful and locally-supported concept plan that leverages (and helps create) opportunities for funding and service over time, and clarifies and creates momentum for addressing next steps and outstanding issues to provide new and enhanced transit service.

Existing Transit Service

There are currently six fixed transit routes (described below) operating in the project study area. Route maps are provided in Appendix I. Special Transit also provides limited (call and ride) service.

N: RTD currently operates the N route between the Boulder Transit Center and Nederland High School, with stops at Barker Reservoir, Boulder Falls, and Magnolia Drive. The current weekday schedule includes 13 runs between Boulder and Nederland. Between November and April, seven of these runs extend to Eldora Mountain Resort. Saturday and Sunday service is more tailored to recreation, with seven of the ten Saturday routes and seven of the nine Sunday routes extending to the resort.

Y: RTD currently operates the Y route, running between the Boulder Transit Center and the Lyons Park-n-Ride Lot. As of August 22, 2010, the schedule included three AM and three PM weekday runs between Lyons and Boulder. After leaving the Boulder Transit Center, the Y travels along Broadway, stopping at Alpine and Yarmouth, then turns onto US 36. The Y stops at Middle Fork Road, CO 66 and Main Street before reaching the Lyons Park-n-Ride. The route currently operates only on weekdays.

GS: RTD currently operates the GS route, running mainly along CO 93 between the Boulder Transit Center, Golden and the Cold Spring Park-n-Ride Lot in Lakewood. In Boulder, the GS runs along Broadway, stopping at the CU campus. The route operates only on weekdays, and is largely commuter-oriented (with service concentrated during the AM and PM peak periods).

The Climb: The Climb is a privately operated, fixed-route, weekday service running between Boulder and Gold Hill. The route includes one scheduled run extending to Ward on weekday mornings. In the morning, The Climb begins in Ward, then makes one round trip from Gold Hill to Boulder and back to Gold Hill. In the evening, The Climb begins in Gold Hill, making two round trips to Boulder before returning to Gold Hill. The Climb honors advance requests for unscheduled runs (e.g. additional runs to Ward or weekend service to special events).



Coal Creek Express: The Coal Creek Express (CCE) is a connector route running between the Coal Creek Canyon mountain community, Highways 72 and 93, and the intersection of Highway 93 and 68th. Ride Provide operates the CCE, and the fare is \$0.50 each way. Riders can also purchase a monthly pass for \$15. The CCE was recently spared termination by RTD, but continues to face that possibility because of its comparatively lower ridership and higher costs vis-à-vis conventional urban service. The CCE stakeholders are building partnerships with other organizations to increase route awareness and ridership. As of Fall 2010, ridership has increased 16 percent since April 2010, with current ridership approaching 4,000 annually.

Gilpin County Connector: The Gilpin County Connector (GCC) is a privately operated shuttle service circulating between the Gilpin County Public Library, Black Hawk, Central City, Rollinsville and Nederland. The service operates seven days a week between 4:45 AM and 8:40 PM. The GCC is fare-free, and is operated by the Senior Resource Center. The GCC uses a wheelchair accessible, 14-passenger bus.

Special Transit: Special Transit is a non-profit organization that provides limited weekday, on-demand, general public transit service within key portions of the study area including Nederland, Allenspark, Lyons, and unincorporated areas of Boulder County. Around town service is provided one day per week in Nederland with monthly trips to Boulder; Lyons around town service is provided 2 days per week with weekly service to Longmont and on-demand service to Lyons or Estes Park (minimum of 3 riders) is available to Allenspark residents. Free Special Contract trips are provided quarterly to each community per for trips within a 50-mile radius for social/ cultural activities and mileage reimbursements (\$.50 per mile, \$6.50 one-way between communities or \$8.50 one-way to the Denver Metro area) is available 7 days per week for riders participating in Special Transit's Family and Friends Mileage Reimbursement Program. This program allows riders to travel to any destination in Boulder County or to Denver (medical trips only) on days/ times when Special Transit service is not available.

CareConnect: CareConnect is a non-profit organization providing services for seniors and adults with disabilities throughout Boulder County. In CareConnect's "Medical Mobility" program, volunteer drivers use their own cars to take clients to and from their medical appointments. CareConnect provides weekday service typically between the hours of 8 AM and 5PM, with other times possible depending on the availability of the volunteers. The suggested fare is \$2 each way within a city and \$4 each way between cities.



Recommendations



Planning Process Context

The Mountain Town Transit Feasibility Study is a concept study. As such, it identifies potential opportunities, barriers, and next steps to implement specific transit service investments over time. While the study does recommend specific routes and service elements, it is not intended to be a programmatic service plan. Rather, it incorporates one of the primary lessons learned during the planning process: mountain town transit service should be adaptive and entrepreneurial in terms of implementation timeframe, service provider, and other characteristics.

Another important aspect of this study is the recognition from the outset that this effort balances personal mobility, social equity, and cost-effectiveness. Rural- and mountain town-oriented transit service typically would not meet conventional, urban-oriented service performance and cost-effectiveness metrics. Similarly, there was not much recent or meaningful quantitative data available to support needs identification or service analysis within the study area. Therefore, the planning process emphasized community outreach and generating travel pattern data through the areawide online survey and other efforts. Stakeholders and “community ambassadors” were also especially important to understand the travel needs and patterns of individual communities.

Service Recommendations

Service recommendations are described in detail below, and are organized around the following themes:

- First, while the recommendations below are intended to be as specific as possible, that is balanced against the recognition that transit service provision in this rural, mountainous area – as it already has been – should continue to be adaptive and flexible based on evolving conditions, needs, opportunities, and even constraints. These mountain town transit service recommendations are intended to address a variety of travel purposes - work commuting, shopping, daily needs, recreation, transportation for older adults and others with mobility constraints, and so on. Accordingly, flexibility rather than a one-size-fits-all approach is emphasized.
- Second, mountain town transit service should continue to be initiated strategically and expand carefully over time. The experience of the Climb teaches that new service will likely start slowly and needs “incubation time” to gain local familiarity, acceptance, and use. It is especially important in smaller mountain towns to work with members of the community to foster local buy-in, acceptance, and a sense of ownership.
- Third, service provision should primarily involve smaller vehicles and a smaller-scale operations focus that fits within the rural, small town context of the study area’s communities. New transit service, especially that which is not conventional urban-oriented fixed route service, is likely to be most successful with smaller vehicles, more flexible operations, and other similar elements. Ride-matching, vanpools, local shuttles, and similar strategies best fit both the “customer markets” identified through this study and the type of service most likely to successfully serve them. A related point is that the type of service provided is more important than the specific service operator. There are a range of service operator/provider possibilities – public, private, non-profit, community-based, and others; the character of service provided is more important than the operator.
- Finally, it is important to recognize that service can and will evolve over time, whether its geographic route, the type of service provided, and/or the service provider or operator. The recommendations below emphasize starting small with a particular route or “origin-destination” pair that could be folded into an expanded service network over time. That expansion in turn provides greater opportunities for service type and provider. For example, a small, on-demand shuttle route with a private operator could eventually evolve into a larger, fixed route, publicly-operated network.



Service and Performance Metrics

Though a concept plan, the Mountain Town Transit Feasibility Study also provides estimated service and performance data and metrics for each recommended route (except for existing RTD “N” and “Y” service). These data are planning-level estimates to facilitate relative performance comparisons of individual routes to each other, not as absolute data or metrics as the sole source to make service decisions for an individual route.

The service and performance metrics data shown with each recommendation on the following pages are a combination of existing or startup route and service data and capital costs, “typical” operating costs, and longer-term service performance targets and metrics. Each are explained as follows:

Existing and Startup Data: Route length and time are shown for existing service and estimated for new service. Startup capital costs are also estimated for new service. Capital costs tend to fluctuate significantly on an annual basis, and also tend to be a small component of total route expenses compared with operating costs. For example, a new vehicle that needs to be purchased to initiate a route may last several years before needing replacement. This is shown as a startup cost because it must be expended as it occurs, and cannot be amortized to an “average annual cost.” Capital costs shown are primarily for new rolling stock (vehicles) and are those for which the transit operator or provider is directly responsible. However, there are often other capital costs associated with initiating new service for which other entities may be responsible. In particular, potential RTD extension of the “N” Route to Eldora Town in the summer would trigger the need for roadway paving, a roundabout, and potential other capital costs.

“Typical” Operating Cost: Operating (and capital) costs are based on based on relative comparisons to route costs for The Climb and The Coal Creek Express (CCE), both in terms of route length and level/amount of service provided. The presumption in doing so is that all new routes are recommended initially as small-scale service generally more similar to services like The Climb and the CCE as opposed to larger vehicles and urban-oriented service. Operating costs fluctuate significantly over time, and are especially volatile due to constant changes in fuel prices, maintenance, and other factors. For this reason, it is not feasible to show an “annual average” operating cost that is tied to a specific point in time because of too many recurring and non-recurring costs. Instead, the service cost shown for each route is an “average” between potential start-up costs and what a typical “annual average” operating cost might be over time.

Long-Term Data and Metrics: Finally, rounded ridership targets and accompanying cost per rider data are shown for illustrative purposes as performance metrics, and are based on the recommended service in operation for an established period of time. This is the fairest way of measuring service performance as it provides an opportunity for ridership to grow over time to an established level and for route costs, which tend to both be high and to fluctuate at startup, to become stabilized. For these reasons, the amount or level of service presumed for the performance metrics calculation is greater than for initial service recommended at startup. As noted above, these performance metric estimates are provided primarily for illustrative purposes in comparing routes to each other, not for evaluating individual routes in a vacuum.

The most straightforward and appropriate service performance metrics are annual route ridership and cost per passenger boarding. Each is explained below:

Estimated annual route ridership: Annual ridership was estimated for each route, and serves as an input to the cost per rider calculation described below. Ridership estimates were developed from several service characteristics, themselves estimates based on reasonable presumptions about established or “ultimate” service for each route reflecting long-term service demand. The ridership estimation methodology is shown in the table below and is based on the following process.



	Route Information (2)		Vehicle Capacity	Average Capacity (3)	One-Way Legs/Day (4)	Days/Week	Weeks Year	Annual Ridership (5)
	Name	Endpoints						
Group 1 Priorities	The Climb (Gold Hill)	Gold Hill-Boulder	15	30%	8	6	51	11,000
	Coal Creek Express	Coal Creek Express	15	20%	8	5	51	6,100
	Jamestown	Jamestown-Boulder	15	30%	6	5	51	6,900
	Ward	Ward-Nederland	15	30%	6	6	51	8,300
	Nederland Circulator	Nederland area	15	50%	28	7	39	57,300
	Eldora Town	Eldora Town-Nederland	65	10%	12	7	26	14,200
	Recreation - Option A	Hessie-Nederland-Brainard	15	50%	10	2	52	7,800
	Recreation - Option B	Boulder-Ward-Brainard	15	50%	10	2	52	7,800
Group 2 Priorities	Allenspark-Lyons	Allenspark-Lyons	15	15%	6	5	51	3,400
	Eldorado Springs	Eldorado Springs-Boulder	15	35%	6	6	51	9,600
	Peak-to-Peak	Allenspark-Nederland	15	20%	6	6	51	5,500

Notes

1. Annual ridership estimates based on long-term enhancements to existing service and "ultimate" recommended service for new routes.
2. Existing RTD service (N, Y) not included in these calculations.
3. Average estimated occupancy per one-way trip leg (see below) on an annual basis; see text for methodology.
4. Number of one-way trips per average day. Travel from Point A to Point B and returning to Point A is two one-way trip legs.
5. Annual ridership data are rounded since they are calculated estimates.

First, the total ridership capacity by route was estimated based on the recommended vehicle size, typically a 16-seat (average) passenger van or transit vehicle. Then, an average occupancy or ridership level was estimated by route based on an assessment of likely demand, trip purposes, trip-origin ridership productivity, and a comparison with existing ridership capacities.

This latter analysis indicated that RTD's "N" route averages 33 percent occupancy, while the "Y" route averages 25 percent. (Comparable data for The Climb is not available.) While the vehicles and service orientation of both routes is different than the recommended new routes, they provide a relative basis for comparison and estimated. Accordingly, 30 percent average occupancy was estimated for most routes, with the recommended Nederland Circulator and the recreation-oriented service having higher average occupancies, and a few service recommendations having lower average occupancies.

The next step was to determine revenue service levels, which was done by estimating the average number of daily one-way trip "legs" by route, and then estimating days per week and weeks per year of service. These steps accounted for weekday-only service, seasonal variations, or other time-oriented service parameters. For existing routes, given the discussion above, the parameters included reasonable service enhancements. For new routes, service was estimated after long-term establishment, not at startup. For example, the Climb service was enhanced to eight one-way daily trips and to operate six days a week throughout the year. In contrast, recreational service was calculated to run throughout the year, only on weekends, even though startup service might be confined to the summer months.

Cost per Passenger Boarding: This calculation is a division of "typical" operating costs by the annual rounded ridership for each route. Based on the discussion above, this is really a calculation of an "average" operating cost (not associated with a specific timeframe) per rider based on established ridership, not at route startup. While the calculated output (such as \$7.23 per rider for the Ward-Nederland service) is informative, it is the relative comparison between routes that is most important. For example, it is reasonable that the cost per passenger boarding on The Climb (\$7.27) would be lower than for the Jamestown-Boulder service (\$8.70) because The Climb will have higher ridership for approximately the same operating cost. Similarly, the recommended Nederland Circulator's unit cost would be much lower than both because it should have higher ridership in a more compact service area. Because these cost metrics are intended for relative comparison only, they are not adjusted for inflation.

In summary, these service and performance data are conceptual, planning-level estimates meant to provide information and relative comparison, not rigid data or constrained metrics.

Transit Service Recommendations

The following recommendations are divided into two priority groups, though they are not prioritized within each group. Group 1 recommendations are those that address transit service desires, needs, demands, and opportunities that the planning process indicated as highest priority, most important, and/or most imminent or achievable. Group 1 also includes recommendations for preserving or enhancing existing service (e.g. The Climb, the Y and the Coal Creek Express).

Group 2 recommendations are also very important, but are longer term efforts based either on implementation complexity, dependent on Group 1 actions, smaller demand, or other similar circumstances. A map showing the routes described precedes the summary text for each group.

As noted previously, these recommendations incorporate a variety of travel purposes, including commuting, shopping, daily needs, recreation, transportation for older adults and others with limited mobility, and so on.

Finally, these recommendations also encourage appropriately leveraging and maximizing the service capabilities of existing transportation providers within the study area, such as Special Transit and other operators. While not shown as specific investments in the Group 1 or Group 2 framework, the flexible and entrepreneurial focus of the recommendations supports this concept, which could include additional service, expanded service areas, or other strategies that are proven feasible.



Group 1



Lyons / Longmont
(Y Enhancements)

Y (Lyons)

Jamestown

The Climb

Boulder to
Brainard Lake

Ward to
Nederland

Nederland / Hessie
Brainard Circulator

N (Nederland)
to Eldora Town

Coal Creek Shuttle
Enhancements

This map is not an assurance that conditions are safe for bicycling. Additionally, the user assumes no responsibility for safety and is solely responsible for their own safety. The user acknowledges that the user is responsible for their own safety and is not responsible for any damage to their bicycle or other equipment. The user is responsible for their own safety and is not responsible for any damage to their bicycle or other equipment.

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Gold Hill to Boulder / The Climb

Existing Climb route between Gold Hill and Boulder via Four Mile Canyon and Gold Run Road. Focus on maintaining existing service with potential future enhancements (additional daily runs) as dictated by ridership and demand.

Service Performance Metrics (Existing & Long-Term Targets)

Estimated Ridership	Cost/Boarding	One-Way Data		Service Costs		
		Miles	Minutes	Capital	Operating	Total
11,000	\$7.27	11.8	35	\$0	\$80,000	\$80,000

Key Points

- » The Climb currently runs on a fixed weekday schedule between Boulder and Gold Hill, with one scheduled run extending to Ward on weekday mornings (see Existing Transit Service for route details).
- » The Climb seeks to balance the needs of its main user groups (commuters and children traveling between Ward, Gold Hill and Boulder for school).
- » Because the trip between Gold Hill and Ward is the least productive (lowest ridership) and most costly segment of the existing route, The Climb operator and Boulder County are currently exploring alternatives for serving Ward (e.g. via Nederland, as discussed below) or by setting up a vanpool between Gold Hill and Ward.
- » Although The Climb route has thus far been minimally affected by the 2010 Fourmile Canyon Fire, the potential for longer-term effects on ridership, routing and other aspects of service should be considered.
- » Continued private operation of The Climb route is recommended, with service modifications as needed.



Ward to Nederland

New route between Ward and Nederland via Peak to Peak Scenic Byway. This route is the first segment in the eventual Peak to Peak Connector Route from Allenspark to Nederland recommended in Group 2.

Service Performance Metrics (Startup & Long-Term Targets)

Estimated Ridership	Cost/Boarding	One-Way Data		Startup Costs		
		Miles	Minutes	Capital	Operating	Total
8,300	\$7.23	11.2	17	\$60,000	\$60,000	\$120,000

Key Points

- » Other than Boulder, Ward residents are most likely to travel to Nederland for both work and non-work trips (according to the area-wide, online survey).
- » With the largest population, the most comprehensive transit service of the mountain communities, and a significant offering of shopping and services, Nederland is a hub of both transit and general activity.
- » Serving Ward via Nederland may be a more viable alternative than the current service configuration from Ward to Gold Hill.
- » Providing service along this segment of Peak to Peak Scenic Byway is a practical first step in connecting Boulder County's mountain communities via transit.
- » Initially, small-scale operation of this service is recommended, with the potential to ultimately transition to larger-scale operation in the longer term if service and other potential operator criteria are met.
- » Service should be fixed route, with one or two daily morning and evening runs at startup, building to six runs per day in the long term.

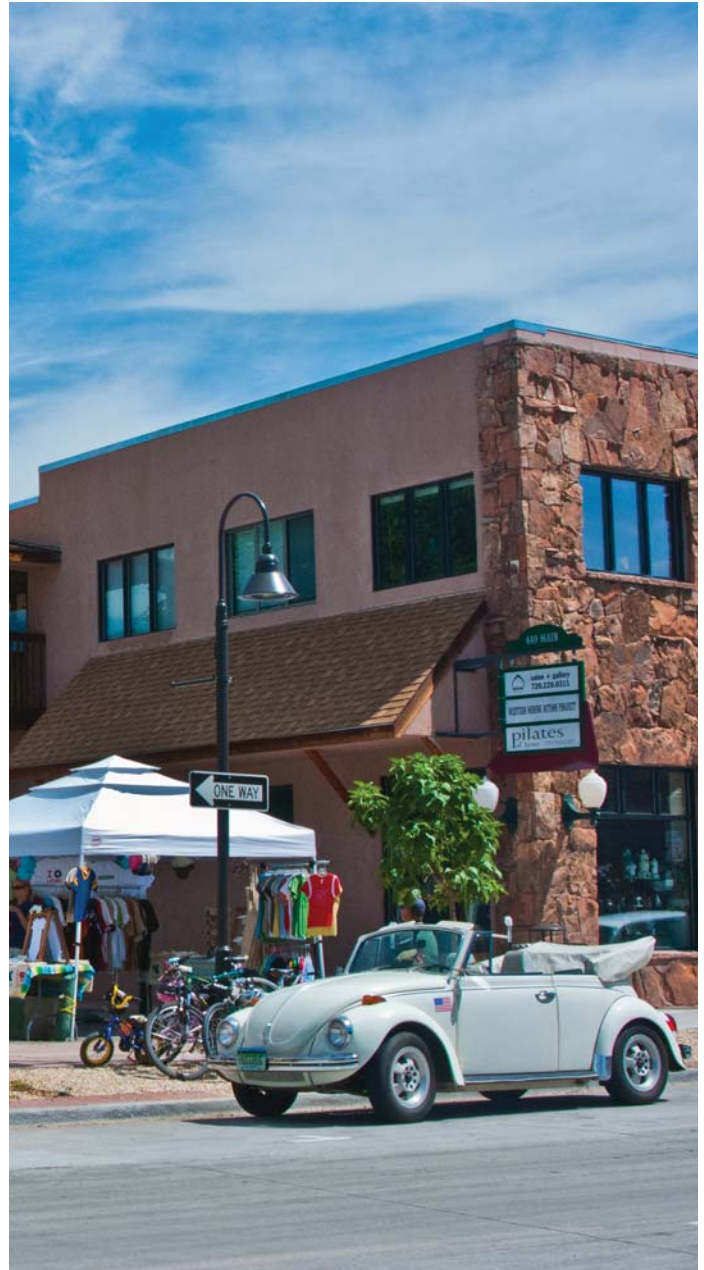


Y Route Enhancements

*Proposed service enhancements to RTD's Y Route running between Boulder and Lyons.
(Performance Metrics are N/A - Enhancement of Existing RTD Service)*

Key Points

- » For Lyons residents, Boulder is the primary destination for work/school trips, while Longmont is the primary destination for non-work/school trips.
- » In the area-wide, online survey, Lyons residents indicated strong support for implementing new transit service between Lyons and Longmont to reach major shopping areas.
- » Although there is currently no mid-day, late evening or weekend service, Boulder County is completing a TIP application proposing some combination of the following service enhancements (funding for these improvements is not guaranteed):
 - Mid day Y route service from Lyons to Boulder: 4h per day, 2-3h of service
 - Weekend Y route service from Lyons to Boulder (summer Saturdays) – 16h per day, 14h of service
 - Weekend Y route service from Lyons to Boulder (summer Sundays) – 10h per day, 8h of service
 - Lyons to Longmont service (via Bolt route) – 2 runs per day
- » The County is also planning to implement a community EcoPass program for 950 Lyons households as part of this application.
- » Continued operation of this route by RTD is recommended, with the possible buy-ups (by Boulder County) outlined above.



Jamestown to Boulder

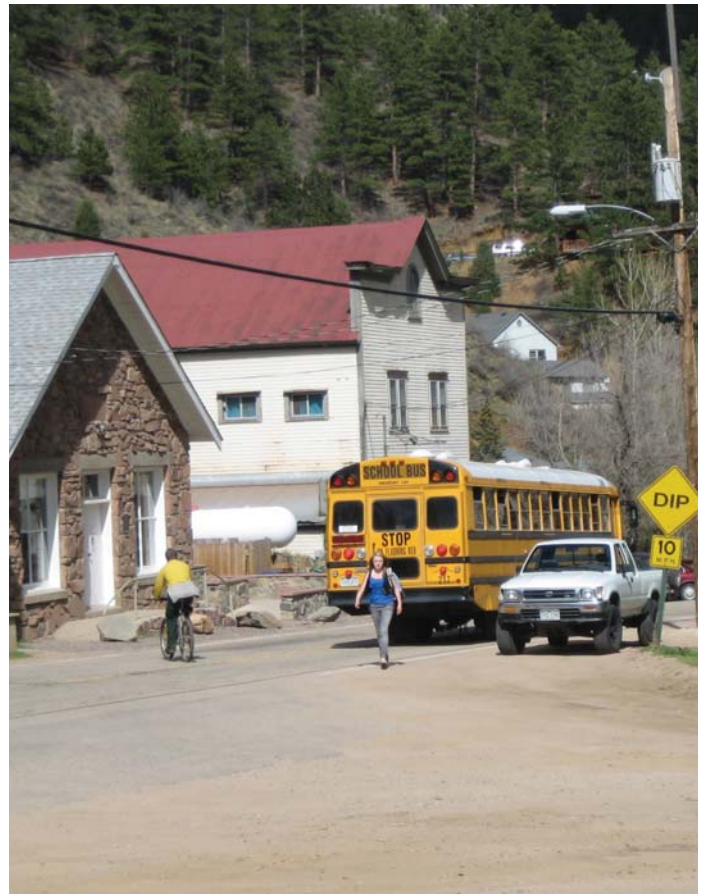
New route between Jamestown and Boulder via Broadway, Olde Stage Road, and James Canyon Drive.

Service Performance Metrics (Startup & Long-Term Targets)

Estimated Ridership	Cost/Boarding	One-Way Data		Startup Costs		
		Miles	Minutes	Capital	Operating	Total
6,900	\$8.70	13.3	24	\$60,000	\$60,000	\$120,000

Key Points

- » Boulder is the primary destination for Jamestown residents for work/school and non-work trips (according to the area-wide, online survey).
- » The Climb operator is planning to implement new service between Boulder and Jamestown in 2011.
- » Initially, this route should be implemented as a fixed route, commuter-oriented service with one or two runs on weekday mornings and evenings (a model similar to The Climb between Gold Hill and Boulder).
- » If warranted by demand and ridership, additional AM and PM and perhaps even a mid-day run could later be added. (Service performance targets and metrics shown above are based on four runs per day.)
- » Small-scale operation of this service is recommended.



Coal Creek to Boulder

Preservation of the existing Coal Creek Express route, potentially with service enhancements focusing on connections to Boulder.

Service Performance Metrics (Startup & Long-Term Targets)

Estimated Ridership	Cost/Boarding	One-Way Data (Estimated)		Startup Costs		
		Miles	Minutes	Capital	Operating	Total
6,100	\$13.93	14	16	\$0	\$85,000	\$85,000

Key Points

- » The Coal Creek Express currently circulates between Coal Creek, the intersection of Highway 93 and 72, and 68th Avenue (off Highway 93).
- » Ride Provide, a local non-profit, currently operates this fixed route service. Continued private, small-scale operation is recommended.
- » Because this route has, in the past, been on a list of possible RTD service cuts, the first priority should be preserving the existing route.
- » Boulder is the primary destination for Coal Creek residents for work/school and other trips (according to both the online, area-wide survey and an individual community survey conducted in May 2010). Thus, service enhancements should focus on connections to Boulder.
- » Nederland and Arvada are secondary destinations for other (non-work/school) trips, according to both surveys.



Nederland to Eldora Town

Proposed service enhancements to RTD's N Route running between Boulder and Nederland. The route currently runs to Eldora Mountain Resort during ski season; summer service to Eldora Town is recommended.

Service Performance Metrics (Startup & Long-Term Targets)

Estimated Ridership	Cost/Boarding	One-Way Data		Startup Costs		
		Miles	Minutes	Capital	Operating	Total
14,200	\$7.32*	2.5**	5	\$0***	\$15,000	\$15,000

*RTD has estimated a cost of approximately \$7.32 per passenger per hour from Nederland to Eldora Town

**As measured from Nederland High School to Eldora Town Site

***As explained below, extending RTD's N Route would require other capital expenditures, such as for paving or a roundabout

Key Points

- » In October of 2005, the residents of Eldora Town submitted a request to RTD to extend the N route to the town of Eldora from April through November (when the Eldora ski area is closed). The request included a petition with the signatures of approximately 120 Eldora residents.
- » Service performance metrics presume minimal operating cost for this route to be operated as an extension of RTD's N Route or as part of the potential Nederland Circulator. The metrics also presume summer-only service (during the months Eldora Ski Resort is closed). Service operated by a different provider would change the cost and performance data shown above.
- » During the summer months, the N currently waits at Nederland High School approximately 30 minutes. Under the proposed route modification, the N would make six daily runs to Eldora Town, following a reduced version of the current schedule for service to Eldora Ski Resort. This route modification would serve Eldora residents commuting to Boulder as well as visitors wishing to reach trails and other activities in Eldora. It would also leverage the current N bus layover.
- » Serving Eldora Town via an extension of the existing RTD N route may not require additional drivers or vehicles, or changes to existing stop times, but would include some operating expenses, the loss of layover and driver down time, and potential route schedule modifications.
- » However, extension of the N route to Eldora Town would be a non-standard route and service for RTD. RTD's general policy is to operate only on paved roadways; therefore implementing this service would require either paving a second roadway through Eldora Town (e.g. Huron Avenue) or installing a roundabout or other turn-around point near the entrance of the town.
- » In addition to the challenge of funding these improvements, some residents may resist changes that could impact Eldora Town's unique, rural character. Town residents have expressed concern about the size of the current N route regional coach, suggesting a smaller vehicle may be more appropriate.
- » Likewise, although the roundabout concept may have less impact on community character, right-of-way requirements could be problematic. County staff is sensitive to potential concerns from RTD and Eldora Town residents about the implications of these service changes.
- » Extending RTD's N route is one of several potential options for providing service between Nederland and Eldora Town. If this option proves to be impractical or infeasible, Eldora Town could potentially be served via Special Transit, the proposed Nederland Circulator or the Recreation Shuttle.



Nederland Circulator

Town of Nederland-proposed circulator shuttle, possibly extending to other nearby destinations such as Mud Lake and Eldora Ski Resort and, over time, to Ward, Eldora Town, Hessie/Fourth of July Trailheads, and Brainard Lake Recreation Area.

Service Performance Metrics (Startup & Long-Term Targets)

Estimated Ridership	Cost/Boarding	One-Way Data		Startup Costs		
		Miles	Minutes	Capital	Operating	Total
57,300	\$1.40	4	8	\$60,000	\$80,000	\$140,000

Key Points

- » The Town of Nederland is preparing a TIP application to implement a circulator connecting popular destinations within Nederland, and to Mud Lake and Eldora Ski Resort.
- » The specific parameters of the TIP application may change the service performance metrics described above.
- » Although a specific route and other service parameters have not yet been defined, even in concept there is potential synergy and/or overlap between this circulator and four other proposed services: the Gilpin County Connector, Ward to Nederland, Nederland to Eldora Town, and the Recreation Shuttle.
- » In addition to circulating around Nederland and to Mud Lake and Eldora Ski Resort, this service could also potentially run to Eldora Town, Hessie/Fourth of July Trailheads, Ward, and/or Brainard Lake Recreation Area over time.
- » Close coordination between Boulder County and the Town of Nederland is needed before and during the implementation of these routes to maximize efficiencies.



Recreation Shuttle Overview

Residents of Boulder and the mountain communities have expressed a strong preference for a shuttle service to three popular recreation areas – Brainard Lake, Eldora Ski Resort and the Hessie/Fourth of July Trailheads. Brainard and Hessie are the most popular portals into the Indian Peaks Wilderness Area, and both trailheads regularly encounter parking congestion on summer weekend days. When parking becomes congested at Hessie Trailhead, visitors park along Hessie Road as far east as Eldora Town, creating congestion and emergency access issues for trail users and town residents. According to the 2009 Hessie Trailhead Shuttle Feasibility Study, peak parking occurs between 11:00 AM and 3:00 PM.

Over 60 percent of respondents (and 75 percent of Boulder respondents) to the study's online, area-wide survey chose Brainard Lake as the "most appropriate" recreation area for a shuttle/bus service. 54 percent of respondents (and 58 percent of Boulder respondents) chose Eldora Ski Resort, while 38 percent of respondents (and 47 percent of Boulder respondents) chose Hessie/Fourth of July Trailheads. (Note: Survey respondents were able to select multiple answers, thus cumulative percentages are greater than 100).

63 percent of respondents to the online survey noted that they make trips to recreation areas within Boulder County year-round, mainly on weekends. The second and third most popular responses were year-round weekdays and summer weekends. Thus, this recreation-oriented service should focus primarily (or exclusively) on weekend trips, likely with its kick-off during the summer months. ***Current recommendations are for year-round, weekend-only service.***

It is important to note that any transit route serving recreation areas on Federal Lands would need to meet NEPA and other federal requirements addressing environmental and related impacts. Specifically, the US Forest Service has identified a primary objective of protecting the user experience of recreational and wilderness lands to minimize human impacts and maximize the natural and wild setting.

Any recreation-oriented transit service should have the specific objective of reducing human impacts, including parking lot congestion, air pollution from personal vehicles, visual considerations, noise, and other potential impacts related to large group drop-offs. Transit service to these areas should promote more efficient and less-impactful access to natural lands and should not itself contribute to manmade impacts to these areas.

In addition to serving the demand for Boulder residents to reach popular mountain-town recreation areas, a recreation shuttle would help alleviate some of the traffic and parking issues at these trailheads and some of the impacts on Eldora Town described above. The 2009 Hessie Trailhead Shuttle Feasibility Study also noted that formal parking restrictions at the currently unstructured lot would likely increase use of a recreation shuttle. The question of how much parking should be provided at these trailheads remains; however, a recreation shuttle (likely in concert with a parking management strategy) is ultimately a means to reduce impacts on natural areas.

In the online, area-wide survey, respondents marked having the ability and/or space to transport recreational equipment such as skis, bicycles and hiking packs as one of their top requirements for using a recreation shuttle. The need or desire for passengers to load, transport and unload these items should be considered when planning the shuttle route, service and especially vehicle characteristics.

Two route options for providing service to these recreation areas are summarized on the following page. Stakeholders also raised the potential for a more informal, "share the ride" approach as an interim step. This concept's opportunities and potential logistical and liability concerns should be explored further.



Recreation Shuttle Options

Option A: New recreation-oriented shuttle based in Nederland circulating between Nederland, Hessie/Fourth of July Trailhead and Brainard Lake Recreation Area.

Option B: New recreation-oriented shuttle based in Boulder, traveling directly to Brainard Lake Recreation Area via Lefthand Canyon Drive.

Both options include year-round, weekend-only service.

Key Points - Option A

- » Boulder residents would use the existing N route to reach Nederland, and then transfer to the recreation shuttle.
- » This shuttle would serve both Hessie/Fourth of July and Brainard Lake. The route order should be based on demand.
- » This configuration is the more cost-effective than running a shuttle from Boulder, but is less convenient for passengers due to the need to transfer between routes.
- » Initially, five round trips per day (two in the morning, one mid-day, and two in the afternoon/evening) should be implemented.
- » Demand should dictate when and if supplemental runs are added.
- » Small-scale operation of this service is recommended.
- » Explore "share the ride" program as an interim step.

Key Points - Option B

- » This shuttle would provide direct service between Boulder and Brainard Lake Recreation Area.
- » The route would travel up Lefthand Canyon through Ward, then follow Brainard Lake Road to the Recreation Area.
- » This route configuration is based on higher expected demand to reach Brainard Lake (vs Hessie/Fourth of July or other recreation areas).
- » Initially, five round trips per day (two in the morning, one mid-day, and two in the afternoon/evening) should be implemented.
- » Demand should dictate when and if supplemental runs are added.
- » Small-scale operation of this service is recommended.
- » Explore "share the ride" program as an interim step.

Service Performance Metrics: Option A (Startup & Long-Term Targets)

Estimated Ridership	Cost/Boarding	Round Trip Data*		Startup Costs		
		Miles	Minutes	Capital	Operating	Total
7,800	\$7.69	41.0	65	\$60,000	\$60,000	\$120,000

*Proposed service combines circulator and linear routing, so complete run, rather than "one-way" data are shown.

Service Performance Metrics: Option B (Startup & Long-Term Targets)

Estimated Ridership	Cost/Boarding	One-Way Data		Startup Costs		
		Miles	Minutes	Capital	Operating	Total
7,800	\$10.26	28.0	50	\$60,000	\$80,000	\$140,000



Group 2

Rocky Mountain National Park

Indian Peaks Wilderness

Indian Peaks Wilderness



Lyons/Longmont/
Allenspark
14.4 mi / 19 min.

Peak to Peak
Connector

GS (Golden)

Eldorado Springs

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JEFFERSON COUNTY

GRAND COUNTY

GILPIN COUNTY

WELD COUNTY

ADAMS COUNTY

BROOMFIELD COUNTY

Allenspark to Lyons

New route between Allenspark and Lyons via SH 7 (with connections to Longmont via the Group 1 Y Enhancements).

Service Performance Metrics (Startup & Long-Term Targets)

Estimated Ridership	Cost/Boarding	One-Way Data		Startup Costs		
		Miles	Minutes	Capital	Operating	Total
3,400	\$17.65	18.7	24	\$60,000	\$60,000	\$120,000

Key Points

- » Allenspark residents have indicated (via the area-wide, online survey) that their most likely travel destinations are Lyons and Longmont for both work and non-work trips.
- » Given the relatively small population and the lack of demand by residents from other communities to reach Allenspark, an isolated bus route between Allenspark and Lyons is likely to be unproductive.
- » With relatively low ridership and long trip distances, fixed-route service along this route would have a very high cost per rider, mile, service hour, and other metrics.
- » This type of route, at least initially, would be best served by a small-scale, call and ride or paratransit type service vs. a fixed route.
- » Implementing this route would be most logical in conjunction with service along Peak to Peak Scenic Byway and/or service between Lyons and Longmont.



Eldorado Springs to Boulder

New route between Eldorado Springs and Boulder would serve both commuter trips and recreation trips to the Eldorado Canyon State Park at various seasons and times of day.

Service Performance Metrics (Existing & Long-Term Targets)

Estimated Ridership	Cost/Boarding	One-Way Data		Startup Costs		
		Miles	Minutes	Capital	Operating	Total
9,600	\$3.13	5.4	8	\$60,000	\$30,000	\$90,000

Key Points

- » Boulder is the primary destination for Eldorado Springs residents for both work/school and other trips (appointments, shopping, etc.). Nederland is a secondary destination for other (non-work/school) trips.
- » A shuttle running between Eldorado Springs and the Table Mesa Park-n-Ride is recommended. Additional stops in Boulder may be added in the future if warranted by demand.
- » Initially, this fixed route service should be small-scale and mainly commuter-oriented, with two runs each on weekday mornings and evenings.
- » Because this shuttle would also accommodate recreation trips to Eldorado Canyon State Park, Saturday service is recommended (two runs in the morning and two in the evening), at least during summer months.



Peak to Peak Connector

New service along Peak to Peak Scenic Byway connecting Nederland, Ward, Gold Hill, (potentially Jamestown), and Allenspark. This route would serve as the spine of a future mountain transit service network.

Service Performance Metrics (Existing & Long-Term Targets)

Estimated Ridership	Cost/Boarding	One-Way Data		Startup Costs		
		Miles	Minutes	Capital	Operating	Total
5,500	\$23.64	25.6	40	\$120,000	\$130,000	\$250,000

Key Points

- » A transit route along Peak to Peak Scenic Byway would mainly serve a connector function in a future mountain transit system. For this reason, it should be implemented after other recommended routes have been established.
- » Implementation of a small-scale, fixed-route service is recommended at startup, with possible transition to a larger-scale operation in the long term.
- » Transit service running between Nederland and Allenspark along Peak to Peak would connect those communities with each other, Ward, Gold Hill, and potentially Jamestown (if the connection was made between Jamestown and Peak to Peak).
- » This route could also serve a recreation/tourism function for those willing to take a scenic ride rather than a scenic drive along Peak to Peak.
- » This route would be especially popular in the fall during peak Aspen tree viewing weeks.



Other Routes

This section documents route or service concepts considered during the planning process but ultimately not recommended as described below. They are included for informational purposes and for possible reconsideration if conditions or circumstances change over time.

Ward to Boulder

The Climb currently runs on a fixed weekday schedule between Boulder and Gold Hill, with one scheduled run extending to Ward on weekday mornings (see the Existing Transit Service section of the report for details of the main Climb route). The Climb departs Ward at 6:40 AM, arriving in Gold Hill at 7:00 AM, at Watershed School at 7:30 AM, and at the Boulder Transit Station at 7:45 AM. The Climb schedule indicates the possibility of additional runs to/from Ward (“Ask Driver” or “Call Required”) on the late morning and afternoon runs and the final evening run.

Although the Ward segment of The Climb route has historically been relatively unproductive, there does seem to be some potential/demand for service between Ward and Boulder. According to the online, area-wide survey, Boulder is the primary destination for Ward residents for both work and non-work trips. This demand could be served by augmenting the existing Climb service (i.e. with additional trips to Ward) or, more likely, by implementing new service between Ward and Nederland (on Peak to Peak Scenic Byway), connecting to the existing N route. Discussions are currently underway between The Climb and Boulder County about implementing the latter service.

Jamestown to Peak to Peak Scenic Byway

via Overland Road

Boulder is the primary destination for Jamestown residents for work/school and non-work trips. Because Peak to Peak Scenic Byway itself is not a destination for Jamestown residents, transit service connecting Jamestown with Peak to Peak Scenic Byway should only be implemented following or in conjunction with service along Peak to Peak Scenic Byway. To create an attractive trip connection for Jamestown residents, service along Peak to Peak Scenic Byway would likely need to run between CO 7 and Nederland, but at least between Overland Road and one of these end points. This connection is relatively low priority, given the lack of a strong demand for Jamestown residents to reach adjacent mountain communities, and because Overland Road is unpaved, which significantly increases vehicle maintenance costs.

Flagstaff Road

During the planning process, The Climb operator and Boulder County received several requests from residents to provide transit service in the vicinity of Flagstaff Road. The initial analysis that was possible during the planning process indicated dispersed and potentially low-volume demand as well as route “turnaround” constraints. Accordingly, the Flagstaff Road area should be studied further in subsequent planning efforts.

Sugarloaf

During the planning process, Boulder County received several inquiries from residents about the potential to provide transit service in the vicinity of Sugarloaf. As with Flagstaff, the initial analysis that was possible during the planning process indicated dispersed and potentially low-volume demand as well as route “turnaround” constraints. Accordingly, the Sugarloaf area should be studied further in subsequent planning efforts.



Funding + Next Steps



As Boulder County, individual communities, and other stakeholders strive to implement the recommended transit service investments over time, there are some key considerations affecting implementation. Route-specific issues are described as part of the recommendations discussed above. The following elements apply to all of the transit service recommendations.

Transit Funding Options

Service funding options are one of the most important implementation considerations. Existing RTD service is funded primarily through local sales taxes and fares, which are also the most common transit funding sources across the country. RTD also receives federal funding, advertising revenues, and other smaller funding sources. The other major transit service within the study area, The Climb, is funded through the following sources:

- **Community Pass Support Program:** Through a program similar to RTD's Eco Pass, Boulder County provides a matching funds subsidy (60 percent) to funds raised by local residents (40 percent) to support the Climb. This program is administered by The Climb and local residents, and applies geographically to mountain neighborhoods west of Boulder along the Gold Hill route.
- **Rolling Stock:** In 2010, Boulder County donated one of its three county vehicles to The Climb route as an in-kind contribution.
- **Special Transit:** Special Transit provides support and services to the Climb, including operations funding and through inclusion in federal grant applications for capital assistance (vehicles).
- **Fares, Advertising, and Charter Service:** The Climb also receives some revenue from passenger fares, advertising, and through private charter service operations.

Given the inherent volatility in sales tax receipts, particularly in economic downturns, alternative transit funding options have received greater focus across the country. Recent national research has focused on such innovative transit funding sources as the gas tax, vehicle miles traveled (VMT) fee, license registration fees, payroll tax, property tax, value capture, and others. However, all of these have significantly limited application in that:

- **They have legal and/or constitutional hurdles.** Though a Colorado-specific legal analysis was not conducted, national research has indicated that many states either have constitutional prohibitions against such funding mechanisms and/or that they would require enabling legislation and often a local vote to implement. Colorado's TABOR provisions likely exacerbate this situation locally.
- **They are long-term in nature.** Whether because of enabling requirements, set-up, implementation, or outcomes, these measures typically take years to generate meaningful revenue. They can be logistically difficult to set-up (such as VMT fees and value capture), and there are also issues with cost (up-front and recurring), equitable assessment vs. allocation issues, and other complicated details.
- **They may not raise enough revenue.** Despite its significant downside, sales tax is the primary transit funding source for a reason: it generates a significant amount of funding and is relatively easy to administer. National research has shown that many creative transit funding options do not generate significant revenue, either in absolute terms or relative to their costs.
- **They may not be suitable locally.** Funding mechanisms like a property tax, payroll tax, or a gas tax/VMT fee are not suitable for application at small scales, particularly in a rural area like Boulder County's mountain communities. These and other mechanisms are best applied at a regional or larger scale to generate enough revenue and to simplify their implementation and administration. On a "per capita" or "per area" basis, these mechanisms would be logistically infeasible to implement just in the study area, and would not raise enough meaningful revenue. And, geographic application only within the study area raises equity issues about transportation impacts and "fairshare" revenue generation between those who live in the mountain communities and those who visit from outside the study area.



There are several other mechanisms that Boulder County and its transportation partners have used, currently use, and could conceptually use to fund transit service. These include (listed in order from local funding to federal funding):

- **Countywide Transportation Sales Tax:** Boulder County voters approved in 2001 (and extended in 2007 through 2024) a 0.10 percent (one cent per \$10) transportation sales tax. This tax funds capital improvement projects for all major travel modes as well as additional transit service (known as buy-ups) on the “Y” Route and the BOLT. The County is currently waiting on the status of grant applications to fund these buy-ups that, if approved, would allow the re-allocation of that portion of transportation sales tax funds towards new transit service.
- **Improvement Districts:** Improvement Districts are property assessment-based mechanisms to fund local improvements for the benefit of those within a defined assessment district. Business Improvement Districts, Local Improvement Districts, and Tax Increment Financing Districts are all common examples of this mechanism. While the legal and operational details can vary between districts types, the common theme is that property owners within a defined geographic area vote to assess themselves at a defined level, with resulting revenues funding improvements within the district for mutual benefit, and often legally to increase property valuation since the assessment is usually property-based. Districts can be applied at various geographic scales, such as one to several neighborhoods, through majority voter approval within the proposed geographic boundary. Districts are organized and approved through community initiation. Such districts may be a potential option to fund transit service, though they have never been used for this purpose within Boulder County. Accordingly, further legal investigation is warranted.
- **Farebox Revenues, Advertising, Sponsorships, and In-Kind Services:** As discussed in the Recommendations section, with a few exceptions, structured and specific fares are not advised for most of the recommended routes. Instead, tailored fare and pass programs for each route are likely more appropriate. Even so, it is likely that a small amount of revenue will be generated through the farebox and some advertising, though in amounts so small as to not significantly offset route costs. Ridership and mobility (expanding personal travel choices) are much more important than farebox revenues, such that fare policy should encourage ridership, not dis-incentivize it. Additionally, The Climb and RTD receive small funding amounts from advertising, sponsorships, and other similar sources. While relatively minor, these funding sources could be useful for small-scale mountain town service, and build relationships with and visibility for local businesses.
- **RTA:** Rural Transportation Authorities (RTAs) are authorized in Colorado as voter-formed entities with the ability to collect and distribute sales tax revenues for specific multimodal transportation investments. The Roaring Fork Transportation Authority (RFTA) and the Gunnison Valley Rural Transportation Authority (GVRTA) are both examples of transit-oriented RTAs in Colorado. As noted, RTAs must be formed through voter approval within specific geographic boundaries. These boundaries govern the collection and distribution of sales tax revenues for transportation investments. Such sales tax assessments are in addition to existing sales tax rates, and must be dedicated to a specific list of transportation investments and RTA operational expenses. Once formed, an RTA is a separate unit of government, with the legal and other opportunities and obligations that entails. While the study area would not likely generate enough additional sales tax revenues to warrant RTA formation, a larger-area RTA that included the study area is a conceptual possibility requiring further study.
- **TIP and CMAQ:** As the Denver region’s Metropolitan Planning Organization (MPO), DRCOG administers these funding programs. The TIP (Transportation Improvement Program) is a federally-required MPO document that, in part, allocates various federal, state, and local transportation revenues to specific projects. Such TIP projects typically require a 20 percent local funding match. Boulder County is currently using this approach to potentially fund “Y” Route service enhancements in Lyons. Similarly, Nederland is currently applying for TIP funds to potentially initiate a local transit circulator. CMAQ (Congestion Mitigation and Air Quality) is a federal competitive grant program



that provides funding towards transportation projects that demonstrate air quality improvements, such as new or enhanced transit service and transit pass support programs.

- **FASTER:** This program (Funding Advancements for Surface Transportation and Economic Recovery) was created by the Colorado Legislature in 2009 to increase capital-only funding for the state's significant backlog of surface transportation needs. It increases car registration fees and applies a \$2 daily rental car surcharge to raise approximately \$250 million annually, which is allocated to specific capital programs and project types. For transit, \$5 million of the funds will be allocated to the State Transit and Rail Fund for grants to local governments for local transit capital projects. FASTER revenues can only be used for capital investments, not operating. Boulder County is considering FASTER as a possible source for bus stop-related improvements. However, given the state's enormous transportation backlog (some estimates indicate \$1.2 billion annually to "catch up" and "keep up") and the comparatively small amount of FASTER funding, these revenues are highly competitive.
- **Federal Transit Funding:** The Federal Transit Administration (FTA) administers a variety of transit capital, operating, and planning grant programs as the primary means to provide transit funding to local transit operators and providers. For example, this project is being funded through a Section 5304 Transit Planning Discretionary Grant. The most applicable FTA grant programs for the study area are Section 5310 (Transportation for Elderly Persons and Persons with Disabilities), Section 5311 (Formula Grants for Other than Urbanized Areas), Section 5311(b)(3) (Rural Transit Assistance Program), and Section 5316 (Jobs Access and Reverse Commute). All of these grant programs provide funding only to FTA-designated grant recipients, which currently are only RTD and Special Transit within the study area. For example, CDOT currently administers Section 5311 funding to Special Transit. Each grant program also requires local matching funds, usually varying between 20 percent and 50 percent.
- **Other Federal Funding:** Other federal funding opportunities have focused on the interagency Partnership for Sustainable Communities, which includes the Departments of Transportation, Housing and Urban Development, and the Environmental Protection Agency. Other related federal programs have included the Stimulus (ARRA), and TIGER (Transportation Investments Generating Economic Recovery). All of these programs have either ended, or especially regarding the Sustainable Communities program, are focused on integrated planning rather than funding specific transit service.
- **Others:** Boulder County has also identified other potential funding strategies, such as leveraging its financial resources with municipalities or others to fund transit service. Eco Pass subsidies and funding for bus stop improvements are other possible strategies. The State of Colorado does not have a mechanism to provide ongoing transit operating assistance. Senate Bill 1 provides limited funding for certain high-priority transit capital projects statewide, but no operating assistance.

While the mechanisms described above are all potential transit funding strategies, each also has constraints. The primary conclusion is that, with few exceptions, there are not easily available or accessible new or additional funding sources for transit service within the study area, particularly for operating assistance.

For additional information, DRCOG has published a primer on transit funding options available online at: http://www.drcog.org/documents/TE_Chapter4_TransitFundingSources_AmendMar09.pdf

Over time, however, these and other mechanisms may be available to launch or support more transit service. Having the Mountain Town Transit Feasibility Study may also enhance the County's ability to pursue grant or other transit funding.



Transit Fares




Given the flexible nature and unique service area context of most of the recommended transit service investments, specific fare structures or amounts are not recommended at this time. Farebox revenue on most routes will likely be relatively insignificant compared to operating costs, and like The Climb, fare policies and pass programs customized by route are most appropriate. However, the recreation-oriented service recommendations do lend themselves to a more specific and structured fare approach. These investments are not unlike airport transportation or commuter bus services in that they are intended to provide express service between specific origins and destinations serving a specific “customer market.”

While a specific fare policy and stratification (classification) analysis should be conducted as part of implementing one or both of the recreation service recommendations to balance farebox revenues, costs, and ridership, a proposed one-way fare in the range of \$2-\$5 appears reasonable based on the service type, route length, and other parameters in comparison with similar point-to-point transit services. This fare range was also most highly-supported in the area-wide online survey in terms of testing for fare level vs. ridership sensitivity.

Transit Vehicles

Given the route-level service provider recommendations described previously, another implementation consideration is the types and characteristics of potential transit vehicles. Table 3 on the following page summarizes the characteristics of three common types of transit vehicles: the Standard Bus, Cutaway, and Van. Potential routes served by each vehicle type are suggested in the last row of the table.



Table 3: Vehicle Types + Characteristics			
	Standard Bus	Cutaway	Van
			
Capacity	26 - 54 passengers	16 passengers	12 - 15 passengers
Length	29 - 41'	20 - 25'	10 - 12'
Width	8.5'	8 - 8.5'	7.5 - 8'
Turning Radius	30 - 44'	25'	20 - 25'
Cost	\$350,000	\$60,000	\$20,000
Lifespan *	12 years	5 years	5 years
Possible Routes	RTD Routes (Y, N)	The Climb, Jamestown, Nederland Circulator, Recreation Shuttle, Peak to Peak Connector	Allenspark to Lyons, Coal Creek, Eldorado Springs

* Vehicle lifespan will vary based on mileage and road conditions

(Also see Table 2A - Bus Design Characteristics in Appendix I for dimensions of specific RTD vehicles)

Note: Any transit service that RTD may provide in the future could use different vehicles.



Study Successes

County staff and stakeholders noted that this study and its planning process are already bearing fruit. This study provided a forum for successful collaboration and communication among the study area's communities about transit issues for the first time. Service needs, desires, opportunities, and challenges became more clear. The Climb is working to expand its operations. Nederland is seeking funding to start a circulator. The study better positions the communities and stakeholders to seek other funding and service opportunities. While the Mountain Town Transit Feasibility Study may not be directly responsible for all these actions, its emphasis on regional communication and collaboration has strengthened relationships between the communities and excitement about future opportunities and next steps.



Community Engagement



Community Engagement

Proactive community engagement was perhaps the most important element of this project. At its core, the Mountain Town Transit Feasibility Study sought to understand the desire, need, opportunities, and issues associated with transit service to, between, and connecting the County's mountain communities. Coupled with a lack of significant technical data, this necessitated an emphasis on engaging local communities and meaningfully incorporating their input and guidance.

Over the course of the study, the project team held monthly meetings with a Stakeholder Advisory Group, conducted interviews with additional stakeholders, did a site visit to key study area communities, and conducted both an area-wide survey and several individual community surveys. These efforts are discussed in more detail below.

Stakeholder Advisory Group

At the outset of the study we formed a Stakeholder Advisory Group with representatives from each community (and some outlying areas), RTD, Special Transit, Colorado Wilderness Rides and Guides, Care Connect, Boulder County Aging Services, and other staff from the City and County of Boulder. We met with this group six times (once per month) over the course of the study to discuss public outreach efforts, system plan elements, and get feedback on the draft plan. Summaries of key points from these meetings are provided in Appendix II.

Individual Stakeholder Meetings

We also met (or held teleconferences) with the following stakeholders individually, with key discussion points summarized below:

- Phill Carter: Owner/Operator of The Climb
 - o Meeting 1: Introductions, framing the study, mountain community needs, etc.
 - o Meeting 2: Cost estimates for mountain service, other issues (e.g. maintenance)
- Edward Perault: USDA Forest Service
 - o Controlling expectations stemming from the survey and study
 - o Concerns about the user experience with large drop-offs
 - o How to convey service needs in final report, noting the steps required to reach implementation
- Cesar Ochoa and Natalie Erving: RTD
 - o Duplicating service (RTD vs. private routes)
 - o Extension of the N Route to Eldora Town in summer months
 - o General RTD service requirements (ridership, paved roads, etc.)

Area-Wide Survey

We conducted an online, area-wide survey open to the public between July 14 and August 15, 2010. Because respondents were self-selected, the survey was not (and was not meant to be) statistically significant. Rather, the survey was designed to be informative, helping us understand current travel patterns, needs and opportunities related to transit service in the mountain communities. Paper copies of the survey were made available or mailed to residents who were unable to take the electronic version.

We conducted two main publicity efforts over the course of the survey:

1 – A story was run on the front page of the Daily Camera describing the study and directing readers to take the online survey. Stories were also run in several smaller/spin-off publications.

2 – Flyers were posted on multiple occasions in 56 locations in Nederland, Eldora, Ward, Raymond, Gold Hill, Allenspark, Jamestown, Lyons, and outlying areas, encouraging residents to take the survey.



We received a total of 479 survey responses. Detailed survey results are provided in Appendix III, followed by maps showing primary and secondary origin-destination pairs between study area communities for work and non-work trips. Key take-aways from the survey results included:

- Transit market context is discretionary (car ownership, income, etc.)
- Service frequency, hours and stop locations are the most important ridership criteria
- Work commute travel shed is primarily to Boulder
- Non-work travel shed is more varied
- Brainard Lake, Eldora Ski Resort and Hessie are the most-desired locations for a recreation shuttle

Individual Surveys

In addition to the online, area-wide survey, we also conducted survey efforts in three individual communities – the Allenspark area, Coal Creek, and Lyons.

We were able to add five transportation-related questions to the 747 Community Project 2010 Survey, which included the following communities:

- Allenspark
- Raymond
- Riverside
- Peak to Peak Highway
- Others in the vicinity

This survey received 302 responses. Just under 64 percent of survey respondents were age 60 or older, with the remaining respondents in the 40-59 age range. Largely because of the survey (and community) demographics, responses were more oriented towards non-work travel needs and habits. Key points from the results included:

- Lyons, Longmont, Estes Park and Boulder were the main travel destinations
- Residents are predominantly traveling for shopping, recreation and doctors appointments
- Most respondents travel outside the community a few days per week for these purposes, but do not have regular/peak period commuting patterns
- Residents would be most likely to use the bus for the following reasons:
 - o Environmental concerns
 - o To save money, gas or vehicle wear and tear
 - o If their car was broken
 - o If they were unable to drive (mainly age-related)
- Residents would be unlikely to use the bus for the following reasons:
 - o Not as convenient as driving
 - o Personal schedule incompatible with bus schedule
 - o Takes too much time/too much waiting

Our stakeholder representative from Coal Creek also distributed and collected transportation surveys at the community's pancake breakfast in early May 2010. We received 54 responses to the eight-question survey, which covered the following topics (for trips outside of Coal Creek):

- Trip frequency
- Trip destinations
- Trip purposes
- Current transit ridership
- Transportation availability
- Transit service preferences
- Demographics



Key take-aways from the Coal Creek survey include:

- 59 percent of residents travel outside the community on a daily basis
- Boulder, Longmont, Arvada and Wheat Ridge are the main travel destinations
- 39 percent of trips are for work travel; 23 percent are for shopping
- 11 percent of survey respondents ride the bus
- 94 percent of survey respondents had access to transportation other than the bus
- The main reasons residents would ride the bus are to save money and for environmental concerns; those who would not ride the bus would not do so because of concerns about schedule and convenience
- 94 percent of respondents are year-round residents; over ¼ of respondents were age 60+; 53 percent of respondents were age 40-60

We also had the opportunity to include these transportation-related questions in an online survey the Town of Lyons was conducting in late May 2010. We received 67 responses. Key take-aways from this survey include:

- 50 percent of residents travel outside the community on a daily basis
- Boulder and Longmont are the main travel destinations
- The majority of trips are made for shopping, social/recreational, and work
- The main reasons residents would ride the bus are to save money and for environmental concerns; those who would not ride the bus would not do so because of concerns about schedule (no mid-day or late evening service)
- 100 percent of respondents are year-round residents; 24 percent were age 60+; 52 percent were age 40-60

Draft Report Review

The draft report was available for public comment from November 1st-December 15th, 2010 on Boulder County's website. The report was also presented to the Boulder County Planning Commission for their review and feedback. In total, we received over two dozen comments regarding the draft report, with substantive comments incorporated as revisions into this final report.



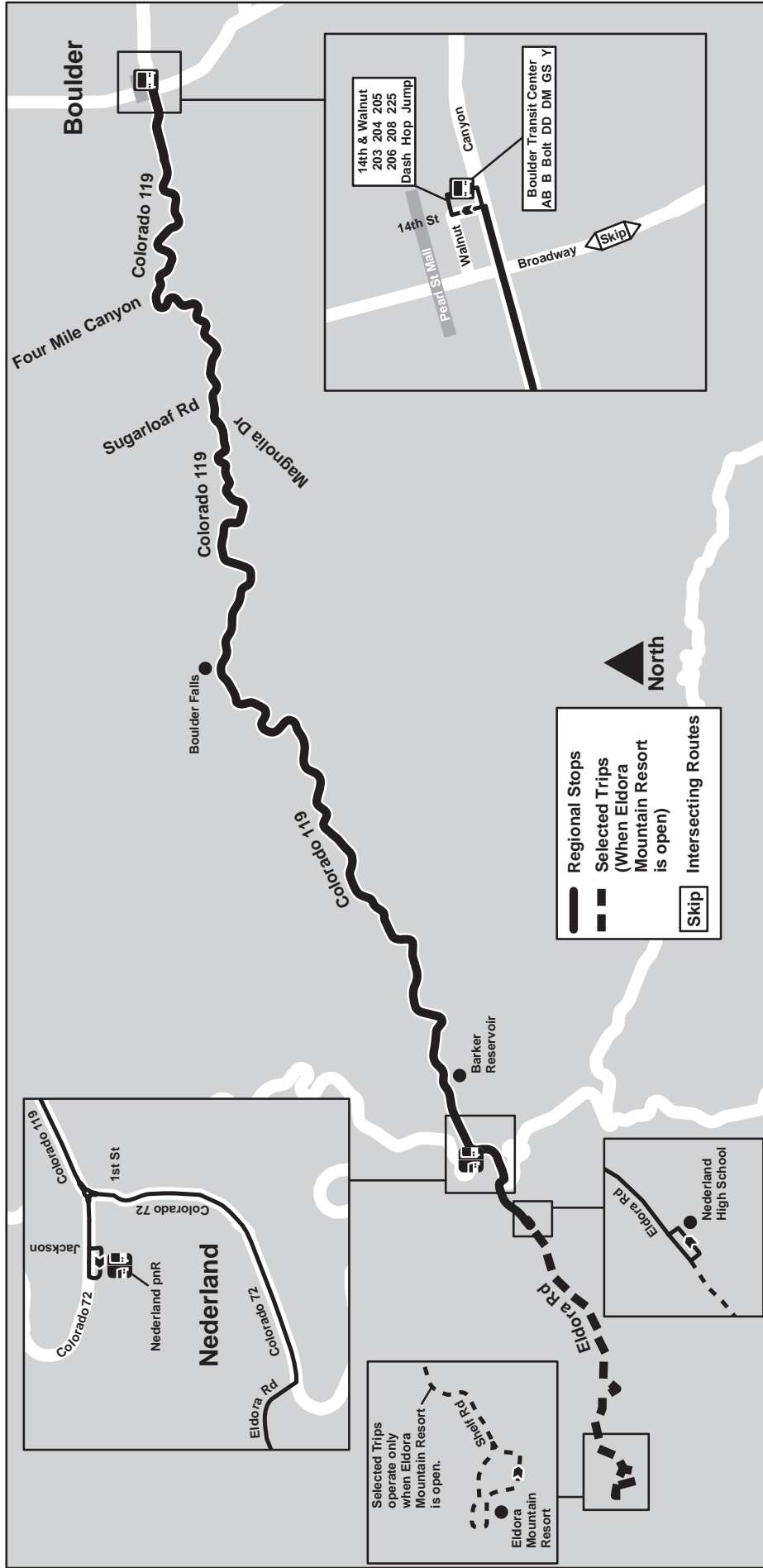
Appendix I





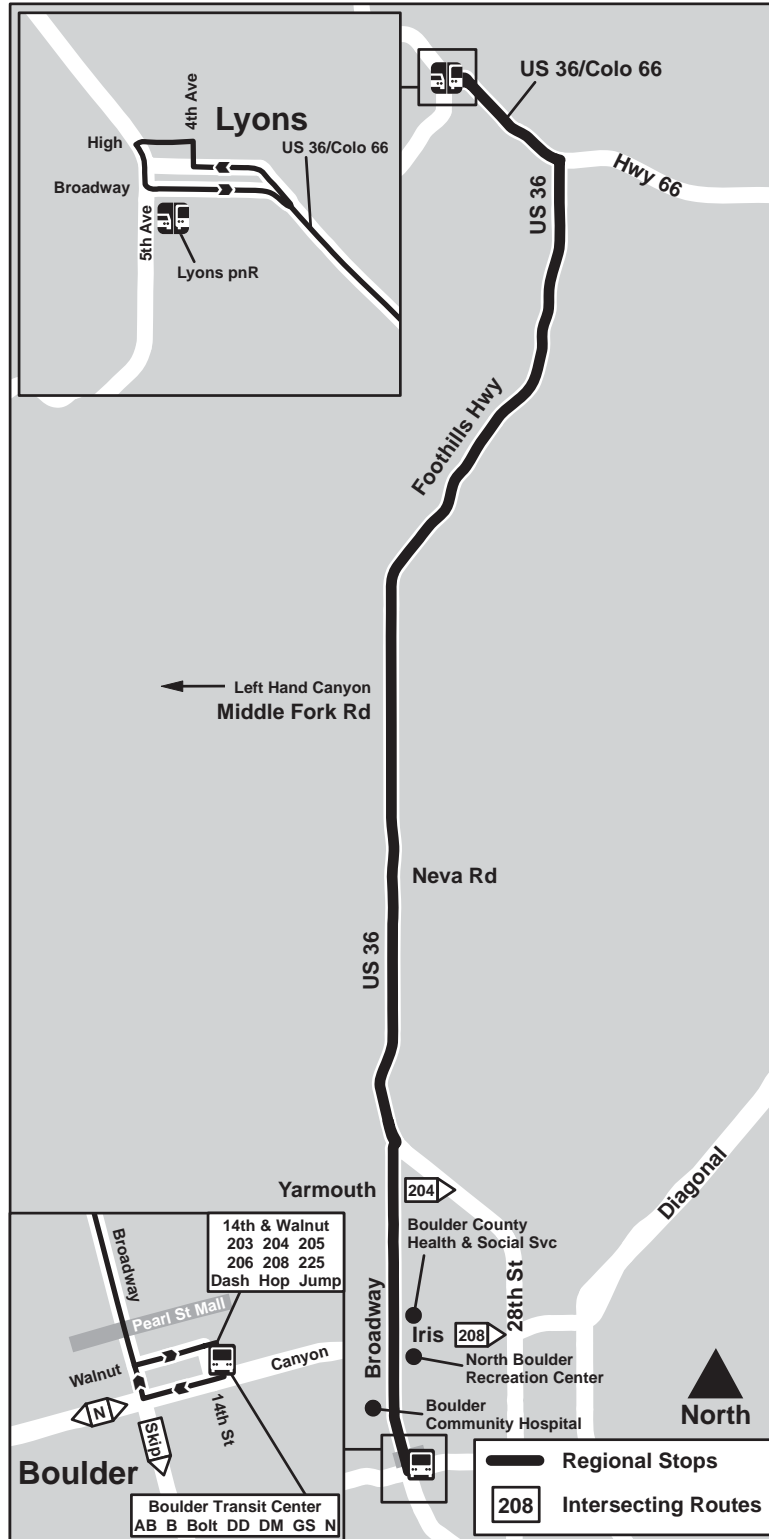
Route N Nederland/Boulder

Effective: 23 August 2009
Map Revised: 23 August 2009



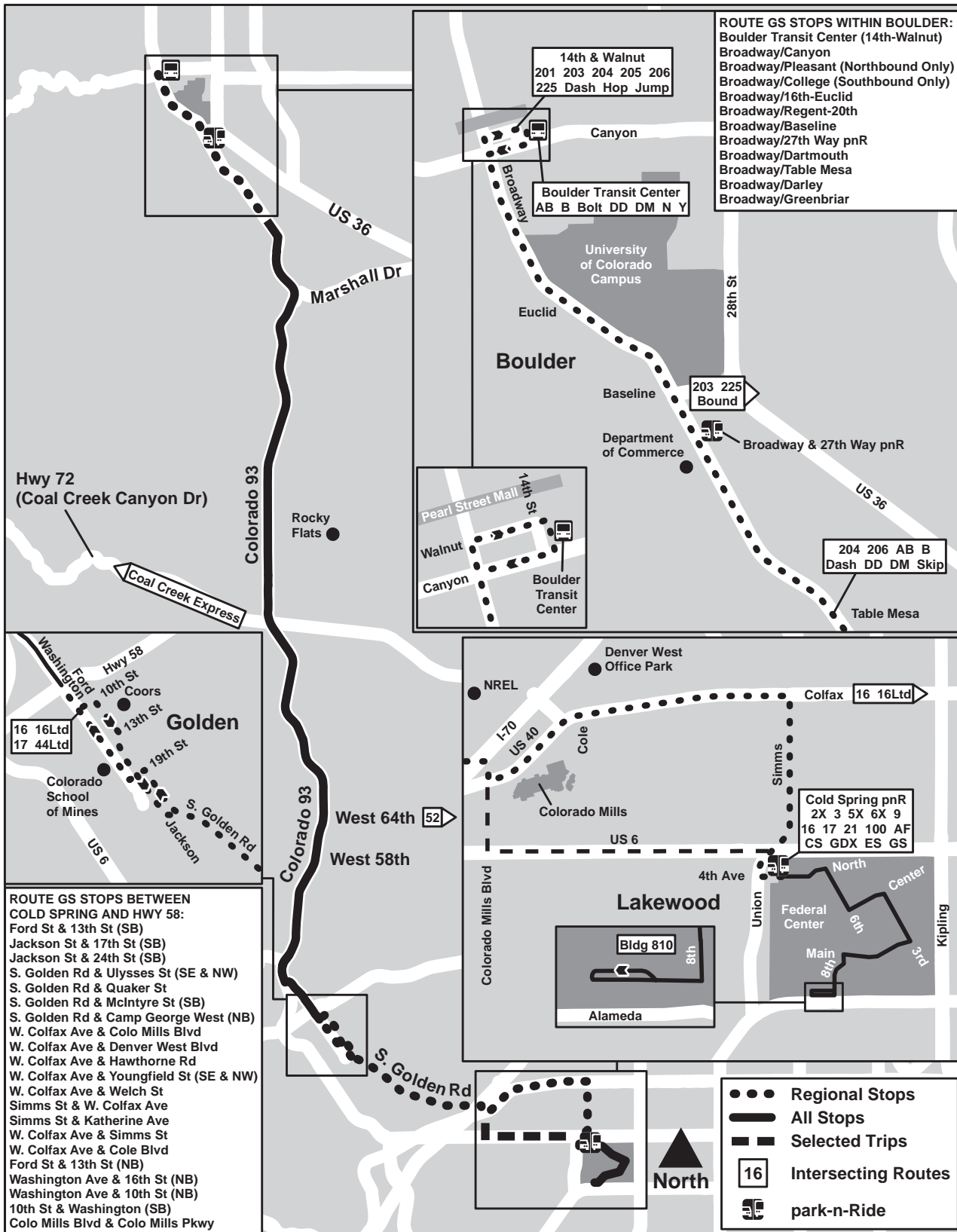
Route Y Lyons/Boulder

Effective: 23 August 2009
Map Revised: 23 August 2009

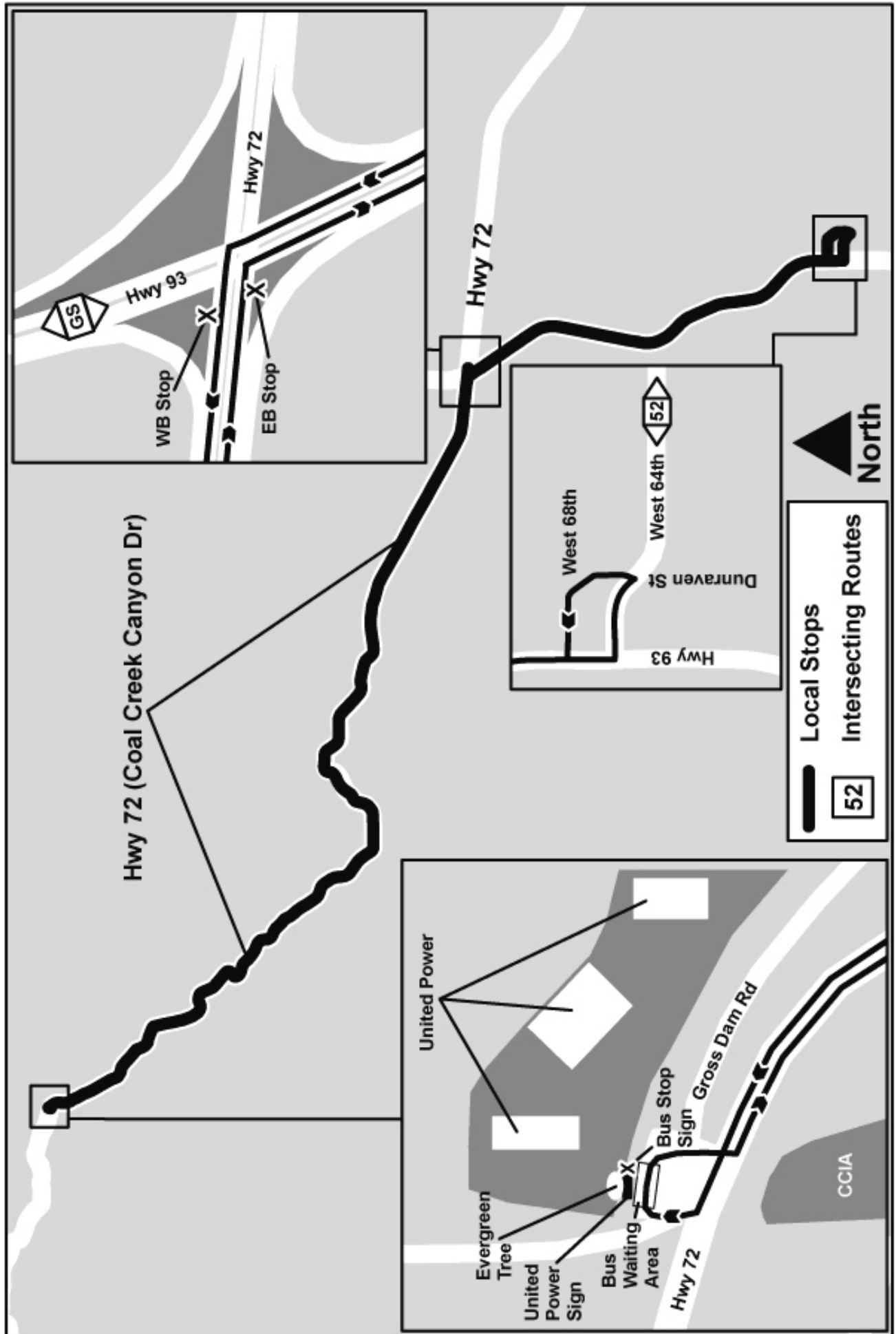


Route GS Golden/Boulder

Effective: 22 August 2010
Map Revised: 22 August 2010



Coal Creek/Wondervu





Gilpin County Bus Connector Schedule

FREE Bus Connector service operated for *Gilpin County* by the Senior Resource Center
Call 303-679-2552 for details. ADA pickups must be requested 24 hours in advance.

	1	2	3	4	4A	5	6
Gilpin County Public Library	4:45	7:04	9:28	12:00	O F F D U T Y	3:16	BREAK
Justice Center	5:00	7:14	9:36	12:15		3:31	6:33
Community Center	5:02	7:16	9:38	12:17		3:33	6:35
Gilpin County RE-1 School	5:10	7:24	9:46	12:25		3:41	6:43
Black Hawk Post Office	5:17	7:31	9:53	12:32		3:48	6:50
Mountain Family Health Center	5:19	7:43	9:55	12:34		3:50	6:52
Main Street Central City	5:21	7:45	9:57	12:36		3:52	6:54
Gold Mountain Village Apts.	5:28	7:55	10:08	12:43		4:03	7:01
Central City Post Office	5:32	8:00	10:13	12:48		4:08	7:06
Mountain Family Health Center	5:34	8:03	10:15	12:50		4:10	7:08
Black Hawk Post Office	5:36	8:05	10:17	12:52	4:12	7:10	
Gilpin County RE-1 School	5:43	8:12	10:23	12:59	4:19	7:17	
Justice Center	5:58	8:22	10:33	1:14	4:34	7:32	
Community Center	6:00	8:24	10:35	1:16	4:36	7:34	
Gilpin County Public Library	6:08	8:32	10:43	1:24	2:20	4:39	7:44
Downtown Rollinsville	6:23	8:45	L U N C H	D O U F T F Y	2:35	5:02	7:59
Nederland Park & Ride	6:36	8:58			2:48	5:15	8:12
Downtown Rollinsville	6:49	9:11			3:01	5:33	8:27
Gilpin County Public Library	7:04	9:28			3:16	5:48	8:40



TABLE 2A BUS DESIGN CHARACTERISTICS

Bus Type* Bus Features	Transit Bus- 29-ft.	Transit Bus 31-ft. 4-in.	Low Floor 30-ft.	Low Floor 40-ft.	Inner City	Inter City	Articulated	Mall Shuttle
Max. Body Width (in.) **	96	102	102	102	102	102	102	102
Body Length (ft.)	29	31.33	30	41	40 - 45	45	60	45
Wheelbase (in.)								
Axle 1-2	139	170	163	279	139-318	275	264	276
Axle 2-3	N/A	N/A			N/A-52	54	233	N/A
Max. Outer Wheel Turning Radius (ft.)	30	31	29	44	47	47	44	46
Max. Height (in.)	120	120	120	122	140	140	138	136
Ground Clearance (in.)			10.2	11.8	10	10	10	
Axle Clearance (in.)			6	8.5	5.5	5.5	6	
Curb Weight (lb.) ***	22,800	26,220	23,100	28,200	28,600	40,000	44,000	25,000
Approach Angle			> 8.6°	> 9°	> 8.5°	> 8.5°	> 9°	
Departure Angle			> 8.2°	> 9°	> 9°	> 9°	> 9°	
Seating Capacity	24	29	26	36	43-47	55	63	18

* The Design Engineer shall confirm bus overhang (front and rear) and include bicycle rack deployment length for all designs.

** Maximum Width - This width does not include rear view mirrors, bumpers, signal lights or rub rail. Add 18" to each side of the bus for rear view mirrors.

***Maximum Curb Weight - Curb Weight is the weight of vehicle, including maximum fuel, oil and coolant; and all equipment required for operation and required by this Design Criteria, but without passengers or operator. For gross load, calculate one hundred fifty pounds for every designed passenger seating position, for the operator and for each 1.5 square feet of free floor space. Gross Vehicle Weight equals curb weight plus gross load. See vehicle specifications for the weight distribution by axle.

Appendix II



Meeting Log

Boulder County Mountain Town Transit Feasibility Study

Prepared: 5/13/10

by: JMR

May Stakeholders Meeting

May 6, 2010, 4:00 pm – County Courthouse, 3rd Floor – Hullinghorst Room

Participating:

Stakeholders

- Joy Spatz – Allenspark
- Diane Brown – Eldora
- Jody Dickson – Coal Creek
- Kent Albers – Ward
- Rich Burns – Special Transit
- Karen Hoover – Boulder County Aging Services
- Peter Birkeland – Eldora
- Martha Knapp – Gold Hill
- Phill Carter – The Climb
- Joe McDonald – Eldora

Boulder County Staff

- George Gerstle, PE; Scott McCarey, AICP; Jared Hall

Consultant Team (Charlier Associates, Inc.)

- Jacob Riger, AICP; Jennifer Valentine

Meeting Summary¹

After introductions around the room, Boulder County staff summarized the project, emphasizing its objective to identify and plan for transit-oriented mobility needs within the County's mountain communities, and how to better connect the communities to each other and to Boulder/Longmont. Staff also noted that, while funding is not immediately available to implement new service, having a good plan in place will make such funding easier to obtain. And, all potential solutions and transit service configurations are under consideration based on how best to serve the needs of those living in and traveling to/from the mountain communities. The consultant team then gave a brief Powerpoint presentation explaining today's meeting objectives, the project's technical work tasks, and schedule. Today's meeting objectives were to formally initiate the project with stakeholders and gather their input on priority areas/corridors to study and how best to conduct public outreach in the mountain communities.

¹ Meeting notes are not verbatim or chronological, but rather a synthesis of major ideas, comments, and other participant input received.



Meeting Log

Boulder County Mountain Town Transit Feasibility Study

Prepared: 5/13/10
by: JMR

Notes (Major Comments and Input from Participants)

Agenda Item III: Issue Discussion – Major Needs, Challenges, Opportunities

The consultant team walked participants through an interactive exercise of placing dots on a matrix of “origin-destination” trip pairs and then compiled the results to illustrate desired transit service priorities reflecting the make-up of this particular group. This exercise will be repeated throughout the project to obtain a more comprehensive assessment.

The compiled matrix indicated high/medium priority desired transit connection trip pairs of Boulder-Brainard Lake, Boulder-Eldora and Eldora-Boulder, and Nederland-Ward and Ward-Nederland. Lower priorities were more numerous, and generally included multiple connections to/from Allenspark, Boulder, Gold Hill, Jamestown, Nederland, and Ward.

Input from Participants:

- Service along Peak to Peak should be a priority. Other potential connections include to/from Blackhawk and the Gilpin County Connector.
- It is important to provide service such that going to a doctor appointment is no long “an all-day commitment.”
- Other major “trip purpose” needs include grocery shopping and access to recreation, especially in Eldora.
- In discussing Allenspark, it was noted that a survey will be conducted in two weeks for which we should coordinate. The town is expanding its business district. There is a need to connect to jobs, particularly in Longmont and Lyons. There are also recreational impacts of tourists/visitors coming through town.
- The type(s) of transit service that are needed will influence how that service is structured and operated. As one example, commuter-oriented service should be planned around and targeted for areas with parking. Bicycle racks are important for both commuters and recreational users. Access for disabled riders is also very important and will influence vehicle type. The social service element of transit service should be emphasized in the planning process.
- Car-pooling, ride-sharing, ride-matching, and other similar strategies are also important and useful, and may address certain mobility needs as well as more conventional transit service.
- In terms of transit needs between mountain communities, one idea was to expand existing school-oriented transportation for other uses in off-hours. Gathering spots



Meeting Log

Boulder County Mountain Town Transit Feasibility Study

Prepared: 5/13/10
by: JMR

are also important, particularly in the context of ride-sharing, ride-matching, and other similar strategies. Even the dimensions of hitchhiking were discussed. Another important option is to potentially expand Special Transit.

- The summary major themes agreed on were:
 - Reduce the impacts of regional through traffic
 - Enhance local resident mobility, particularly for work and shopping
 - Improve access to recreation areas (trailheads)
 - Provide human and social services
 - Consider school transportation needs
 - Enhance connections to other counties
 - Consider probation-oriented service
 - Enhance community attractiveness and economic development – “be a magnet”
 - In the future: provide or connect to bike stations

Agenda Item IV: Community Outreach – How, Where, When

The consultant team presented a few Powerpoint slides discussing community outreach objectives, potential public outreach strategies, and pros and cons for each. It was emphasized that the project’s objective is to reach out to each community on its own terms and to gain both a breadth and depth of public input that is meaningful and will help guide the technical analysis.

The consultant team then led the group through filling in a second matrix recommending major strategies and implementation techniques (hard copy, electronic, etc.) for each community and area-wide. Major outreach strategies profiled were working through local community liaisons, staging formal public meetings, holding informal “coffee shop chats,” attending community events, conducting a community survey, and using the internet (applications such as Facebook and Twitter).

Input from Participants:

- Using local community liaisons may be a good idea, but it requires much time and effort on their part.
- Attending/being visible at community meetings and events is a good idea, and we should continue to look for opportunities to do so.
- For Allenspark, it was suggested to actually go to the transfer station (dump). More generally, the suggestion for every community is to be where people need and want to go to reach out to them on their own terms. There is no “silver bullet” strategy, and we will need to be flexible in our approach for each community.



Meeting Log

Boulder County Mountain Town Transit Feasibility Study

Prepared: 5/13/10

by: JMR

- Don't forget to reach out to people in Boulder who visit the mountain communities for recreational or other purposes. Educating people about transit is also important. A blurb in the Daily Camera was suggested.
- The upcoming Allenspark survey was mentioned again, as was the Downtown Development Authority in Nederland and the Gold Hill Town Meeting.
- In terms of potential "coffee chats" or similar activities, the following were suggested:
 - Ward: Millsite or flyer at the Post Office
 - Nederland/Eldora: public meeting might work, but an actual coffeeshop chat may not work
- In several communities, many major events are not until later in summer (e.g. Eldora's picnic in August)
- It had been discussed that the County is facing an early June deadline to apply for a grant to potentially and partially fund service that this project might recommend. For that reason, we are trying to conduct a solid first round of public outreach during May, with additional and follow-up efforts throughout the four to five month planning timeframe.
- Outreach efforts should be combined and leveraged – start off with one strategy and then follow up with another activity.
- For Nederland, the Town's website has a polling function that may be helpful.
- For mass mailings using property ownership (appraiser) records, such databases may exclude renters.
- Facebook and other online tools may be particularly effective to engage young people, an important constituency for this project. An "information portal" was recommended, whether a project website or another option, as a central online information clearinghouse for the project.
- County Commissioners hold periodic meetings in the mountain communities – these opportunities should be leveraged.
- We should obtain local endorsements and sponsors for our outreach efforts, both for credibility and transparency as well as to help spread the word. One specific example would be to work through the Eldora Civic Association.



Meeting Log

Boulder County Mountain Town Transit Feasibility Study

Prepared: 5/13/10
by: JMR

- The summary major themes agreed on were:
 - Use a variety of outreach methods
 - Tailor strategies and approaches by community
 - Don't forget the various constituencies noted
 - It's OK to have a direct presence, but work through local people, organizations, and events
 - Go to where the people are

The meeting concluded by discussing the role of and future meeting schedule for stakeholders. It was agreed to meet the third Thursday of each month, and that meeting in Boulder instead of the mountain communities was fine. Stakeholders very much want to be involved in reviewing work products as they are produced. In doing so, it was understood that time and efficiency are essential, and it was further agreed that an online forum would be established for communication and review between meetings.



Boulder County Mountain Town Transit Feasibility Study

Stakeholder Meeting #2

Agenda

June 9, 2010

4:15 - 6:00 PM

Boulder County Courthouse, 3rd Floor – Hullinghorst Room

- I. Introductions (4:15 – 4:25 pm)**
We will re-introduce ourselves and welcome any new members.

- II. General Project Update (4:25 – 4:40 pm)**
The project team will summarize efforts and events to date.

- III. Outreach Summary (4:40 – 5:10 pm)**
The consultant will summarize community outreach efforts to date, including survey results from Coal Creek and Lyons.

- IV. Online Survey Review and Discussion (5:10 – 5:50 pm)**
The consultant will present and lead a discussion of proposed content for the general project survey.

- V. Next Steps and Next Meeting Date (5:50 – 6:00 pm)**
Stakeholder Meeting #3 is tentatively scheduled for July 15, 2010.

- VI. Adjournment (6:00 pm)**

Meeting Log

Boulder County Mountain Town Transit Feasibility Study

Prepared: 7/23/10

by: JLV

July Stakeholders Meeting

July 15, 2010, 4:00 pm – County Courthouse, 3rd Floor – Hullinghorst Room

Participating:

Stakeholders

- Joy Spatz – Allenspark (by teleconference)
- Kent Albers – Ward
- Peter Birkeland – Eldora
- Martha Knapp – Gold Hill
- Phill Carter – The Climb
- Joe McDonald – Eldora
- Sonja Runar – Colorado Wilderness Rides & Guides
- Cris Jones – City of Boulder
- Peter Richards – Boulder Resident
- Allison Dellwo – Care Connect
- Rachel Ingraham – Care Connect
- Cesar Ochoa – RTD
- Daniel Menter - RTD
- Garry Sanfacon – Boulder County Land Use

Boulder County Staff

- Jared Hall

Consultant Team (Charlier Associates, Inc.)

- Jacob Riger, Jennifer Valentine

Meeting Summary

This was the third meeting of the Boulder County Mountain Transit Feasibility Study Stakeholder Group. The main objectives of the meeting were to:

- *Summarize revisions to the online survey based on stakeholder and other input*
- *Provide an overview of survey publicity to date*
- *Solicit input on upcoming study-area events*
- *Discuss schedule options for the survey and future stakeholder meetings*
- *Conduct a visual exercise to identify and discuss potential transit route and service options throughout the study area*



Meeting Log

Boulder County Mountain Town Transit Feasibility Study

Prepared: 7/23/10

by: JLV

Key points from the meeting and stakeholder input are summarized below:

Agenda Item III: Online Survey Status, Publicity, and Schedule

Additional mountain town events include:

- Picnic/potluck in Eldora on August 15, 2010.
- The next Gold Hill town meeting will include elections and may not be the best opportunity to solicit input from community members. The listserv is probably a better option (work through Val or Gretchen).
- Kent will follow up with the date of the next Ward town meeting.
- Chamber of Commerce or DDA meetings in Nederland.
- Contact Mary about events or opportunities in Jamestown.

Survey and Meeting Schedule Comments:

- Consider keeping the online, area-wide survey open through the end of August to capture schools.
- Send an email reminder to communities a week or so before surveys are due.
- The next stakeholder group meeting is tentatively scheduled for August 19, but may be pushed back depending on survey response rates.

Agenda Item IV: Study Area System Planning Exercise

Key points and discussion items during the mapping exercise included:

- Consider how entrance fees would be handled if transit or shuttle service was provided to Brainard Lake.
- Add a third route option using Lefthand Canyon to US 36 to the Jamestown route.
- On the Peak to Peak Connector, the section between Ward and Nederland should be the first priority.
- The group noted that Nederland is an important destination for Ward residents, while people in Allenspark are more likely to go to Lyons.
- The group discussed the potential for Nederland to become a transit hub for the mountain towns (possibly including an in-town circulator).
- Some preference for a Ward to Boulder route via Nederland (instead of Gold Hill) was expressed; however, the link between Ward and Gold Hill is important for several school children.
- The possibility of a loop connecting Allenspark and Estes Park was mentioned.



Meeting Log

Boulder County Mountain Town Transit Feasibility Study

Prepared: 8/20/10

by: JLV

August Stakeholders Meeting

August 19, 2010, 4:00 pm – County Courthouse, 3rd Floor – Hullinghorst Room

Participating:

Stakeholders

- Peter Birkeland – Eldora
- Phill Carter – The Climb
- Joe McDonald – Eldora
- Peter Richards – Boulder Resident
- Cesar Ochoa – RTD
- John Andoh - RTD
- Garry Sanfacon – Boulder County Land Use
- Steve Blacksher – Special Transit
- Jody Dickson – Coal Creek
- Paul Turnburke – Nederland Downtown Development Authority
- Peter Richards – Boulder
- Wynne Simpson - Flagstaff

Boulder County Staff

- Jared Hall
- George Gerstle

Consultant Team (Charlier Associates, Inc.)

- Jacob Riger
- Jennifer Valentine

Meeting Summary

This was the fourth meeting of the Boulder County Mountain Transit Feasibility Study Stakeholder Group. The main objectives of the meeting were to:

- *Summarize activities since the July meeting*
- *Summarize and lead a discussion of the online, area-wide survey results*
- *Present and discuss key takeaways from the survey results*
- *Discuss the schedule for the remainder of the project and confirm upcoming meeting dates*



Meeting Log

Boulder County Mountain Town Transit Feasibility Study

Prepared: 8/20/10

by: JLV

Key points from the meeting and stakeholder input are summarized below:

Agenda Item III: Online Survey Results and Discussion

- Although high car ownership/availability and relatively high household incomes in the mountain communities suggest a more difficult transit market to penetrate, several other factors may contribute to future ridership potential, including:
 - Environmental consciousness
 - Willingness to try something new and creative
 - Significant wear and tear on personal vehicles from steep, windy and/or unpaved mountain roads
 - Reluctance to drive on mountain roads in inclement weather
- Most residents of the mountain communities own/have access to a vehicle because (in most places) it is currently their only feasible transportation option.
- Providing transit to the mountain communities would open up these areas (for residence, visiting or recreating) to people who can not or choose not to drive.
- The survey is important, but it is not necessarily representative of the entire study area. Use the results, but don't over-emphasize them.
- Add to Key Takeaways that Nederland is an activity and transit hub within the mountain communities.
- The group discussed the evolution of transit service in Nederland, with a pending question as to whether RTD has income data specifically for riders of the N route. Nederland has the highest per capita transit ridership in Boulder County.
- The group discussed the potential for merging future mountain transit service with school travel and special transit routes.
- The group requested that we include ridership numbers for the (free) Gilpin County Connector in the final report and that we show survey results for just the mountain communities combined (minus Boulder and Longmont) on certain questions that we cross-tab.
- The group agreed to hold the next Stakeholder Meeting on September 16, 2010.



Meeting Log

Boulder County Mountain Town Transit Feasibility Study

Prepared: 9/21/10

by: JLV

August Stakeholders Meeting

September 16, 2010, 4:00 pm – County Courthouse, 3rd Floor – Hullinghorst Room

Participating:

Stakeholders

- Jody Dickson – Coal Creek
- Kent Albers – Ward
- Frank Hogg – Lyons
- Karen Hoover – Boulder County Aging Services
- Leslie Faurot – Flagstaff
- Stephanie Smith – Flagstaff
- Garry Sanfacon – Boulder County Land Use
- Peter Richards – Boulder Resident
- Wynne Simpson - Flagstaff
- Phill Carter – The Climb
- Joe McDonald – Eldora
- Paul Turnburke – Nederland Downtown Development Authority
- Nataly Erving – RTD

Boulder County Staff

- Jared Hall
- George Gerstle

Consultant Team (Charlier Associates, Inc.)

- Jacob Riger
- Jennifer Valentine

Meeting Summary

This was the fifth meeting of the Boulder County Mountain Transit Feasibility Study Stakeholder Group. This meeting was primarily an opportunity to review, discuss, and refine draft elements of the transit system plan, including potential routes, service, and costs.

Key points from the meeting and stakeholder input are summarized below:

The group discussed each recommended route in Groups 1 and 2.

- Routes recommended for Group 1 include:
 - The Climb (maintain/enhance)
 - RTD Y Route enhancements
(County “buy-up” – mid-day service, weekend service, Lyons to Longmont)
 - Jamestown to Boulder
 - Ward to Nederland



Meeting Log

Boulder County Mountain Town Transit Feasibility Study

Prepared: 9/21/10

by: JLV

- Eldora to Nederland (possible extension of N route)
- Nederland Circulator
- Recreation Circulator (between Boulder OR Nederland and Hessie/Brainard)

- Routes recommended for Group 2 include:
 - Coal Creek Express (maintain/enhance)
 - Allenspark to Lyons (connecting to Longmont)
 - Eldorado Springs Shuttle (to 93 or Boulder)
 - Allenspark to Nederland (Peak to Peak Highway route)

- Key points from the group's discussion about extending the RTD N Route to Eldora Town during the summer include:
 - Traffic speeds and volumes through Eldora Town on weekends are a concern (people passing through town to reach Hessie/Fourth of July Trailheads)
 - Logistics of bus turnaround
 - Would the town support this service?
 - Discussion of a shuttle between Nederland and Eldora/Hessie

- Key points from the group's discussion about a potential Nederland Circulator include:
 - Circulator would loop through town and branch out to specific destinations outside town
 - Considering winter mid day service to Eldora Mountain Resort
 - Considering summer service to Hessie Trailhead, Mud Lake and other recreation areas









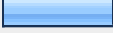


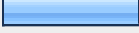
- The group agreed to hold the next Stakeholder Meeting on October 21, 2010.



Appendix III



1. In which of the following communities are you currently living (or staying temporarily, if this is not your primary residence)?

	Response Percent	Response Count
Allenspark 	3.0%	14
Boulder 	33.5%	159
Coal Creek 	1.3%	6
Eldora 	3.0%	14
Eldorado Springs 	1.1%	5
Gold Hill 	3.0%	14
Jamestown 	2.3%	11
Longmont 	1.5%	7
Lyons 	16.2%	77
Nederland 	12.9%	61
Ward 	1.9%	9
Other (please specify) 	20.5%	97
answered question		474
skipped question		5


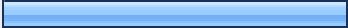


2. If this is not your primary residence, in which community is your primary residence?

	Response Percent	Response Count
This is my primary residence	74.6%	132
Allenspark	0.0%	0
Boulder	8.5%	15
Coal Creek	0.0%	0
Denver Metro	1.1%	2
Eldora	0.0%	0
Eldorado Springs	1.1%	2
Gold Hill	0.6%	1
Jamestown	0.0%	0
Longmont	1.1%	2
Lyons	1.1%	2
Nederland	1.1%	2
Ward	0.0%	0
Elsewhere in Colorado or out of state	6.2%	11
Other (please specify)	4.5%	8
answered question		177
skipped question		302

3. If this is not your primary residence, during which of the following seasons/times are you most often in this area? (Mark all that apply)

	Response Percent	Response Count
Spring (full time) <input type="checkbox"/>	4.5%	8
Spring (mainly weekends) <input type="checkbox"/>	5.0%	9
Summer (full time) <input type="checkbox"/>	9.5%	17
Summer (mainly weekends) <input type="checkbox"/>	6.1%	11
Winter (full time) <input type="checkbox"/>	2.8%	5
Winter (mainly weekends) <input type="checkbox"/>	6.7%	12
Fall (full time) <input type="checkbox"/>	6.7%	12
Fall (mainly weekends) <input type="checkbox"/>	5.6%	10
This is my primary residence <input checked="" type="checkbox"/>	81.6%	146
Other (please specify) <input type="checkbox"/>	6.1%	11
answered question		179
skipped question		300

4. During a typical week, how many days do you work (or attend classes) outside the home?

	Response Percent	Response Count
1 	1.4%	6
2 	5.7%	24
3 	9.3%	39
4 	9.8%	41
5 	52.2%	218
6 	6.2%	26
7 	1.9%	8
I don't work or attend classes 	10.0%	42
Work / School from home 	3.3%	14
answered question		418
skipped question		61

5. If you work (or attend classes) outside the home, which community is your primary work/ school destination?

	Response Percent	Response Count
Allenspark	0.3%	1
Boulder	67.9%	267
Coal Creek	0.0%	0
Denver Metro	4.3%	17
Eldora	0.0%	0
Eldorado Springs	0.0%	0
Estes Park	0.5%	2
Gold Hill	0.3%	1
Jamestown	0.0%	0
Longmont	6.1%	24
Lyons	2.3%	9
Nederland	2.5%	10
Ward	0.3%	1
Work / School from home	1.3%	5
I don't work or attend classes	4.6%	18
Other (please specify)	9.7%	38
answered question		393
skipped question		86







6. If you work (or attend classes) outside the home, at what time do you typically need to arrive at your destination?

	Response Percent	Response Count
5:00 – 5:59 AM	0.8%	3
6:00 – 6:59 AM	8.2%	30
7:00 – 7:59 AM	21.2%	78
8:00 – 8:59 AM	37.5%	138
9:00 – 9:59 AM	21.5%	79
Other (please specify)	10.9%	40
<i>answered question</i>		368
<i>skipped question</i>		111




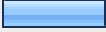
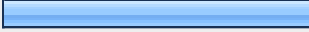
7. During the average week, throughout the course of the year, how do you typically get to work or school? (Mark all that apply)

	Response Percent	Response Count
Drive alone	62.0%	253
Carpool	15.7%	64
Ride the bus	34.6%	141
Bike	29.4%	120
Walk	9.8%	40
Work / School from home	8.6%	35
I don't work or attend classes	7.1%	29
Other (please specify)	3.7%	15
<i>answered question</i>		408
<i>skipped question</i>		71



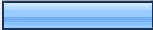


8. If you work (or attend classes) outside the home, what time do you typically leave work (or school) to come home?

	Response Percent	Response Count
3:00 – 3:59 PM 	10.9%	40
4:00 – 4:59 PM 	19.3%	71
5:00 – 5:59 PM 	38.3%	141
6:00 – 6:59 PM 	12.8%	47
7:00 – 7:59 PM 	7.9%	29
Other (please specify) 	10.9%	40
<i>answered question</i>		368
<i>skipped question</i>		111

9. How often do you make stops on the way TO work or school (e.g. to drop off a child/family member or run errands)?

	Response Percent	Response Count
Daily 	8.6%	32
2-3 days a week 	17.3%	64
Once a week 	12.4%	46
A few times a month 	15.1%	56
Almost never 	46.5%	172
<i>answered question</i>		370
<i>skipped question</i>		109



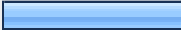


10. How often do you make stops on the way home FROM work or school (e.g. to pick up a child/family member or run errands)?

	Response Percent	Response Count
Daily 	11.2%	41
2-3 days a week 	38.4%	141
Once a week 	22.3%	82
A few times a month 	14.4%	53
Almost never 	13.6%	50
	<i>answered question</i>	367
	<i>skipped question</i>	112

11. If a bus was available for your WORK/ SCHOOL COMMUTE, what service characteristics would be most important to you when considering using the bus service? (Please select your top 3 choices.)

	Most important	2nd most important	3rd most important	Rating Average	Response Count
Service frequency (how often the bus arrives)	42.2% (122)	35.3% (102)	22.5% (65)	1.80	289
Service hours (how early or late the bus ran)	39.0% (96)	43.1% (106)	17.9% (44)	1.79	246
Stop locations (close to my house and places I want to go)	33.0% (68)	29.6% (61)	37.4% (77)	2.04	206
Availability of special transit or other door-to-door services.	5.9% (1)	29.4% (5)	64.7% (11)	2.59	17
Travel time compared to driving or other travel modes	28.8% (32)	27.9% (31)	43.2% (48)	2.14	111
Number / timing of transfers between buses	16.9% (11)	29.2% (19)	53.8% (35)	2.37	65
Cost - bus fare	23.5% (24)	24.5% (25)	52.0% (53)	2.28	102
Vehicle appearance/cleanliness/amenities	9.1% (1)	27.3% (3)	63.6% (7)	2.55	11
I would not ride the bus because I need to drop off/pick up a child or family member on the way to/from work/school	33.3% (2)	33.3% (2)	33.3% (2)	2.00	6
I would not ride the bus because I need to make other stops on the way to/from work/school	38.5% (5)	23.1% (3)	38.5% (5)	2.00	13
I would not ride the bus because I need my car during the work/school day for meetings or other travel	50.0% (13)	15.4% (4)	34.6% (9)	1.85	26
answered question					377
skipped question					102

12. How often do you travel outside your community for needs other than work or school (e.g. shopping, recreation, medical appointments, etc.)?

	Response Percent	Response Count
Daily 	7.8%	32
2-3 days a week 	40.8%	168
Once a week 	26.7%	110
A few times a month 	22.3%	92
Almost never 	2.4%	10
	<i>answered question</i>	412
	<i>skipped question</i>	67

13. To which communities do you most often travel for all other needs besides work or school (e.g. shopping, recreation, medical appointments, etc.)? Mark all that apply

	Response Percent	Response Count
Allenspark <input type="checkbox"/>	8.7%	36
Boulder <input checked="" type="checkbox"/>	65.1%	271
Coal Creek <input type="checkbox"/>	2.6%	11
Denver Metro <input type="checkbox"/>	35.3%	147
Eldora <input type="checkbox"/>	23.6%	98
Eldorado Springs <input type="checkbox"/>	12.0%	50
Estes Park <input type="checkbox"/>	22.8%	95
Gold Hill <input type="checkbox"/>	8.2%	34
Jamestown <input type="checkbox"/>	8.9%	37
Longmont <input type="checkbox"/>	36.1%	150
Lyons <input type="checkbox"/>	15.9%	66
Nederland <input type="checkbox"/>	35.1%	146
Ward <input type="checkbox"/>	12.7%	53
I do not travel outside my community for other needs <input type="checkbox"/>	1.4%	6
Other (please specify) <input type="checkbox"/>	12.3%	51
answered question		416
skipped question		63





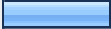
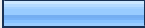



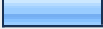

14. If a bus was available for your NON-WORK TRAVEL NEEDS, what service characteristics would be most important to you when considering using the bus service? (Please select your top 3 choices.)

	Most Important	2nd most important	3rd most important	Rating Average	Response Count
Service frequency (how often the bus came)	42.5% (136)	36.6% (117)	20.9% (67)	1.78	320
Service hours (how early or late the bus ran)	36.5% (108)	44.9% (133)	18.6% (55)	1.82	296
Stop locations (close to my house and places I want to go)	35.8% (92)	27.2% (70)	37.0% (95)	2.01	257
Availability of special transit or other door-to-door services	28.6% (4)	28.6% (4)	42.9% (6)	2.14	14
Travel time compared to driving or other travel modes	19.1% (18)	33.0% (31)	47.9% (45)	2.29	94
Number / timing of transfers between buses	18.2% (12)	25.8% (17)	56.1% (37)	2.38	66
Cost – bus fare	21.4% (25)	17.1% (20)	61.5% (72)	2.40	117
Vehicle appearance/cleanliness/amenities	12.5% (1)	37.5% (3)	50.0% (4)	2.38	8
I would not ride the bus	87.5% (14)	0.0% (0)	12.5% (2)	1.25	16
answered question					414
skipped question					65







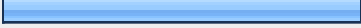


15. How often do you make a trip to recreation areas within Boulder County (trailheads, etc), but outside your community (using any mode of travel)? Please include trips for camping, hiking, mountain biking, trail running, snow sports, etc.

	Response Percent	Response Count
Daily	4.4%	18
2-3 days a week	22.2%	91
Once a week	28.1%	115
A few times a month	34.2%	140
Almost never	11.0%	45
<i>answered question</i>		409
<i>skipped question</i>		70

16. What time(s) of year do you typically make trips to a recreation area within Boulder County, but outside your community? (Select all that apply)

	Response Percent	Response Count
Year-round (weekdays) 	44.8%	179
Year-round (weekends) 	62.8%	251
Spring (weekdays) 	8.3%	33
Spring (weekends) 	12.0%	48
Summer (weekdays) 	16.0%	64
Summer (weekends) 	21.3%	85
Winter (weekdays) 	6.0%	24
Winter (weekends) 	10.0%	40
Fall (weekdays) 	10.8%	43
Fall (weekends) 	14.8%	59
Other (please specify) 	0.3%	1
<i>answered question</i>		400
<i>skipped question</i>		79

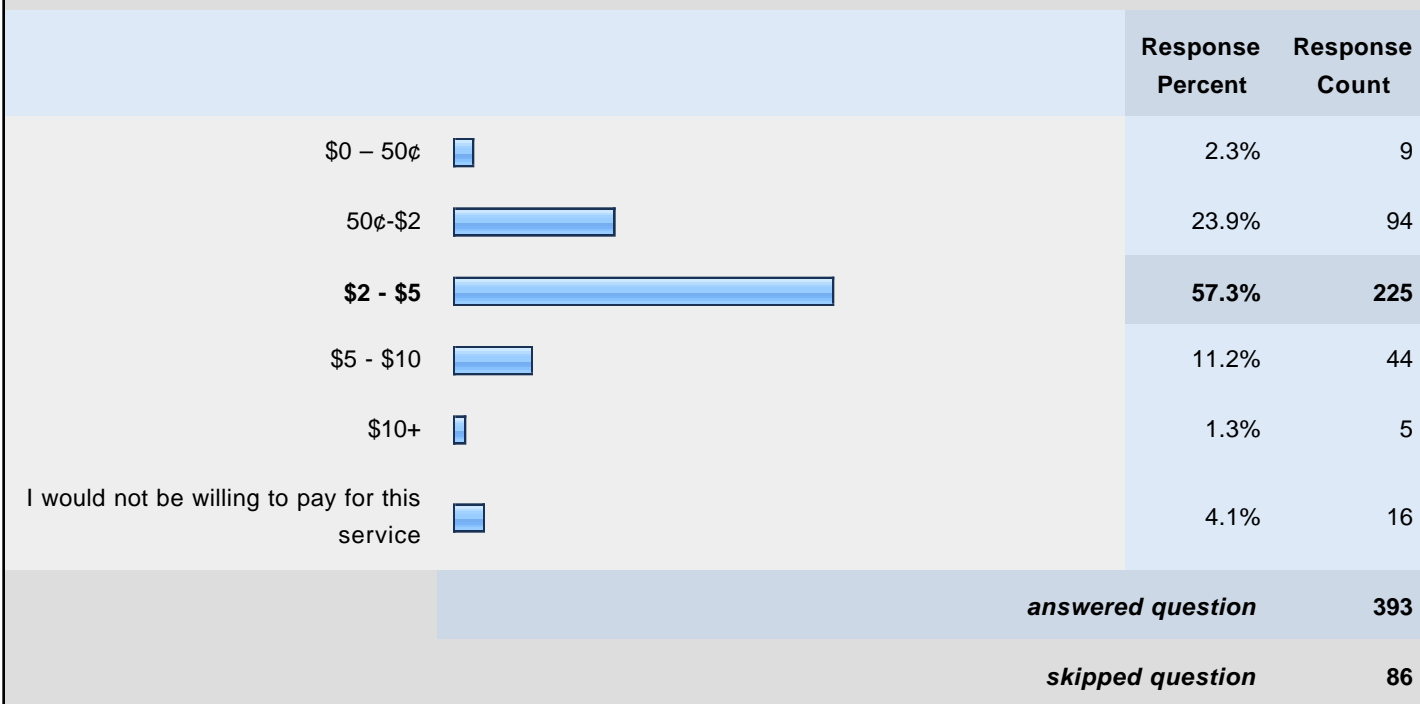
17. To which of the following recreation areas do you feel a shuttle/bus service would be most appropriate? (Select all that apply)

	Response Percent	Response Count
Brainard Lake 	60.5%	240
Caribou Ranch 	18.4%	73
Hessie/ Fourth of July Trailhead 	37.8%	150
Hall Ranch 	18.1%	72
Gross Reservoir 	13.1%	52
Boulder Mountain Park/ Chatauqua (from the Mountain communities) 	28.2%	112
Eldora Ski Resort 	53.9%	214
None of these routes are necessary 	10.3%	41
Other (please specify) 	13.6%	54
	<i>answered question</i>	397
	<i>skipped question</i>	82

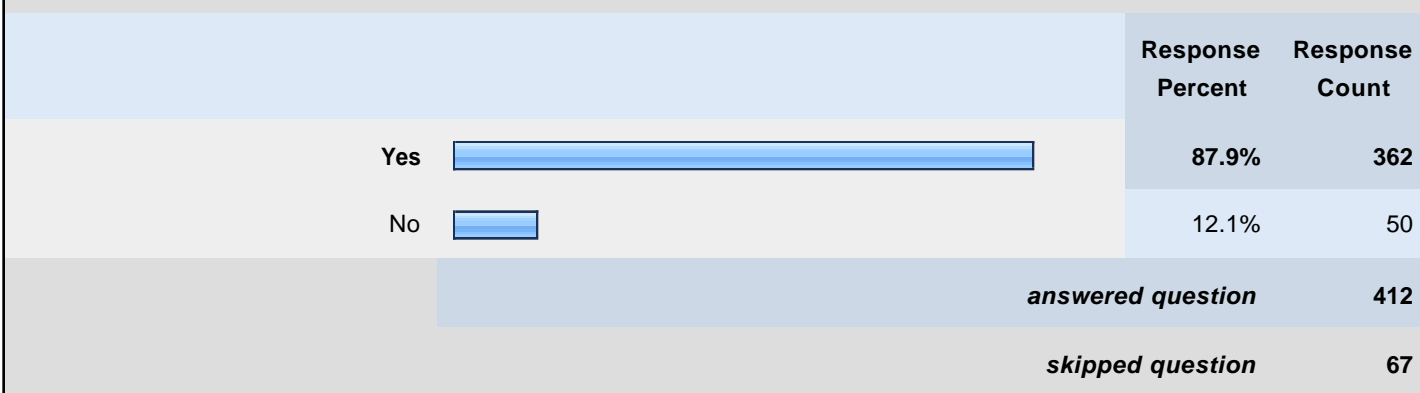
18. I would use a shuttle/bus service to access recreation areas if: (please rank)

	Most important	2nd most important	3rd most important	4th most important	5th most important	Rating Average	Response Count
It was reasonably priced	20.1% (58)	9.4% (27)	27.1% (78)	25.3% (73)	18.1% (52)	3.12	288
Pick-up and drop-off times are convenient	46.0% (166)	35.5% (128)	10.8% (39)	6.4% (23)	1.4% (5)	1.82	367
Pick-up and drop-off locations are convenient	23.6% (80)	39.8% (135)	22.7% (77)	9.4% (32)	4.4% (15)	2.31	338
Travel time is comparable to driving or other travel modes	7.0% (18)	11.7% (30)	27.3% (70)	32.0% (82)	21.9% (56)	3.50	256
There is enough room on bus for equipment (bikes, skis, packs, etc.)	9.9% (27)	13.6% (37)	26.5% (72)	22.8% (62)	27.2% (74)	3.44	272
The bus allows dogs onboard	18.3% (22)	9.2% (11)	19.2% (23)	12.5% (15)	40.8% (49)	3.48	120
					Other (please specify)		28
					answered question		379
					skipped question		100




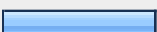
19. How much would you be willing to pay for a shuttle/bus service to access the recreation area(s) you use most (per person, each way)?



20. In general, Is a car usually available to you for commuting or other travel needs?



21. Do you currently ride any bus routes or services within Boulder County?

	Response Percent	Response Count
Yes, for work/ school commuting 	41.6%	169
Yes, for recreation 	17.7%	72
No, I choose not to ride the bus 	17.7%	72
No, there is no bus service available where I live/work 	22.9%	93
answered question		406
skipped question		73

22. How often do you ride the bus throughout the course of the year?

	Response Percent	Response Count
Daily 	24.2%	59
2-3 days a week 	26.2%	64
Once a week 	9.4%	23
A few times a month 	21.7%	53
A few times per year 	18.4%	45
answered question		244
skipped question		235




**23. Which bus route(s) or service(s) (special transit, etc.) do you ride?
Please list all routes or services.**

	Response Count
	235
<i>answered question</i>	235
<i>skipped question</i>	244




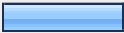




24. Which category best describes your age?

	Response Percent	Response Count
12 – 16	0.2%	1
16 – 24	3.2%	13
25 – 34	15.9%	65
35 – 44	24.2%	99
45 – 54	25.9%	106
55 – 64	19.6%	80
65+	10.8%	44
Prefer not to answer	0.2%	1
<i>answered question</i>		409
<i>skipped question</i>		70

25. What is your gender?

	Response Percent	Response Count
Male 	44.4%	181
Female 	53.9%	220
Prefer not to answer 	1.7%	7
answered question		408
skipped question		71

26. What is your average household income before taxes?

	Response Percent	Response Count
Less than \$14,999 	3.5%	14
\$15,000 – \$24,999 	8.4%	33
\$25,000 – \$49,999 	17.5%	69
\$50,000 – \$74,999 	17.7%	70
\$75,000 - \$99,999 	15.9%	63
\$100,000 – \$149,999 	14.9%	59
\$150,000+ 	6.8%	27
Prefer not to answer 	15.2%	60
answered question		395
skipped question		84

27. Please provide any additional comments here.

	Response Count
	214
<i>answered question</i>	214
<i>skipped question</i>	265