

PROPOSED SERVICE INCREASE

ADDING 15-MINUTE SERVICE TO ROUTE 5

Mountain Metropolitan Transit (MMT) is investigating a system-wide route modification to an "H" network, from its current multiple "hub-and-spoke" configuration to improve mobility for our riders. As the first phase of this project, MMT proposes to increase frequency on Route 5 from 30 minutes to 15 minutes for the following reasons:

1. Location

Route 5 connects two major hubs within the MMT system: the Downtown Terminal and the Citadel Transfer Center.

2. Ridership

Route 5 experiences the highest number of passengers boarding per hour, system-wide. Approximately 900 passengers per day ride Route 5; of those, 700 do not transfer to other routes.

3. Transfers

15-minute service would facilitate easier transfers to and from Route 5 to other routes at the Citadel Transfer Center. Approximately 31% of all transfers issued on Route 5 are used to board Route 25; 31% of all transfers issued on Route 25 are used to board Route 5.

ADDING AFTERNOON BUS TO ROUTE 25

MMT proposes to add a bus to weekday afternoon service on Route 25. Adding a bus to Route 25 should address on-time issues.

ADDING SATURDAY SERVICE

MMT proposes to re-establish Saturday service on Routes 4, 6 & 8, based on ridership data. Public comments and feedback obtained through the Customer Service department at MMT and through the 2040 Transit Plan process show a great desire for additional service on Saturday. The addition of service on Routes 4, 6 and 8 would complete many gaps within the core area of the MMT system.

PROPOSED CHANGES TO EXISTING ROUTES - WEEKENDS ONLY

INTERLINING ROUTE 5, 7 AND 25 FOR SATURDAY/SUNDAY SERVICE

To address on-time performance during the weekends on Route 25, MMT proposes to interline Routes 5, 7 and 25. The interline would ensure that passengers heading into and out of the downtown area would not miss their transfer to Route 25 because the routes would interline at the Citadel Mall Transfer Center. If passengers want to take Route 25 from Voyager Pkwy to PPCC or vice versa, they would need to transfer at the Citadel Mall using a transfer ticket. Buses would be scheduled to meet at the Citadel Mall Transfer Center to minimize wait times. The interline addresses weekend on-time performance on Route 25 without the need for an additional bus.

MODIFYING SATURDAY SERVICE ON ROUTE 34

MMT proposes to eliminate the mid-day service interruption on Route 34 on Saturdays to assist with ridership and reduce passenger confusion. The new schedule would have Route 34 running hourly throughout the day on Saturdays from around 6 a.m. to 7 p.m.

Note: Attendance at public meetings is not required to comment. You may also fax your comments to 719-385-5419 or email to transitinfo@springsgov.com. Comments will be accepted through January 30, 2015.

Please notify Mountain Metropolitan Transit at least three days in advance if you require communications assistance by calling 719-385-7433.



Proposed Service Changes Spring 2015

PUBLIC MEETING SCHEDULE

These meetings are designed to inform the public of the proposed service changes for Spring 2015 and to obtain public input prior to a final decision.

Meeting Location - January 26

Colorado Springs City Hall
Academy Room
107 N. Nevada Ave.
Colorado Springs, CO 80903
5:00 p.m. - 6:30 p.m.

Meeting Location - January 27

Pikes Peak Workforce Center
Citizens Service Center
1675 Garden of the Gods Rd.
Colorado Springs, CO 80907
12:00 p.m. - 1:30 p.m.

Meeting Location - January 28

Imagination Celebration
Upper Level, Citadel Mall
750 Citadel Drive East
Colorado Springs, CO 80909
5:00 p.m. - 6:30 p.m.

Meeting Location - January 29

Southeast Armed Services YMCA
2190 Jetwing Drive
Colorado Springs, CO 80916
12:00 p.m. - 1:30 p.m.

Meeting Location - January 29

Doherty High School
4515 Barnes Rd.
Colorado Springs, CO 80917
5:00 p.m. - 6:30 p.m.

More info at mmtransit.com

PROPOSED CHANGES TO EXISTING ROUTES

REDIRECTING ROUTES 2 AND 14 TO ACCESS EL PASO COUNTY CITIZENS SERVICE CENTER

MMT proposes routing changes to Routes 2 and 14 that would direct buses through the roundabout at the El Paso County Citizens Service Center to improve on-time performance.

RESTRUCTURING ROUTE 4

Reconstruction of the Cimarron/I-25 interchange is scheduled to begin in the spring of 2015. The project is expected to last two years and will affect a portion of Route 4, therefore a long-term route deviation is needed.

Proposed Stop Removal

Outbound: Cascade Ave. & Colorado Ave., Cimarron St. & Cascade Ave., Cimarron St. & Sierra Madre St.

Inbound: Cimarron St. & 8th St., Cimarron St. & Sierra Madre St., Cascade Ave. & Costilla St., Cascade Ave. & Vermijo Ave.



RESTRUCTURING ROUTE 7

Increasing frequency on Route 5 will require certain route changes to the 7. Routes 5 and 7 are currently interlined, but Route 5 must stand alone in order to run at 15-minute intervals. MMT proposes to remove several stops on Route 7 and to also shift an area of service to Route 22.

Proposed Stop Removal

Outbound: Pikes Peak Ave. & Academy Blvd., Pikes Peak Ave. & Ruskin Dr., Pikes Peak Ave. & Byron Dr.

Inbound: Pikes Peak Ave. & Byron Dr., Pikes Peak Ave. & Ruskin Dr.



REASSIGNING DEPARTURE TIMES FOR ROUTE 6 AND 8

In order to improve operations at the Downtown Terminal, MMT proposes to reassign Routes 6 and 8 to depart from the terminal at 45 minutes after the hour as opposed to 15 minutes after the hour. This would decrease the number of buses departing at 15 minutes after the hour from 12 buses to 10 buses, making it easier for them to leave the terminal more quickly.

Moving Routes 6 and 8 to the 45-after departure time essentially provides 30-minute service to those riders who live or work in the area between the Downtown Terminal and the Citadel Transfer Center. Routes 1, 5, 6, 7, 8, and 12 are spaced approximately four blocks apart within the core area and have alternate schedules allowing for a bus every 30 minutes if riders are willing to walk a short distance.

REMOVING MYRON STRATTON STOP ON ROUTE 10

MMT proposes to remove the stop located on Myron Stratton property and reroute Route 10 to stay on S. Nevada Avenue/Highway 115.

PROPOSED CHANGES TO EXISTING ROUTES CONTINUED

RESTRUCTURING ROUTE 22

Allowing Route 22 to accommodate an area currently served by Route 7 requires additional restructuring. Ridership along Murray is also more substantial than on Chelton Rd./Airport Rd. where the 22 currently runs. MMT therefore proposes eliminating a section of Route 22 along Chelton Rd. and Airport Rd. and replacing it with the higher ridership area along Murray Blvd.

Proposed Stop Removal

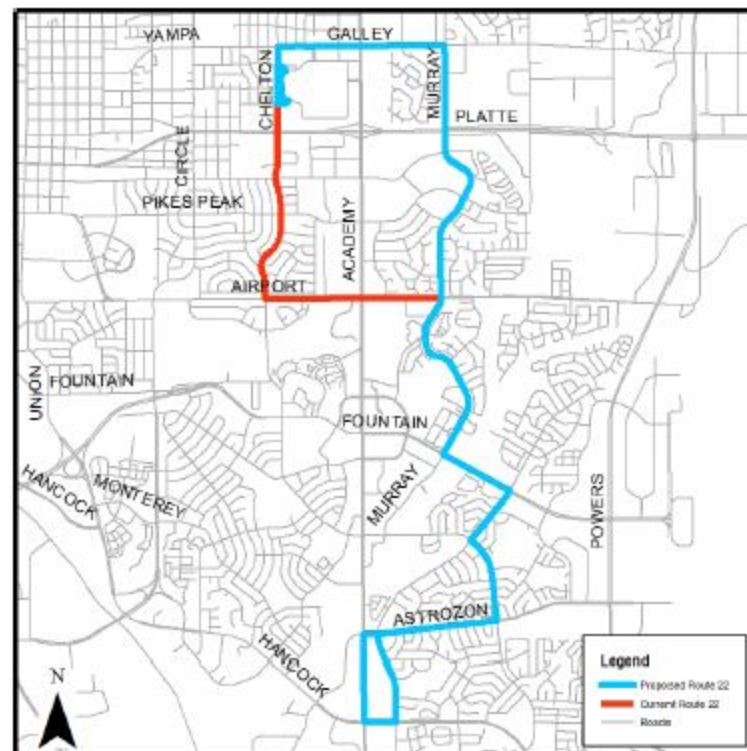
Outbound: Chelton Rd. & Platte Ave., Chelton Rd. & Bijou St., Chelton Rd. & Fairmont St., Chelton Rd. & Dundee Pl., Airport Rd. & Chelton Rd., Airport Rd. & University Dr., Airport Rd. & Lakewood Cir., Airport Rd. & Academy Blvd., 4104 Airport Rd.

Inbound: Airport Blvd. & Murray Blvd., Airport Blvd. & Ruskin Dr., Airport Blvd. & Academy Blvd., Airport Blvd. & Lakewood Cir., Airport Blvd. & University Dr., Airport Blvd. & Chelton Rd., Chelton Rd. & Dundee Pl., Chelton Rd. & Fairmont St., Chelton Rd. & Lehigh St., Chelton Rd. & Bijou St.

Stops Removed from Route 7 and Added to Route 22

Outbound: Pikes Peak Ave. & Murray Blvd., Murray Blvd. & Bijou St., Murray Blvd. & Edison Ave., Murray Blvd. & Maxwell Rd., Murray Blvd. & Galley Rd., Galley Rd. & Potter Dr., 3910 Galley Rd., Galley Rd. & Delaware Dr.

Inbound: Galley Rd. & Chelton Rd., Galley Rd. & Reinhardt Dr., 3793 Galley Rd., Galley Rd. & Potter Dr., Galley Rd. & Fosdick Dr., Murray Blvd. & Galley Rd., Murray Blvd. & Maxwell Rd., Murray Blvd. & Platte Ave., Murray Blvd. & Bijou St., Murray Blvd. & Pikes Peak Ave.



REDESIGNING ROUTE 23 AND INCORPORATING SECTIONS OF ROUTE 24

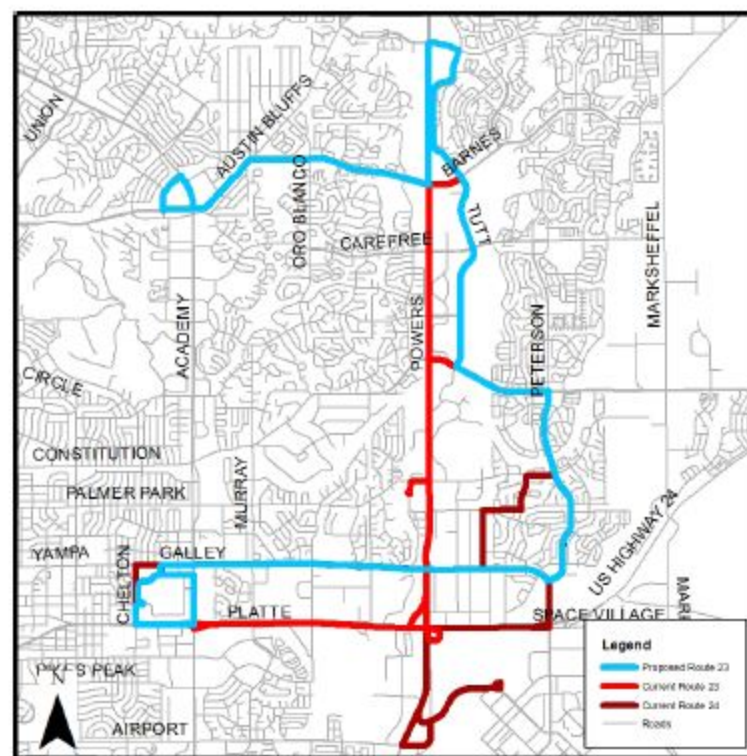
Sections of Route 24 experience extremely low ridership and are therefore unsustainable. MMT proposes to eliminate Route 24 with service to Peterson Air Force Base, but to redesign Route 23 to incorporate the high ridership portions of Route 24.

The remaining portions of Route 24 would then be incorporated into Route 23 to enhance service area and productivity. Combining Routes 23 and 24 would also improve transfer opportunities to Routes 25 and 34. Additionally, the redesign would allow Route 23 to accommodate a portion of the current Route 34 so as not to lose any service area. The east turnaround at Morning Sun Dr. would function as a miniature transfer center, allowing service to the north hospitals and the Woodmen Park-n-Ride to be added more easily at a later date.

Proposed Stop Removal

Outbound: Ford St. & Galley Rd., Ford St. & Seneca Rd., Ford St. & Omaha Blvd., Omaha Blvd. & Chippewa Rd., Omaha Blvd. & Nokomis Dr., Hathaway Dr. & Omaha Blvd., Hathaway Dr. & Nokomis Dr., Peterson Rd. & Panamint Ct., Peterson Rd.

Inbound: Peterson AFB West Gate, Peterson Rd. & Panamint Ct., Hathaway Dr. & Nokomis Dr., Omaha Blvd. & Hathaway Dr., Omaha Blvd. & Chippewa Rd., Ford St. & Omaha Blvd., Ford St. & Seneca Rd.



RESTRUCTURING ROUTE 34 AND INTERLINING WITH ROUTE 14

In order to address on-time performance issues on Route 14, MMT proposes to interline Route 14 with Route 34. For the interline to be successful, the current configuration of Route 34 must change. The eastern portion of Route 34, beyond Morning Sun Dr., would be reassigned to the newly redesigned Route 23. Route 34 would then absorb the Arrowswest loop on the northern end of Route 14, shortening Route 14 and contributing to better on-time performance. All service areas on both Routes 14 and 34 would be maintained except the turnaround area north of Oro Blanco Dr., which is no longer needed. Routes 23 and 24 must be combined in order to absorb the section of Route 34 lying beyond Morning Sun Dr.

