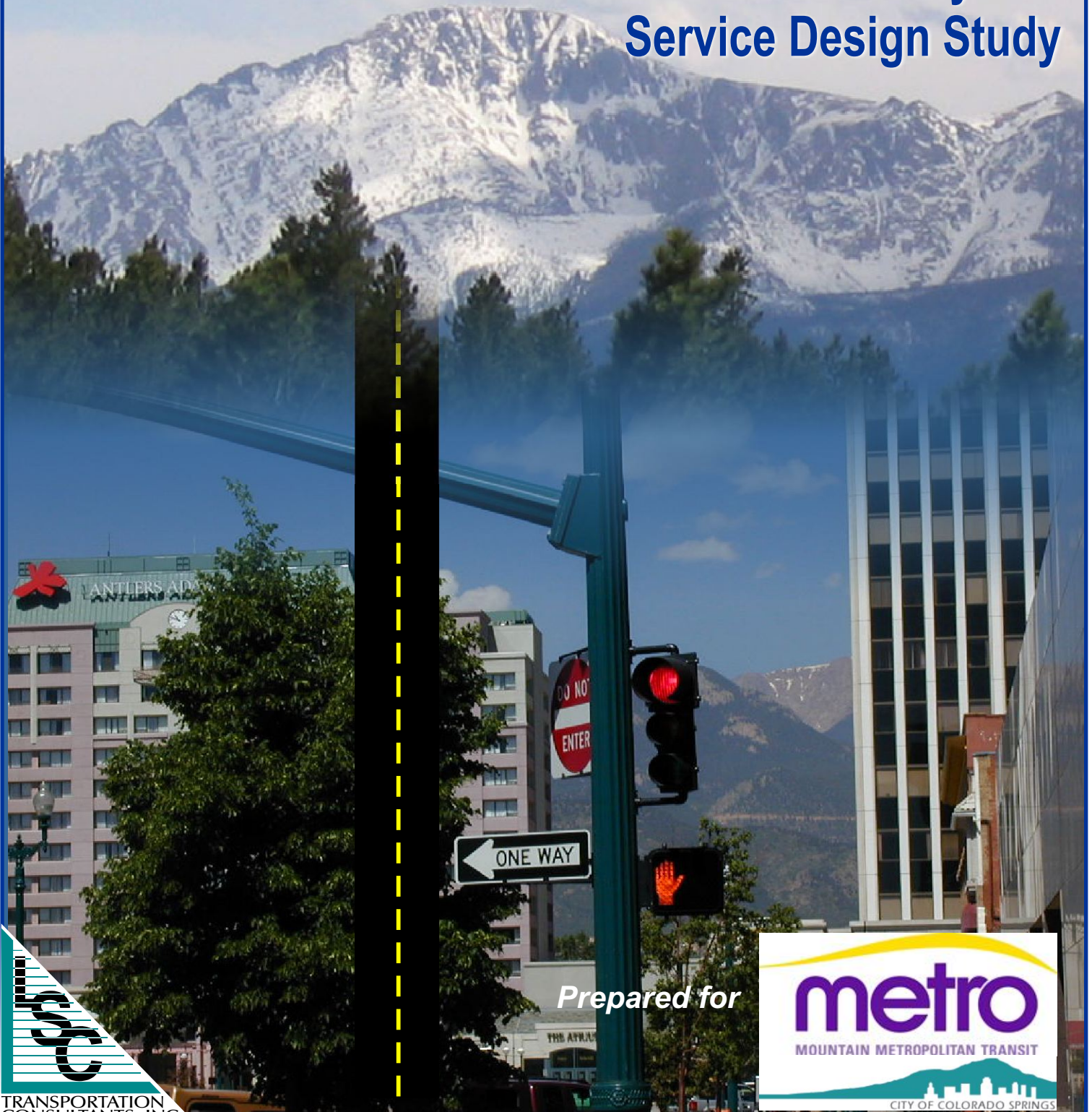




# Mountain Metro Ute Pass Express Transit Feasibility and Service Design Study



*Prepared for*



# Mountain Metro Ute Pass Express Transit Feasibility and Service Design Study

## Final Report

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# CHAPTER I

## Introduction

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### STUDY BACKGROUND

The City of Colorado Springs contracted with LSC Transportation Consultants, Inc. to complete a Transit Feasibility Study with a focus on determining the need for services and to design the appropriate service plan. The primary purpose of this project is to determine the feasibility of providing commuter-related transit services on US Highway (US) 24 between the City of Colorado Springs and the City of Woodland Park. Figure I-1 provides an illustration of the US 24 corridor. The report recommendations present an operating plan (including level of service, cost estimates, and ridership estimates) for express bus service on US 24.

The study process is anticipated to be completed by June 2008. A Working Group, comprised of various agencies and local governments, is providing input and direction through this planning process. The Working Group members include the City of Colorado Springs, Mountain Metropolitan Transit, Town of Green Mountain Falls, City of Woodland Park, and Metro Rides.

### PLANNING PROCESS AND REPORT ORGANIZATION

LSC met with the Working Group at an initial “kick-off” meeting in January 2008. The inception of this planning process was in response to a Congestion, Mitigation, Air Quality (CMAQ) grant application. The CMAQ grant can provide federal funding for transit services for up to three years. The current CMAQ grant will provide for dedicated funding at 80 percent of the total costs for the service plan’s first two years. The additional 20 percent local match will be required for operations.

As part of this process, the following key elements will be addressed:

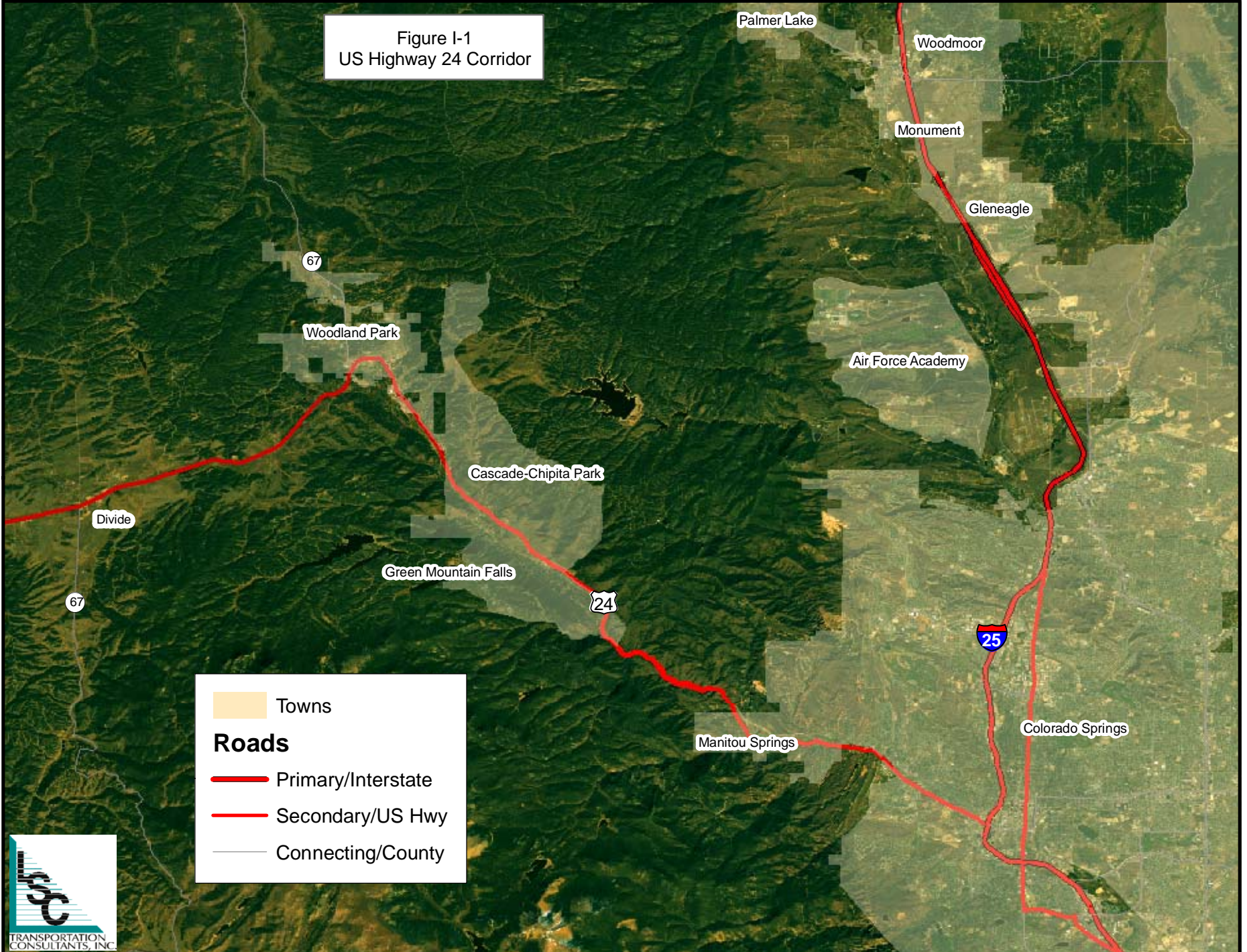
- Demographic overview of service area
- General survey of local residents with an interest in transit services in the corridor

## *Introduction*

- Traffic counts
- Current funding constraints
- Ridership estimates
- Operating schedules

Chapter II presents a brief review of the existing conditions which make US 24 a unique travel corridor. This includes an analysis of the area's existing demographics and transit demand, as well as information received from an online questionnaire. Chapter III presents the operating plan for the Ute Pass Express bus service.

Figure I-1  
US Highway 24 Corridor



**Towns**

**Roads**

- Primary/Interstate
- Secondary/US Hwy
- Connecting/County





# Estimating Demand for Services

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## INTRODUCTION

The need to estimate service demand is important in terms of determining capacity, schedule design, performance, and revenue. This section details the methodology used to estimate demand for services based upon the following:

- Review of existing corridor characteristics
- Development of trip rates based upon community input
- Regional traffic models
- Professional experience with similar systems

Each of these methods combines to provide an estimate of the annual passengers that could be expected given certain levels of service. Estimating demand for services is not an exact science and therefore must be carefully judged for reasonableness. Across the country, transit use remains a relatively low proportion of overall passenger travel compared to the use of the personal automobile. Average use for transit, where it exists, represents approximately one percent of the total travel mode split. Therefore, travel demand for transit continues to remain a very small portion of the total regional travel. This mode split will be used as part of the overall demand forecasting for the US Highway (US) 24 corridor, however an increase of this mode split is possible in the future given extraneous factors such as increasing fuel prices, insurance increases, and environmental concerns. Service design will be concentrated around commuters, however there is always the possibility that other market segments may choose to use the service to access services and amenities in the city of Colorado Springs.

## REVIEW OF EXISTING US 24 CORRIDOR CHARACTERISTICS

US Highway 24, herein referred to as the *corridor*, is a four-lane divided highway linking the City of Colorado Springs with the Cities of Manitou Springs and Woodland Park and the Towns of Cascade and Green Mountain Falls. The posted speed limit on the majority of the corridor is 55 miles per hour. The total length,

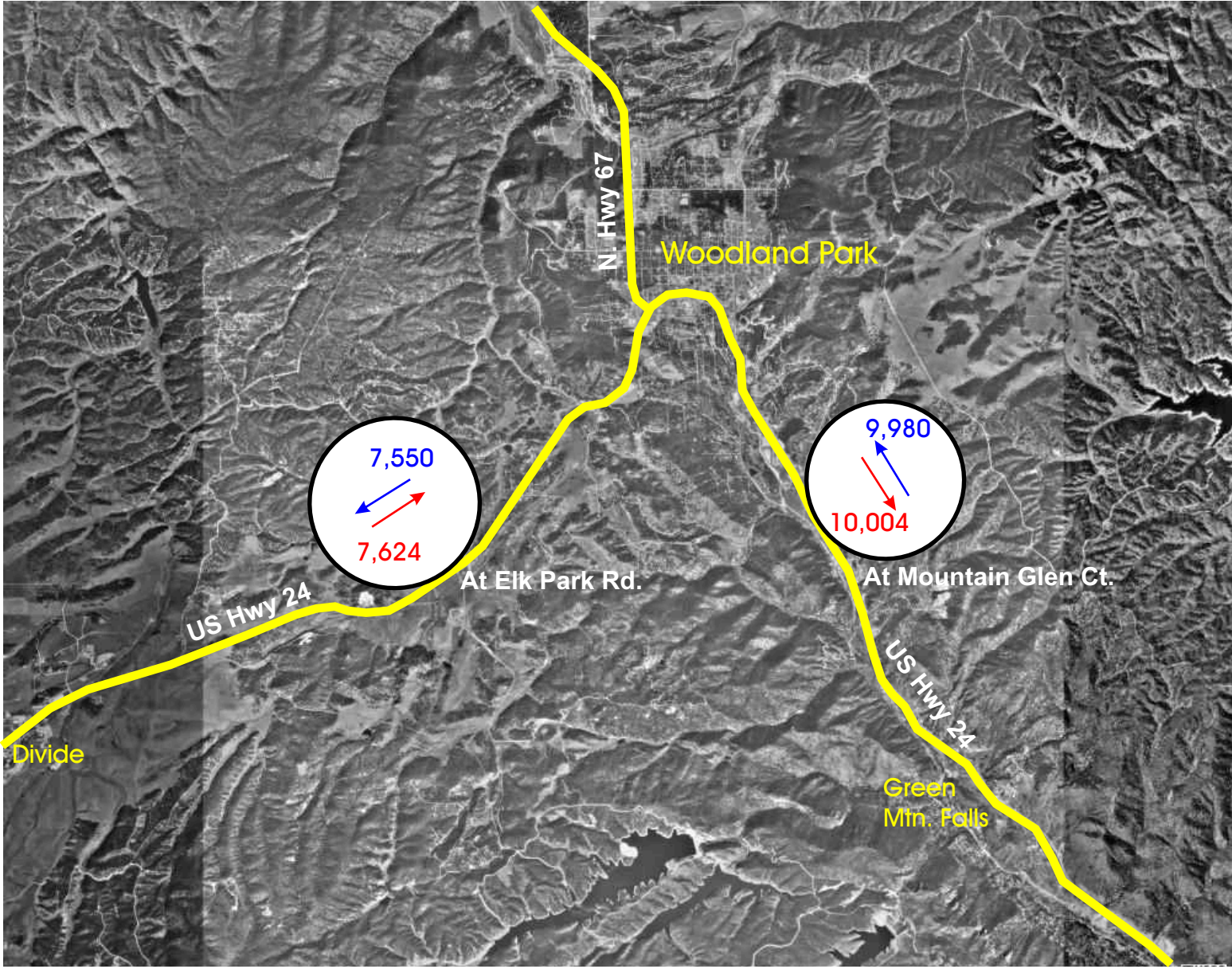
## *Estimating Demand for Services*

from the Colorado Springs downtown terminal (DTC) on Tejon Street and Nevada Avenue to downtown Woodland Park is approximately 20 miles. Average personal car travel time is approximately 30 minutes. According to the Colorado Department of Transportation (CDOT) in April 2007, the Annual Average Daily Traffic (AADT) is 23,000 vehicles. This represents total volume, not directional volume. Using a straight split of 50 percent, this represents approximately 11,500 daily vehicles traveling both the eastbound and westbound directions. LSC performed traffic counts in March and recorded a total of:

- 10,004 eastbound vehicles
- 9,980 westbound vehicles

Figure II-1 provides an illustration of the traffic volumes both east and west of Woodland Park on US 24.

Figure II-1  
Average Daily Traffic on US Highway 24

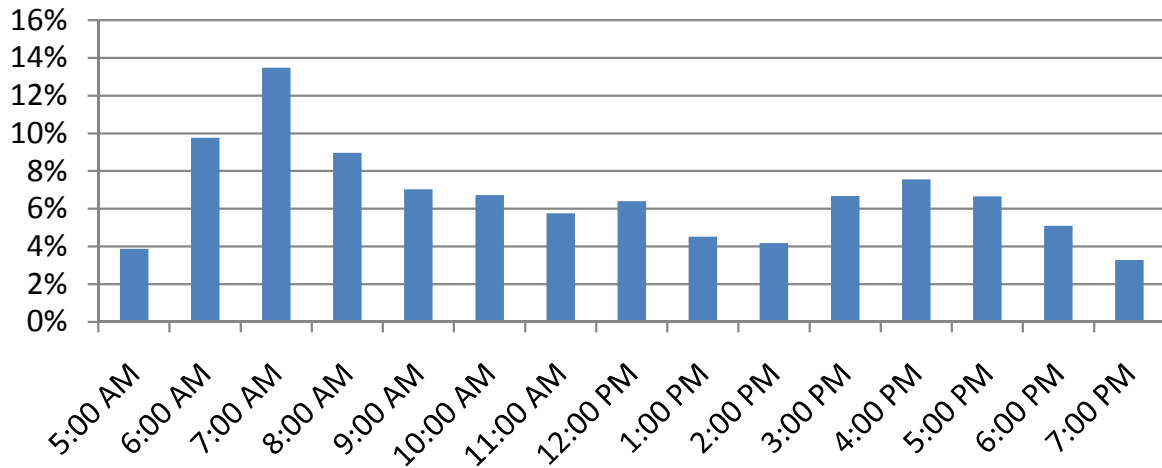


## *Estimating Demand for Services*

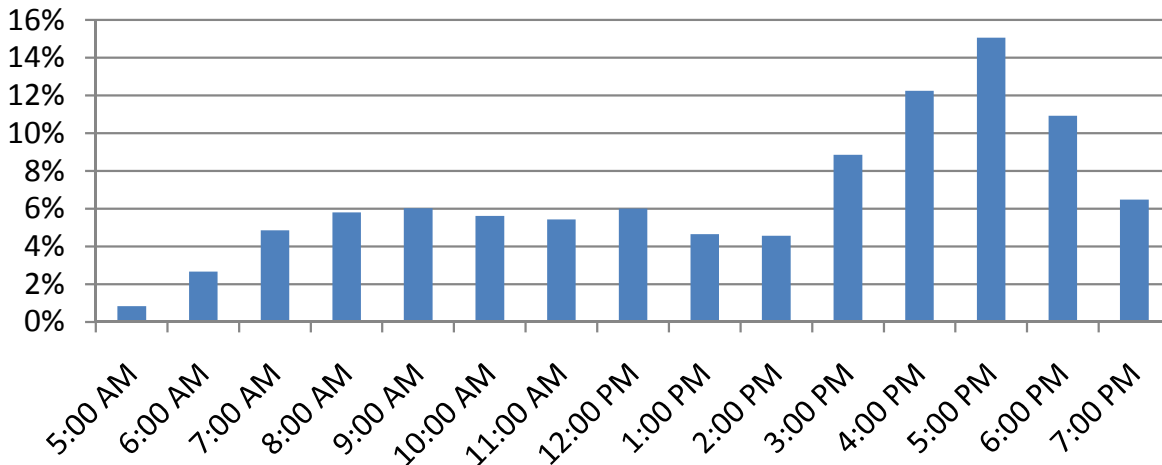
While this information provides background regarding the level of vehicle traffic on a daily basis, what is more important is the traffic volumes by time. Figures II-2 and II-3 provide the traffic volumes by hour. As shown, the true morning commuter peak from Woodland Park to Colorado Springs occurs from 7:00 until 8:00 a.m. The afternoon peak westbound is between 5:00 and 6:00 p.m.

The total a.m. eastbound/westbound traffic volume split is 72 percent **eastbound** and 28 percent **westbound**. In the afternoon, this split reverses to 68 percent **westbound** and 32 percent **eastbound**. This shows definitively that a majority commute from Woodland Park to Colorado Springs. This reinforces the qualitative information on commuter flows and, additionally, indicates how service should be planned. Planning for those who work in Woodland Park and live in Colorado Springs may not be nearly as beneficial as designing service around those who commute to the Colorado Springs area.

**Figure II-2  
Eastbound Volume**



**Figure II-3  
Westbound Volume**

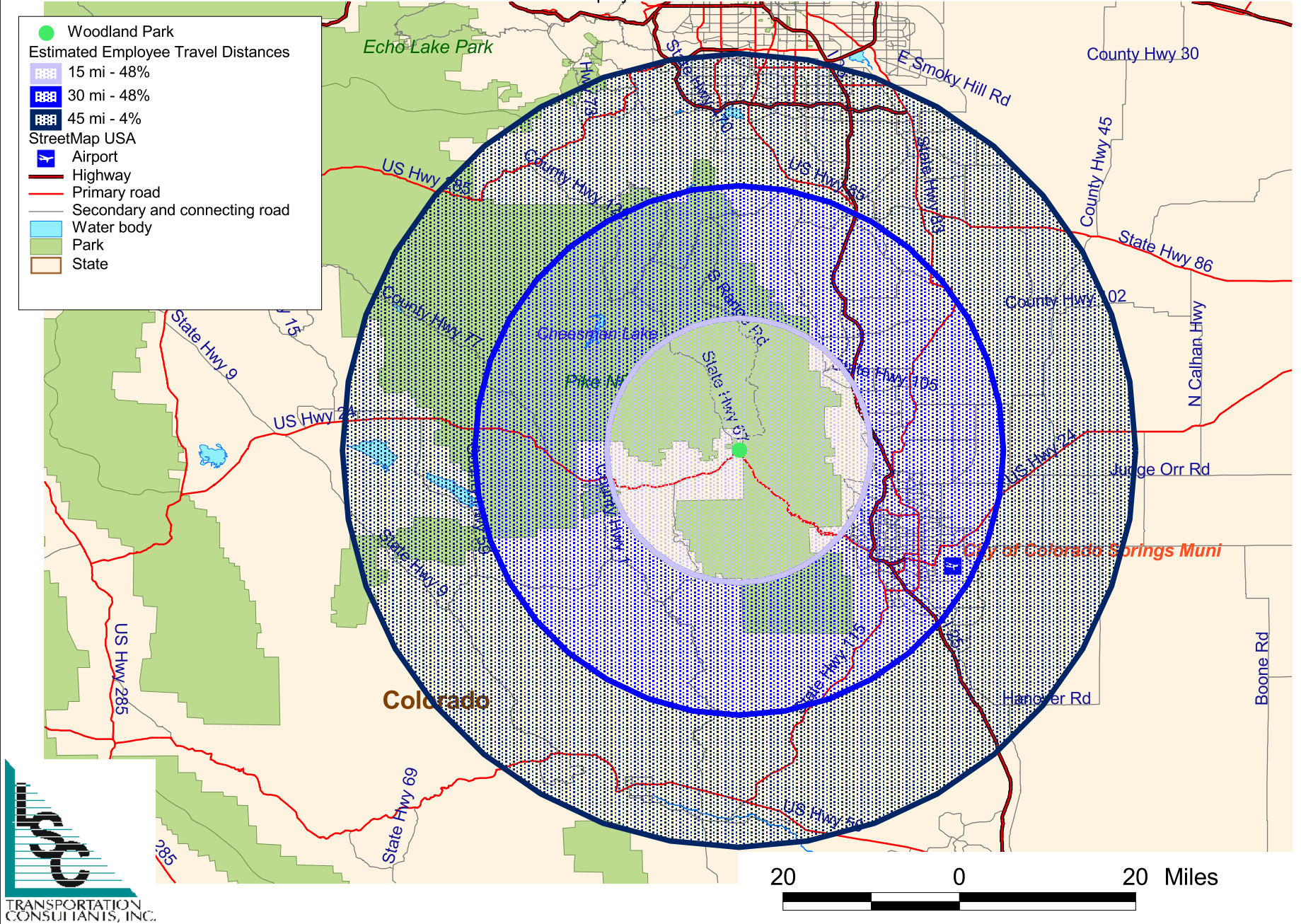


## **KEY DEMOGRAPHIC DATA**

There are few key demographic data on which to draw that can aid in planning for commuters. One key demographic input is average travel time to work. Using information by block group, the LSC team mapped travel distance information obtained from the US Census, as illustrated in Figure II-4. As shown, the concentric travel distance rings show that the average distance traveled by those living in Woodland Park coincides with a destination in Colorado Springs. Using a weighted average and assuming all residents who travel more than 29 minutes but less than one hour, it can be determined that approximately 48 percent of residents travel to Colorado Springs for work. There are few destinations of more than 35 minutes in any other direction than east. While there are certainly transit-dependent individuals along the corridor, this latent demand for ridership is calculated as being very low and does not impact overall service design.

Figure II-4  
Estimated Employee Travel Distances

- Woodland Park
- Estimated Employee Travel Distances
- 15 mi - 48%
- 30 mi - 48%
- 45 mi - 4%
- StreetMap USA
- Airport
- Highway
- Primary road
- Secondary and connecting road
- Water body
- Park
- State



## **ANALYSIS OF COMMUNITY INPUT**

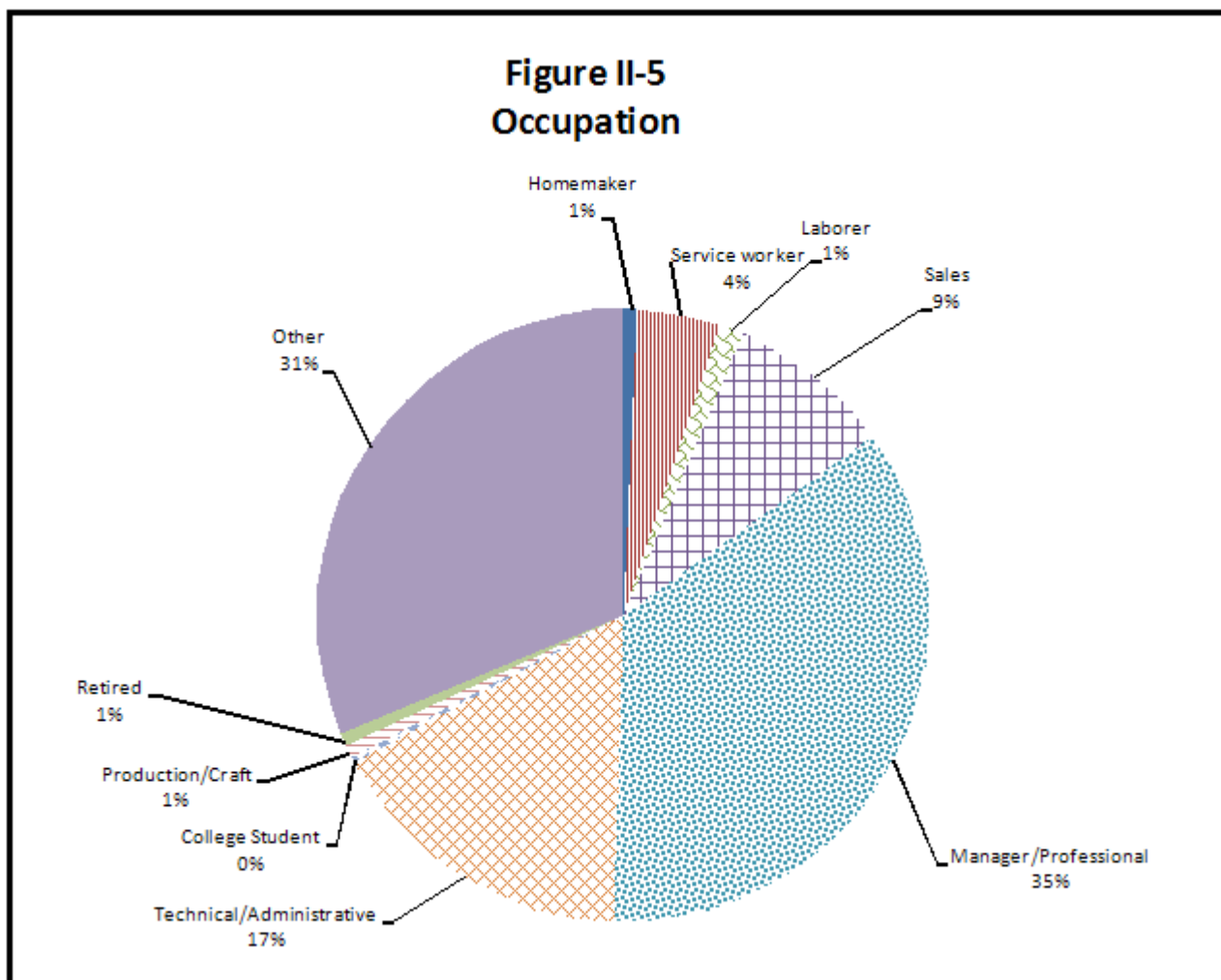
A community input program was initiated by the Working Group consisting of an online travel desire questionnaire, provided in Appendix A. This questionnaire was maintained on the LSC Web server with a link provided in local utility bills. A total of 375 responses were received. Additionally, the Working Group made contacts with local business and sent out a letter to key stakeholders requesting that they direct employees to the questionnaire. Results from this questionnaire are provided in the following sections. It must be noted that this is not a statistically valid survey. It is meant to provide community input on travel desires for future bus service. Information will be used to validate demand assumptions and models, but cannot be used to provide a statistically valid trip rate.

### **Respondent Demographics**

Fifty-four percent of the respondents live in the immediate Woodland Park zip code. Additionally, 34 percent live around Woodland Park, including Green Mountain Falls and Cascade. Seventy-one percent of the respondents were between 36 and 60 years of age. Sixty-four percent of the respondents were female. Ninety percent are employed.

### **Occupation**

Figure II-5 illustrates respondents' occupations. Most notably, 35 percent categorized themselves as a manager/professional. Additionally, many indicated being a teacher or a healthcare provider, with very few laborers or those in the production industry. Twenty-six respondents indicated working for the Woodland Park School District, eight of whom live in the Colorado Springs area.

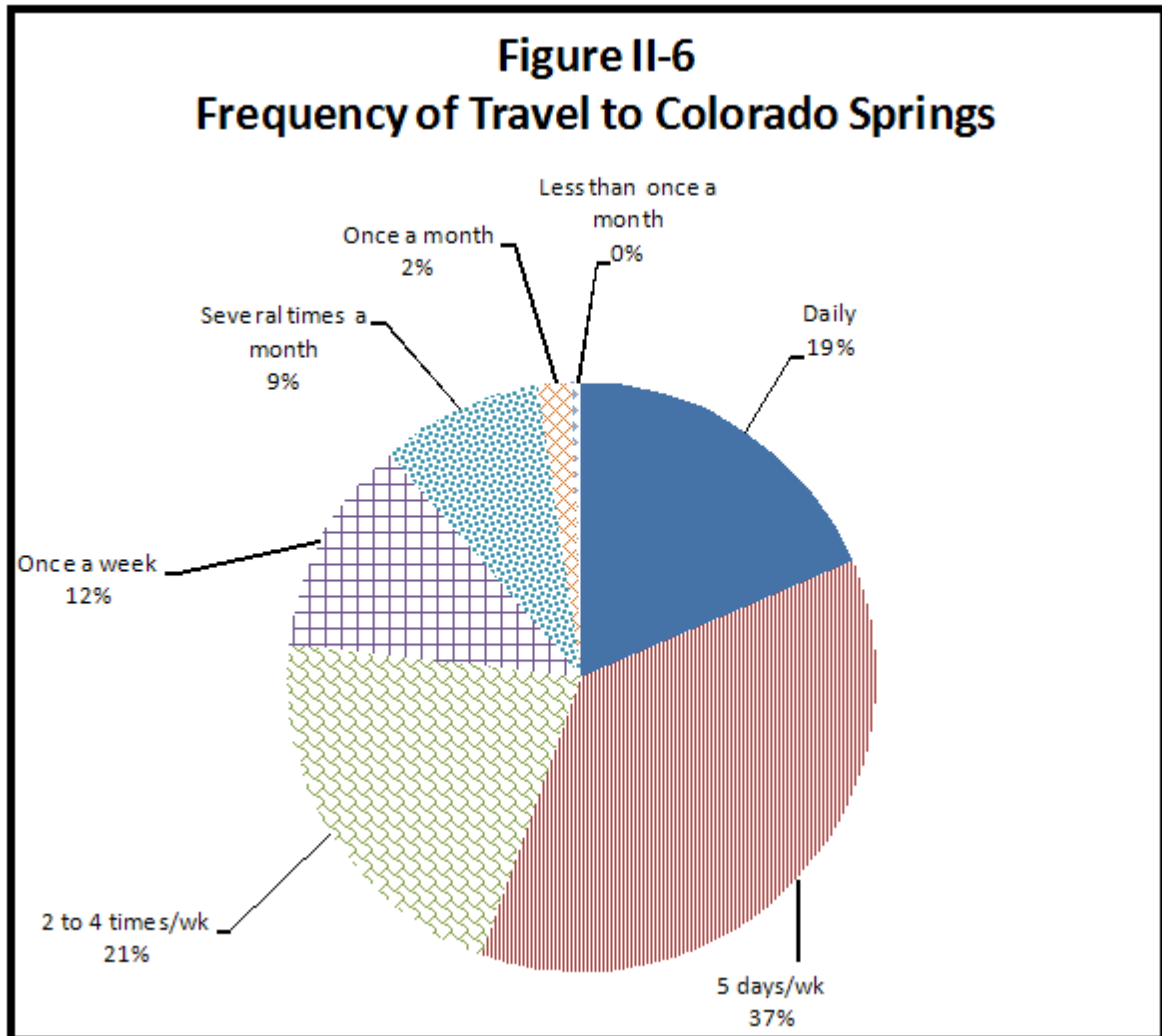


### Travel Patterns

One of the most important aspects of the community survey is the determination of the travel patterns of residents. A series of questions were asked to determine travel time, time leaving for work, travel purpose, and travel characteristics. These questions together help to determine future use of services, likelihood and frequency of use, schedule of services that meet community needs, and desires.

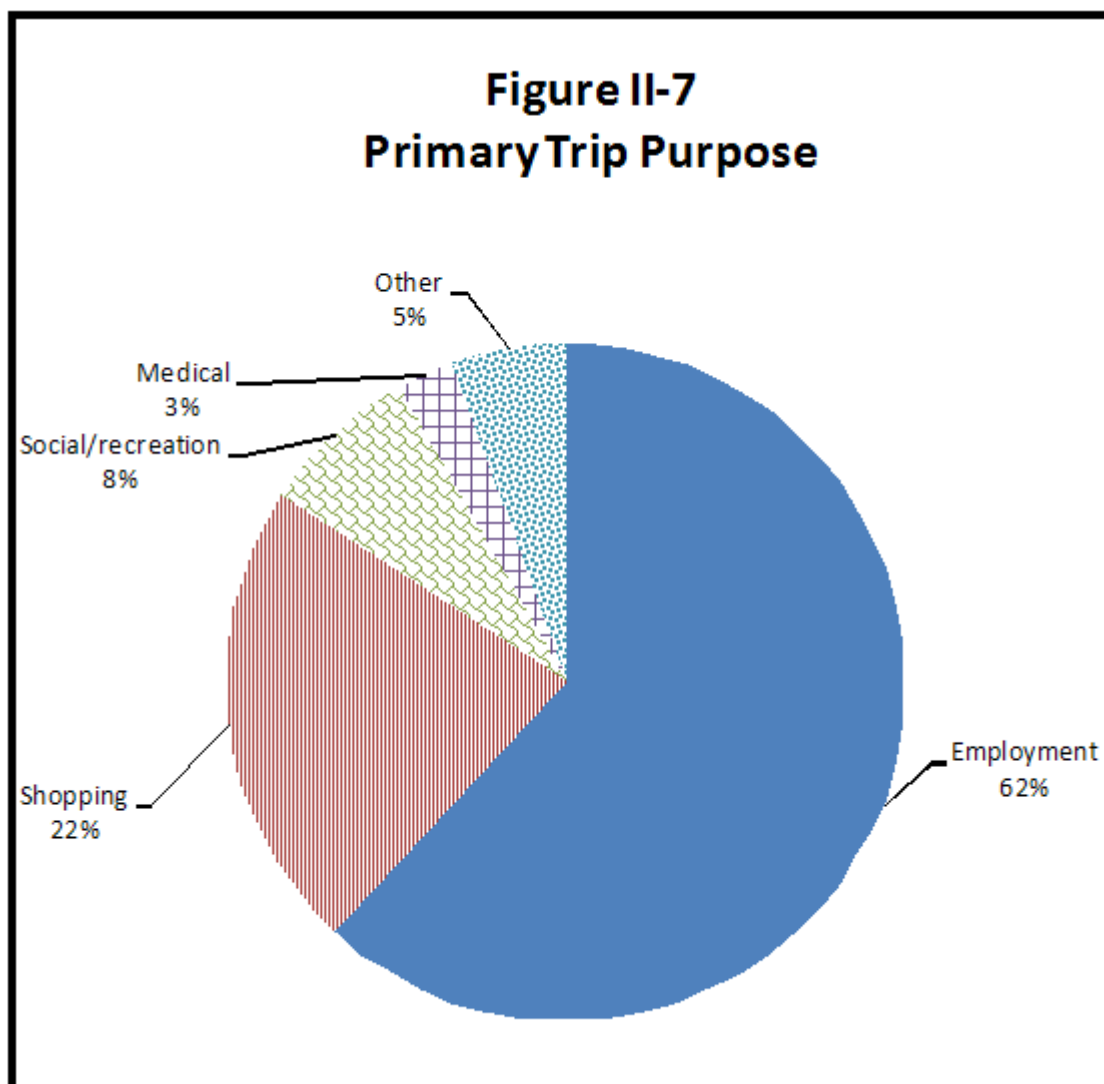
### Frequency of Travel to Colorado Springs

Respondents were asked to indicate the frequency of travel to Colorado Springs from home. Figure II-6 illustrates the frequency of travel. As shown, approximately 56 percent travel to Colorado Springs on a regular, daily basis. Twenty-one percent travel from two to four times per week.



Primary and Secondary Trip Purposes to Colorado Springs

Figure II-7 illustrates the primary trip purposes of respondents who travel to Colorado Springs. As shown, 62 percent of the trips are made for employment purposes, with 22 percent indicating that shopping is the primary trip purpose. Respondents indicated that secondary trip purposes are more for social/recreation (39 percent) and shopping (34 percent). As indicated, employment is not the only trip purpose that is important, however it remains the single most important purpose for travel between Woodland Park and Colorado Springs.



Average Travel Time and Time of Travel to Colorado Springs

Average travel time is shown grouped into five-minute increments in Figure II-8. As indicated, the average travel time with the highest response is 40 to 45 minutes. However, 21 percent indicated a travel time of 25 to 30 minutes.

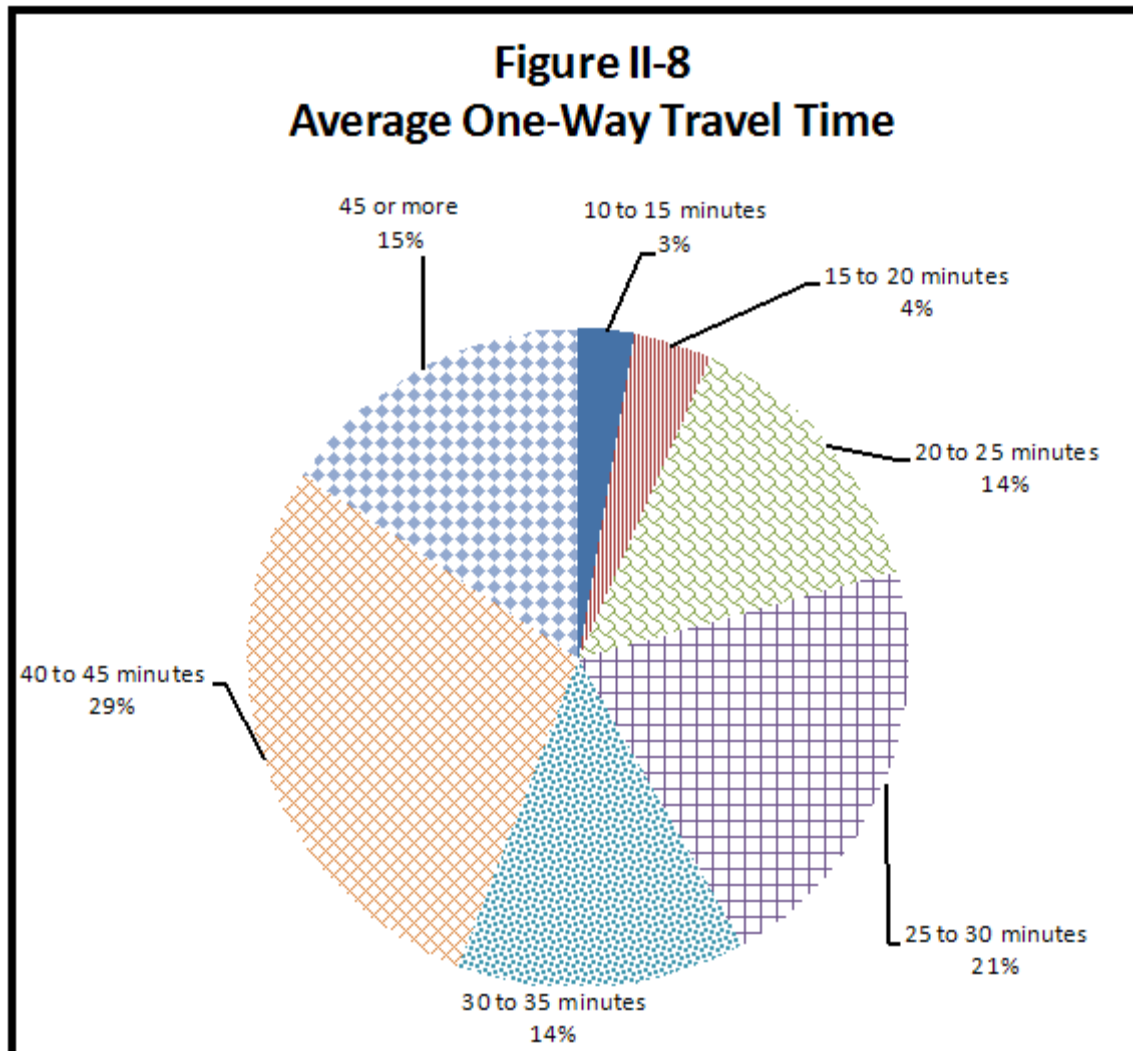
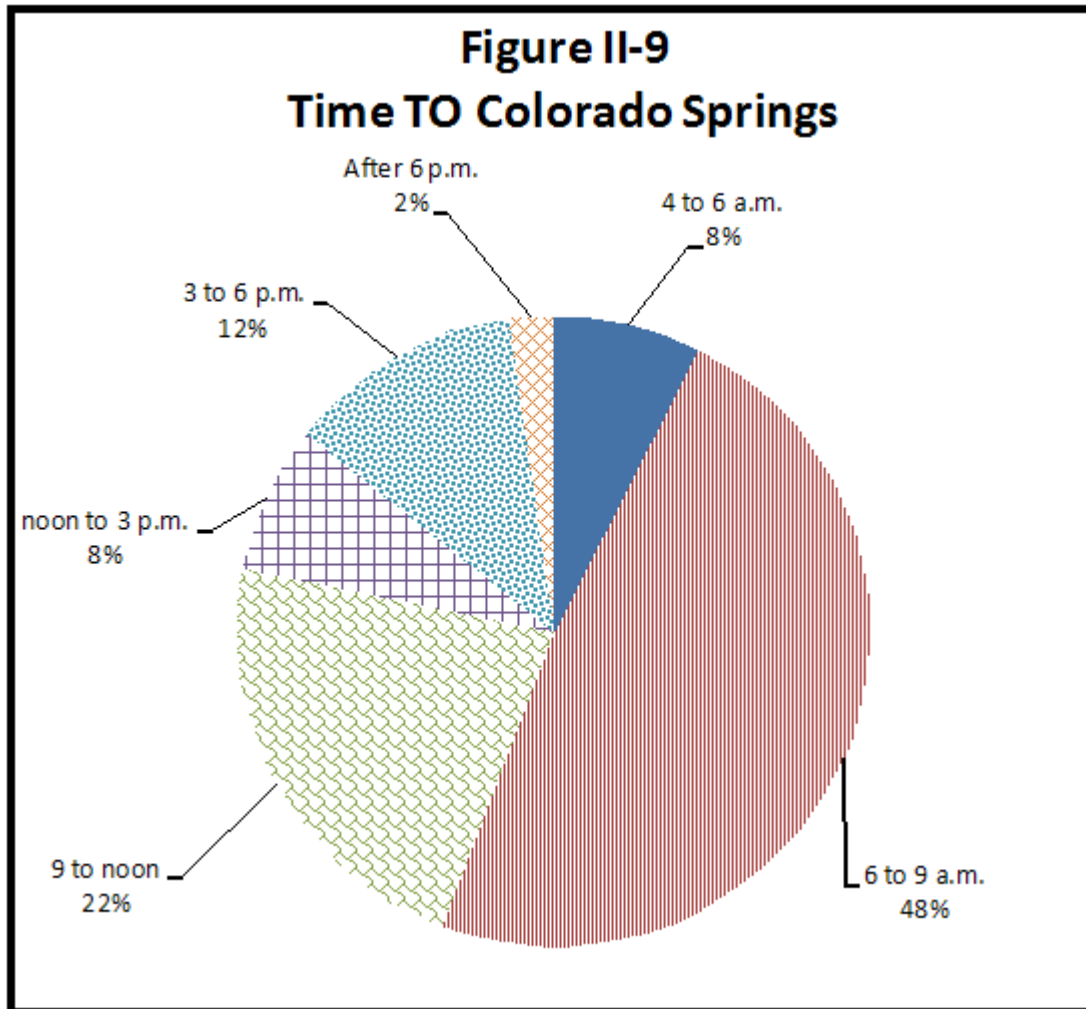
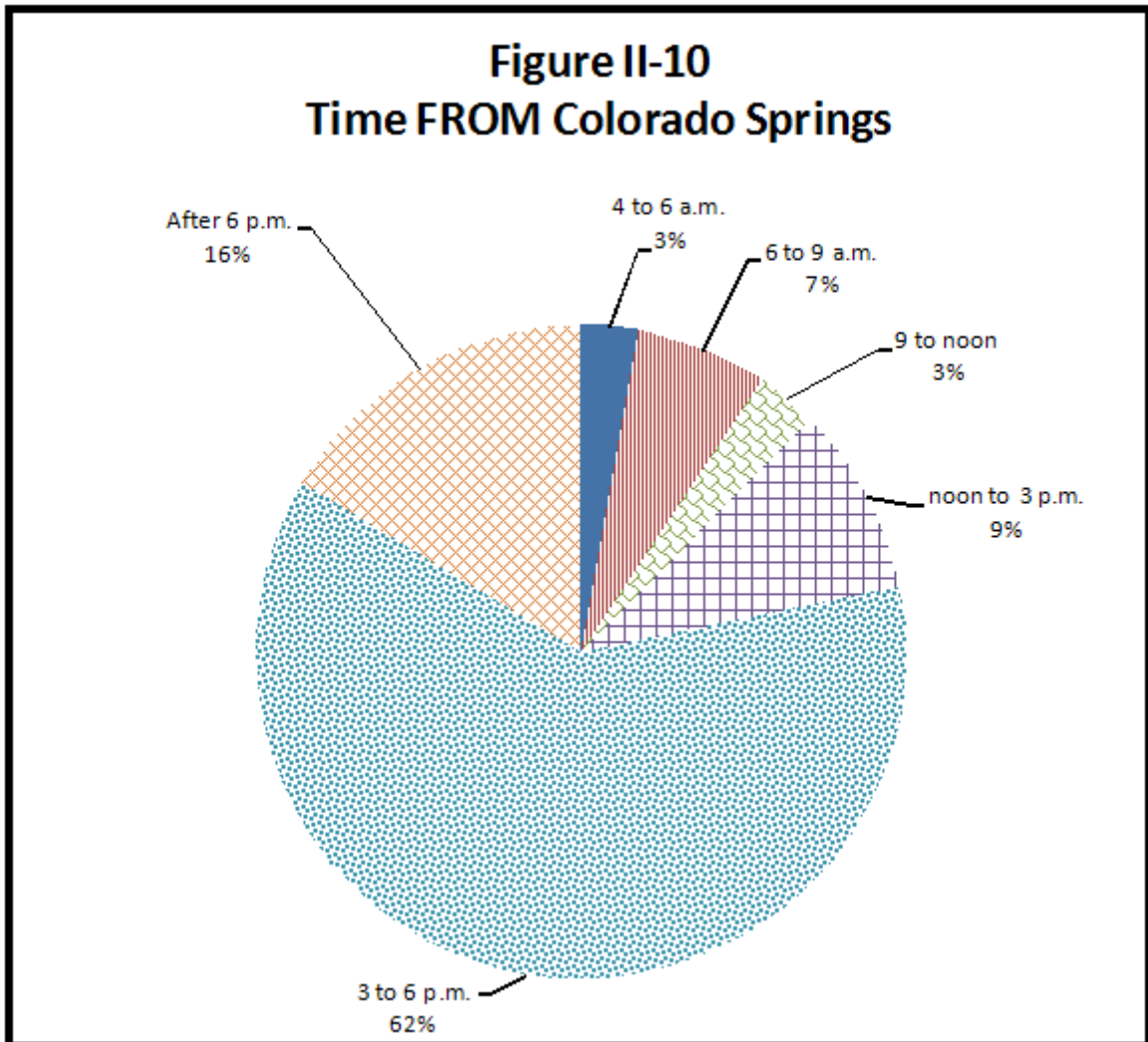
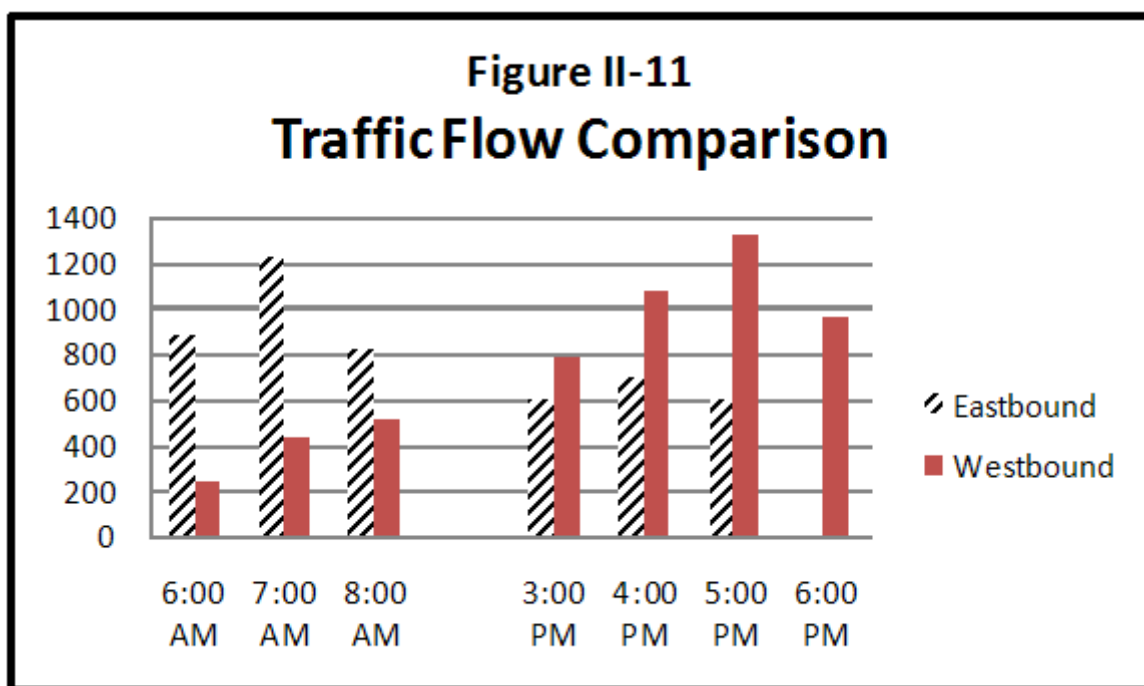


Figure II-9 provides the time that respondents leave home for work. Fifty percent leave between 6:00 and 9:00 a.m. Surprisingly, 22 percent leave between 9:00 a.m. and noon. Correspondingly, time leaving from Colorado Springs is provided in Figure II-10. Sixty-two percent leave from Colorado Springs between 3:00 and 6:00 p.m. with an additional 16 percent departing after 6:00 p.m. These times indicate a fairly long peak commute time both in the morning and afternoon. Compared to the counts that were conducted, 32 percent of the total traffic heading eastbound and 13 percent of westbound traffic is between 6:00 and 9:00 a.m. Figure II-11 provides the traffic volumes by time as a means of comparison.



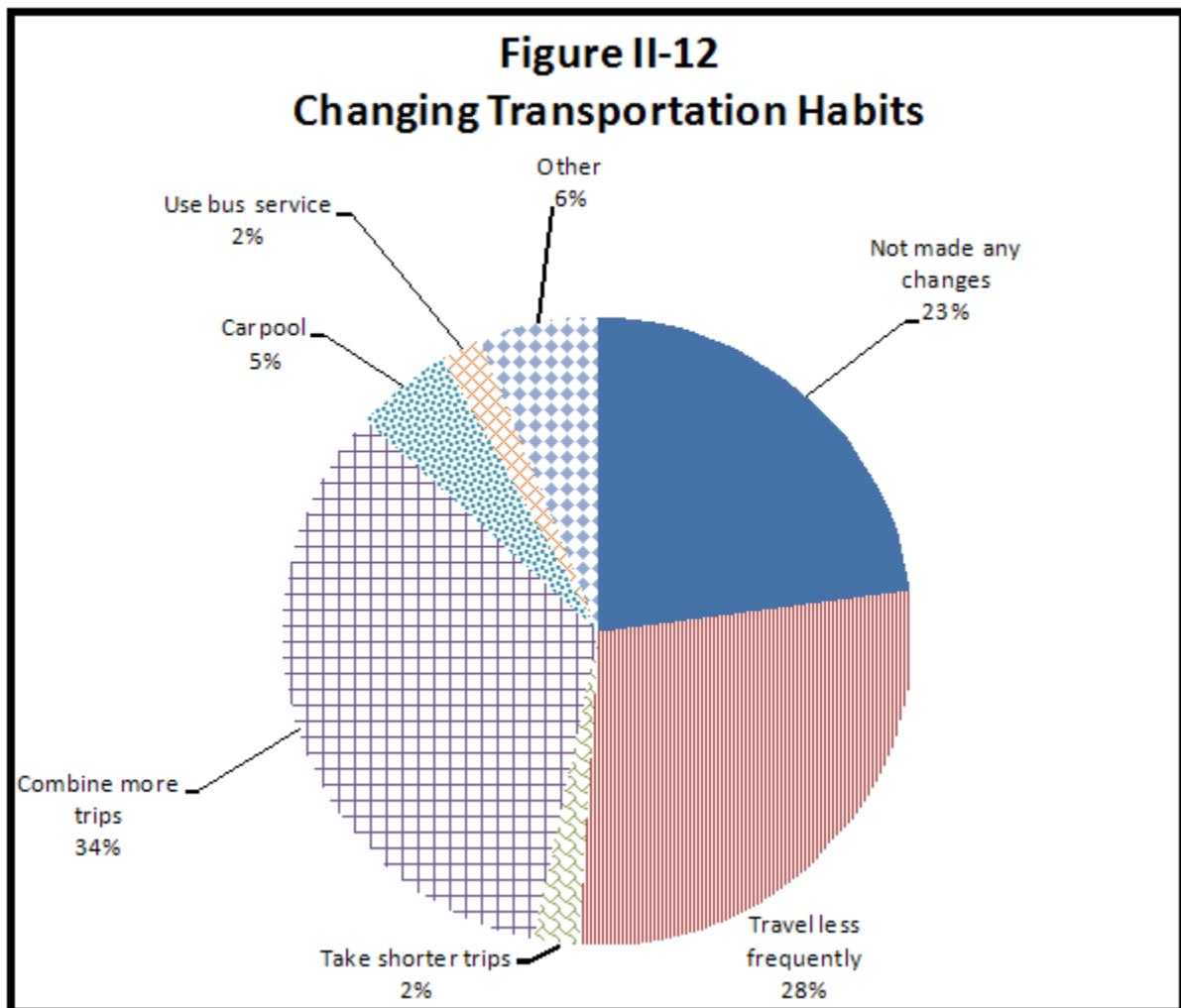




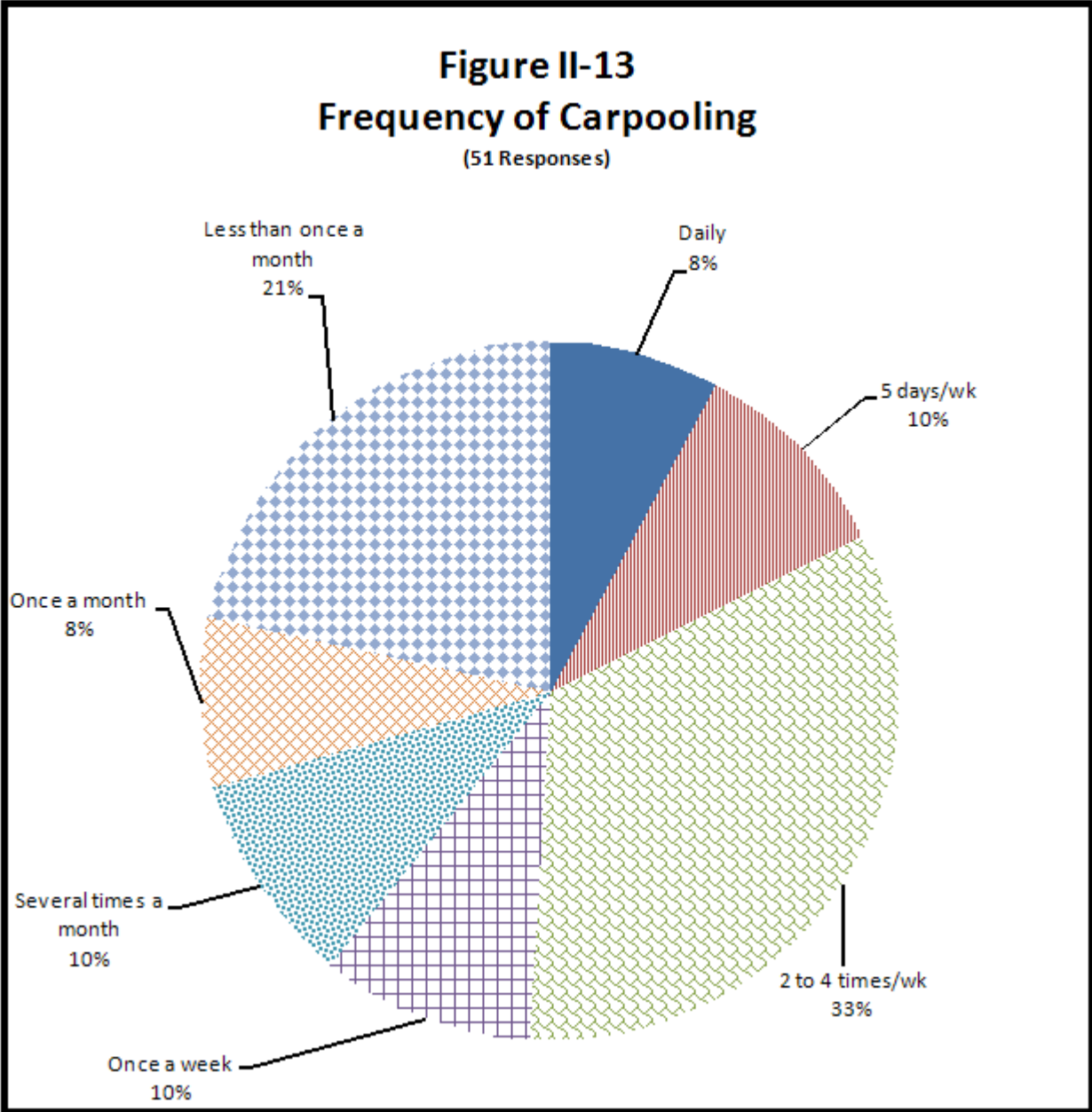
Travel Behaviors

Several questions were directed at respondents to elicit specific travel behaviors. This section details the results of those key questions. Questions range from carpool frequency, park-and-ride awareness, and need for personal car for work or errands.

One key question that has surfaced in recent months concerns rising fuel costs. Respondents were asked if they had changed their travel behavior as a result of higher gas prices. Figure II-12 provides the responses, indicating that 23 percent have not made any travel behavior changes. Approximately the same percentage indicate they travel less frequently, while 34 percent combine more trips. Additionally, some of the respondents indicate using bus service or carpooling. Several of those who have changed behavior respond that they have purchased more fuel-efficient vehicles.



In response to those who are currently carpooling, frequency of use information was sought. Approximately 14 percent of respondents carpool on some occasions. Figure II-13 provides these frequencies, ranging from “daily” 18 percent to 33 percent who are “regular carpoolers.” The remainder carpool on an infrequent basis.



Respondents were asked if they were aware of the park-and-ride lot that exists in Woodland Park. Nearly 70 percent were unaware that it existed, and of those who were aware of its existence, only seven percent use/used the lot.

**Community Survey Trip Rates**

The community survey was initiated to collect demographic and service desire information from residents traveling between the Woodland Park area and

## *Estimating Demand for Services*

Colorado Springs. The survey is not a representative sample of the entire corridor. The survey was posted on a Website and information was mailed out in various formats to residents along the corridor and in Colorado Springs. The survey asked respondents a series of questions to determine potential riders. With the help of a multi-step analysis, approximately 36 percent of survey respondents were classified as potential riders. However, based on the frequency of how often potential riders would use the bus service, ranging from daily to using the service once a week, a trip rate could be developed. This represents information that can be used to help plan service, not statistically significant results that can be applied to the entire population of the corridor.

Several questions were asked regarding use of a personal vehicle for work, for errands, or to drop off and pick up children from school/daycare. These questions were then put through a step-wise filter process to determine the actual number of potential users. Results were as follows:

- 76 percent do not require a car for business at work
- 46 percent do not need a car for personal errands during the day
- 84 percent do not drop off/pick up kids from school/daycare

Using this filter, of the 374 respondents, 36 percent would use the service if it was available and met their needs. That is not to say that 36 percent of all commuters will use a future service.

Based on the survey information, the following can be assumed:

45 respondents who are potential frequent eastbound riders \* 2 trips per day \*  
250 days = 22,500 annual eastbound trips from those who live west of  
Colorado Springs

Where:

- Respondents to need a car while at work for business
- Respondents don't need a car for personal errands
- Respondents don't drop off kids at school/daycare
- Responded they would use service

- Would ride “daily”
- Travel to Colorado Springs from 6:00 a.m. to 9:00 a.m.

This equates to a total of 32 respondents who combine to create an annual Woodland Park to Colorado Springs demand estimate of 16,000 one-way trips.

Infrequent riders (2-3 times weekly) were filtered in much the same way. Infrequent riders account for a total of 40 respondents. Of these 40 respondents, 27 were classified as being able to use service during normal commute times. This is an average of 2.5 round-trips (five one-way trips per week). This is equivalent to approximately 6,750 annual one-way trips.

Combined, this is approximately **22,750** annual one-way commuter trips from Woodland Park to Colorado Springs during a normal (6:00 to 9:00 a.m. and 3:00 to 6:00 p.m.) time frame.

It appears there may be some demand for services from Colorado Springs to Woodland Park. There are approximately eight respondents in the education field who could use service from Colorado Springs to Woodland Park. If these eight persons were to ride frequently, this would equate to approximately **4,000** westbound trips.

Total commuter demand ranges are from 23,000 to 26,000 annual one-way trips.

## **INTERCITY DEMAND**

In order to estimate demand for intercity bus service, a model was used from the report, *“Planning Techniques for Intercity Transportation Services”*. In general, the model considers the following input factors: the number of passengers traveling one way on a given route is a function of the frequency of service, the population served, the cost to the rider, and the distance of the trip.

The model that proved to be appropriate is of the following format:

$$\text{PASS/MO} = \text{CONST} \times \text{RTFREQ}^a \times \text{SERVPOP}^b \times \text{FARE/MI}^c \times \text{DIST}^d$$

where:

*PASS/MO* = the number of one-way passengers boarding per month for the route segment specified

*CONST* = a constant specifically derived for this equation

*RTFREQ* = scheduled round-trips per week on the route

*SERVPOP* = the population served: defined as the sum of the populations of villages, towns, and cities directly along the route, divided by 100

*FARE/MI* = fare per mile in cents, found by dividing the cost of a one-way fare between the end points of each route by the one-way distance between the end points of the route

*DIST* = one-way distance between the endpoints on the route

*a* = the exponent for round-trip frequency

*b* = the exponent for service population

*c* = the exponent for fare per mile

*d* = the exponent for one-way distance

The specific model that was used for the estimation of demand in this study was chosen based on the route distance of the study area. The final equation used for this study was designed for route distances of between 20 and 60 miles.

$$\text{PASS/MO} = 17.989 \times \text{RTFREQ}^{1.032} \times \text{SERVPOP}^{0.376} \times \text{FARE/MI}^{0.645}$$

Intercity trips of different lengths are quite different in terms of trip purpose and frequency. This equation can be applied to estimate the potential demand for services between the various communities in the area. Assuming two round-trips per day throughout the year and a fare equivalent to \$0.10 per mile (an industry standard), the total demand for intercity service can be calculated to equal 24,000 one-way passenger-trips per year. Again, this figure represents a maximum upper bound, as discussed above.

## EXISTING DEMAND SUMMARY

The preceding demand methodologies have presented a wide range of demand estimates. Demand estimates are based upon quantitative estimates of the number of person-trips made in a given time. However, estimates are based upon

services that can reasonably meet the needs of the population served. Estimates for service must be carefully weighed in order to determine the feasibility of providing services. Total estimated annual demand for commuter service is estimated to range from 15,000 to 28,000 annual one-way trips, with an average of nearly 20,000. Additionally, there will be a latent demand for those who would ride infrequently and those who would use service for non-employment needs. This demand is expected to be low and difficult to estimate given the service designed around commuter needs.



## CHAPTER III

# Operations Plan

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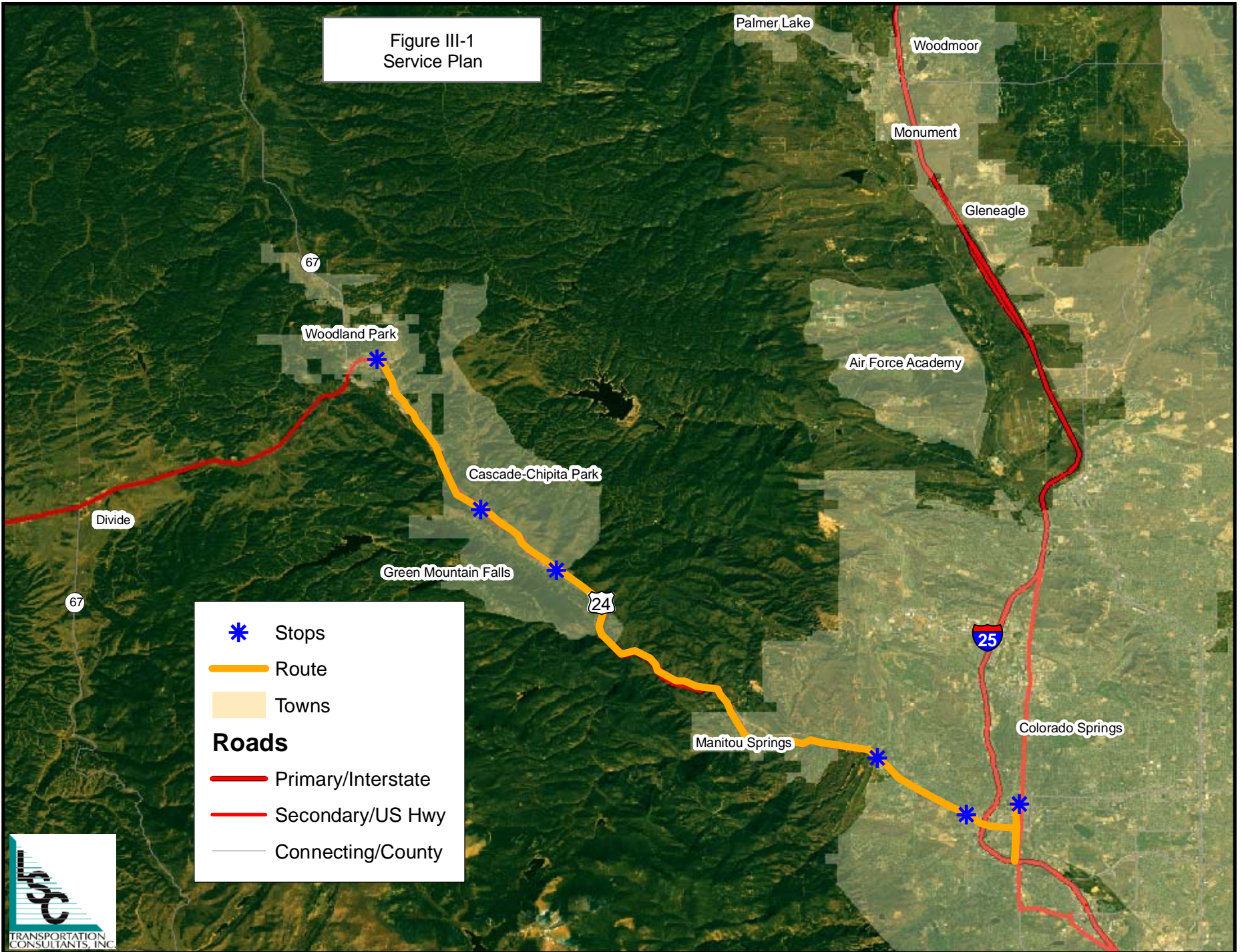
### INTRODUCTION

Chapter III provides the operations plan for transit service on the US Highway (US) 24 corridor. The operations plan includes the level of service, specific route and stops, and service characteristics. It is anticipated that the proposed service will begin in the fall of 2008. The proposed service is an express regional commuter route between the City of Colorado Springs and the City of Woodland Park, with limited stops along the route. Figure III-1 presents the route alignment and stop recommendations.

### OPERATIONS PLAN

The preferred operations plan is to implement commuter service with minimal mid-day service along US 24. The route is a point-to-point regional route with limited stops along the corridor. Table III-1 provides the operational characteristics of the service for the first two years of operation. Future funding will need to be secured to continue operations after year two.

The total estimated service costs do not include deadhead time since it is not used in the calculation of performance measures. The inclusion of deadhead time will result in an additional \$70,000 annual service cost.



**Table III-1  
2008-2009 Service Plan**

Service Alternatives	Description	Total Daily			Total Annual			Estimated Ridership (Averages)	Total Estimated Service Cost	Performance Measures				
		Daily One-Way Trips	Vehicle-Miles	Vehicle-Hours	Vehicle-Miles	Revenue Hours	Total Vehicle-Hours			Passengers/Revenue Hour	Cost/Hour	Cost/Passengers	Estimated Fares (based on cash/trip)	Net Operating Deficit
Year 1 Operations	Nov 10. - Dec 31. 2008	30	700	30	25,900	759	1,110	2,509	\$99,956	3.3	\$90	\$39.84	\$7,527	\$92,428
Year 2 Operations	Jan. - Dec. 2009	30	700	30	178,500	5,228	7,650	23,056	\$730,193	4.4	\$95	\$31.67	\$69,169	\$661,023
Year 2 Operations	Jan. - Dec. 2010	30	700	30	152,600	4,469	6,540	25,362	\$641,116	5.7	\$98	\$25.28	\$76,086	\$565,030

Note: LSC 2008.

## **Service Integration**

The coordination of the Ute Pass Express with existing services is an important aspect of a systemwide approach. The Ute Pass Express service should have timed transfers with all other Mountain Metropolitan Transit services at the downtown terminal center (DTC). This will require ensuring schedules are flexible enough to react to traffic congestion, weather, and other extraneous factors. Additionally, the fare structure is such that transfers from the Ute Pass Express will be taken into consideration when transferring to select Mountain Metropolitan Transit routes and FREX.

## **Schedules**

Table III-2 presents the preliminary schedules for the transit service as a basis for discussion. The schedules were based on input from the community online questionnaire. While there may be a small demand from the town of Divide, service to that area is not seen as viable at this point. The schedules indicate a one-way trip time of 50 minutes, accounting for stops along the way. A total of 15 round-trips are planned. Service was scheduled so that arrivals at the DTC coincide with the Mountain Metropolitan Transit fixed routes and to ensure that workers are able to get to work on time if connecting with Mountain Metropolitan Transit, as well as connecting at the I-25 park-and-ride lot for transfers to and from FREX.

**Table III-2  
Final Schedules**

Depart Woodland Park	GMF	Cascade	Manitou	Arrive Terminal	Depart I-25/Tejon	Manitou	Cascade	GMF	Arrive Woodland Park
					4:50 AM	5:00 AM	5:11 AM	5:19 AM	5:29 AM
5:35 AM	5:45 AM	5:52 AM	6:00 AM	6:12 AM	5:25 AM	5:35 AM	5:46 AM	5:54 AM	6:04 AM
6:10 AM	6:20 AM	6:27 AM	6:35 AM	6:47 AM	6:00 AM	6:10 AM	6:21 AM	6:29 AM	6:39 AM
6:50 AM	7:00 AM	7:07 AM	7:15 AM	7:27 AM	6:30 AM	6:40 AM	6:51 AM	6:59 AM	7:09 AM
7:25 AM	7:35 AM	7:42 AM	7:50 AM	8:02 AM	7:05 AM	7:15 AM	7:26 AM	7:34 AM	7:44 AM
8:00 AM	8:10 AM	8:17 AM	8:25 AM	8:37 AM					
					10:30 AM	10:40 AM	10:51 AM	10:59 AM	11:09 AM
11:15 AM	11:25 AM	11:32 AM	11:40 AM	11:52 AM	11:05 AM	11:15 AM	11:26 AM	11:34 AM	11:44 AM
11:55 AM	12:05 PM	12:12 PM	12:20 PM	12:32 PM	12:05 PM	12:15 PM	12:26 PM	12:34 PM	12:44 PM
12:55 PM	1:05 PM	1:12 PM	1:20 PM	1:32 PM	12:50 PM	1:00 PM	1:11 PM	1:19 PM	1:29 PM
1:40 PM	1:50 PM	1:57 PM	2:05 PM	2:17 PM	2:30 PM	2:40 PM	2:51 PM	2:59 PM	3:09 PM
3:20 PM	3:30 PM	3:37 PM	3:45 PM	3:57 PM	3:35 PM	3:45 PM	3:56 PM	4:04 PM	4:14 PM
4:30 PM	4:40 PM	4:47 PM	4:55 PM	5:07 PM	4:10 PM	4:20 PM	4:31 PM	4:39 PM	4:49 PM
5:05 PM	5:15 PM	5:22 PM	5:30 PM	5:42 PM	4:45 PM	4:55 PM	5:06 PM	5:14 PM	5:24 PM
5:40 PM	5:50 PM	5:57 PM	6:05 PM	6:17 PM	5:20 PM	5:30 PM	5:41 PM	5:49 PM	5:59 PM
6:05 PM	6:15 PM	6:22 PM	6:30 PM	6:42 PM	6:30 PM	6:40 PM	6:51 PM	6:59 PM	7:09 PM
7:09 PM	7:18 PM	7:24 PM	7:30 PM	7:42 PM					

**Fares**

The proposed fares were based on a variety of choices for riders. A key to this system is that transfers must be both convenient and economical. An appropriate fare structure will take into account a pass for services, as well as patrons riding the Ute Pass Express and making a transfer. Table III-3 provides a recommended fare structure for the transit service.

<b>Table III-3 Proposed Ute Pass Express Fare Structure</b>				
<b>Ute Pass Express Fare Categories</b>	<b>One-way Cash Fare</b>	<b>10-Ride Ticket</b>	<b>20-Ride Ticket</b>	<b>40-Ride Ticket</b>
To/From Woodland Park/Colorado Springs	\$3.00	\$27.00	\$51.00	\$90.00
To/From Woodland Park/Colorado Springs transfer to MM	\$4.00	\$37.00	\$61.00	\$100.00
To/From Woodland Park/Green Mountain Falls	\$1.50			
<b>FREX Transfer Program</b>				
Ute Pass Express TO FREX (To Monument)	\$7.00	\$63.00	\$119.00	\$226.00
Ute Pass Express TO FREX (Castle Rock)	\$8.00	\$82.00	\$146.00	\$270.00
Ute Pass Express TO FREX (To Denver)	\$12.00	\$81.00	\$153.00	\$396.00

**Vehicles**

The preferred transit service will operate with three vehicles plus one spare vehicle. A vehicle deployment plan will include rotating the spare vehicle in and out of service to equitably spread out the vehicle-hours on all of the vehicles. Mountain Metropolitan Transit is investigating the use of Type III body-on-chassis vehicles with an approximate capacity of 24 passengers.

# Appendix A: Survey Form



# UTE PASS EXPRESS SURVEY

1. **How often do you travel to and from Colorado Springs?**  
 Daily                       5 days a week                       2 to 4 times a week                       Once a week  
 Several times a month                       Once a month                       Less than once a month
  
2. **What is the PRIMARY purpose for those trips?**  
 Employment     Shopping     Social/recreation     Medical     Other (please specify) \_\_\_\_\_
  
3. **If you have a SECONDARY purpose, what is it?**  
 Employment     Shopping     Social/recreation     Medical     Other (please specify) \_\_\_\_\_
  
4. **What is the average amount of time it takes for your one-way trip?** \_\_\_\_\_
  
5. **In general, what time of day do you make your trip TO Colorado Springs?**  
 4 - 6 a.m.     6 - 9 a.m.     9 a.m. - noon     Noon - 3 p.m.     3 - 6 p.m.     After 6 p.m.
  
6. **In general, what time of day do you make your trip FROM Colorado Springs?**  
 4 - 6 a.m.     6 - 9 a.m.     9 a.m. - noon     Noon - 3 p.m.     3 - 6 p.m.     After 6 p.m.
  
7. **Are you aware that there is a carpool lot in Woodland Park?**     Yes     No  
**If YES, do you use the lot to carpool to Colorado Springs?**     Yes     No
  
8. **If you currently carpool, how often do you carpool to Colorado Springs?**  
 Daily                       5 days a week                       2 to 4 times a week                       Once a week  
 Several times a month                       Once a month                       Less than once a month
  
9. **Fuel prices have risen sharply in the past year. How have you changed your transportation habits due to higher gas prices?**  
 Not made any changes     Travel less frequently     Take shorter trips     Combine more trips  
 Carpool     Use bus services     Other (please specify) \_\_\_\_\_
  
10. **Do you need your car for business purposes while you are at work?**     Yes     No
  
11. **Do you need your car for personal errands during the day?**     Yes     No
  
12. **Do you drop off or pick up children on your way to or from work?**     Yes     No
  
13. **Thinking about a trip you make MOST often, whether for commuting or other purposes, would you use an express bus that operates on Highway 24 from Woodland Park to Colorado Springs?**     Yes     No  
**If YES, how often would you use an express bus?**  
 Daily                       5 days a week                       2 to 4 times a week                       Once a week  
 Several times a month                       Once a month                       Less than once a month
  
14. **How important to you is each of the following in deciding to use public transit?**

	Extremely Important	Very Important	Somewhat Important	Not Important	Not Sure
Overall convenience . . . . .	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The time it takes to reach my destination . . . . .	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Reliability of getting where I need to go on time . . . . .	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Personal safety . . . . .	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Sense of independence . . . . .	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Overall cost . . . . .	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Overall stress/hassle . . . . .	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Helping improve air quality in my community . . . . .	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Making good use of my time . . . . .	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
  
15. **Ute Pass Express is considering providing a guaranteed ride home for times of emergency when you have used transit to get to work/school and have an unexpected need to get home immediately or occasionally work later than the bus runs. How important would this option be in deciding to use Ute Pass Express?**  
 Very important                       Important                       Somewhat important                       Not important

16. **Wireless internet is another option that may be available on Ute Pass Express buses. How important is this feature to you?**  
 Very important       Important       Somewhat important       Not important
17. **In your opinion, where do you think express bus service should begin?**  
 Address/location in Woodland Park \_\_\_\_\_  
  
**Where should it end?** (e.g., Downtown Colorado Springs, Garden of the Gods, UCCS, etc.)  
 Address/location \_\_\_\_\_
18. **How many stops should be on the route?** \_\_\_\_\_
19. **Where should those stops be?** (e.g., Divide, Green Mountain Falls, Old Colorado City, Downtown Colorado Springs, Garden of the Gods corridor, etc.)  
 \_\_\_\_\_
20. **What is your gender?**     Male       Female
21. **What is the major intersection nearest to where you live?**  
 Street: \_\_\_\_\_  
 Cross street: \_\_\_\_\_
22. **What is the zip code at your home address?** \_\_\_\_\_
23. **Are you presently employed?**     Yes       No  
 If yes, where? (please specify the name and /or address of your employer)  
 \_\_\_\_\_
24. **How many working vehicles are there in your household?**     1       2       3       More than 3
25. **How many adults in your household work outside the home, *FULL-TIME* in Colorado Springs?**  
 1       2       3       More than 3
26. **How many adults in your household work outside the home, *PART-TIME* in Colorado Springs?**  
 1       2       3       More than 3
27. **What is your age range?**  
 18 - 24       25 - 35       36 - 45       46 - 59       60 - 65       Older than 65
28. **If employed, what is your occupation?**  
 Homemaker       Service Worker       Laborer       Sales  
 Managerial/Professional       Technical/Administration       College Student       Secondary Student  
 Production/Craft/Repair/Machine Operator       Retired       Other (please specify): \_\_\_\_\_
29. **Would you like more information on existing rideshare/carpools/vanpools?**     Yes       No
30. **Would you like to be kept informed throughout this planning process?**     Yes       No

If you answered yes to question 29 or 30, please provide your contact information:

E-mail address: \_\_\_\_\_

or

Mailing address: \_\_\_\_\_

**THANK YOU for your time and input on this important study!**  
 Please return your survey to the address below.



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