

## 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 will 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 will 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 will 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 will complete many gaps within the core area of the MMT system.

## CHANGES TO EXISTING ROUTES

### MODIFYING SATURDAY SERVICE ON ROUTE 34

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

## THE FOLLOWING WILL NOT BE IMPLEMENTED WITH SPRING SERVICE CHANGES

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

At this time, MMT will not be pursuing 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.

### REMOVING MYRON STRATTON STOP ON ROUTE 10

MMT will NOT remove the stop located on Myron Stratton property and reroute Route 10 to stay on S. Nevada Avenue/Highway 115.

## Final Service Changes Spring 2015

### REVISED RECOMMENDATIONS

Based on the public meeting/input process, the consideration of our main goals to improve productivity and enhance service, as well as the availability of operational funds, Mountain Metro Transit (MMT) recommends the approval and implementation of the proposed 2015 Spring Service Changes with the following revisions:

1. Leave the Myron Stratton bus stop at its current location within the Myron Stratton property.
2. Revise the proposed Route 22 realignment to operate on the segment of Pikes Peak Ave. between Academy Blvd. and Murray Blvd. and the area on Airport Rd. between Academy Blvd. and Murray Blvd. (see revised map within).
3. Defer rerouting routes 2 and 14 within the roundabout at the El Paso County Citizen Service Center until fall 2015 since the necessary improvements to the roundabout will not be completed by the spring service change start date.

The pamphlet details the remaining changes that will be implemented with the upcoming service change. The effective date for implementation of the Spring 2015 Service Change will be Sunday, April 5, 2015.



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# CHANGES TO EXISTING ROUTES

## ROUTES 1 AND 3 WILL NO LONGER BE INTERLINED FOR ANY SERVICE

## ROUTES 1 AND 32 WILL STILL BE INTERLINED FOR WEEKDAY SERVICE

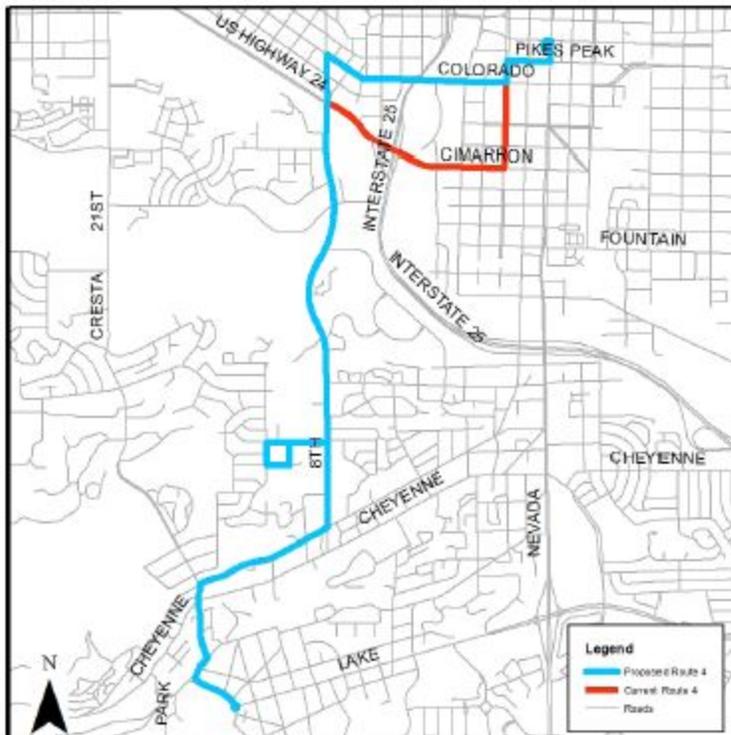
### RESTRUCTURING ROUTE 4

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.

#### 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.



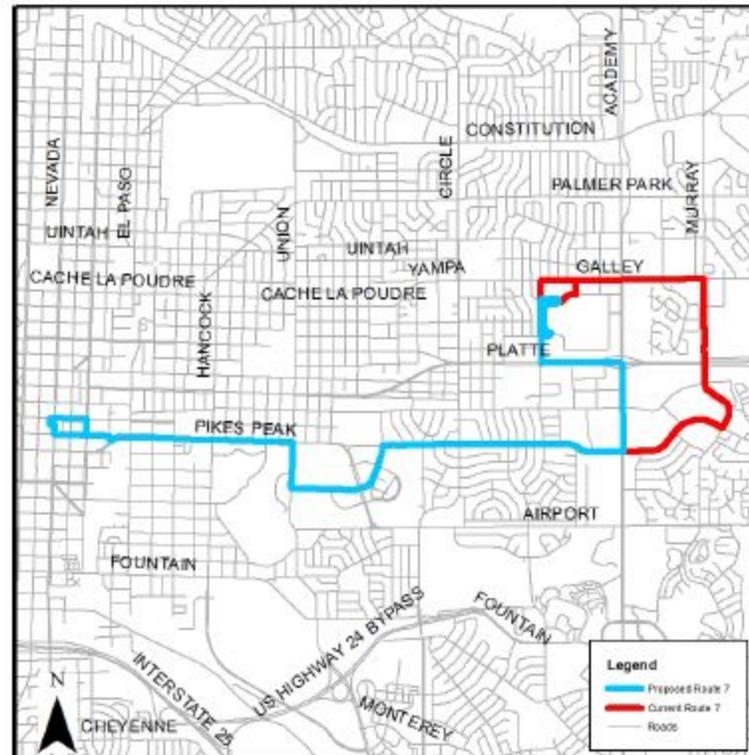
### RESTRUCTURING ROUTE 7

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 will remove several stops on Route 7 and shift an area of service to Route 22.

#### Stop Removal

Outbound: Pikes Peak Ave. & Academy Blvd.

Inbound: Galley Rd. & Chelton Rd.



### REASSIGNING DEPARTURE TIMES FOR ROUTE 6 AND 8

In order to improve operations at the Downtown Terminal, MMT will 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 will 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.

### RESTRUCTURING ROUTE 25

To address on-time performance issues, the existing Route 25 will be divided into two routes: Route 25, which will run from the Citadel Mall north to Voyager Parkway and Route 27, which will run from the Citadel Mall south to PPCC Centennial campus.

### INTERLINING ROUTES 5 AND 25, 7 AND 27 FOR WEEKDAY EVENINGS/SATURDAY/SUNDAY SERVICE

On weekday evenings and weekends, MMT will interline Route 5 with 25 and Route 7 with 27. On weekdays, the interline will begin at approximately 6:30 p.m. The interline will ensure that passengers heading into and out of the downtown area will not miss their transfers because the routes will interline at the Citadel Mall Transfer Center.

### INTERLINING ROUTES 25 AND 27 WEEKDAYS

On weekdays, routes 25 and 27 will be interlined from approximately 5:12 a.m. to 1 p.m. After 1 p.m., if passengers want to travel from Voyager Pkwy to PPCC or vice versa, they will need to transfer at the Citadel Mall using a transfer ticket. Buses will be scheduled to meet at the Citadel Mall Transfer Center to minimize wait times.

For specific information, consult individual schedules online at [mmtransit.com](http://mmtransit.com) or call (719) 385-RIDE for more details.

# 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 will be eliminating a section of Route 22 along Chelton Rd. and Airport Rd. and replacing it with the higher ridership area along Murray Blvd.

### Stop Removal

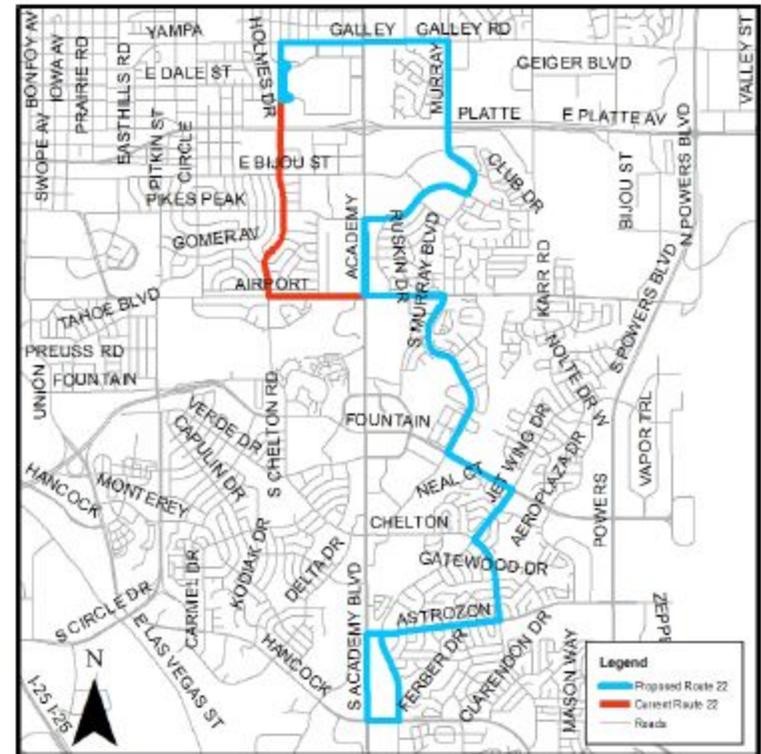
Outbound: Chelton Rd. & Platte Ave., Chelton Rd. & Bijou St., Chelton Rd. & Fairmont St., Chelton Rd. & Dundee Pl., Airport Rd. & Chelton Rd., Airport Rd. & University Dr., Airport Rd. & Lakewood Cir.

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

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



## REDESIGNING ROUTE 23 AND INCORPORATING SECTIONS OF ROUTE 24

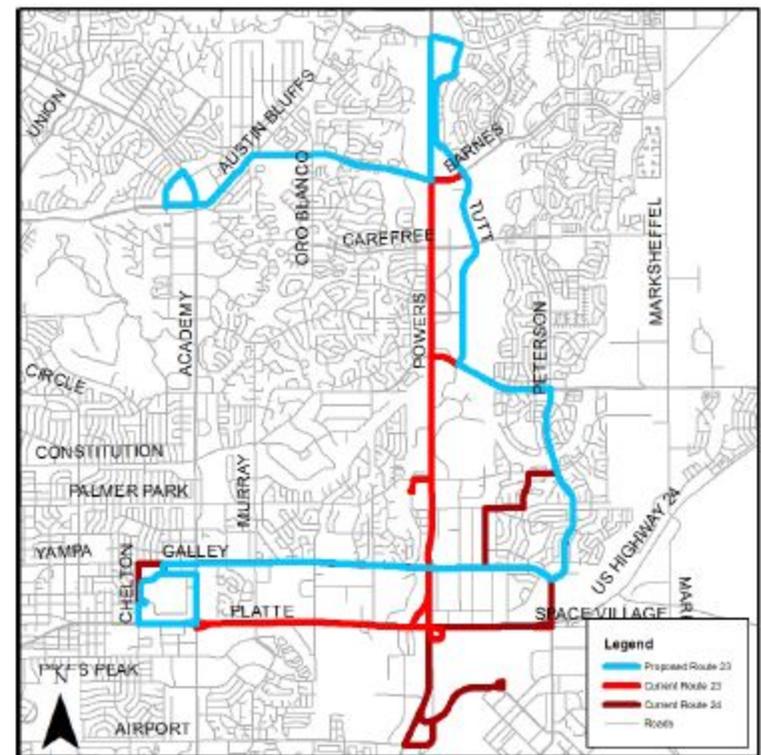
Sections of Route 24 experience extremely low ridership and are therefore unsustainable. MMT will eliminate Route 24 with service to Peterson Air Force Base, but will redesign Route 23 to incorporate the high ridership portions of Route 24.

Combining Routes 23 and 24 will improve transfer opportunities to Routes 25 and 34. Additionally, the redesign will 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. will 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.

### 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 will 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., will be reassigned to the newly redesigned Route 23. Route 34 will 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 will 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.

