Clear Creek and Gilpin Counties:
Transit Assessment and Planning Study

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Purpose of Study

The purpose of the Transit Assessment and Planning Study is to document the area's transportation gaps and identify specific human services and public transportation needs to improve community access to:

- ◆ Employment
- ◆ Healthcare
- ◆ Education
- ◆ Services
- ◆ Shopping
- ◆ Recreational opportunities

The study includes a strategic approach to fulfilling those needs and gaps to ensure overall community support of the plan's recommendations and promote implementation of recommendations over time.

Community Context

Clear Creek and Gilpin Counties are located on the western edge of the Denver Metro Area. They are part of Colorado's largest Urban Transportation Planning Region (TPR), the Greater Denver TPR, as depicted on **Figure 1** on the right. The blue area on the map is the Transportation Management Area (TMA); the US Census Bureau defines TMAs as areas that are expected to urbanize over the next 20 years. The rest of the TPR includes the more rural areas of the region. Clear Creek and Gilpin Counties are very rural in nature, in comparison to the TMA that is generally much more urban.

This effort is intended to help understand Clear Creek and Gilpin Counties' residents' unique transportation needs and help plan for expansion of services, as appropriate. Partner agencies involved in this effort include: Clear Creek County, Gilpin County, Denver Regional Council of Governments (DRCOG), and Colorado Department of Transportation (CDOT).

Figure 1. Denver Regional Council of Governments Transportation Management Area and Transportation Planning Region (Source: DRCOG, Transportation Planning in the Denver Region, 2017)
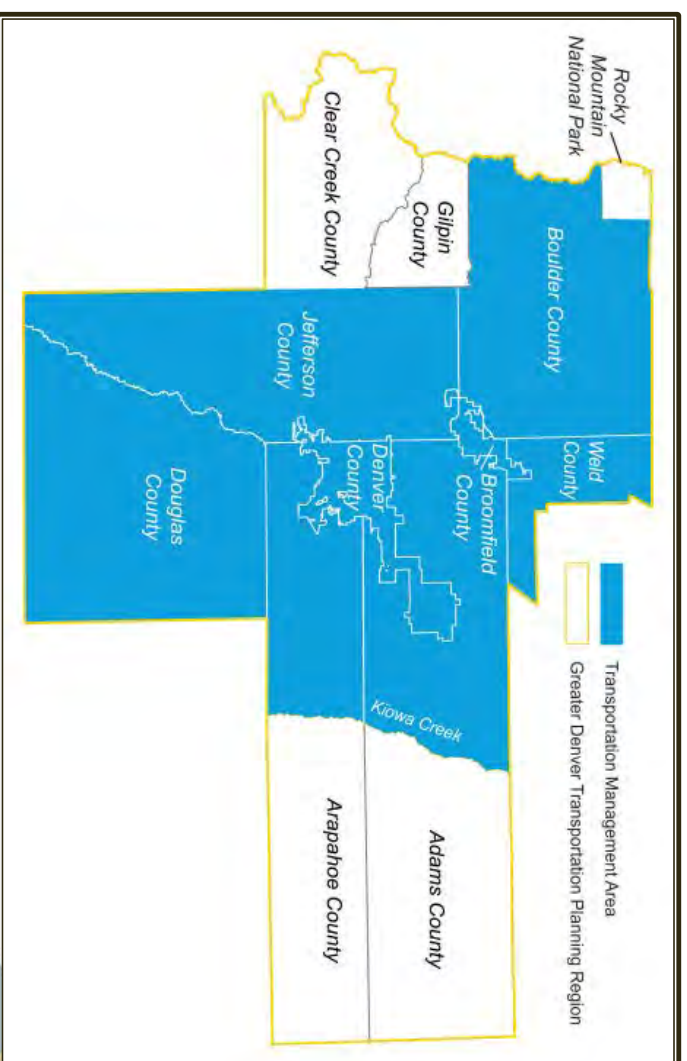
Existing Services

Several existing transit services are available in the two-County area, some are funded and operated by the two Counties, some by non-profit providers and some by private companies. **Figure 2** provides a graphic depiction of all the services and **Table 1** on the next page summarizes each service individually.

Figure 2 and **Table 1** imply a robust range of services, but services are very limited in terms of who qualifies to use them and the hours in which they are operated. All fixed-route services shown only operate a few times a day, at most, and most services require some sort of qualification for users, such as being a senior or qualifying for Non-Emergent Medical Transportation (NEMT).

This relates to the fact that individuals who choose to live in the two Counties, generally do so with the understanding that providing one's own transportation is part of living in the rural environment that the two Counties offer their residents. It also speaks to the fact that providing transportation in rural areas can be expensive due to the dispersed population and destinations.
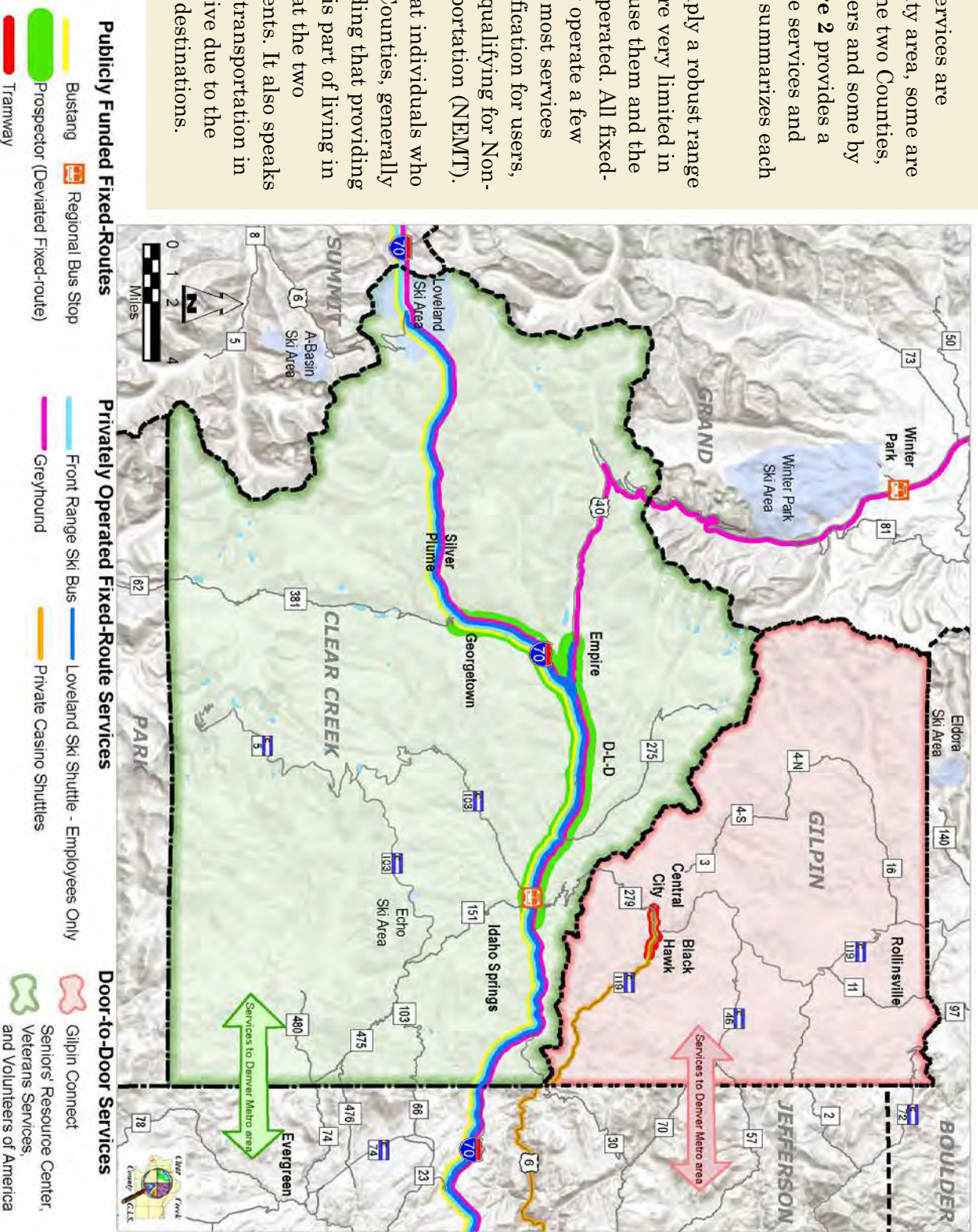
Figure 2. Transit Service Map

Table 1. Transit Service Overview

Provider	To/From	Service Available For	Cost (one-way)	Operating Hours
Clear Creek County — Door-to-Door – Scheduled				
Clear Creek County (Seniors' Resource Center [SRC] – Evergreen)	Clear Creek to Denver	Medical appointments for Medicaid clients, seniors and individuals with special needs	Free – Donations Suggested	M – F, 8AM – 5PM Advanced scheduling required
Volunteers of America (VOA)	Clear Creek	Seniors age 60+ for VOA meals, medical appointments, general errands, and to volunteer sites	Suggested donation of $2.50	M – F, 8AM – 3PM Advanced scheduling required
Veterans' Van	Clear Creek to Denver	Medical, probation, or court appointments for Veterans and their widows/widowers	Free	M – F, as needed Advanced scheduling required
Developmental Disabilities Resource Center (DDRC)	Home to job sites	Individuals enrolled in DDRC programs	Contact DDRC for more information	Contact DDRC for more information
Clear Creek County — Fixed-Route				
Bustang West Line - CDOT	Glenwood Springs (GWS) to Denver	General public	From Idaho Springs $5 to Denver $22 to GWS	Eastbound trips: 8:30AM and 10:15AM Westbound trips: 4:05PM and 6:55PM
Prospector – Clear Creek County/CDOT	Georgetown to Idaho Springs	General public	$1 (local) $2 (town to town)	AM trips: 7:15 – 10:15AM PM trips: 2:15 – 5:15PM
Clear Creek School District RE-1	Along designated routes to schools	Enrolled students	Free	Contact School District
Loveland Ski Area Employee Shuttle	Designated PnR and Loveland Ski Area	Employees of Loveland Ski Area	Free	Contact Loveland Ski Area
Front Range Ski Bus	Denver to Loveland Ski Area	Loveland Ski Area customers	$45 (round-trip)	7AM Westbound trip 4PM Eastbound trip
Gilpin County — Door-to-Door				
Developmental Disabilities Resource Center (DDRC)	Home to job sites	Individuals enrolled in DDRC programs	Contact for more information	Contact for more information
Gilpin Senior Program	Gilpin to adjacent Counties and Denver	Seniors age 60+ for VOA meals, medical appointments, general errands, and to volunteer sites	$2.50	M – F, 8AM – 4:30PM Advanced scheduling required
Gilpin County Health and Human Services	Gilpin to adjacent Counties and Denver	Medical appointments for Medicaid clients	Free	M – F, 8AM – 4:30PM (Scheduling required)
Gilpin Connect	Gilpin to adjacent Counties and Denver	General public for medical appointments	$5 to adjacent Counties $10 to Denver	M – F, 8AM – 4:30PM Advanced scheduling required
Gilpin County — Fixed-Route				
Tramway	Central City to Black Hawk	General public	Free	M-Th, 10AM – 2:30AM F-Sun, Noon – 3:30AM
Gilpin County and Nederland Independent School Districts	Along designated routes to schools	Enrolled students	Free	Contact School District
Private Casino Shuttles	Denver to Casinos	Intended for casino customers, but open to the general public with paid ticket	$20	Contact private providers

Clear Creek County Public Transportation Spending

In 2017, Clear Creek County's budget included two line items related to public transportation:

- ◆ $32,607 as their local match contribution toward the operation of the Prospector Route, though a total of $73,350 was budgeted for the year but was not fully spent

- ◆ $16,800 toward transportation for Developmental Disabilities Resource Center (DDRC) clients

The Prospector is a deviated fixed-route service that provides four daily trips for the general public between Georgetown and Idaho Springs and the DDRC services that the County contributes funds toward provides access to work sites for Clear Creek County DDRC clients.

Clear Creek County's total contribution to public transportation services in 2017 was just under $50,000 or $5.25 per resident. The SRC operates all the public transportation services in Clear Creek County and in total provided 3,186 trips to County residents in 2017, the County' funding toward these equate to approximately $15.50 per trip. Grant funding from the Federal Transit Administration (FTA) and funding from DDRC and SRC also contribute to public transportation services available to County residents.

Gilpin County Public Transportation Spending

Gilpin County operates door-to-door public transportation service between the County and the Denver metro area. In 2017, the County spent just under $52,000 or $8.92 per resident on these services. Services are available for medical appointments for all residents and senior transportation to Volunteers of America (VOA) meal sites, for general errands, and to volunteer sites. The County provided a total of 3,728 trips in 2017, for an average cost of $13.93 per trip. Other funds that contribute to the cost to operate these services include VOA funding and Medicaid reimbursement.

*Both County's budget and ridership numbers have been updated since the Existing Conditions Report was finalized.

County Transportation Costs

Annual median income for the two Counties is nearly the same as that of the larger Denver Metro Area, which all fall between $65,000 and $68,000. However, the rural context of the two Counties does impact resident spending toward transportation as compared to the Denver Metro Area. **Figure 3** shows that the Counties have very similar percentages of household incomes going to housing and transportation, 28 percent and 26 percent and 29 percent and 26 percent, for Clear Creek County and Gilpin County residents respectively. The average for the Denver Metro Area is slightly lower with households dedicating 27 percent to housing and only 20 percent to transportation. Therefore, Denver residents have 7–8 percent higher discretionary income compared to Clear Creek and Gilpin County residents. **Appendix A** provides additional information.

Figure 3. Housing and Transportation Costs, Housing and Transportation Index, 2015
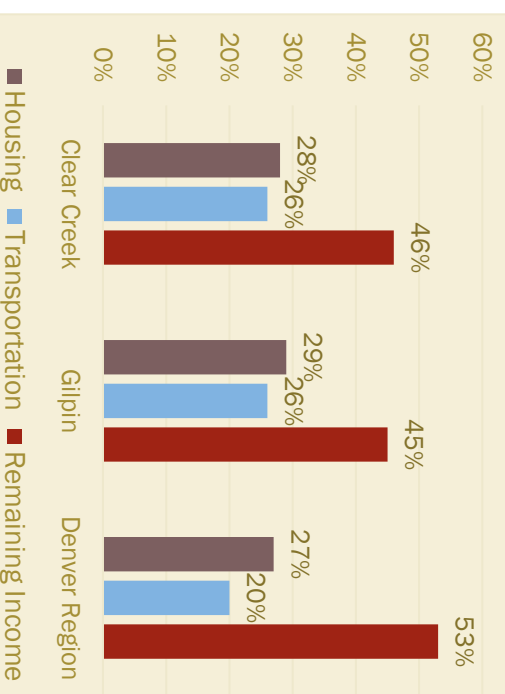
Community Characteristics

The two Counties are very rural in nature and they do not have the range of services of more urban communities. **Figure 4** shows the various activity centers and destinations throughout the two Counties. Residents regularly travel east to the Denver Metro Area and west to Summit County for services that are not available in the two-county area, such as legal services, specialty healthcare, and shopping. Grocery shopping is also a basic service that is limited in the two Counties. The map combines grocery stores and convenience stores in the legend, though it is worth noting the only true grocery stores in the two-county area are in Idaho Springs and Georgetown, all other markers indicate convenience stores.

Population characteristics for the two Counties are very similar to the greater Denver Metro Area, with a few exceptions:

- ◆ Fewer young adults live in the two Counties
- ◆ Fewer County residents work in the County that they live in
- ◆ County residents drive more than Denver Metro Area residents (approximately 10,000 miles more per year)

Appendix A provides a full summary of population, economic, and travel trends in the Counties.

Figure 4. Activity Center Map
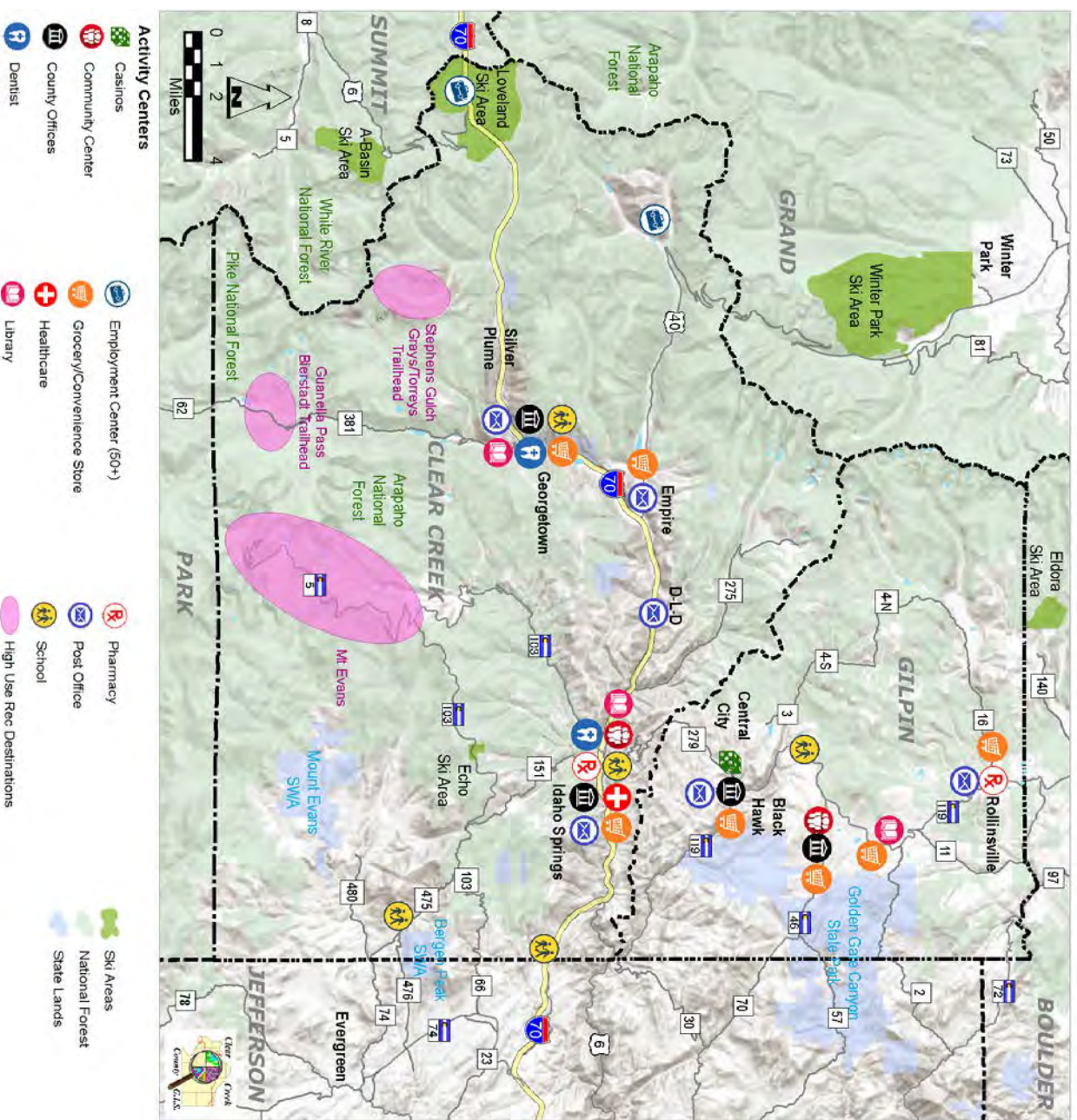
Public Involvement Summary

Engagement Strategy

Stakeholders and community members were engaged throughout the study's development. Engagement activities were designed to:

1. Identify transportation gaps and needs in the counties
2. Prioritize improvement recommendations

The public and key stakeholders were engaged through three key engagement efforts.

Focus Groups

Public Survey

Planning Advisory Committee

Appendix B provides a full summary of the public engagement.

Focus Groups/Public Open Houses

Two open houses/focus group meetings were held early in the study process. These were intended to initiate discussions around the Counties' existing transportation gaps and needs. The study's gaps and needs wer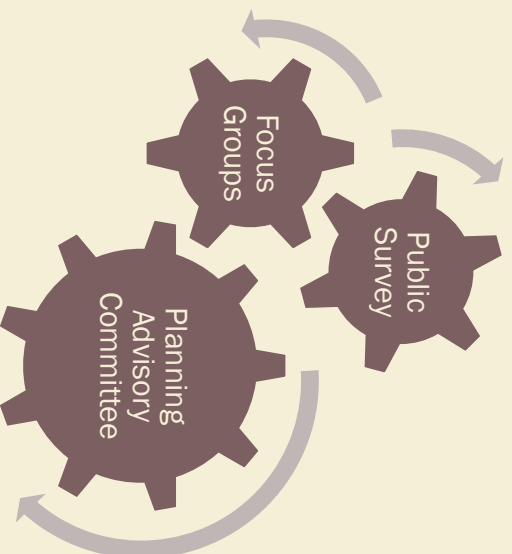e developed following these meetings and fine-tuned through work with the Planning Advisory Committee (PAC) and agency staff.

Planning Advisory Committee

A PAC was created at the onset of the project. Committee members included local transit users, County and agency representatives, and elected officials. The PAC's role was to help guide the study and to achieve consensus at key points throughout the planning process. The group met three times in early 2017; once in January, March, and April.

Public Survey

An online and paper survey were developed midway through the study process. The intent of the survey was to:

1) Learn if residents are aware of the public transportation services available to them, and
2) Help prioritize future County investments in public transportation services.

Key take-aways from the survey included:

- Respondents of both Counties were generally aware of the services that are available.
- Both Counties' respondents prefer that transportation spending be focused on older adults and people with disabilities.
- Clear Creek County respondents prioritized improvements to the Prospector and Bustang, indicating an interest in better connectivity to RTD and the Greater Denver Metro Area.
- Gilpin County respondents prioritized the implementation of a fixed-route type service like the old Connector and/or services linking to Idaho Springs.

Identification Process

Gaps and needs were identified through the review and analysis of existing conditions in the two Counties, including a review of existing public transportation services, demographics, economics, and travel trends. Additional input was garnered from County staff, agency and provider representatives and transit users/public during focus group/public meetings and input from the PAC. The gaps and needs were further refined through additional conversations with the PAC and County staff and the project survey. **Tables 2 – 7** organize the gaps and needs using these categories:

- Door-to-Door Transit Services
- Fixed-Route Transit Services
- Affordability
- Coordination
- Funding
- Information

Each gap and need include one or more strategies, opportunities, and action items that the Counties may consider when it comes time to implement each strategy. Priority levels of near-, mid- and long-term are also referenced in the tables. Near-term indicates within the next 5 years, mid-term indicates 5 to 10 years, and long-term suggests a longer-term initiative that requires further assessment. Near-term strategies are discussed in more detail in the next section of this report.

Figure 5. Planning Advisory Committee Gaps and Needs Voting Exercise
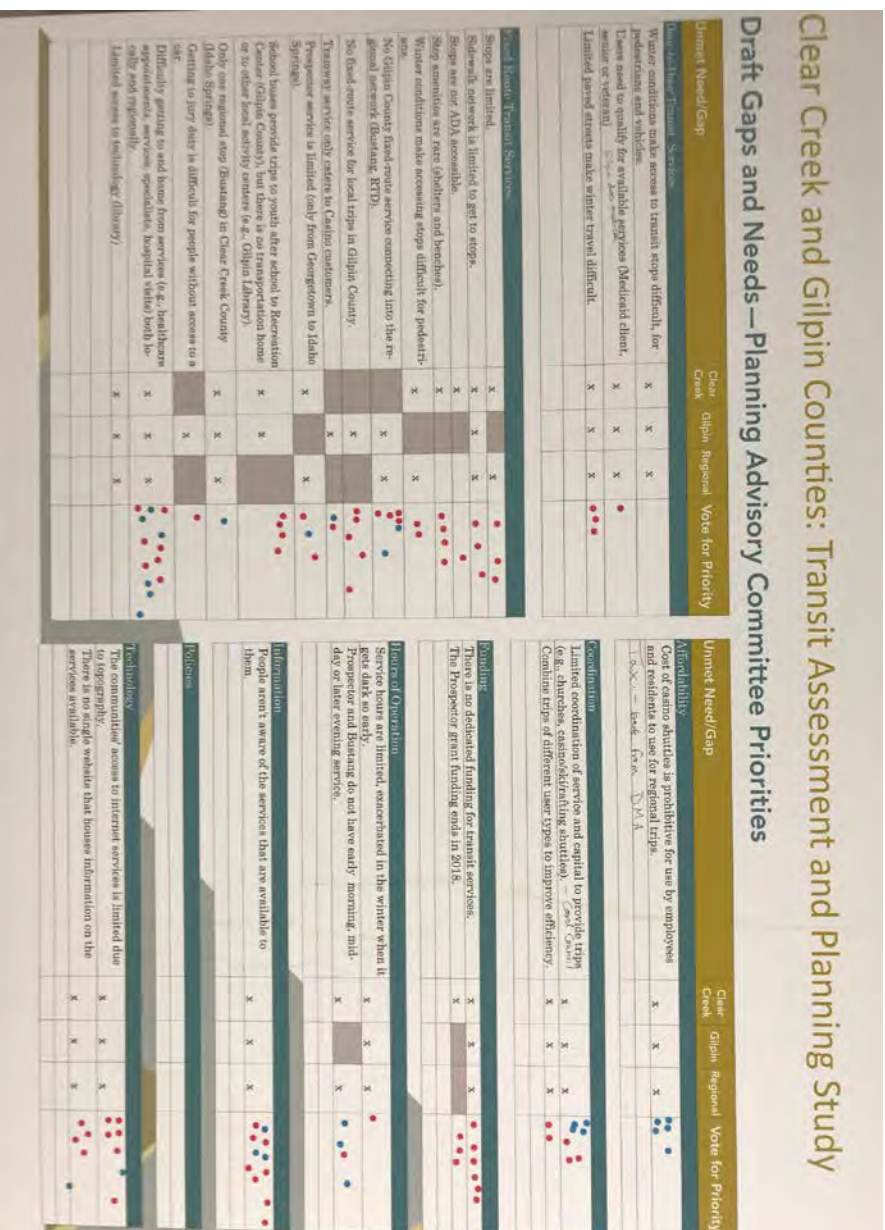
Table 2. Door-to-Door Transit Services – Gaps, Needs and Strategies

Door-to-Door Transit Services					
No.	**Unmet Need/Gap**	**Location**	**Priority**	**Strategy**	**Considerations**

1	Users need to qualify for available services
	
	*Except for medical trips in Gilpin County, which are provided to the general public
		All	Near-term	1.1 Develop a volunteer driving program	**Owner** – Needs identified (could be a County, Local Coordinating Council, local non-profit, or other champion)
					
					Action Items
					▪ Identify an owner/champion to take lead (possibly one in each County or a combined effort)
					▪ Review of other successful Volunteer Driver Program start-up steps
					  - Douglas County Neighbor Network
					  - Via – Boulder County
					  - SAINT – Larimer County
					  - Denver Regional Mobility and Access Council (DRMAC) – currently in the process of developing a program
					▪ May be a first step in understanding demands and origins and destinations to initiate grant applications for help with funding for additional expansion of door-to-door services.
					▪ Additional considerations described in **Table 8**.

			Mid-term	1.2 Casual Carpool to combine trips	**Owner** – Needs identified (could be a County, Local Coordinating Council, local non-profit, or other champion) **Action Items** ▪ Monitor casual carpool and vanpool programs growing in other communities (DRCOG Vanpool and California Waze app that helps to find shared trips)
2	Service hours are limited and do not always work for specialist appointments, especially discharge from appointments or hospital stays.	All	Mid-term	2.1 Coordinate these trips with other transportation providers (e.g., Strategy 1.1 and 1.2 and 4.1)	**Owner** – Transit Providers (Counties) **Action Items** ▪ Further discussion through creation of a Local Coordinating Council.

#	Issue	Geography	Term	Strategies / Action Items
3	Winter conditions make access to transit difficult, for pedestrians and vehicles (services are often canceled last minute due to weather).	All	Mid-term	**3.1** Coordinate with County Public Works Departments, municipalities and CDOT to have high transit usage areas prioritized on snow plowing routes **Owner** – CDOT, Counties and Municipalities **Action Items** • Monitor to learn if this is a major problem that needs to be addressed
4	Uber/Lyft/Taxi services are limited geographically throughout the two Counties	All	Long-term	**4.1** Identify a multimodal Shared-use Mobility Hub (facility with transit service, park-n-ride, car share, bike parking and possible taxi/uber/lyft service) in the two-county area that can serve as a centralized location to make these connections (Links to Park-n-Ride Strategy 18.1) **Ownership** – Counties, municipalities, CDOT **Action Items** 1) Identify a Mobility Hub/Park-n-Ride in or near Idaho Springs and/or somewhere in Gilpin County that has room to accommodate a mix of purposes (Transit and taxi/Uber/Lyft connections, park-n-ride, car share, etc.) **4.2** Partner with Uber and Lyft to increase number of drivers in Clear Creek and Gilpin Counties (Driver availability is the number one barrier to expanding services) **Owner** – Transit Providers (Counties) **Action Items** • Further discussion through creation of a Local Coordinating Council. • If Counties can help Lyft/Uber with hiring local drivers, then this could help with capacity to provide additional door-to-door services. **4.3** Partner with Lyft Concierge (program Lyft offers where agencies can subsidize Lyft services and help customers to schedule trips) **Owner** – Transit Providers (Counties), private companies with customers in need of transportation assistance (e.g., senior care facilities) **Action Items** • Monitor if interest continues over time

Table 3. Fixed-Route Transit Services – Gaps, Needs and Strategies

Fixed-Route Transit Services					
No.	Unmet Need/Gap	Location	Priority	Strategy	Considerations
5	First and last mile connections need improvement (pedestrian infrastructure).	All	Mid-term	5.1 Apply for FTA 5310 Grant (funds infrastructure upgrades to assist elderly and populations with disabilities)	**Owner** – Municipalities and/or Counties **Action Items** ▪ Identify areas in need of upgrade (Coordinate with Strategy 6.1)
6	Some stops are not ADA accessible.	Clear Creek (CC)	Near-term	6.1 Inventory of stops to understand ADA status and where needs/demands exist	**Ownership** – Transit operators (Clear Creek County, CDOT, potentially municipalities and property owners through development activities) **Action Items** ▪ Develop inventory question list ▪ Inventory bus stops ▪ Identify stops and areas of the community with the greatest need for accessibility upgrades and pursue work estimate with County or Municipal engineering staff or private vendor ▪ Pursue grant funding to assist with funding improvements ▪ Additional considerations described in **Table 9.**
			Mid-term	6.2 Update the Clear Creek County ADA Transition Plan to include the Prospector stops (all local governments with more than 50 employees shall have an ADA Transition Plan, ADA)	**Ownership** – Clear Creek County, municipalities **Action Items** ▪ Perform inventory of stops noted in Strategy 6.1 ▪ Update County ADA Transition Plan to include a plan to make upgrades to stops over time

#	Issue	Ownership	Timeframe	Strategy	Timeframe	Action Items
7	Stop amenities are rare (shelters and benches).	CC	Mid-term	7.1 Develop guidance for amenity distribution across stops		**Ownership** – Clear Creek County **Action Items** • Identify stops with the highest ridership and consider providing amenities through grant funding. • Coordinate with Strategy 5.1.
8	Winter conditions make accessing stops difficult for pedestrians (snow removal is not always done).	CC	Mid-term	8.1 Pursue enforcement of snow removal by adjacent property owners		**Ownership** – Clear Creek County **Action Items** • Monitor if this is a problem worth considering.
9	There is no local fixed-route service in Gilpin County.	Gilpin (G)		9.1 Expand Demand Response type service to help accommodate additional demands not currently met	Near-term	**Ownership** – Gilpin County **Action Items** • Initiate discussions around beginning a Volunteer Driver Program as a first step to helping to accommodate additional demands. • Volunteer Driver Program can help to understand demands and origins and destinations, acting as a first step toward implementation of this strategy. • Initiate conversations with CDOT on potential 5311 funding. • Additional considerations described in **Table 8**.
				9.2 Transition Volunteer Driver Program as demands warrant to a Call-n-Ride type service	Mid-term	**Ownership** – Gilpin County **Action Items** • Potential for expansion into a more robust system over time as demands increase (Call-n-Ride or deviated fixed-route service) • Continue conversations with CDOT regarding potential 5311 funding.

#	Issue	Owner	Timeframe	Strategy	Ownership / Action Items
10	There is no Gilpin County fixed-route service connecting into the regional network (Bustang or RTD).	G & Regional	Long-term	10.1 Service connecting to Nederland Park-n-Ride (Refer to Strategy 9.1 – local service needs)	**Ownership** – Gilpin County **Action Items** • Initially monitor how alternative services work to accommodate local demands, such as a Volunteer Driver Program
11	Tramway service only caters to Casino customers.	G	Long-term	11.1 Approach towns of Black Hawk and Central City to see if there is potential to expand the route over time, such as down to Idaho Springs for example.	**Ownership** – Gilpin County **Action Items** • Work with the towns and citizens to understand if locals have interest in utilizing the Tramway service more. • CDOT may become a funding partner for the Tramway. Work with the towns to determine if there is interest to pursue something like this and see if CDOT grants could help support the expansion.
12	Prospector service is limited geographically serving local needs (only from Georgetown to Idaho Springs).	CC	Mid-term	12.1 Expand route to Silver Plume (only municipality in Clear Creek County not currently served)	**Owner** – Clear Creek County **Action Items** • Monitor Prospector productivity to determine when expansion is viable. • Identify funding to expand service when the time is right.
13	Prospector service has limited frequency and service hours (only two morning and two afternoon trips).	CC	Near-term	13.1 Develop Service Standards to identify productivity measures (to understand when route is operating successfully and expansion plans should be considered)	**Owner** – Clear Creek County **Action Items** • Rural Transit Fact Book, 2017 includes some potential metrics to create Service Standards from. County should customize to meet local needs and expectations. • Monitor Prospector service and consider expansion. • Additional considerations described in **Table 10.**

Table 10.

#	Description	Type	Timeframe	Recommendation	Ownership / Action Items
			Near-term	13.2 Expand service hours – more runs/day	**Ownership** – Clear Creek County/SRC **Action Items** - Can additional service be operated using the full grant amount (2017 service did not use the full grant amount, is it possible to re-design the service to expand the hours or link to RTD with the existing funding?) - Additional service should be designed to maximize ridership potential. - Additional considerations described in **Table 10.**
			Long-term	13.3 Expand service days/week	**Owner** – Clear Creek County **Action Items** - Monitor Prospector productivity to determine when expansion is viable. - Identify funding to expand service when the time is right.
14	The Bustang service has limited frequency (two eastbound AM trips and two westbound PM trips).	CC and Regional	Mid-term	14.1 Coordinate and advocate to CDOT for increased frequency	**Owner** – Clear Creek County and CDOT **Action Items** - Continue to work with CDOT to ensure Clear Creek County is appraised of Bustang's local usage and potential expansion opportunities.
15	For Clear Creek County, Bustang is the only connection into RTD's regional network and only makes connections at the Federal Center, Union Station and Denver Bus Center.	Regional	Near-term	15.1 Consider expanding the Prospector route to connect to RTD El Rancho Park-n-Ride (possibly an earlier AM and later PM trip for commuters)	**Ownership** – Clear Creek County/SRC **Action Items** - Consider route expansion to El Rancho Park-n-Ride. - Additional service should be designed to maximize ridership potential. - Additional considerations described in **Table 11.**

Owner – Clear Creek County and CDOT

Action Items

- Continue to work with CDOT and monitor opportunities for Bustang changes in service

Mid-term

15.2 Explore the possibility of additional Bustang stops into Denver to provide more options for connections into RTD's network of routes

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Owner – Partnership between School Districts, Counties, municipalities, recreation districts

Action Items

- Continue conversation through the Local Coordinating Council
- Need for school districts to be part of the conversation
- Need to understand what the need is more fully
- Additional considerations described in **Table 12.**

Near-term

16.1 Explore later evening Activity Bus for the final leg trips

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16

G and CC

There are limited opportunities for after school transportation to youth in both Counties (Activity Bus in Clear Creek offers some options, but is very limited).

Owner – Partnership between School Districts, Counties, municipalities, recreation districts

Action Items

- Continue conversation through the Local Coordinating Council
- Need for school districts to be part of the conversation
- Need to understand what the need is more fully

Mid-term

16.2 Explore the potential of utilizing the Recreation Center Vehicles to operate this service

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Owner – Partnership between School Districts, Counties, municipalities, recreation districts

Action Items

- Continue conversation through the Local Coordinating Council
- Need for school districts to be part of the conversation

Mid-term

16.3 Explore the potential of the Prospector helping to accommodate youth transportation needs.

- Need to understand what the need is more fully
- Youth currently pay half price ($1).
  - Potential for a Youth ride free with school ID program?

| 17 | Residents have difficulty getting to/from services (e.g., healthcare appointments, services, specialists, hospital visits) both locally and regionally requires residents to depend on family and friends. | All | Near-term | 17.1 Refer to Strategies 1.1, 1.2, 10.1, 10.2, 12.1, 13.2, 14.1, 15.1, 15.2, and 21.1 |

Owner – Counties, municipalities, CDOT

Action Items
- Continue momentum through the development of a Local Coordinating Council and pursuing other near-term strategies as first steps.
- Additional considerations described in **Tables 8, 10, 11, 13, and 15.**

| 18 | Shuttle services between resort areas and Denver do not stop in Clear Creek County. | All | Mid-term | 18.1 Explore a Park-n-Ride in Clear Creek and/or Gilpin County that could be a stop along the various resort shuttle routes (e.g., ski casino, and/or rafting shuttles) (Links to Mobility Hub Strategy 4.1) |

Ownership – Municipalities, Counties

Action Items
- Determine if there are any county or municipal properties that could be used for a Park-n-Ride or private properties with excess parking that could be used for this. Idaho Springs location at I-70/CO 103 Exit.
- Work with private shuttles to get this location included in their stops.

Table 4. Affordability – Gaps, Needs and Strategies

Affordability					
No.	Unmet Need/Gap	Location	Priority	Strategy	Considerations
19	Cost of casino shuttles is prohibitive for use by employees and residents to use for regional trips.	G and Regional	Mid-term	19.1 County and/or municipalities could subsidize service for locals (voucher program)	**Owner** – Municipalities, Counties **Action Items** ▪ Monitor to determine if there is interest in utilizing this as an option. Parking lots where these shuttles stop may not facilitate connections to RTD that Gilpin residents may need to make. If the stops would work, this could help reduce demands for door-to-door services provided by Gilpin County and would cost less for the County and/or municipalities.
				20.1 A taxi voucher limited to eligible riders of door-to-door services program could assist with high taxi prices for some populations.	**Owner** – Counties, municipalities **Action Items** ▪ Monitor to see if this is something that could help with demands in the long-term.
20	Taxi prices to/from Denver Metro Area are prohibitive.	Regional	Long-term	20.2 Expansion of CDOT regional services.	**Owner** – Clear Creek County and CDOT **Action Items** ▪ Continue to work with CDOT and monitor opportunities for Bustang or Bustang-Outrider (rural Bustang service) expansion of service.

Table 5. Coordination – Gaps, Needs and Strategies

Coordination

No.	Unmet Need/Gap	Location	Priority	Strategy	Considerations
21	There is limited coordination among different providers.	All	Near-term	21.1 Organize a Local Coordinating Council to help facilitate conversations across different providers.	**Owner** – Counties, municipalities, service providers, social service agencies, CDOT, etc. **Action Items** ▪ Work with DRMAC to initiate the creation of a Local Coordinating Council. ▪ Coordinate with existing volunteer driver programs (e.g., churches) to help pair needed trips with trips already being made. (Refer to Strategy 1.1 and 1.2.) ▪ Additional considerations described in **Table 13.**
			Near-term	21.2 Private transportation services may be able to share vehicles when not in use (e.g., idle vehicles owned by recreation district, VOA, ski areas or rafting companies)	**Owner** – Counties, municipalities (champion needs to be identified) **Action Items** ▪ Pursue through Local Coordinating Council ▪ Additional considerations described in **Table 13.**
			Mid-term	21.3 Public Private Partnership between CDOT, local communities and casinos/ churches/ski areas to capitalize on extra capacity that could serve residents and/or employee transportation needs	**Owner** – Counties, municipalities (champion needs to be identified) **Action Items** ▪ Pursue through Local Coordinating Council

Support the United States Forest Service (USFS) in pursuit of recommendations from the *Transit Feasibility Analysis and Recommendations: Arapaho-Roosevelt National Forest Transportation Systems Alternatives Study, 2015.*

22

CC

Near-term	22.1 Coordinate with the USFS on transit to trailheads and major attractions.	**Owner** – USFS and Clear Creek County **Action Items** • Continue to foster relationships with USFS and stay up-to-date on progress and next steps for potential transit service coordination with USFS routes to trailheads. • Additional considerations described in **Table 13.**
Near to Mid-term	22.2 Work with USFS on potential parking locations in municipalities Georgetown, such as the Gateway Visitor Center, County government annex lot, Town hall lot, or the gravel lot near the reservoir as identified in the plan.	**Owner** – USFS, Clear Creek County and municipalities **Action Items** • As potential park-n-rides are identified in Clear Creek County communities, USFS should be included in the discussion as a key stakeholder.

Table 6. Funding – Gaps, Needs and Strategies

Funding				
No.	Unmet Need/Gap	Location	Priority	Strategy
23	There is no dedicated local funding for transit services.	CC and G	Near-term	23.1 Initiate a discussion around a local commitment (e.g., Resolution) to long-term funding of public transit services (Prospector and Connect, etc.) (Refer to Strategy 13.1 Service Standards) **Owner** – Counties (champion needs to be identified) **Action Items** ■ Initiate conversation with County leadership around a local commitment to the Prospector, at least through the timeframe that covers the Prospector vehicle's lifespan (5 years from purchase date); this could be an Intergovernmental Agreement (IGA) incorporating additional funding partners (e.g., Idaho Springs, Georgetown and CDOT) ■ Pursue conversations around comingling of funds through Local Coordinating Council ■ Additional considerations described in **Table 14.**

			Mid-term	23.2 Initiate a conversation around a local tax dedicated to transit (e.g., joining RTD, creating a local Regional Transportation Authority [RTA], Public Improvement District [PID], Business Improvement District [BID])
				
				Owner – Counties, municipalities (champion needs to be identified)
				
				Action Items
				■ Pursue through Local Coordinating Council
				■ Funding opportunities include:
				  - IGAs with funding partners
				  - Local tax (many options for how this could be implemented, a list is provided in **Appendix D.**

Table 7. Information – Gaps, Needs and Strategies

Information

No.	Unmet Need/Gap	Location	Priority	Strategy
24	There is no single location (e.g., website) that houses information on the services available.	All	Near-term	**24.1 Develop a <u>Consolidated Information Handout</u> for all services available** ▪ Information in paper format (handout/flyer housed at County facilities) and website **Owner** – Counties, municipalities (champion needs to be identified) **Action Items** ▪ Finalize information that was developed through this planning effort ▪ Coordinate with DRMAC to ensure their information is the same as the Counties' websites) ▪ Distribute handout to locations throughout the two Counties (paper and electronic for websites) ▪ Distribute via social media sites and other proven ways the Counties have used to get information out ▪ Identify an Owner that will maintain the information as changes occur over time (Local Coordinating Council?) and provide updates to DRMAC for their "Getting There Guide" ▪ Additional considerations described in **Table 15.**
			Near-term	**24.2 Coordinate with DRMAC to** have information integrated in the "Getting There Guide" and the Information and Referral Service **Owner** – Counties, municipalities (champion needs to be identified) **Action Items** ▪ Start with Kate Williams (DRMAC) on how to begin coordinating with DRMAC ▪ Additional considerations described in **Table 15.**

25 People aren't aware of the services that are available to them.

All

25.1 Utilize what works for the two counties, build from a Strategy 23.1 (Centralized Information Handout) and utilize promotion that has proven to work (e.g., social media, word of mouth, local radio/newspaper; utility bill inserts)

Near-term

Owner – Counties, municipalities, social service providers

Action Items
- Pursue through Local Coordinating Council
- Refer to 24.1 Centralized Information Handout Strategy
- Additional considerations described in **Table 15.**

25.2 Expand Travel Training Programs – especially for older adult populations

Near-term

Owner – Counties and SRC

Action Items
- Utilize best practices from other travel training programs in rural communities
- Additional considerations described in **Table 13.**

26 The community's access to internet is limited.

All

26.1 Work with Community Development Departments in each County to monitor State and local policies and private industry changes

Long-term

Owner – Counties, municipalities (champion needs to be identified)

Action Items
- Pursue through Local Coordinating Council

A Path Forward

This section delves into the near-term/highest priority strategies, identified in **Tables 2–7**, to provide a path forward for Clear Creek and Gilpin Counties. Strategies are grouped in tables, combining strategies that build upon one another and are related. Action items and considerations are documented to provide additional direction for the Counties and other stakeholders. A general timeframe is documented for each set of strategies and cost ranges are provided based on the key below.

KEY

$\textcircled{\$}$ **Within existing budget or staffing levels**

$\textcircled{\$}$ **Minimal additional investment**
$0 – $40,000

$\textcircled{\$\$}$ **Moderate additional investment**
$40,000 – $100,000

$ **Significant additional investment**
$100,000+

Detailed cost estimates for service related options can be found in **Appendix C.**

Clear Creek County Priorities

Near-term Clear Creek County strategies include both local and regional transportation improvements. The following strategies are discussed further in this section:

6.1: Inventory of stops to understand ADA status and where needs/demands exist

13.1: Develop Service Standards to identify productivity measures

13.2: Prospector - Expand service hours

15.1: Prospector - Expand the route to connect to RTD's El Rancho Park-n-Ride

16.1: Explore later evening youth activity bus

17.1: Residents have difficulty getting to/from services both locally and regionally

21.1: Organize a Local Coordinating Council to help facilitate conversations

22.1: Coordinate with the USFS on transit to trailheads and major attractions

21.2: Private transportation services may be able share vehicles when not in use

23.1: Initiate a discussion around funding

24.1: Develop a Consolidated Information Handout for all services available

24.2: Coordinate with DRMAC to have information integrated

25.1: Utilize promotion that has proven to work

25.2: Expand Travel Training Programs

Gilpin County Priorities

Near-term Gilpin County strategies include both local and regional transportation improvements. The following strategies are discussed further in this section:

1.1: Develop a volunteer driving program

9.1: Expand Demand Response type service to accommodate demands

16.1: Explore later evening youth activity bus

17.1: Residents have difficulty getting to/from services both locally and regionally

21.1: Organize a Local Coordinating Council to help facilitate conversations

21.2: Private transportation services may be able share vehicles when not in use

24.1: Develop a Consolidated Information Handout for all services available

24.2: Coordinate with DRMAC to have information integrated

25.1: Utilize promotion that has proven to work

25.2: Expand Travel Training Programs

Table 8. Strategies 1.1, 9.1 and 17.1 Detail (Gilpin County)

Unmet Gap and Needs: Door-to-Door Transit Services – Users need to qualify for available services

Fixed-Route Transit Services – There is no local fixed-route service in Gilpin County

Strategy 1.1: Develop a volunteer driving program	
Strategy 9.1: Expand Demand Response type service to accommodate demands not currently met	**Location: Gilpin County**
Strategy 17.1: Residents have difficulty getting to/from services both locally and regionally	

Desired Outcome: Help meet transportation demands in Gilpin County		**Timeframe:** 1–5 years	**Cost:**

Action Item	Implementation Considerations	Owner and/or Key Partners
1. Identify a champion	▪ What agency or non-profit has the time and/or resources required to dedicate to an ongoing program	TBD
2. Review existing Volunteer Driver Programs in the Denver Metro Area	▪ Qualification for users - Is the program targeted toward a certain population (e.g., older adults, populations with disabilities, etc.)? ▪ How would this service interact with existing County programs, as a supplement or in place of? ▪ Determine feasibility of developing a business plan ▪ Refer to cost estimates provided in **Appendix C**	TBD
3. Develop a business plan for a Gilpin Volunteer Driver Program	▪ Liability insurance needs ▪ Volunteer recruitment and qualifications ▪ Reimbursement for drivers ▪ Dispatching and technology ▪ Training and orientation for drivers ▪ Marketing strategy ▪ Funding (operations, admin, and capital)	TBD
4. Identify and secure funding	▪ Utilize business plan to inform funding needs	TBD
5. Recruit volunteer drivers	▪ Volunteer recruitment critical to program success	TBD
6. Secure capital (if needed)	▪ Staff and volunteer training	TBD

7. Implement Volunteer Driver Program	▪ Program marketing and information ▪ Ongoing funding needs	TBD

Table 9. Strategy 6.1 Detail (Clear Creek County)

Unmet Gap and Need: Fixed-route Services – Some stops are not ADA accessible

Strategy 6.1: Inventory of stops to understand ADA status and where needs/demands exist	Location: Clear Creek County		
Desired Outcome: Identify improvement needs to inform future funding opportunities	**Location: Clear Creek County**	**Timeframe:** 1–2 years	**Cost:** 💲

Action Item	Implementation Considerations	Owner and/or Key Partners
1. Develop a tool to support bus stop inventory process	▪ ADA guidance ▪ Consideration for existing conditions (e.g., contextual limitations) and potential improvements (e.g., stop usage) ▪ Grant opportunities and requirements	Transit operators
2. Inventory bus stops	▪ Documentation of process/training to ensure consistency of data collected ▪ Maintenance of information	Transit operators
3. Prioritize improvements	▪ Prioritize stop improvements based on stop usage and access to nearby destinations	Transit operators, Counties, and municipalities
4. Design and cost estimates	▪ Work with County and municipal engineering staff to design and develop cost estimates – these estimates are not incorporated in the Cost measure noted above	Transit operators, Counties, and municipalities
5. Pursue funding opportunities	▪ Grants (e.g., 5310) ▪ Local match requirements	Transit operators, Counties, and municipalities

Table 10. Strategies 13.1, 13.2, and 17.1 Detail (Clear Creek County)

Unmet Gap and Need: Fixed-route Services – Prospector service has limited frequency and service hours

Strategy 13.1: Develop Service Standards to identify productivity measures **Strategy 13.2:** Expand service hours – more runs/day **Strategy 17.1:** Residents have difficulty getting to/from services both locally and regionally	**Location: Clear Creek County**	
Desired Outcome: Understand when route is operating successfully and when service expansion should be considered	**Timeframe:** 1–3 years	**Cost:** $

Action Item	Implementation Considerations	Owner and/or Key Partners

1. Identify and customize service metrics to meet local needs and expectations	▪ Use the Rural Transit Fact Book as a resource – reports National Transit Database (NTD) data for agencies receiving 5311 funding
	   – 2017 report notes that fixed-route services operating fewer than 1,727 hours/year see an average of 4.42 trips/vehicle hour
	     ▪ The Prospector currently operates 1,560 hours/year and observed 0.85 trips/vehicle hour in 2017
	     ▪ As the Prospector is a deviated fixed-route service, the County may want to consider setting a goal to increase ridership to 3 trips/vehicle hour over the next 2–3 years
		Clear Creek County

2. Monitor Prospector service and consider expansion	▪ Consider expanding service hours to operate more frequently throughout the day ▪ Expanded hours will likely increase ridership over time as the service will be more convenient and flexible for users	Clear Creek County and SRC

3. Assess opportunity to expand 2018 operations to use full grant budget amount	▪ 2017 grant funding was not fully expended with existing service levels ▪ Consider increasing service hours that keep the budget within the grant allocation amount ▪ Work with CDOT to understand funding changes over time (CDOT's new funding methodology that is likely to increase Clear Creek County's potential grant allocation over the next six years) ▪ Work with SRC to understand operating limitations (staffing and capacity) ▪ Staffing and capital needs (refer to **Appendix C**)	Clear Creek County and SRC
4. Pre-implementation planning	▪ Hiring and purchase of capital ▪ Staff or contractor hiring and training ▪ Develop marketing plan	Clear Creek County and SRC
5. Implement expanded service for remainder of 2018	▪ Implement marketing of service changes	Clear Creek County and SRC
6. Develop Operating Plan for 2019 service and beyond	▪ Plan for a transition between 2018 and 2019 service (potential for service hour change depending on budget) ▪ Are there cost saving measures that should be considered? ▪ The County could consider hiring a private vendor to operate the Prospector service. This may offer some cost savings but would require additional contractor oversight and grant management by County staff.	Clear Creek County
7. Continue monitoring service and consider potential expansion	▪ Refer to **Table 11** for information about Prospector Expansion options linking into the RTD network.	Clear Creek County

Table 11. Strategies 15.1 and 17.1 Detail (Clear Creek County)

Unmet Gap and Need: Fixed-route Services – Bustang is the only connection into RTD's network

Strategy 15.1: Expand the Prospector route to connect to RTD's El Rancho Park-n-Ride	
Strategy 17.1: Residents have difficulty getting to/from services both locally and regionally	**Location: Clear Creek County**

Desired Outcome: Provide improved connections into the RTD network		**Timeframe:** 3–5 years	**Cost:** $

Action Item	**Implementation Considerations**	**Owner and/or Key Partners**
1. Coordinate with RTD	▪ Initiate conversations with RTD about how and where the Prospector could connect ▪ Depending on where the Prospector would stop and turn around, the County may or may not be required to have an IGA with RTD or other property owners ▪ Work with RTD on route timing of potential connections to provide for efficient transfers	Clear Creek County and RTD
2. Develop a service plan for connecting into the RTD network	▪ Determine preferred route alignment and drive routes for travel times ▪ Review and update cost estimates for providing additional service (estimates are provided in **Appendix C**; however, they should be re-evaluated at the time that implementation of service is being considered, e.g., updating cost per hour metrics, etc.) ▪ Determine fares for service (if it varies from existing fare structure) ▪ Determine staffing and capital needs	Clear Creek County
3. Identify partner agencies	▪ Municipalities in the County would likely benefit from improved regional connectivity; the County should pursue opportunities for partnerships with the municipalities served by the route	Clear Creek County, Georgetown, and Idaho Springs

4. Identify funding	• Pursue grant opportunities • Consider local match requirements	Clear Creek County, Georgetown, and Idaho Springs
5. Pre-implementation planning	• Hiring and purchase of capital • Staff or contractor hiring and training • Develop marketing plan • Finalize IGAs, as needed • Stop upgrades, as needed	Clear Creek County, Georgetown, Idaho Springs, RTD
6. Implementation	• Implement marketing of service changes • Implement service	Clear Creek County

Table 12. Strategy 16.1 Detail (Clear Creek and Gilpin Counties)

Unmet Gap and Need:	Fixed-route Services – There are limited opportunities for after school transportation for youth in both counties		
Strategy 16.1:	Explore later evening Activity bus service for youth	**Location: Clear Creek and Gilpin County**	
Desired Outcome:	Determine after school transportation needs of youth in both Counties	**Timeframe:** 1–3 years	**Cost:** 💰

Action Item	**Implementation Considerations**	**Owner and/or Key Partners**
1. Identify a champion	• Who is the appropriate owner/champion to pursue youth transportation solutions?	TBD
2. Determine youth transportation needs	• Continue a discussion around youth transportation needs through the Local Coordinating Council (LCC) (see **Table 13**) • Ensure that the right people are part of the conversation	School Districts, local parents, youth, recreation district, municipalities, and Counties
3. Develop a plan to accommodate youth transportation needs	• Origin and destination needs, timing • Funding needs (grant opportunities) • Partnership opportunities (shared vehicles, funding contributions, etc.)	School Districts, local parents, youth, recreation district, municipalities, and Counties

Table 13. Strategies 21.1, 17.1, 21.2, 22.1, and 25.2 Detail (Clear Creek and Gilpin Counties)

Unmet Gap and Need: Coordination – There is limited coordination among different providers

Strategy 21.1:	Organize a Local Coordinating Council to help facilitate conversations
Strategy 17.1:	Residents have difficulty getting to/from services both locally and regionally.
Strategy 21.2:	Private transportation services may be able to share vehicles when not in use
Strategy 22.1:	Coordinate with the USFS on transit to trailheads and major attractions
Strategy 25.2:	Expand Travel Training Programs - especially for older adult populations

Desired Outcome: Improve communication and cross service collaboration for different providers in the two Counties

Location: Clear Creek and Gilpin County

Action Item	Implementation Considerations	Owner and/or Key Partners	**Timeframe:** 1–2 years	**Cost:**

Action Item	Implementation Considerations	Owner and/or Key Partners
1. Identify a champion	▪ A champion is needed to maintain momentum for development of an LCC	TBD
2. Work with DRMAC on setting up an LCC	▪ Use Kate Williams and others at DRMAC to help keep momentum moving and getting people involved ▪ Ensure the right people are involved	Counties, municipalities, service providers, School Districts, recreation district, USFS, CDOT, DRCOG, local users, etc.
3. Implement LCC	▪ Maintain momentum for near-term strategies listed in this document and make progress toward mid- and long-term initiatives	Counties, municipalities, service providers, School Districts, recreation district, USFS, CDOT, DRCOG, local users, etc.
4. Topics for discussion	▪ General transportation challenges both locally and regionally ▪ Local youth transportation needs ▪ Potential for providers to share vehicles ▪ Continued coordination with USFS on transit to trailheads and major attractions ▪ Travel training programs	Counties, municipalities, service providers, School Districts, recreation district, USFS, CDOT, DRCOG, local users, etc.

Table 14. Strategy 23.1 Detail (Clear Creek and Gilpin Counties)

Unmet Gap and Need: Funding – There is no dedicated local funding for transit services

Strategy 23.1: Initiate a discussion around a local commitment to funding of public transit services	**Location: Clear Creek and Gilpin County**		
Desired Outcome: Understand local support and potential for a dedicated funding source for transit services		**Timeframe:** 1–4 years	**Cost:** 💰

Action Item	**Implementation Considerations**	**Owner and/or Key Partners**	
1. Identify a champion(s)	▪ A champion is needed to initiate conversations with community leaders and decision makers, throughout the two Counties – including City, Town and County Management and elected officials	TBD	
2. Regional outreach	▪ The municipalities in each County should be brought to the table ▪ Potential for funding agreements between Counties, municipalities, local non-profits, service providers, etc.	TBD	
3. Understand local priorities	▪ May require an education process to inform the community about what the existing services are and the populations that utilize them	TBD	
4. Understand viable funding options in the near-term	▪ Near-term funding options may be limited ▪ Potential for formalization of funding commitment through a local resolution or intergovernmental agreements ▪ Assess costs of existing services – are there cost saving opportunities that can reduce costs to the County? - Consider contracting with a private vendor for provision of services rather than operating services in-house or using the SRC	TBD	
5. Understand the viability of more robust funding options longer-term	▪ Is initiating a discussion around a local tax supported by County and municipal leadership? Community support? ▪ A summary of funding options is provided in **Appendix D**	TBD	

Table 15. Strategies 24.1, 17.1, 24.2, and 25.1 Detail (Clear Creek and Gilpin Counties)

Unmet Gap and Need:	Information – There is no single location for information on available services and people do not know what services are available		
Strategy 24.1:	Develop a <u>Consolidated Information Handout</u> for all services available		
Strategy 17.1:	Residents have difficulty getting to/from services both locally and regionally		
Strategy 24.2:	Coordinate with DRMAC to have information integrated into the "Getting There Guide" and their Information/Referral Service	**Location: Clear Creek and Gilpin County**	
Strategy 25.1:	Utilize promotion that has proven to work		
Desired Outcome:	Understand local support and potential for a dedicated funding source for transit services	**Timeframe:** 1-2 years	**Cost:** 💰

Action Item	**Implementation Considerations**	**Owner and/or Key Partners**
1. Identify a champion	▪ Someone will need to take responsibility for maintaining the information over time ▪ Potential for LCC to lead this effort	TBD
2. Finalize the content in the Information handout	▪ Potential coordinate Information Handout update with DRMAC's annual "Getting There Guide" update	TBD
3. Organize distribution of information	▪ Handout should be available at County and municipal facilities and social service facilities throughout the two Counties ▪ Maintain list of locations and how agencies can request more information ▪ Information should be available online on both county websites; potential for the LCC to have a website that serves as a clearinghouse with all other sites linking to the LCC site to ensure the information is the most up-to-date and is consistent in the long-term	TBD
4. Publicize information	▪ Utilize methods that have proven to work in the two Counties (e.g., social media, email lists, local newspaper, postings at community facilities, etc.)	TBD

5.	Annual update	• Maintain the information long-term • Review Information Handout and online information annually to ensure accuracy and add/delete services	TBD

Clear Creek County Specific Recommendations

Clear Creek County just completed the first year of service for the Prospector deviated fixed-route. The service operates a limited schedule with two morning trips and two afternoon trips between Georgetown and Idaho Springs. Ridership has increased throughout the first year, but remains low compared to other rural fixed-route services.

Expansion of the Prospector is recommended in the near-term and should be done strategically to target additional ridership, such as providing better flexibility with mid-day service. The County should initially pursue utilization of the full grant funding amount, which has the potential to add an additional two service hours/day within the existing grant allocation. Future expansion may include linking to RTD at the El Rancho Park-n-Ride.

Other important take-aways for Clear Creek County are to pursue additional local funding partnership opportunities for expansion of the Prospector, such as collaborating with the local municipalities and the USFS as they pursue their plans to have transit connections to high-use trailheads. Cultivating these relationships may prove to be fruitful in the long-term and help the County to be open to identifying dedicated transit funding if they are not the sole agency within the County paying the Prospector bill.

Gilpin County Specific Recommendations

Gilpin County has operated fixed-route transit services in the past, and found it to be unproductive due to the dispersed population and destinations in the County. Though this was a frequently requested service to be brought back by residents both in public meetings and the survey, an alternative strategy is recommended in this study. In the near-term, a Volunteer Driver Program is recommended to help accommodate additional transportation demands for residents. This is a low-cost option that can be augmented as demands increase. Options for further expansion include a Call-n-Ride service that could link to RTD services in Nederland and Bustang and the Prospector in Idaho Springs longer-term.

Improved Information and Coordination in both Counties

Several themes emerged through the process of identifying transportation gaps and needs in the two Counties; two themes stood out as activities that could be addressed in the near-term with little to no funding, including:

- A lack of coordination among transportation providers, and
- Finding information is difficult and when found it is sometimes out-of-date

A significant recommendation coming out of this study is the development of an LCC that will be a resource for facilitating coordination and maintaining momentum on the many gaps and needs identified in this study. Representatives from DRMAC have volunteered to assist the two Counties in the set-up of an LCC.

Additionally, a one-page summary of the transportation services available in the two Counties has been compiled that can be used as a handout in both Counties (see **Table 1** on page 3 of this document). This is a tangible product that can be utilized right away to help make progress toward improving the awareness of the services available to residents of the two Counties.

Together, the LCC and Consolidated Information Handout provide immediate results for the two Counties and set the stage for continued momentum toward achieving near-term strategies identified through this study.

Clear Creek and Gilpin Counties:
Transit Assessment and Planning Study

Appendix A – Existing Conditions Report

Clear Creek and Gilpin Counties:
Transit Assessment and Planning Study

Existing Conditions Report

Prepared for:

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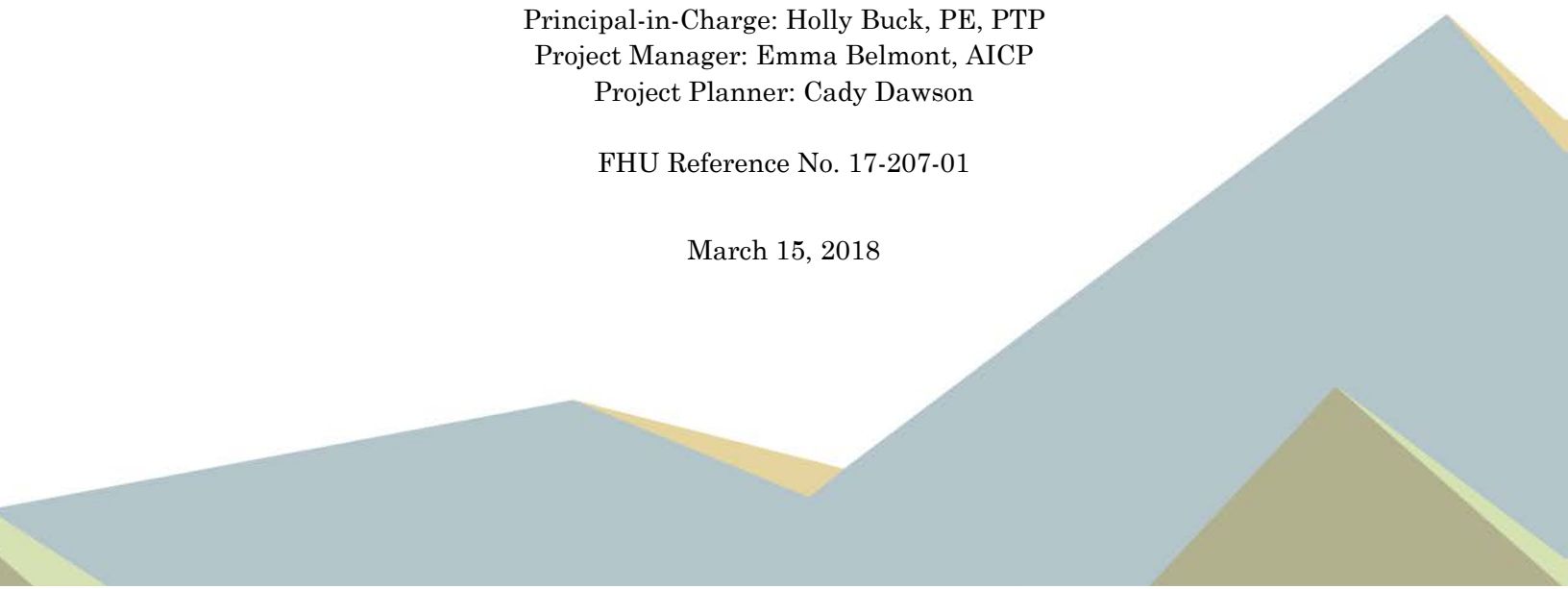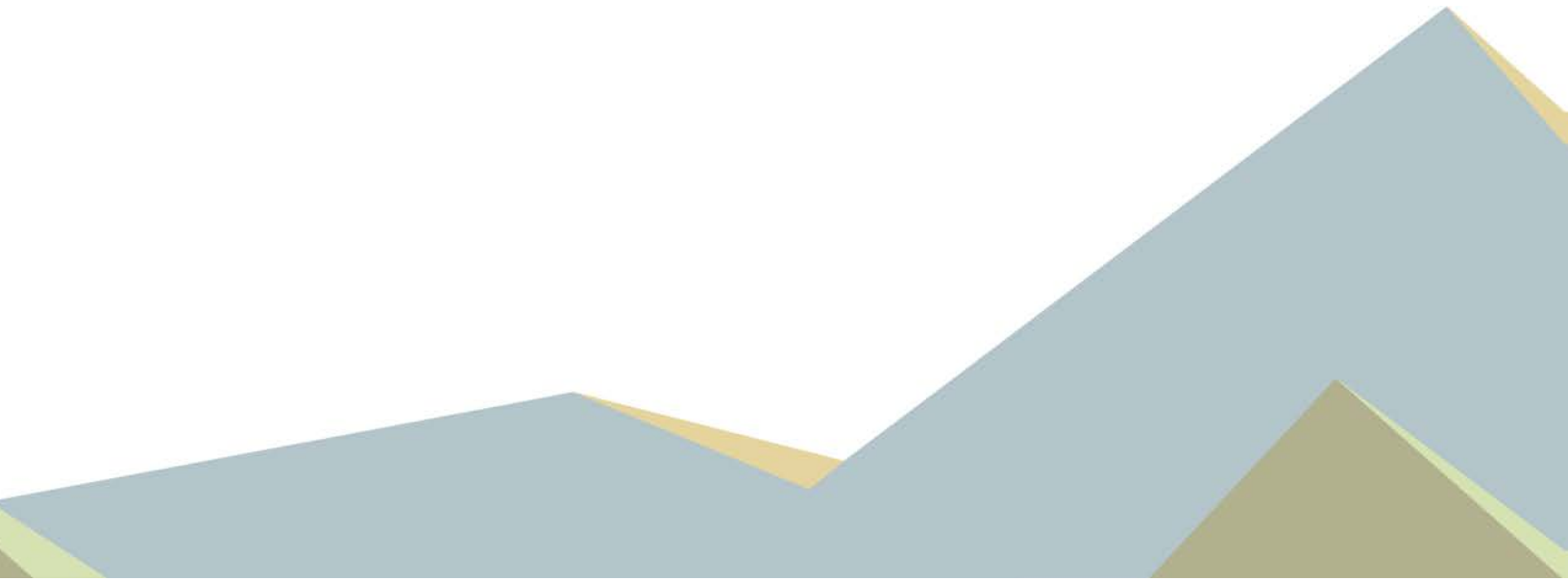
FHU Reference No. 17-207-01

March 15, 2018

Table of Contents

Introduction and Background

Project Background

Clear Creek and Gilpin Counties are located on the western edge of the Denver Metro Area. They are part of Colorado's largest Urban Transportation Planning Region (TPR), the Greater Denver TPR. State law splits TPRs into two geographic areas, Transportation Management Areas (TMA) and TPRs, as depicted on **Figure 1** below. The US Census Bureau defines TMAs as areas that are expected to urbanize over the next 20 years; whereas, the rest of the TPR area includes the more rural areas of the region. Clear Creek and Gilpin Counties are not part of the Denver TMA, and are often referred to as the Mountains area of the Greater Denver TPR.

Figure 1.   Denver Regional Council of Governments Transportation Management Area and Transportation Planning Region (Source: DRCOG, Transportation Planning in the Denver Region, 2017)

Transportation Planning Region (TPR)

State law requires transportation planning for TPRs occur through a state planning process in coordination with regional planning commissions.

Transportation Management Area (TMA)

Federal law requires transportation planning for TMAs be conducted by an MPO.
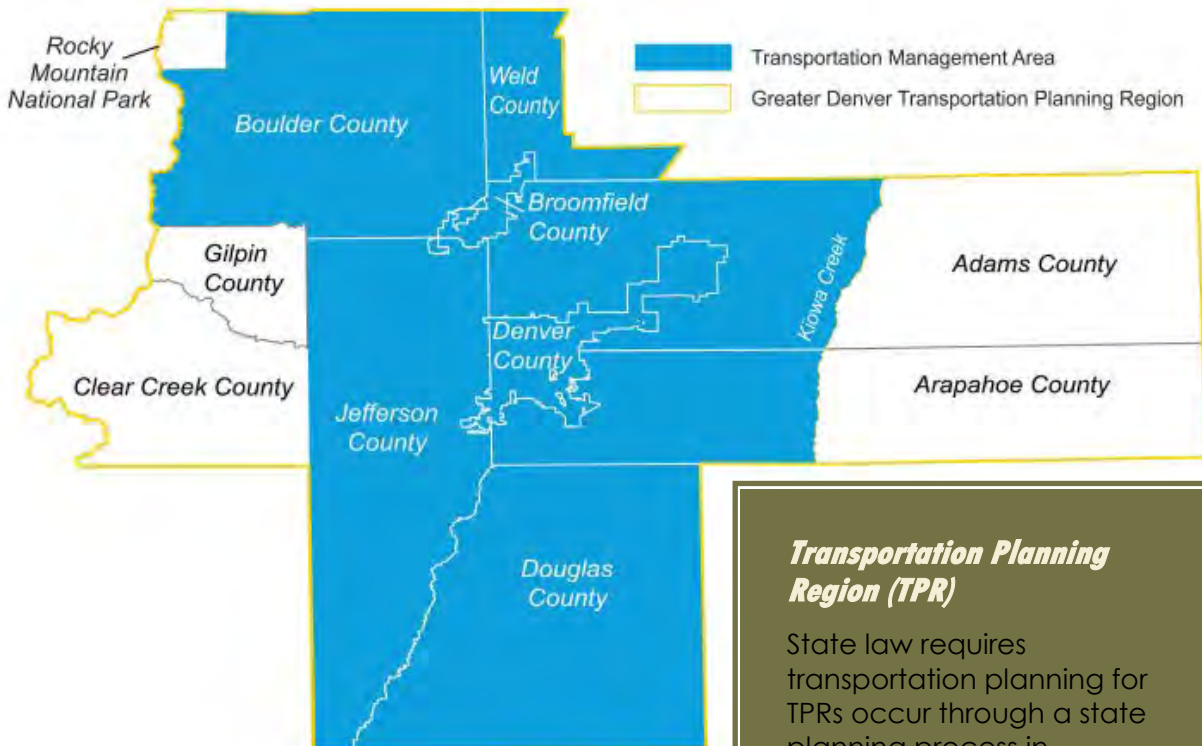
Denver Regional Council of Governments (DRCOG)

♦ Functions as a Regional Planning Commission for entire TPR
♦ Serves as the Metropolitan Planning Organization (MPO) for TMA

These two geographic areas split the Greater Denver TPR based on the nature of the development patterns. Clear Creek and Gilpin County are very rural in nature, in comparison to the TMA that is generally much more urban. DRCOG is tasked with Transportation Planning for both areas as they house both the MPO and Regional Planning Commission, though most communities throughout the TMA and TPR also do their own planning efforts to achieve more specific understanding of area needs and more localized goals. The more specific needs and goals are regularly integrated into DRCOG plans.

This effort is intended to help understand Clear Creek and Gilpin Counties' resident's unique transportation needs and help plan for expansion of services, as appropriate. Partner agencies involved in this effort include: Clear Creek County, Gilpin County, DRCOG, and Colorado Department of Transportation (CDOT).

This Existing Conditions review focuses on these two Counties' existing public transportation systems. **Figure 2** depicts the study area. Major communities include: Black Hawk, Central City, and Rollinsville in Gilpin County; and Downieville-Lawson-Dumont (D-L-D), Empire, Georgetown, Idaho Springs, and Silver Plume in Clear Creek County.

Figure 2. Study Area
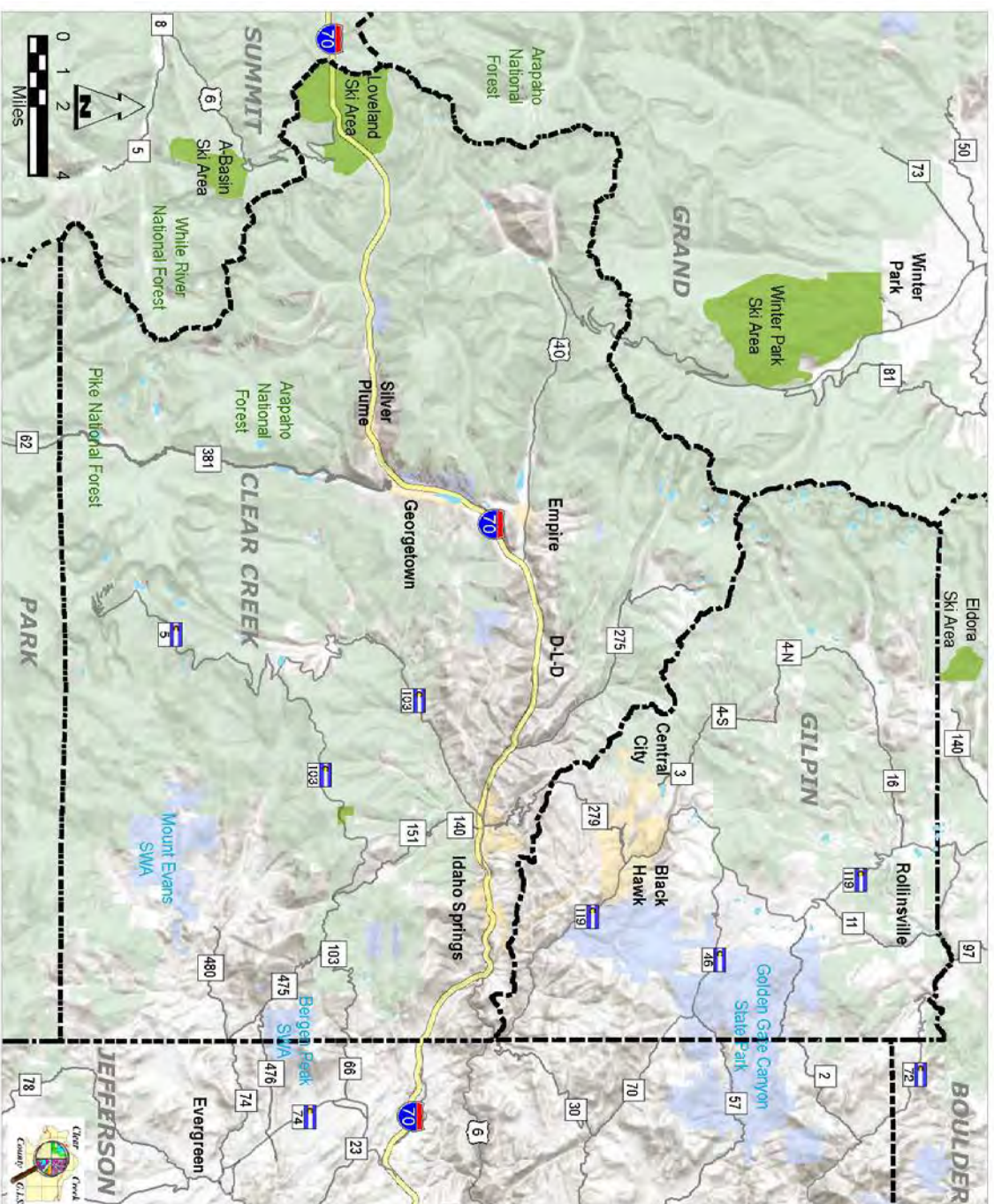
Relevant Studies

Several studies have been initiated by different entities in the two Counties. Relevant information related to transit needs, which is identified in such documents, is summarized in this section. Document summaries are ordered by most recent adoption date.

Clear Creek County 2017 Community Master Plan, 2017

The *Clear Creek County 2017 Community Master Plan* updates the 2004 version. Issues with transportation were one of the key challenges identified through interactions and conversations with residents, specifically regarding the difficulty of being on the Interstate 70 (I-70) corridor and the lack of community mobility. The plan identifies Policy Framework to guide future policy decisions and multimodal improvements are acknowledged, as follows:

♦ The County shall endorse transportation infrastructure that is multimodal in nature and enhances existing communities as well as their access to the rest of the region.

This includes the integration of pedestrian, bicycle, and transit facilities where appropriate to enable residents to access jobs and services without reliance on personal vehicles, and exploring partnerships with neighboring communities to provide transit services. Identified strategies include:

♦ Consideration of a sales tax to fund transit,
♦ Support of transit options that connect with the regional network, and
♦ Continued exploration of elder-transit or para-transit options for residents.

Transit Element of the 2040 Metro Vision Regional Transportation Plan, 2017

The *Transit Element* serves as the Coordinated Human Services Plan for the Denver region. The purpose of the plan is to inventory existing transit services and identify future transit system needs for the region, with an overarching purpose of improving mobility for older adults, individuals with disabilities, low-income individuals and others with mobility challenges. The Federal Transit Administration (FTA) requires projects selected under the FTA 5310 grant program, which funds projects that enhance mobility for seniors and individuals with disabilities, be identified in a Coordinated Transit Plan. DRCOG is in the process of updating this plan for the 2045 horizon and is inviting input from Clear Creek and Gilpin Counties.

The plan identifies several Human Services Transportation Coordination Efforts and Strategies that would apply to Clear Creek and Gilpin Counties, such as:

♦ Increasing human service transportation coordination efforts,
♦ Addressing cross-jurisdictional, cross boundary and interregional trips, and
♦ Improving access to key services such as healthcare and employment through coordination.

Clear Creek County
2017 Community Master Plan

2040 Metro Vision Regional Transportation Plan

Adopted April 19, 2017

Envision Idaho Springs, 2017

Envision Idaho Springs is an update to the *2008 Idaho Springs Comprehensive Plan* and is intended to guide the Town in accomplishing coordinated and harmonious community development in accordance with present and future needs that best promote health, safety, order convenience, prosperity, and general welfare. The plan identifies an objective to:

♦ Support the establishment of public transportation alternatives.

Strategies for accomplishing this include partnering with other agencies and governments and working to locate a regional transit station near I-70 Exit 240.
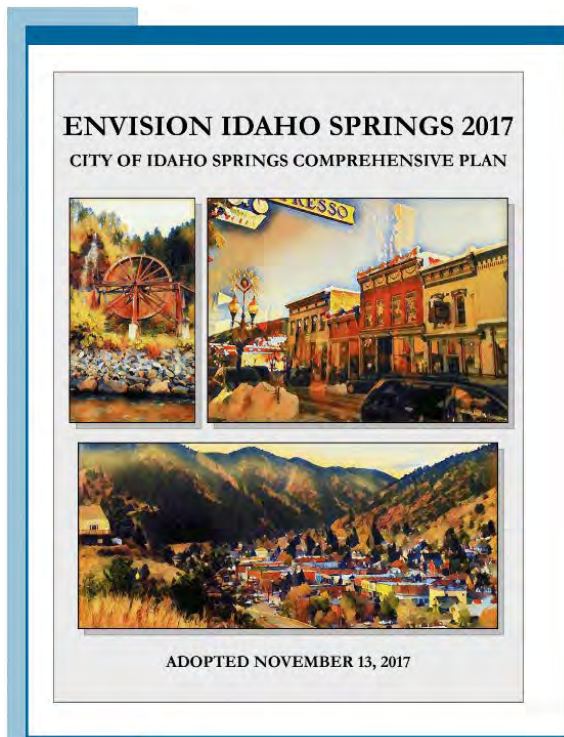
Town of Georgetown Comprehensive Plan, 2016

The *Georgetown Comprehensive Plan* is intended to help guide the community's growth, development, and preservation as a historic mountain community. The Plan includes a goal for an efficient transportation network. Observed trends/issues include:

♦ Lack of regional and local transit service, and
♦ Limited visitor parking.

One strategy that is explored is the provision of a transit shuttle between downtown and the transit center with the intent of alleviating traffic congestion and parking demands.
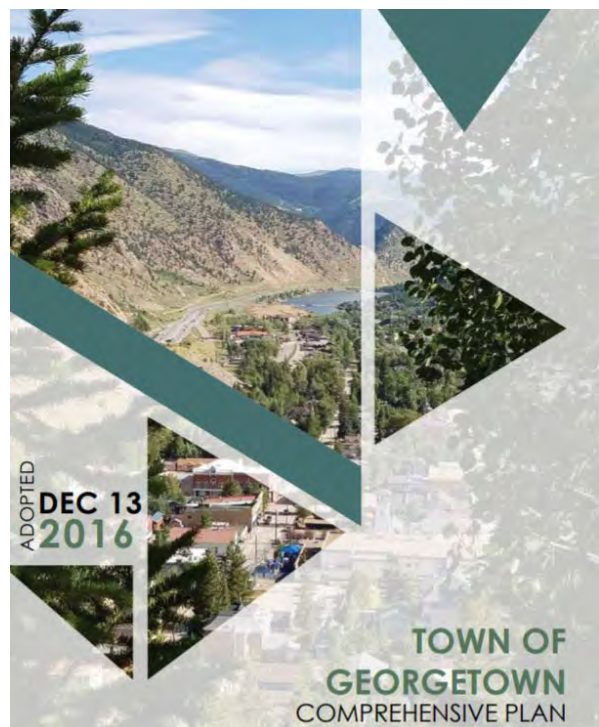
ENVISION IDAHO SPRINGS 2017
CITY OF IDAHO SPRINGS COMPREHENSIVE PLAN

ADOPTED NOVEMBER 13, 2017

ADOPTED
DEC 13
2016

TOWN OF
GEORGETOWN
COMPREHENSIVE PLAN

Transit Feasibility Analysis and Recommendations: Arapaho-Roosevelt National Forest Transportation System Alternatives Study, 2015

The US Forest Service (USFS), in partnership with the Federal Highway Administration (FHWA), conducted this study to identify and evaluate the feasibility of potential alternative transportation solutions to limit further degradation to the three most popular recreation sites in the National Forest. Two of the three sites are in Clear Creek County: Guanella Pass and Mount Evans Recreation Area.

The study recommended a mandatory hiker shuttle between Georgetown and Guanella Pass and a shuttle between Courtesy Station and the Mount Evans Summit. Potential parking locations in Georgetown include: Gateway Visitor Center, County government annex lot, Town hall lot, or a gravel lot near the reservoir. Options for parking near Courtesy Station include: development of a property adjacent to Echo Lake Lodge and Campground or use of the old Echo Lake Ski Area. According to the study, USFS would like to pursue all recommendations. Next steps described include identifying partnerships and funding sources.

Transit Feasibility Analysis and Recommendations
Arapaho-Roosevelt National Forest Transportation System Alternatives Study

Guanella Pass Road, credit: RSG

Advanced Guideway System Feasibility Study, 2014

The Advanced Guideway System (AGS) Feasibility Study's goal was to determine the technical and financial feasibility of implementing a high-speed transit system on a fixed guideway in Colorado's I-70 Mountain Corridor. The study was a direct result of the *I-70 Mountain Corridor Final Programmatic Environmental Impact Statement and Record of Decision*, described on the following page.

The study looked at alignment and technology pairs throughout the corridor and identified station locations; one in Clear Creek County at either Exit 240 in Idaho Springs, Empire Junction or Georgetown Lake.

The study determined that an AGS is technically feasible and likely to provide significant benefits to communities along the corridor, however the financial analysis indicated there is a significant funding gap between the lowest-cost project and available financial resources. Though funding is not identified, this continues to be in CDOT's long range plans.

ADVANCED GUIDEWAY SYSTEM (AGS)
FEASIBILITY STUDY

I-70 Mountain Corridor Record of Decision and Final Programmatic Environmental Impact Statement, 2011

The I-70 Mountain Corridor Programmatic Environmental Impact Statement (PEIS) can be referred to as a Tier 1 document providing the basis for the Tier 1 Record of Decision for the National Environmental Policy Act (NEPA) process. This stage focuses on corridor alternatives that address broad issues of the corridor including: travel mode choice, capacity and general location.

The preferred alternative for the I-70 Mountain Corridor is a multimodal solution that includes non-infrastructure elements, an advanced guideway system and highway improvements. Non-infrastructure elements include possible near-term enhancements, such as:

- Increased enforcement
- Bus, van and/or shuttle services in mixed traffic
- Traveler information, etc.

The Advanced Guideway System requires additional study and consideration to advance implementation, such as:

- Feasibility of high-speed rail
- Alignment
- Transit Ridership, etc.

Some of the highway improvements through the Clear Creek County stretch of the I-70 Corridor include:

- Six-lane highway capacity
- Four additional interchange modifications through Clear Creek County
- Curve safety modification at Fall River Road

These Tier 1 recommendations will not be revisited in the Tier 2 NEPA process unless required by other laws.

Clear Creek Metropolitan Recreation District Master Plan, 2011

The Clear Creek Metropolitan Recreational District is the primary recreational, leisure, and fitness provider in Clear Creek County. The Master Plan was developed to identify needs and desires of the community to ensure the District can continue to provide options for recreation and relaxation in the County. The Plan identified goals that link to County transportation initiatives, including the desire to support partnerships with other agencies to provide services efficiently and to maximize local resources. In addition, the Plan discusses the development of a transportation plan for recreational activities in partnership with the County.

Gilpin County Transit Expansion Feasibility Study, 2009

The purpose of the Gilpin County Transit Feasibility Study was to analyze and recommend strategies to improve the Gilpin County Connector service over 5 to 6 years. The Connector operated a deviated fixed route between Gilpin County Community Center and the Gold Mountain Village along State Highway 119 (SH 119). The effort included a demand assessment and community survey with a total of 108 responses. The plan recommended elimination of some duplicative service, thus reducing the operating costs for the route.

Unfortunately, in 2011, due to funding cuts, the Connector service was eliminated. The County now operates the Gilpin Connect Program to help fill the transportation needs of County residents; more information on the Gilpin Connect can be found in the next section.
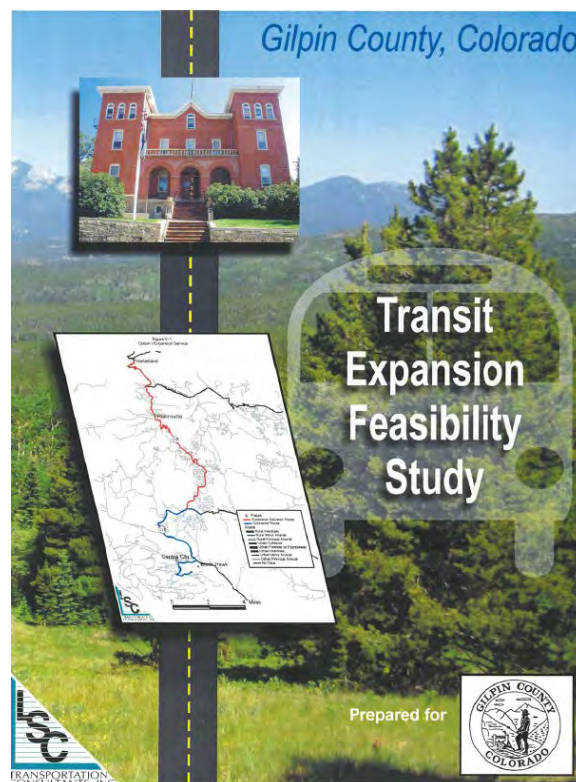
Existing Transit Services

Several existing transit services operate in the two-County area. The services are described in this section. **Table 1** summarizes the primary services and **Figure 3** depicts all the services.

Table 1. Primary Transit Services Overview

		Provider	To/From	Service Available For	Cost	Additional Details
Clear Creek County	**Door-to-Door – Scheduled**	Clear Creek County- (Senior's Resource Center – Evergreen)	Clear Creek to Denver	Medical appointments for Medicaid Clients and Seniors with Special Needs	Free – Donations Suggested	**Scheduling:** 303-679-2552 (48 hr prior apt) **Operates:** M – F, 8AM – 5PM
		Volunteers of America	Clear Creek	Seniors age 60+ for VOA meal, medical appointments., general errands, volunteer sites	Suggested donation of $2.50	**Scheduling:** 303-567-2382 (7 business days) **Operates:** M – F, 8AM – 3PM
		Veterans' Van	Clear Creek to Denver	Medical, probation or court appointments for Veterans and their widows/widowers	Free	**Scheduling:** 303-670-7542 (10-14 days prior) **Operates:** M – F, as needed
	Fixed-route	[Bustang West Line - CDOT]	Glenwood Springs (GWS) to Denver	General Public	From Idaho Springs $5 to Denver $22 to GWS	**Eastbound trips:** 8:30 and 10:15 AM **Westbound trips:** 4:05 and 6:55 PM
		[Prospector – Clear Creek County/CDOT]	Georgetown to Idaho Springs	General Public	$1 (local) $2 (town to town)	**Morning trips:** 7:15 – 10:15 AM **Afternoon trips:** 2:15 – 5:15 PM
Gilpin County	**Door-to-Door - Scheduled**	Gilpin Connect	Gilpin to adjacent Counties and Denver	Medical appointments	$5 to adjacent Counties $10 to Denver	**Scheduling:** 303-582-9200 (2 business days) **Operates:** M – F, 8AM – 4PM
		Gilpin County Health and Human Service	Gilpin to adjacent Counties and Denver	Medical appointments for Medicaid Clients	Free	**Scheduling:** 303-515-4292 (2 business days) **Operates:** M – F, 8AM – 4PM
		Gilpin Senior Program	Gilpin to adjacent Counties and Denver	60+ residents (medical appointments, general errands, VOA meal sites and volunteering sites)	$2.50	**Scheduling:** 303-515-4292 (1-3 business days) **Operates:** M – F, 8AM – 4PM
	Fixed-route	[Tramway]	Central City to Black Hawk	General Public	Free	**Operates:** M-Th, 10 AM – 2:30 AM F-Sun, Noon – 3:30 AM

Figure 3. Transit Service Map

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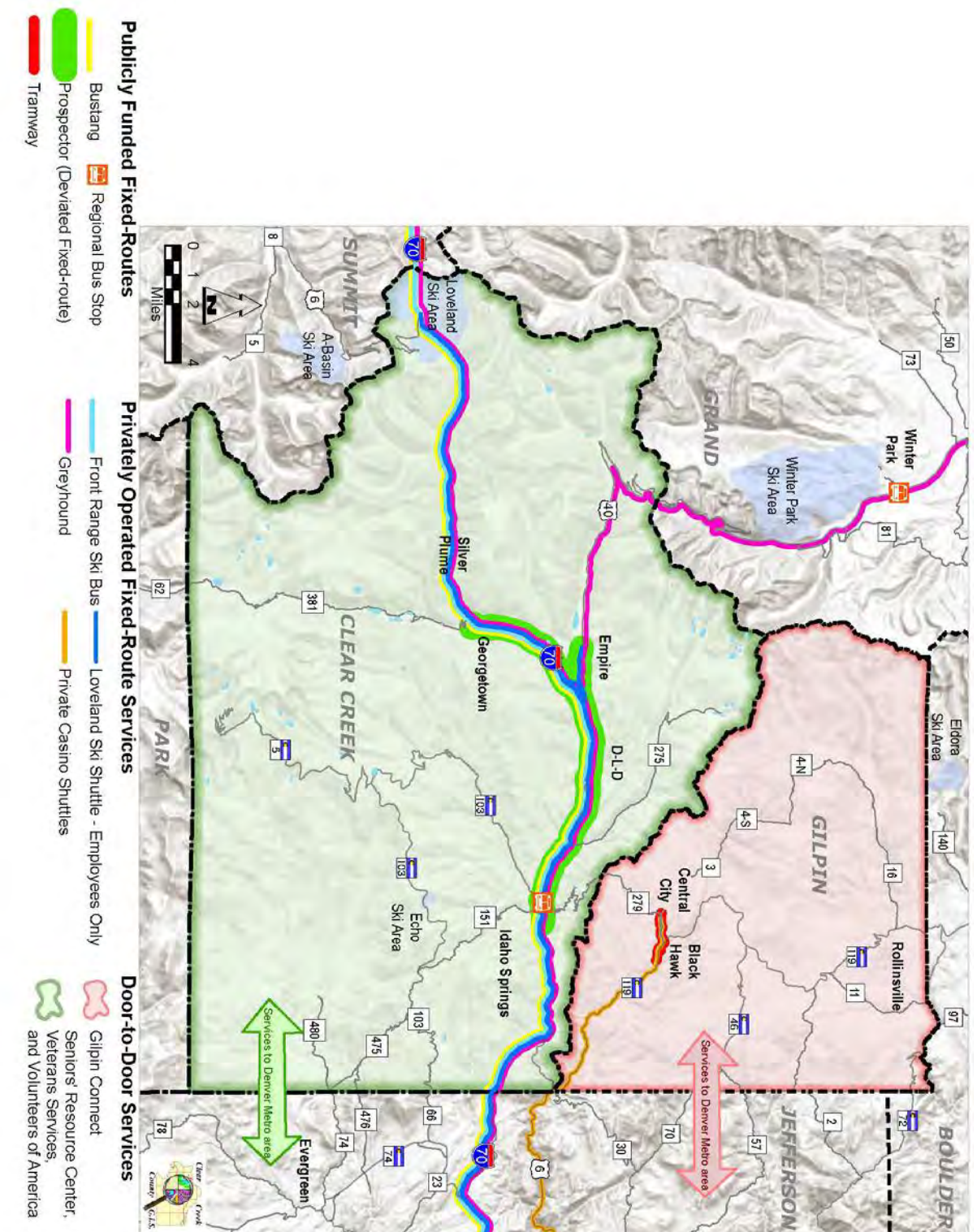
Clear Creek County Funded Services

Prospector Fixed Route

The Prospector Route is a deviated fixed-route connecting Idaho Springs, Empire, and Georgetown that began service in late 2016 thanks to a grant from FTA. The route is open to the general public. The vehicle that drives the route is Americans with Disabilities Act (ADA) accessible and operates two morning (7:15 – 10:15 AM) and two afternoon (2:15 – 5:15 PM) trips Monday through Friday. Riders may request a pick-up at a location other than a marked stop by making a reservation at least 3 days in advance. One-way fares cost riders $1 within town or $2 for trips from town to town. Half-priced fares are available for youth under 18 and seniors over 65. In addition, several agencies throughout the County help subsidize fares for their clients. **Figure 4** depicts the Prospector Route map.

Figure 4. Prospector Route Map
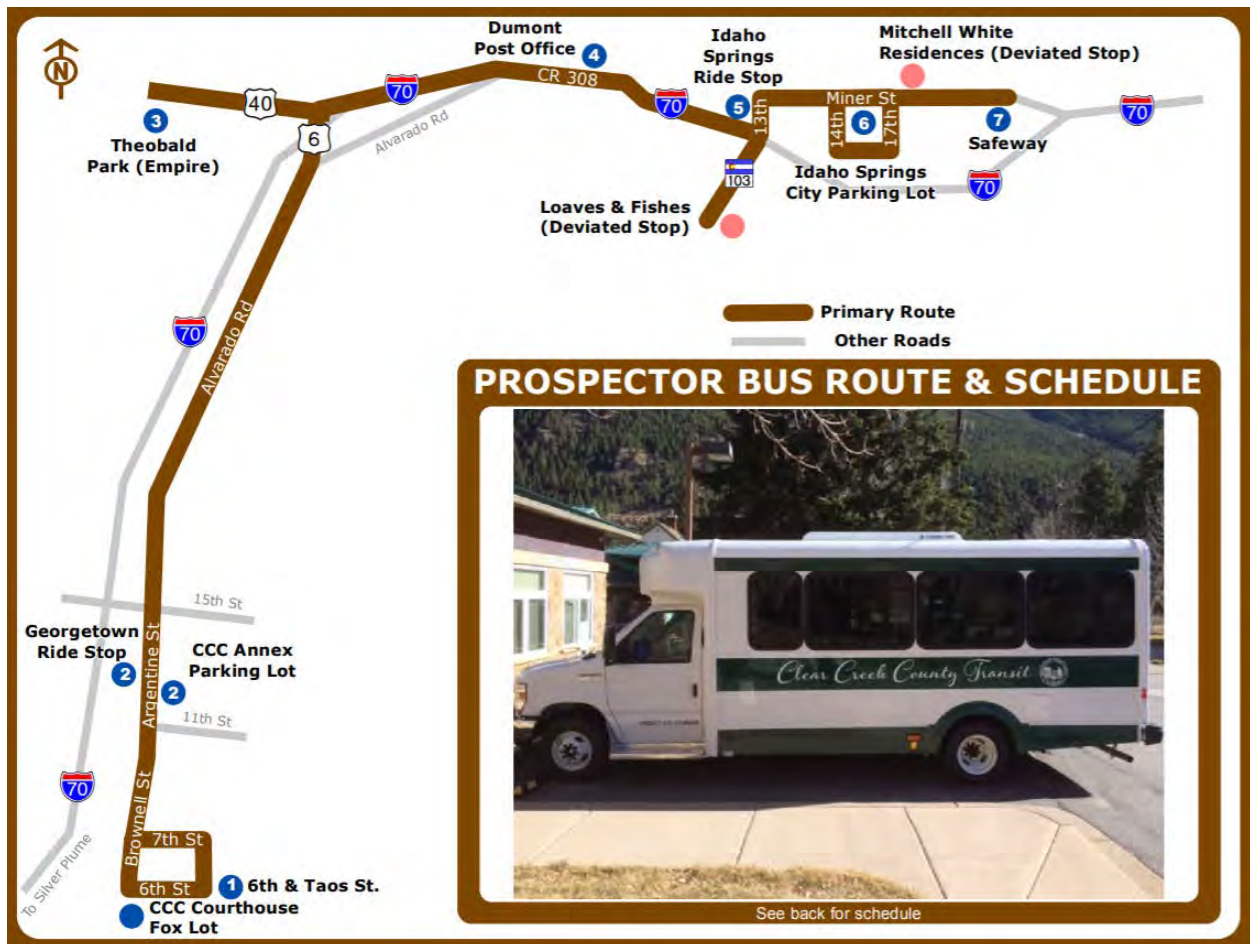
The Prospector service became a reality following a successful FTA grant application prepared by the non-profit Seniors' Resource Center (SRC), who also operates the route through a contract with Clear Creek County. The grant included the Prospector's one vehicle and operational funding. The vehicle was purchased in 2016 and the service opened in late 2016. In 2017, the total funds available for the service was $163,000, based on the grant proposal,

assuming a 55 percent contribution by FTA and the remaining 45 percent from Clear Creek County local match. However, the operating plan changed between grant submittal and service initiation, only utilizing one vehicle for the service when two had originally been planned. The end of year expenses for the Prospector in 2017 were not available, but January through November totaled $112,895.

Ridership increased steadily through 2017, with some drop-off in line with cooler temperatures in October. First-year ridership totaled 1,374. Ridership types have changed throughout this first year of operations, with more youth and older adult populations using the service later in the year, as shown on **Figure 5**. The most commonly used stops for riders are in Idaho Springs (Safeway and the 13th Avenue and Idaho Street stop serving the clinic) and Georgetown (11th Street and Argentine Street).

Figure 5. 2017 Prospector – Monthly Ridership
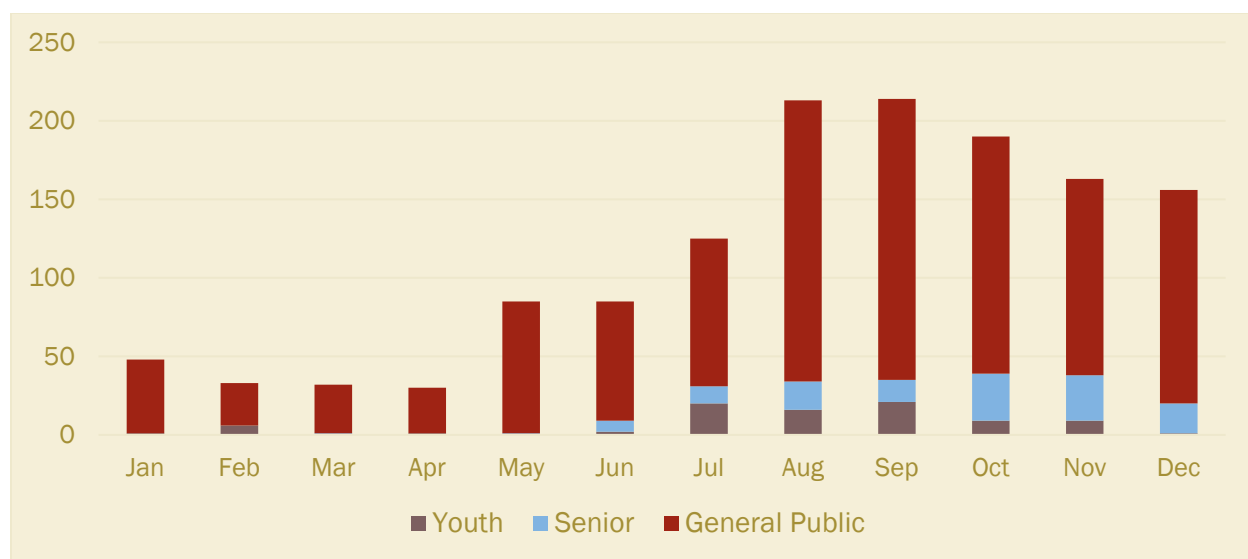
Based on the expenses for January through November, the average cost per trip in 2017 was $87.65 and the average cost per service hour was $78.40. These remove fare and advertising revenue for January through November, which totaled $5,024.25. Cost per passenger is high for rural fixed-route service, but this should reduce as the route matures and ridership increases over time. A new transit service will typically increase ridership throughout the first 2 years of service before its ridership base is solid. These metrics should be monitored over time to evaluate the effectiveness of the Prospector service.

Door-to-Door Services

Through a partnership with SRC, Clear Creek County provides Non-Emergent Medicaid Transportation (NEMT) for seniors and individuals with special needs. Trips may be scheduled Monday through Friday between the hours of 8:00 AM and 4:00 PM. Qualifying users schedule trips through the SRC 3 to 7 days in advance of the appointment. A fare is not required, but users make donations to the service, as desired.

Funding for this service is from the County, the Veteran's Administration (VA) and NEMT reimbursement. The budget for January through November 2017 was $131,383 and ridership

for the year totaled 1,772, as shown on **Figure 6**. Average cost per trip for January through November was $83.31. SRC has a diverse fleet of vehicles and can accommodate accessible trips, as needed.

Figure 6. 2017 Clear Creek County Door-to-Door Service – Monthly Ridership
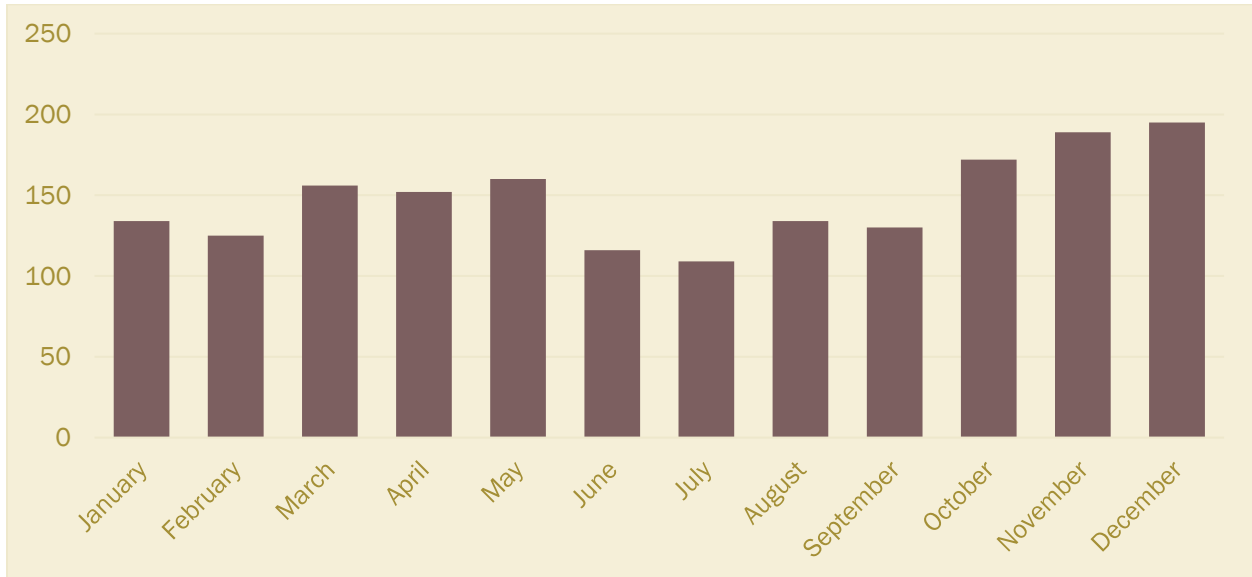
Gilpin County Funded Services

Door-to-Door Services

The Gilpin County Department of Human Services provides NEMT; the Gilpin County Senior Program provides transportation for seniors to medical appointments, grocery stores and senior luncheons; and the Gilpin Connect Program provides transportation to medical appointments for the general public. The Connect Program is not the same as the previously described Gilpin Connector fixed-route bus, which was canceled in 2011 due to funding challenges. These three Gilpin County door-to-door services require advanced scheduling of trips. Trips may be scheduled between 8:00 AM and 4:30 PM Monday through Thursday. Round trips to adjacent Counties are $5 and $10 to the Denver area; services are free to veterans and NEMT qualifying trips.

Funding for the Gilpin County services come from the County and Medicaid reimbursement funds, and from VOA who contributes funding toward Gilpin County's senior transportation services. Gilpin County's contribution is approximately $5,760 per month for these services; however, a total annual budget was not available because the budget is combined with several other services that the Gilpin County Department of Human Services funds. The County owns five vehicles that operates these three services, one of which can accommodate accessible trips.

Ridership for 2017 totaled 660. Cost per trip based on average monthly contribution was $104.73 in 2017. **Figure 7** depicts monthly ridership for 2017 broken down by the different user types.

Figure 7. 2017 Gilpin Connect – Monthly Ridership
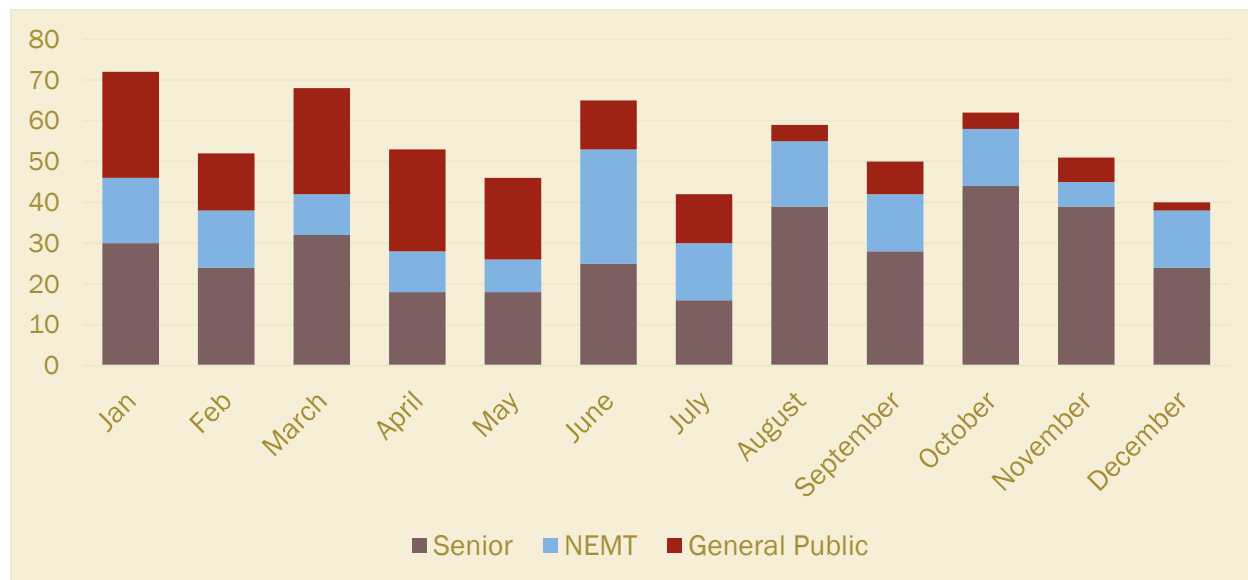
Non-County Services

Fixed Routes

Black Hawk and Central City Tramway

The Black Hawk and Central City Tramway is a fixed-route service connecting major destinations in Black Hawk and Central City. The service is free to the public and operates every 30 minutes between 10:00 AM and 2:30 AM on weekdays and every 20 minutes between 10:00 AM and 3:30 AM on weekends. Prior to 2016, the route only served the Black Hawk community, but in 2016 services were extended into Central City. Ridership increased significantly following the service expansion into Central City, as shown in **Table 2.**

Table 2. Tramway Ridership (2012-2016)

Year	Total Ridership	Passengers/hour
2012	281,806	26.4
2013	257,069	23.9
2014	253,140	24.0
2015	224,353	21.1
2016	330,701	39.1

Funding is provided by the two Cities and is operated by a third-party vendor, MV Transportation Inc. In 2017, the total operating budget was $615,212, with Black Hawk funding 57 percent and Central City funding 43 percent. Cost per trip in 2017 was $1.86.

The City of Black Hawk maintains the vehicle fleet, which includes one 30-passenger low floor bus, three medium-duty 23-passenger buses, and two 14-passenger cutaway buses, to supplement the service, as needed. All vehicles are ADA accessible.

Bustang

Bustang is a regional intercity bus service operated by CDOT that travels between Denver Union Station and Glenwood Springs along the I-70 corridor. **Figure 9** depicts Bustang's route. The service is fully ADA accessible and open to the public. It operates two trips in the morning in the eastbound direction and two trips in the afternoon in the westbound direction. It stops in Idaho Springs at the intersection of Idaho Street and 13th Street. All eastbound one-way trips originating in Idaho Springs to Union Station are $5 for the general public, $3.75 for seniors and those with disabilities, and $2.50 for children between the ages of 2 and 11. Trip prices increase as distances increase, therefore, westbound trips originating in Idaho Springs to Frisco, Vail, Eagle, and Glenwood Springs cost riders $7.00, $11.00, $16.00 and $22.00, respectively.

Figure 8. Bustang Route Map
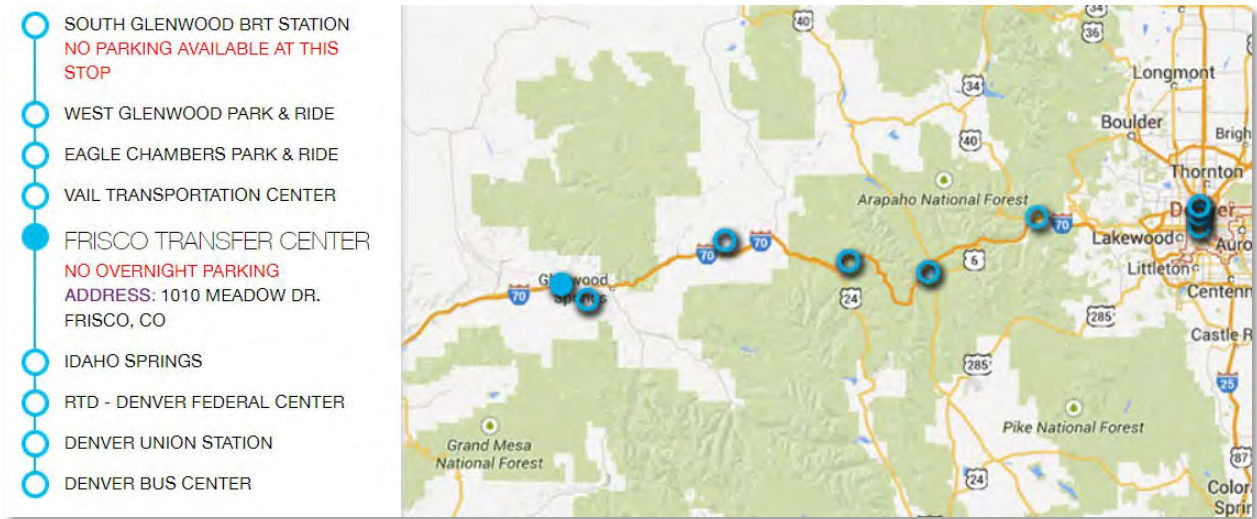
Ridership generating or terminating in Idaho Springs is provided on **Figure 9**. CDOT staff indicate that travel patterns are about half and half for travel to the Denver Metro Area compared to travel to other I-70 communities to the west. Funding and vehicle information was not provided by CDOT.

Figure 9. 2017 Bustang – Monthly Ridership
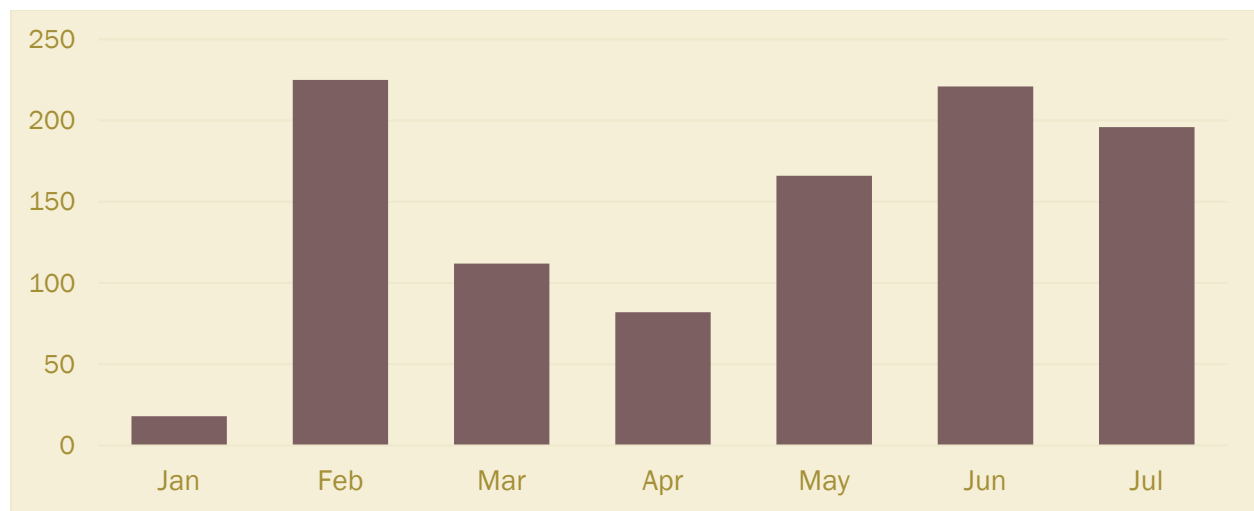
Clear Creek School District Activity Bus

Clear Creek School District RE-1 provides school bus routes to the four school sites in the County for enrolled students in the morning and afternoon. The school also operates two activity buses in the later evening hours between 6:00 and 7:00 PM to get students from Clear Creek Middle and High School to Idaho Springs, Empire, and Georgetown and from the Recreation Center in Idaho Springs to the Clear Creek Middle and High School and King Murphy Elementary.

Front Range Ski Bus

The Front Range Ski Bus is a service that transports skiers and boarders between the Denver Metro Area and the Loveland Ski Area, Wednesday through Sunday during the winter months. The service operates one morning and afternoon trip and costs patrons $45 for a round trip. Patrons are eligible for a discounted lift pass when they use the Ski Bus. Last season, the service transported nearly 2000 skiers and boarders up I-70, removing an estimated 695 cars from this congested corridor. The service runs to Loveland Ski Area, picking up at Denver Union Station and the Dinosaur Wooly Mammoth Lot in Morrison. There are no stops in the two counties for pick-up.

Gilpin County School District and Nederland Independent School District Bus Services

Gilpin County youth typically attend the Gilpin County School District RE-1 or the Nederland Independent School District. Both districts provide bus service to and from school, but unlike Clear Creek County School District, there is no Activity Bus service for students. Both schools have bus routes that have stops at the County Recreation Center or Library immediately after school, but no later evening service is available.

Greyhound

Greyhound is a private service that operates across the United States. Greyhound is available to the general public and is ADA accessible. Two routes serve the two-County area with one stop in Idaho Springs at 13th Street and Miners Candle Road. One route travels east/west along I-70 and the other travels from I-70 north along US 40 to Winter Park, Granby, and Steamboat Springs. Fares vary depending on day, time of day and trip length, starting at $10 and increasing as factors change.

Ridership, funding, and vehicle information was not available from Greyhound.

Loveland Ski Area Employee Shuttle

The Loveland Ski Area provides three shuttles for their employees for work shifts only. The shuttles each make one trip in the morning and one in the evening. There is no fare and buses generally fill up with approximately 29–39 riders each.

Shuttle #1 is a 39-passenger vehicle that travels from Morrison to Floyd Hill then to the Ski Area. Shuttle #2 is a 29-passenger vehicle that travels from Idaho Springs to the Ski Area. Shuttle #3 is a 29-passenger vehicle that travels from Downieville, Empire, Georgetown, and Silver Plume to the Ski Area. Employees may not use the shuttle if they are going to the Ski Area on their day off.

Funding and exact ridership information beyond the general numbers described previously was not available from Loveland Ski Area.

Private Casino Shuttles

There are many private companies that transport people between the Denver Metro Area and the Black Hawk and Central City Casinos. Based on the *City of Black Hawk's 2013 Intermodal Transit Facility Report,* up to 11 different charter operators provide over 160 charter trips per

month, mostly on the weekends. The casinos subsidize the trip ticket price of $20 by an estimated 50 percent. Ridership, funding, and vehicle information is not available for these services. This service is focused on bringing people from the Denver Metro Area to the Casinos, though local residents have indicated that they've used the services to get back and forth from the Denver Metro Area, the frequency of this type of usage is unknown.

Door to Door Services

Volunteers of America

In Clear Creek and Gilpin Counties, VOA provides transportation and congregate meals to seniors. Eligible trips include medical and dental appointments, grocery shopping, general errands including post office visits and volunteering locations, and to and from congregate dining centers. In Clear Creek County, VOA operates these services and in Gilpin, VOA contributes financially to the County-operated services for seniors. In 2016, VOA provided 6,717 trips to individuals in Clear Creek County.

Developmental Disabilities Resource Center

The Developmental Disabilities Resource Center (DDRC) is a non-profit organization that provides transportation to individuals who are enrolled in their programs in Clear Creek and Gilpin Counties. Year-to date ridership for 2017 averages 30 trips per month.

In prior years, the Clear Creek County Department of Human Services was a major funding partner of DDRC, funding $50,000 toward the total $100,000 operating budget through grant assistance. In 2017, however, the Clear Creek County funds were diverted to the operation of the Prospector Route. Unfortunately, not all the transportation needs of the special needs populations served by the DDRC's door-to-door services could be accommodated by the Prospector Route. The County contributed $8,400 to help maintain operations of the DDRC's transportation services in 2017,

Community Characteristics

Clear Creek and Gilpin Counties are located on the west edge of the Denver Metro Area. Though the Counties are part of the Denver region, they have very different community characteristics, which are explored further in this section. Data were collected from the State Demographers Office, US Census Bureau American Community Survey, US Census Bureau Longitudinal Employer-Household Dynamics (LEHD), and the Housing and Transportation Affordability Index to provide an overview of the two Counties' characteristics.

Community Activity Centers

Figure 10 identifies the activity centers that represent the most typical destinations for residents and visitors, including: healthcare facilities; community facilities (e.g., County Offices and recreation centers); shopping centers; major employers (e.g., the Henderson Mine); and other frequently visited locations throughout the Counties, such as the Loveland Ski Area, National Forests, and State Lands. In addition to these marked locations throughout the two Counties, residents also travel east to the Denver Metro Area and west to Summit County for services that aren't available in the two-county area, such as legal services, specialty healthcare, and shopping. The map combines grocery stores and convenience stores in the legend, it is worth noting that these facilities, though they can function similarly, are not the same thing. The only true grocery stores in the two-county area are located in Idaho Springs and Georgetown, all other markers indicate convenience stores.

Figure 10. Activity Center Map

Activity Centers
- Casinos
- Community Center
- County Offices
- Dentist
- Employment Center (50+)
- Grocery/Convenience Store
- Healthcare
- Library
- Pharmacy
- Post Office
- School
- High Use Rec Destinations
- Ski Areas
- National Forest
- State Lands

Demographics

Population

Table 3 summarizes populations of the various Counties in the Denver region. Clear Creek and Gilpin Counties represent only 0.5 percent of the total population of this planning region.

Table 3. State Demographer Population for Denver Region Counties, State Demographers Office

County	2000	2005	2010	2015	Percent of Total
Clear Creek	9,361	9,392	9,155	9,392	0.3%
Gilpin	4,803	4,892	5,463	5,824	0.2%
Adams	351,735	395,384	443,711	489,923	15.9%
Arapahoe	490,722	528,214	574,819	629,066	20.4%
Boulder	276,255	282,910	295,605	318,570	10.3%
Broomfield	38,544	48,251	56,107	64,656	2.1%
Denver	556,738	559,459	604,879	680,658	22.1%
Douglas	180,510	244,442	287,124	322,198	10.4%
Jefferson	526,718	523,517	535,651	564,619	18.3%
Total	2,435,386	2,596,461	2,812,514	3,084,906	100.0%

Figure 11 shows age distribution for the Counties and the region. The Counties vary from the larger Denver region, most notably in terms of ages 25 to 34 and older adult populations. The Denver Metro Area has substantially more 25 to 34 year populations, reaching 16 percent of the total, while Clear Creek and Gilpin Counties have 9 percent and 10 percent, respectively. The Counties also have larger percentages of middle and older adult populations between the ages of 55 and 75 compared to the Denver Metro Area. The 65 to 74 age category makes up 12 percent of Clear Creek County's population compared to 8 percent and 7 percent in Gilpin County and the Denver Metro Area, respectively.

Table 4 depicts populations with disabilities. These percentages are similar in the two Counties and the Denver Metro Area with 9–10 percent.

Figure 11. 2015 Age Distribution, US Census Bureau American Community Survey
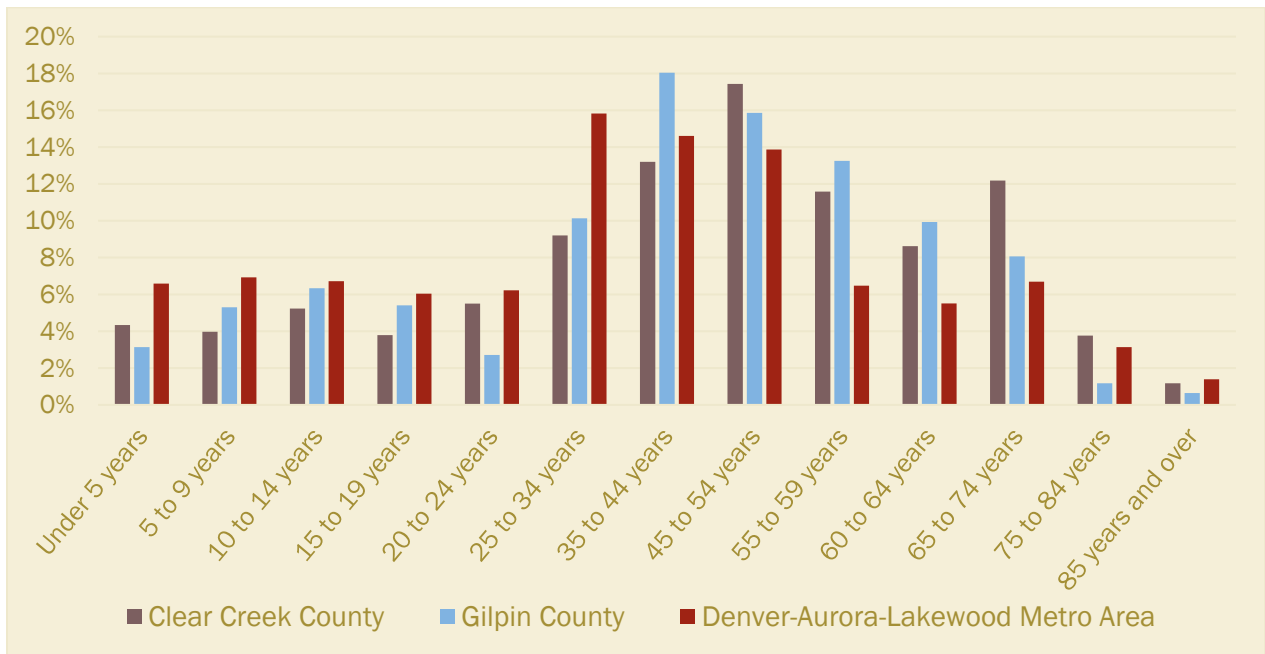
Table 4. 2015 Populations with Disabilities, US Census Bureau American Community Survey

	Percent
Clear Creek County	9%
Gilpin County	10%
Denver Region	9%

Economics

Figure 12 shows the Counties' and region's household income distribution. Most of the income categories are within a few percentage points of each other, except for the $50,000 to $74,999 earning category in Gilpin County. Both the Denver Metro Area and Clear Creek County have about 18 percent of their households earning this amount, while Gilpin County has 30 percent of its households earning between $50,000 and $74,999. Median incomes for the two Counties and Denver Metro Area are nearly the same, all between $65,000 and $68,000.

Figure 12. 2015 Income Distribution, US Census Bureau American Community Survey
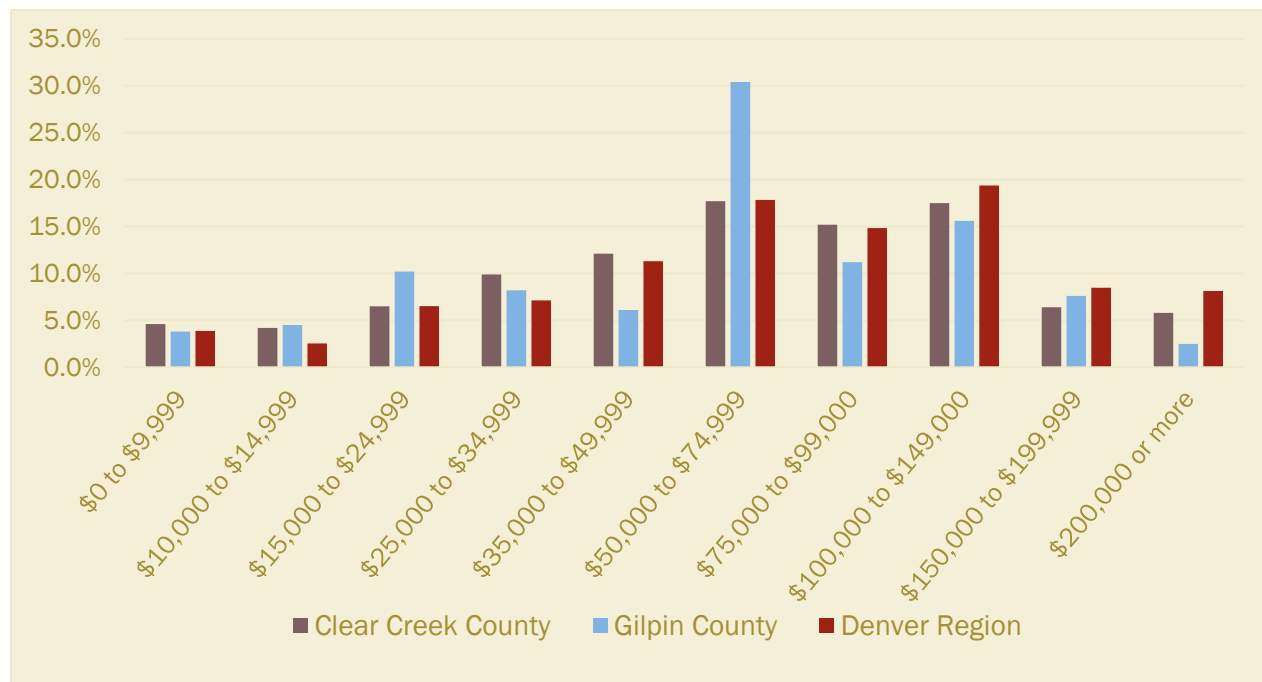
Housing and Transportation Index (H+T) data were used to understand the economic impacts the transportation network has on residents of the two Counties and provides a comparison to the Denver region. **Figure 13** shows that the Counties have very similar percentages of household incomes going to housing and transportation, 28 percent and 26 percent and 29 percent and 26 percent, respectively. The average for the Denver Metro Area is slightly lower with households dedicating 27 percent to housing and only 20 percent to transportation. Therefore, Denver residents have 7–8 percent higher discretionary income compared to Clear Creek and Gilpin County Residents.

Figure 13. Housing and Transportation Costs, Housing and Transportation Index
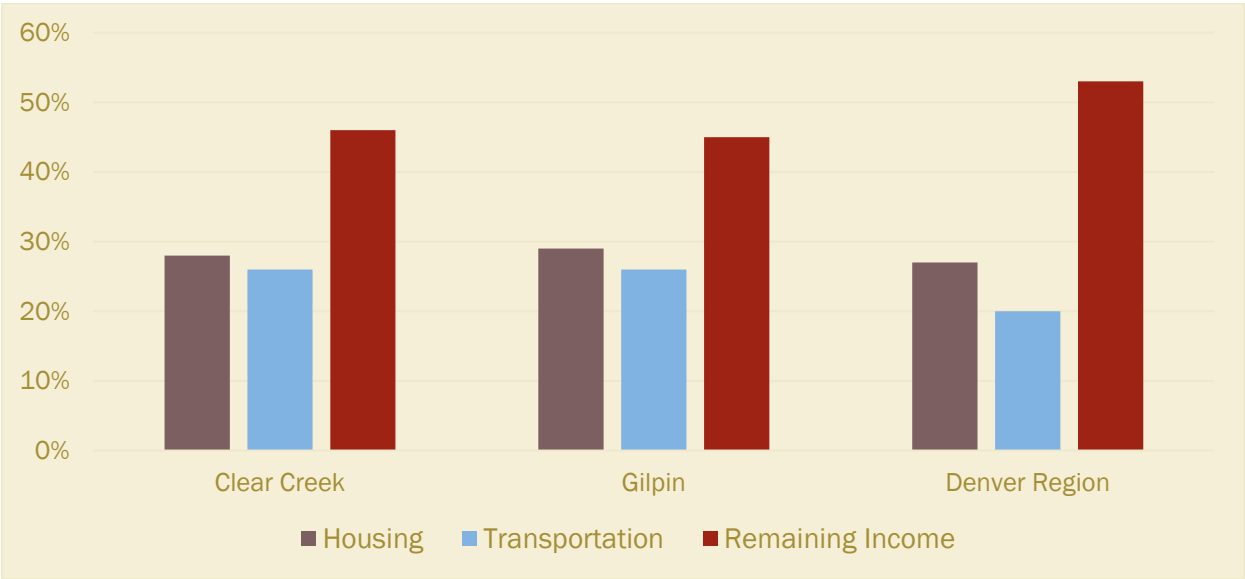
Travel Patterns

LEHD data were collected to assess commuter travel patterns in Clear Creek and Gilpin Counties in comparison with the Denver Region, as shown on **Figure 14**. Between the two Counties, Clear Creek County has a higher percentage of working residents commuting outside of the County at 54 percent of all trips, compared to 26 percent for Gilpin County. Gilpin County conversely has a large percentage (65 percent) of commuters coming into the County, indicating that residents from other Counties are traveling to Gilpin County for work. This is likely due to the casino facilities in Black Hawk and Central City. The Denver Region has a much larger portion of local trips at 77 percent, which is not surprising, considering it is a much larger area for trips to be considered "local" in.

Figure 14. Work Trip Summary: Incoming, Outgoing and Local Trips, US Census Bureau Longitudinal "Employer-Household Dynamic
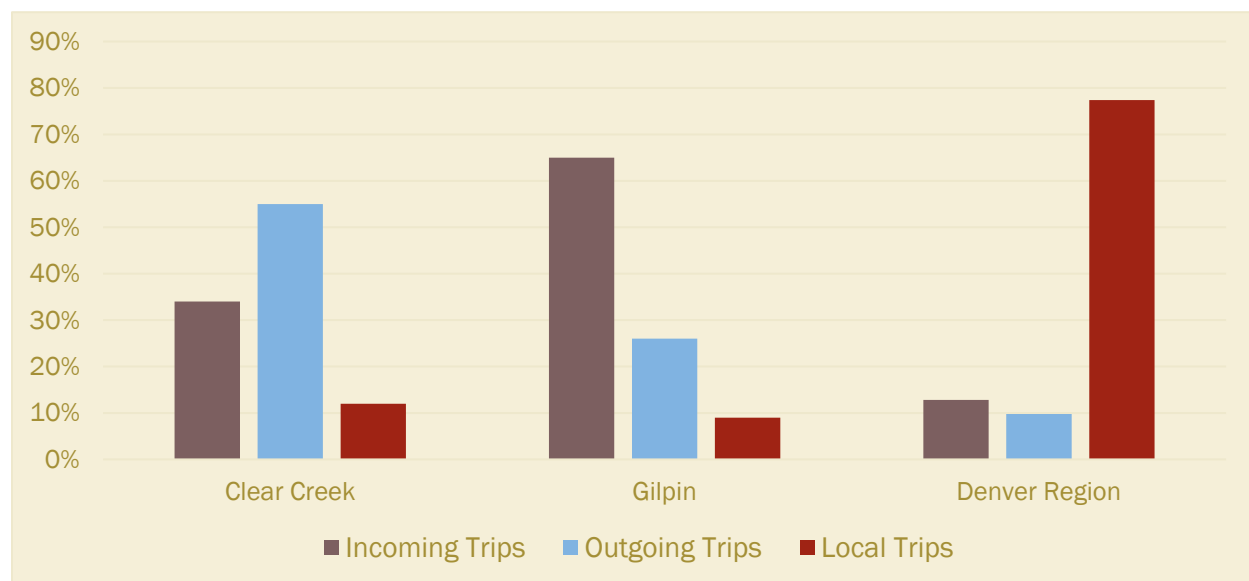
Additionally, Clear Creek and Gilpin County households own more vehicles and average about 10,000 more Vehicle Miles Traveled (VMT) annually as compared to Denver region residents. Table 5 shows that the two Counties also have fewer households with no access to vehicles as compared to the Denver region.

Table 5. 2015 Vehicular Information by Household, Housing and Transportation Index and US Census Bureau American Community Survey

	Autos per Household	Average Household VMT	No Auto Household
Clear Creek	2.14	29,075.00	2.17%
Gilpin	2.15	29,842.00	4.50%
Denver Region	1.79	19,736.00	6.15%

Clear Creek and Gilpin Counties:
Transit Assessment and Planning Study

Appendix B – Public Involvement Summary

Clear Creek and Gilpin Counties:
Transit Assessment and Planning Study

Public Engagement Summary

Appendix B

Prepared for:

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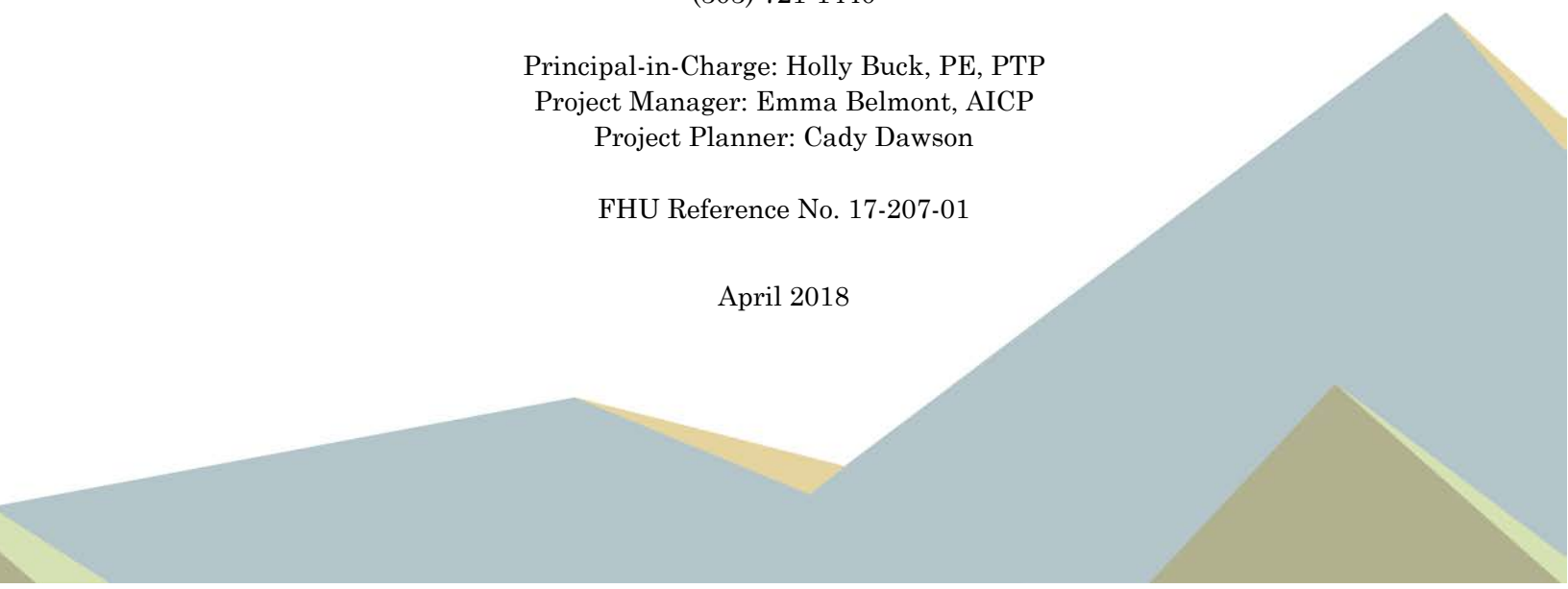
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FHU Reference No. 17-207-01

April 2018

Community Engagement

Ultimately for plan recommendations to be implemented successfully, they must meet the needs of potential users and be viewed as a benefit to the larger community. To engage the general public, stakeholders, existing public transportation users, and decision makers, a focused community engagement strategy was used to help identify the gaps and needs of the public transportation network. The strategy included a public open house/focus group meeting in each county, as well as the creation of a project Planning Advisory Committee (PAC) that met three times throughout the development of the study. In addition, a survey was developed to help prioritize the gaps and needs and strategies in each county. This section describes the outreach efforts and outcomes of each.

Open Houses/Focus Group Meetings

Two open houses/focus group meetings were held on December 12, 2017: one in unincorporated Gilpin County at the Gilpin County Public Library and the other in Georgetown at the Clear Creek County Offices. Community members were notified of the two meetings through the counties' Facebook and Twitter sites, postings at local post offices and community centers, and email invites to County, Social Service Agency, Transportation Provider and Healthcare representatives and transportation advocates throughout the two counties. Each meeting was well attended with 20 attendees in Gilpin County and 15 in Clear Creek County.

Figure 1. Public Notice Posting

Clear Creek and Gilpin County Residents

We invite you to assist the Counties in

IDENTIFYING & PRIORITIZING

future County Transportation Initiatives.

Gilpin County Meeting	Clear Creek County Meeting
WHEN: Tuesday, December 12 9:30 – 11:00 AM	**WHEN:** Tuesday, December 12 1:30 – 3:00 PM
WHERE: Gilpin County Public Library 15131 HWY 119 Black Hawk, CO 80422	**WHERE:** Clear Creek County Offices BOCC Meeting Room 405 Argentine St. Georgetown, CO 80444
*This facility is ADA Accessible. If you require additional special accommodations, please contact Tami Archer at 303-582-5831 ext.3, tarcher@co.gilpin.co.us at least 48 hours in advance of the meeting.	*This meeting room is ADA Accessible. If you require additional special accommodations, please call 303-679-2312 at least 48 hours in advance of the meeting.

Transportation continues to be a top concern!

Clear Creek and Gilpin County hear you and continue to make progress!

Each meeting included:

♦ introductions of all attendees;

♦ an overview of the project by County representatives; and

♦ a facilitated discussion about the existing public transportation available to residents and additional needs that are not currently being met

Table 1. Discussion Summary

Clear Creek County	Gilpin County
What are the most frequent transportation challenges you or your clients experience?	
♦ Goals: Good public transportation is important to quality of life, attracting new residents to CCC, economic development. ♦ Easy access to Denver metro area, DIA and RTD; convenient travel times; good connection schedule is needed. ♦ People may need/desire to go out of county for medical, dental, banking, legal, Social Security, Veterans, DMV services, and supermarkets. ♦ Locally, people need transportation for employment, youth activities, recreation, entertainment. ♦ Need to define "success" for the Prospector. ♦ There are private transportation services that pass through CCC but do not serve CCC due to PUC license issues. ♦ Limited number of Prospector trips; limited hours; M-F service only; no trips outside of CCC; no connection to RTD; work on consistency. ♦ Locals are interested in transit to Loveland Ski Area. ♦ Special needs transit through SRC has funding risks. ♦ CCC is facing budget challenges. ♦ Due to I-70 congestion, more connections to services (shopping, medical) more people are going to Summit County.	♦ No RTD service due to Casino/charter services (RTD will not compete). Linking to RTD in Nederland can be expensive (cost of passes). ♦ People need to go out of county for medical, dental, banking, legal, Social Security, Veterans, DMV services and supermarkets. ♦ The above Out-of-County services are found in the Denver metro area, Evergreen area, Idaho Springs, and/or Nederland. ♦ Locally, people need transportation to services and transit connections in Nederland/Rollinsville/Boulder County. ♦ Locally, people need transportation to library, churches, rec center, Justice Center, Transfer Center in Gilpin County. Individuals with disabilities often rely on ambulance service. ♦ Returning to the County after an ambulance ride. Taxi and Uber rides from the metro area (if available) are very expensive ($70 - $100). ♦ Youth may need rides to/from the rec center. North County Children do not have school bus rides to rec center. ♦ DHS clients need to get to appointments ♦ Some seniors do not drive at all or not after dark. ♦ Weather and road conditions are a challenge. ♦ Gilpin Connect offers medical trips - but staffing and hours are limited and combined trips can be long.

Are people aware of the transportation options available to them throughout the two counties?

♦ Those that want to do	♦ There seems to be a lot of outreach, but staff keeps hearing that people are unaware of services available.

What are the most critical destinations in the region for you or your clients?

♦ Healthcare – both locally and regionally ♦ Veterans services in metro area (Aurora) ♦ Supermarkets – both locally and regionally ♦ Rec center ♦ Youth access to recreation, social activities (including weekends) ♦ Jobs – locally and regionally ♦ Bustang/Greyhound connection ♦ El Rancho (RTD, Walmart)	♦ Healthcare - Denver Metro Area, Boulder County, Idaho Springs ♦ Veterans services in metro area ♦ Grocery stores – Denver metro area, Boulder County, Idaho Springs ♦ Pharmacies – Rollinsville, IS, Evergreen, Denver Metro Area ♦ Justice Center ♦ Library ♦ Rec Center ♦ Bustang connection

How do you or your clients access information on transportation options?

♦ County webpage ♦ County Facebook page ♦ Post Office and bus stop postings ♦ Word of mouth ♦ Suggestion: Get Prospector info on Google maps	♦ County webpage/Facebook - County working on better broadband ♦ Calls to Social Services Case Managers ♦ Newspaper/flyers ♦ Word of mouth ♦ VMS signs on roads ♦ Independent population that doesn't want to request help ♦ People who are not currently involved forget or are unaware

Do the existing services available meet your or your client's needs?

♦ Hours and days of Prospector service should be expanded ♦ Better connections to Denver Metro Area, Evergreen and Summit County needed ♦ Because of limited resources, explore efficiencies among local transportation service providers (Vets, VOA, SRC, Prospector, school district, private businesses)	♦ Needs met include Medicaid medical transport, veterans, seniors. (But scheduling/rescheduling a challenge) ♦ Needs not met include activity, educational, emergency needs of students ♦ Currently people get around by walking, hitch hiking, relying on friends and churches ♦ Special transportation services provide only for defined populations ♦ Food Bank truck has a regular delivery trip to Central City apartment complex

Planning Advisory Committee

A Planning Advisory Committee (PAC) created at the onset of the project helped to provide valuable insight from local transit users, agency staff, and elected officials and to achieve consensus at key points throughout the planning process. The group met three times in early 2018; once in January and twice in March. The meeting agenda topics were as follows:

- ◆ January – Review existing conditions and initiate prioritization of draft gaps and needs
- ◆ March – Confirm prioritized gaps and needs, review implementation strategies and help to identify owners and action items for implementation strategies
- ◆ April – Review draft plan

January Planning Advisory Committee Summary

The first PAC meeting was held on January 3, 2018, at Tommyknocker Brewery and Pub in Idaho Springs. Twenty-five citizens, agency representatives, local community, Colorado Department of Transportation (CDOT), and Denver Regional Council of Governments (DRCOG) staff and elected officials attended the meeting. Clear Creek and Gilpin County representatives provided attendees with a project introduction and update, a brief overview of the project Draft Existing Conditions Report, and a list of draft gaps and needs developed following input received through the Existing Conditions analysis and from the early December public meetings. **Figure 2** presents the agenda for the meeting.

As meeting attendees arrived, they were asked to review the draft gaps and needs posted on boards in the meeting room and to vote for their top five priorities. The discussion focused on the gaps and needs that had the most votes. **Table 2** summarizes the notes from the discussion. Gaps and needs were updated and revised based on the discussion.

Figure 2. Planning Advisory Committee Meeting #1 – Agenda

Clear Creek and Gilpin Counties:
Transit Assessment and Planning Study

Planning Advisory Committee – Meeting #1

Location

Tommyknocker Brewery and Pub

1401 Miner St.

Idaho Springs, CO

* Light appetizers will be served

Agenda

5:30   Welcome and Introductions

5:45   Background

- Transit Assessment and Planning Study Intent
- Planning Advisory Committee's (PAC) Role
- Meeting Purpose

6:00   Review of Existing Conditions and Input To-Date

- Existing Conditions Report
- Public Meetings/Focus Groups

6:15   Local Priorities Discussion

- Preliminary Findings - Needs/Gaps and Opportunities
- What are the Counties Priorities?

7:00   Wrap-up and Next Steps

Table 2. Draft Gaps and Needs – PAC Prioritization Voting Results and Notes

Unmet Need/Gap	Clear Creek	Gilpin	Regional	Votes from PAC 1/3	Notes/Opportunities
Door-to-Door Transit Services					
Users need to qualify for available services (Medicaid client, senior or veteran, and general medical trips provided in Gilpin County).	x	x	x	1	▪ Look into existing programs in other areas ▪ Volunteer driving program (Neighbor Network in Douglas County) ▪ Casual carpool to combine trips
Limited paved streets make winter travel difficult.	x	x		3	▪ What can we do about this?
Winter conditions make access to transit difficult, for pedestrians and vehicles (services are often canceled due to weather last minute).	x	x		0	▪ What can we do about this?
Uber/Lyft/taxi are limited or not available.	x	x	x	0	▪ What can we do about this? ▪ Uber and Lyft estimates from Central City to Denver Health cost between $50-$65, Georgetown to Denver Health cost between $54-$71. Service only to main communities in each County.

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Unmet Need/Gap	Clear Creek	Gilpin	Regional	Votes from PAC 1/3	Notes/Opportunities
Fixed-Route Transit Services					
Stops are Limited.	x			3	▪ Possibly remove or consolidate with other needs
First and last mile connections need improvement (pedestrian infrastructure).	x	x	x	3	▪ 5310 grant is an opportunity to improve infrastructure
Stops are not ADA accessible.	x			1	▪ Consolidate this with 1st and last mile connections
Stop amenities are rare (shelters and benches).	x			4	
Winter conditions make accessing stops difficult for pedestrians (snow removal is not always done).	x	x		2	
There is no Gilpin County fixed-route service connecting into the regional network (Bustang, RTD).		x	x	6	▪ Service connecting to the Nederland Park-n-Ride would be nice to link to RTD services
There is no fixed-route service for local trips in Gilpin County.		x		5	▪ What are the locations that need served in Gilpin County? ▪ Is there demand for service between Gilpin and Clear Creek Counties? Or is the primary connection for both into the metro area?
Getting to jury duty (Gilpin County) is difficult for people without access to a car.		x		1	
Tramway service only caters to Casino customers.		x		2	

Unmet Need/Gap	Clear Creek	Gilpin	Regional	Votes from PAC 1/3	Notes/Opportunities
Prospector service is limited (only from Georgetown to Idaho Springs).	x	x		3	• Expansion of route to Silver Plume is desired – Silver Plume is the only community in Clear Creek County that is not served currently • Potential to expand route to connect to RTD El Rancho, Evergreen and/or Bergen Park-n-Ride • Potential to expand service hours – more runs/day • Potential to expand service days I-70 congestion may have impacts to potential expansion of Prospector service • Potential to expansion to the gaming communities
School buses provide transportation to youth after school to the Recreation Center, but there is no transportation home or to other local activity centers	x	x		4	• Clear Creek School District has an evening activity bus (6-6:45PM) that can help with this final leg of trips for some students, though does not fill all needs as it does not do most school bus routes (service is only from the Rec Center to Clear Creek HS and MS) • Explore Gilpin School District investing in a later evening Activity Bus for the final leg of the trip (e.g., like CC School District Activity Bus)
There is only one regional stop (Bustang) in Clear Creek County (Idaho Springs).	x	x	x	1	• Would CDOT be open to partnering for improved service? • What would joining RTD look like? • Consider alternative governance structure to provide local services (e.g., Regional Transportation Authority (RTA), Intergovernmental Agreement (IGA))
Residents have difficulty getting to and home from services (e.g., healthcare appointments, services, specialists, hospital visits) both locally and regionally.	x	x	x	13	• Are people talking about door-to-door only or both fixed-route and door-to-door services? • Would improving connections to regional services accommodate this?
Residents have limited access to technology – Library is the best location	x	x	x	0	• What can our study do about this? • Potential for transit service linking to libraries.

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Unmet Need/Gap	Clear Creek	Gilpin	Regional	Votes from PAC 1/3	Notes/Opportunities
Affordability					
Cost of casino shuttles is prohibitive for use by employees and residents to use for regional trips.		x	x	5	▪ CDOT may be a funding partner for this service in the future, maybe local user discounts could be integrated as part of a local match? ▪ Maybe there is an option for subsidized service for locals
Taxi prices to/from Denver Metro Area are prohibitive	x	x	x	0	▪ What can our study do about this?

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Unmet Need/Gap	Votes from PAC 1/3			Notes/Opportunities
	Clear Creek	Gilpin	Regional	
Coordination				
Non-profit (e.g., churches) and private (e.g., casino shuttles, ski shuttles, rafting companies) may be able to fill gaps (e.g., unused vehicles by ski areas or rafting companies could be used for other purposes in off-season)	×	×	×	7 · Concerns with vehicle quality (e.g., rafting companies use older vehicles that may not be appropriate for this type of service) · Build from a Central Information Hub, noted in the Information Section · Possibility of implementing a local Coordinating Council
Opportunity to combine trips.	×	×	×	2 · Build off Central Information Hub, noted in the Information Section

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Unmet Need/Gap

Funding	Clear Creek	Gilpin	Regional	Votes from PAC 1/3	Notes/Opportunities
There is no dedicated local funding for transit services.	×	×		6	• CDOT is committed to continuing to fund 5311 services at 45%, however local match of 55% is still necessary to keep service in operation • What if the counties joined RTD? • What are the options here?

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Unmet Need/Gap	Clear Creek	Gilpin	Regional	Votes from PAC 1/3	Notes/Opportunities
Hours of Operation					
Service hours are limited, exacerbated in the winter when it gets dark so early.	×	×	×	1	▪ What can the study do about this?
Prospector and Bustang do not have early morning, mid-day or later evening service.	×	×	×	4	▪ Bustang will be expanding service on I-70 (Bustang doesn't appear to stop at Idaho Springs with this expanded service) ▪ When is the right time to expand Prospector service?

Information

Unmet Need/Gap	Votes from PAC 1/3				Notes/Opportunities
	Clear Creek	Gilpin	Regional		
People aren't aware of the services that are available to them.	x	x		11	▪ Need to utilize what works for the two counties, consider a centralized information hub and utilize promotion that has proven to work (e.g., social media, word of mouth, local radio/newspaper, utility bill inserts) ▪ Travel Training - especially for older adult populations
There is no single website that houses information on the services available.	x	x	x	5	▪ Centralized information hub - develop consolidated information packet and website with everything people need to know about transportation alternatives for Clear Creek and Gilpin Counties residents ▪ Utilize Denver Regional Mobility and Access Council's (DRMAC) existing service

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March Planning Advisory Committee Summary

The second PAC meeting was held on March 12, 2018, at Tommyknocker Brewery and Pub in Idaho Springs. This was a rescheduled meeting following a cancelation due to inclement weather on the original meeting date of February 22, 2018. Eighteen people attended the rescheduled meeting, participants included citizens, local elected officials, County and agency representatives, and CDOT and DRCOG staff. Clear Creek representatives initiated the meeting and introductions of attendees. **Figure 3** presents the agenda for the meeting.

The consultant team provided a reminder of the purpose of the PAC, the meeting's intent, a project update, overview of the project Existing Conditions Report, and highlights of the project survey. This was followed by a group discussion around Gaps and Needs and the draft near-term Strategies, which is summarized in **Table 3.**

Figure 3. Planning Advisory Committee Meeting #2 – Agenda

Clear Creek and Gilpin Counties:
Transit Assessment and Planning Study

Planning Advisory Committee – Meeting #2

Date and Time

Thursday, February 22, 2018
5:30 – 7:00PM

Location

Tommyknocker Brewery and Pub
1401 Miner St.
Idaho Springs, CO
* Light appetizers will be served

Agenda

5:30   Welcome and Introductions

5:35   Meeting Purpose

5:40   Project Update

   ♦   Transit Assessment and Planning Study Intent
   ♦   Planning Advisory Committee's (PAC) Role
   ♦   Existing Conditions Report

5:50   Public Survey Highlights

6:10   Gaps/Needs and Strategies Discussion

   ♦   Revised Gaps and Needs
   ♦   Centralized Information Hub – Draft
   ♦   Near-term Strategies – Ownership and Action Items

6:55   Wrap-up and Next Steps

Table 3. Gaps and Needs Assessment: Draft Strategies– PAC Notes – Purple text indicates Additions from PAC

Door-to-Door Transit Services

No.	Unmet Need/Gap	Location	Priority	Strategy	Notes – Ownership – Action Items
1	Users need to qualify for available services (Medicaid client, senior or veteran, and general medical trips provided in Gilpin County)	All	Mid-term	1.1 Develop a volunteer driving program 1.2 Casual Carpool to combine trips	▪ Team will review other programs to learn about best practices (Neighbor Network – Your Aging Resource Center http://www.deneighbornetwork.org/transportation.html) ▪ Team will look into other programs
2	Service hours are limited and do not always work for specialist appointments, especially discharge from appointments or hospital stays.	All	Mid-term	2.1 Coordinate these trips with other transportation providers (e.g., Strategy 1.1. and 1.2 and 4.1)	▪ Further discussion through creation of a joint Local Coordinating Council or one in each County.
3	Winter conditions make access to transit difficult, for pedestrians and vehicles (services are often canceled due to weather last minute).	All	Mid-term	3.1 Coordinate with County Public Works Departments, municipalities and CDOT to have high transit usage areas prioritized on snow plowing routes	▪ Monitor to learn if this is a major problem that needs addressing
4	Uber/Lyft/Taxi services are limited geographically throughout the two Counties	All	Long-term	4.1 Identify a multi-modal Shared-use Mobility Hub (facility with transit service, park-n-ride, car share, bike	Links to Park-n-Ride Strategy 18.1 Ownership – Counties, municipalities, CDOT Action Item:

parking and possible taxi/uber/lyft service) in the two-county area that can serve as a centralized location to make these connections

1) Identify a Mobility Hub/Park-n-Ride in or near Idaho Springs and/or somewhere in Gilpin County that has room to accommodate a mix of purposes (Transit and taxi/Uber/Lyft connections, park-n-ride, car share, etc.)

4.2 Partner with Uber and Lyft to increase number of drivers in Clear Creek and Gilpin Counties (Driver availability is the number one barrier to expanding services)

4.3 Partner with Lyft Concierge (program Lyft offers where agencies can subsidize Lyft services and help customers to schedule trips)

Fixed-Route Transit Services

No.	Unmet Need/Gap	Location	Priority	Strategy
5	First and last mile connections need improvement (pedestrian infrastructure).	All	Mid-term	**5.1 Apply for FTA 5310 Grant** (funds infrastructure upgrades to assist elderly and populations with disabilities) Ownership – Transit operators (Clear Creek County, CDOT, potentially municipalities and property owners through development activities)
6	**Some stops are not ADA accessible.**	**Clear Creek (CC)**	**Near-term**	**6.1 Inventory of stops to understand ADA status and where needs/demands exist** **Action Items** **1) Develop inventory question list** **2) Inventory stops** **3) Develop guidelines for bus stops (Team will look into examples)** Ownership – Clear Creek County, municipalities
			Mid-term	**6.2 Update the Clear Creek County ADA Transition Plan to include the Prospector stops** Action Items 1) Team will look into rural county ADA plans for good examples
			Mid-term	**6.3 Strategy 5.1 coordination**
7	Stop amenities are rare (shelters and benches).	CC	Mid-term	7.1 Develop guidance for amenity distribution across stops Ownership – Clear Creek County Action Items 1) Team will look into integration with service standards and examples from rural communities
				7.2 Consider partnership opportunities to provide amenities and maintain

stops (e.g., advertising at shelters or benches)

#	Issue		Timeframe	Strategy	
	Winter conditions make accessing stops difficult for pedestrians (snow removal is not always done).				
8	pedestrians (snow removal is not always done).	All	Mid-term	8.1 Pursue enforcement of snow removal by adjacent property owners	Ownership – Clear Creek County
9	There is no local fixed-route service in Gilpin County.	Gilpin (G)	Near-term	9.1 Develop routing plan for local Gilpin County service	
			Near-term	9.2 Identify local funding match	

Action Items

1) County should monitor if this is a problem worth looking into.

Discussion Notes:

2) **Gilpin County Representative did not feel that this was the best solution based on cost to provide fixed-route transit and prior low ridership of the Connector. Recommended looking at other service options to accommodate these needs, such as a demand response or Uber type option. (Commissioner Gail Watson)**

3) **Is ADA accessibility a concern due to road conditions, e.g., snow, steep driveways, dirt roads?**

4) **The Connect Program uses Yellow Cab as a back up to accommodate accessibility requests that cannot be filled with the County vehicles, so far they have not had to use this service.**

5) **Different users to consider: older adults, commuters (workforce), low-income.**

6) **Options to look into: Vanpool, Cars2go, Call-n-Ride, Uber model, other demand response type services. Consultant team will continue to look into options.**

#	Issue	Owner	Term	Strategy / Action
			Mid-term	9.3 5311 Grant for rural service
10	There is no Gilpin County fixed-route service connecting into the regional network (Bustang or RTD).	G & Regional	Near-term	10.1 Service connecting to Nederland PnR (Refer to Strategy 9.1 - local service needs)
			Mid-term	10.2 5311 Grant for rural service
11	Tramway service only caters to Casino customers.	G	Long-term	
12	Prospector service is limited geographically serving local needs (only from Georgetown to Idaho Springs).	CC	Mid-term	12.1 Expand route to Silver Plume (only community in Clear Creek County not currently served)
13	Prospector service has limited frequency and service hours (only two morning and two afternoon trips).	CC	Near-term	13.1 Develop Service Standards to identify productivity measures (to understand when route is operating successfully and expansion plans should be considered)

Owner – Clear Creek County

Action Items
1) Find Service Standards for rural community to start with (consultant team look into)
2) County customize to meet local needs and expectations
3) Monitor Prospector service and consider expansion

Action Items

1) Can additional service be operated using the full grant amount (2017 service did not use the full grant amount, is it possible to re-design the service to expand the hours or link to RTD with the existing funding?)

#	Issue	Ownership	Timeframe	Recommendation
			Mid-term	13.2 Expand service hours - more runs/day
			Long-term	13.3 Expand service days/week
14	The Bustang service has limited frequency (Two eastbound AM trips and two westbound PM trips).	CC and Regional	Mid-term	14.1 Coordinate and advocate to CDOT for increased frequency
15	For Clear Creek County, Bustang is the only connection into RTD's regional network and only makes connections at the Federal Center, Union Station and Denver Bus Center.	Regional	Mid-term	15.1 Consider expanding the Prospector route to connect to RTD El Rancho PnR (possibly an earlier AM and later PM trip for commuters)
				15.2 Explore the possibility of additional Bustang stops into Denver
16	There are limited opportunities for after school transportation to youth in both Counties (Activity Counties (Activity	G and CC	Bump to Near-term / Mid-term	16.1 Explore Gilpin School District investing in a later evening Activity Bus for the final leg trips (e.g., CC School District Activity Bus)

Discussion Notes:
- Youth struggle to get to and home from after school activities.
- School District Activity buses help, but do not fully meet the need
- Additional coordination between the school districts and recreation districts is crucial.

Bus in Clear Creek offers some options, but is very limited)

  o "Any healthy, active community has a strong recreation district." Paul, Clear Creek Recreation District

 ■ Move youth transportation to a Near-term strategy.

16.2 Explore the potential of utilizing the Recreation Center Vehicles to operate this service

Discussion Notes:
■ Clear Creek and Gilpin Recreation District staff indicated that they have vehicles that could be utilized to help provide additional youth transportation through a partnership opportunity.
 o Clear Creek Recreation District has 4 or 5 vehicles (10-15 passenger vehicles)
 o Gilpin County Recreation has 1 vehicle – currently out of commission due to broken windows, however once its fixed it may be an option (10-15 passenger vehicle)
 o Potential partnership between school district and recreation districts

Added following PAC #2 meeting comments

16.3 Explore the potential of the Prospector helping to accommodate youth transportation needs.

Discussion Notes:
■ Can Prospector hours be expanded to operate during times that would benefit youth getting to and home from after school activities? Would changes need to be made to routing?
 o An opportunity to increase ridership on the Prospector
■ Would this option be acceptable for "youth?" Prospector allows 13-year-olds and up ride alone, but younger youth need to have an older adult with them.
 o What is the age we are trying to accommodate?
 o Would parents let their kids ride a public bus?
 o Youth currently pay half price ($1).
 o Potential for a Youth ride free with school ID program?

17	Residents have difficulty getting to/from services (e.g., healthcare appointments,	All	Near-term	17.1 Refer to Strategies 1.1, 1.2, 10.1, 10.2, 12.1, 13.2, 14.1, 15.1 and 15.2

services, specialists, hospital visits) both locally and regionally requires residents to depend on family and friends.

| 18 | Shuttle services between resort areas and Denver do not stop in Clear Creek County. | All | Mid-term | 18.1 Explore a Park-n-Ride in Clear Creek and/or Gilpin County that could be a stop along the various resort shuttle routes (e.g., ski casino, and/or rafting shuttles) | Links to mobility hub strategy 4.1 Ownership – Municipalities, Counties Action Items 1) Determine if there are any county or municipal properties that could be used for a PnR or private properties with excess parking that could be used for this? Are property owners open to having a park-n-ride? |

No.	Unmet Need/Gap	Location	Priority	Strategy
19	Cost of casino shuttles is prohibitive for use by employees and residents to use for regional trips.	G and Regional	Mid-term	19.1 County and/or municipalities could subsidize service for locals (voucher program)
20	Taxi prices to/from Denver Metro Area are prohibitive	Regional	Long-term	20.1 A taxi voucher limited to eligible riders of door-to-door services program could assist with high taxi prices for some populations. 20.2 Expansion of CDOT regional services.

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No.	Unmet Need/Gap	Location	Priority	Strategy
21	There is limited coordination among different providers.	All	Near-term	**21.1 Organize a Local Coordinating Council to help facilitate conversations across different providers.** ■ Discussion Notes **Team will invite Kate Williams to attend next PAC meeting to discuss creation of an Local Coordinating Council.**
			Near-term	**21.2 Coordinate with existing volunteer driver programs (e.g., churches) to help pair needed trips with trips already being made. (Refer to Strategy 1.1 and 1.2)** - Inventory existing volunteer driver programs
			Mid-term	21.3 Private transportation services may be able share vehicles when not in use (e.g., idle vehicles owned by recreation district, VOA, ski areas or rafting companies)
			Mid-term	21.4 Public Private Partnership between CDOT, local communities and casinos/churches/ski areas to capitalize on extra capacity that could serve residents and/or employee transportation needs

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No.	Unmet Need/Gap	Location	Priority	Strategy
22	There is no dedicated local funding for transit services.	CC and G	Near-term	**22.1 Initiate a discussion around a local commitment (e.g., Resolution) to long-term funding of public transit services (Prospector and Connect, etc.) (Refer to Strategy 13.1 Service Standards)**
				Discussion Notes:
				- Co-mingling of funding – there are challenges to making this work, but a Local Coordinating Council could help work through these details
			Mid-term	22.2 Initiate a conversation around a local tax dedicated to transit (e.g., joining RTD, creating a local Regional Transportation Authority (RTA), Public Improvement District (PID), Business Improvement District (BID))
				Discussion Notes:
				- Potential for joining into the RTD service area
				○ Requires a vote of the people in the area to be served
				○ Potential for a partial area of the county/counties voting in – yes, however RTD would likely prefer an all in approach
				○ RTD would likely provide one regional route to the counties as they struggle with providing services to the outer edges of their service area – may not be much better than what Bustang already provides
				○ Conflict with RTD coming into an area that has private providers (Casino shuttles and charter regulations)
				- **Regional Transportation Authority (RTA) – also requires a vote of the people in the area to be served**
				○ **This could be paired to include more than one program (e.g., transit and trails)**

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No.	Unmet Need/Gap	Location	Priority	Strategy
23	There is no single location (e.g., website) that houses information on the services available.	All	Near-term	**23.1 Develop a <u>C</u>entralized <u>I</u>nformation <u>H</u>ub for all services available** ▪ **Information in paper format (handout/flyer housed at County facilities) and website** **Owners – Local Coordinating Council** **Discussion Notes:** ▪ A draft Centralized Information Hub handout was distributed at the meeting ▪ Attendees were asked to review and provide edits by the end of the week **Action Items** 1) Finalize Information 2) Coordinate with DRMAC to ensure their information is the same as the Counties' websites) 3) Distribute handout to locations throughout the two counties (paper and electronic for websites) 4) Distribute via social media sites and other proven ways the Counties have used to get information out 5) Identify an Owner that will maintain the information as changes occur over time (Local Coordinating Council?) and provide updates to DRMAC for their Getting There Guide **23.2 Coordinate with DRMAC to have information integrated in the "Getting there Guide" and the Information and Referral Service** **Owner – Local Coordinating Council** **Action Items** 1) Start with Kate Williams on how to begin coordinating with DRMAC

#	Issue	Population	Timeframe	Strategy	Details
24	**People aren't aware of the services that are available to them.**	**All**	**Near-term**	**24.1 Utilize what works for the two counties, build from a Strategy 22.1 (Centralized Information Hub) and utilize promotion that has proven to work (e.g., social media, word of mouth, local radio/ newspaper, utility bill inserts)**	**See 22.1**
				24.2 Expand Travel Training Programs - especially for older adult populations	**Owner – Counties and SRC** **Action Items** 1) **Utilize best practices from other travel training programs in rural communities**
25	The community's access to internet is limited.	All	Long-term	25.1 Work with Community Development Departments in each County to monitor State and local policies and private industry changes	

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April Planning Advisory Committee Summary

The third and final PAC meeting was held on April 4, 2018, at the Gilpin County Community Center in unincorporated Gilpin County. Sixteen people attended the meeting, participants included citizens, local elected officials, County and agency representatives, and CDOT and DRCOG staff. The intent of the meeting was to review and discuss the Draft report's recommendations prior to finalization. **Figure 4** presents the agenda for the meeting.

Denver Regional Mobility and Access Council's (DRMAC) Executive Director, Kate Williams, attended the meeting as a special guest to speak about organizing a Local Coordinating Council (LCC), a near-term recommended strategy of the study. Ms. Williams provided examples of how other Denver Metro Area LCC's have formed and what types of projects they are undertaking. Matthew Helfant, DRCOG, and Hank Braaksma, SRC, also spoke about their experiences setting up and working with LCCs. Some of the specific questions posed by the group are summarized below:

1. Are Clear Creek and Gilpin County large enough to have an LCC?
   - Yes (Kate Williams, DRMAC)
   - LCCs help to bring staff of different agencies and community advocates together and allow them to have a combined voice. This is helpful from a CDOT perspective, giving CDOT a coalition to work with rather than going to each agency individually. (Stephen Harelson, CDOT)
2. Should the Counties pursue a joint LCC or one in each County?
   - Starting with one would be a place to start. (Kate Williams, DRMAC)
3. How are LCC's funded?
   - LCC's are typically not funded. DRMAC does receive funding from CDOT 5310 for their role as the Regional Coordinating Council, but most LCC's are made up of volunteers from various agencies and community members. (Kate Williams, DRMAC)
4. How do LCC's gain and maintain momentum?
   - A key person is needed, generally a staff person from a county or municipality (e.g., Transportation, Health and Human Services or Maintenance staff person). In most cases, they act as the chairperson, organizing the LCC and it becomes a portion of their job. It is important to have a succession plan for someone in this role. (Kate Williams, DRMAC)
   - In Douglas County, they have a staff person that dedicates ¾ of their job to administer the LCC programs, organize committees, and manage grants. (Matthew Helfant, DRCOG)
   - The Adams County LCC has a few people that organize and manage the LCC (e.g., three people working at different agencies that share the responsibility of the LCC organization). (Kate Williams, DRMAC)
   - It is important to find something to rally around to gain momentum for the LCC. (Hank Braaksma, SRC)
5. Are there examples of smaller and/or rural community LCC's or are they generally more urban communities that have LCCs?
   - Northwest Colorado Council of Governments has a Regional Transportation Coordinating Council for the Counties of Jackson, Grand, Eagle, Summit and Pitkin. (Hank Braaksma, SRC)

6. What about the major players that are missing, (e.g., agencies with funding sources, etc.)? How do we get them involved and begin to better pool resources?
    ♦ Joint efforts that include funding from several different entities are generally looked upon very favorably in grant review processes. (Stephen Harelson, CDOT)
    ♦ Local match can sometimes be accomplished using other grant funds – for example, FTA 5310 funding can be matched with Older American Act funds. (Matthew Helfant, DRCOG)
    ♦ In Douglas County, all LCC members signed a Memorandum of Understanding (MOU) (or a Resolution would work also) confirming commitment to the efforts of the LCC and to support the local funding contributions toward grants. (Matthew Helfant, DRCOG)

Following Kate Williams's discussion with the group, the consultant team presented the Draft Study Recommendations. This included a review of the following sections of the report:

♦ Study Intent
♦ Study Timeline
♦ Community Characteristics
♦ Transportation Spending
♦ Public Involvement
♦ Gaps and Needs – Priority Strategies

The PAC was asked to complete their review of the Draft Report by April 13, 2018 and send comments to either Jo Ann Sorensen, Clear Creek County or Stephen Strohminger, Gilpin County.

Figure 4. Planning Advisory Committee Meeting #3 – Agenda

Clear Creek and Gilpin Counties:
Transit Assessment and Planning Study

Planning Advisory Committee – Meeting #3

Date and Time

Wednesday, April 4, 2018
5:30 – 7:30PM

Location

Gilpin County Community Center
250 Norton Drive
Black Hawk, CO 80422
* Light dinner will be served

Agenda

5:30   Welcome and Introductions

5:35   Local Coordinating Council (LCC) Discussion – Kate Williams, Denver Regional Mobility and Access Council (DRMAC)

6:00   Meeting Purpose

6:05   Draft - Transit Assessment and Planning Study Presentation

7:15   Wrap-up and Next Steps

Survey

An online and paper survey was available for resident input between January 29 and February 24, 2018. The survey was promoted via the counties' Facebook and Twitter sites, postings at local post offices and community centers, and email invites to County, Social Service Agency, Transportation Provider and Healthcare representatives, and transportation advocates throughout the two counties. For Clear Creek County, social media postings reached a total of 4,726 followers: 3,506 through four Facebook postings and 1,220 followers through four Tweets.

The survey included nine questions and on average took participants 3 minutes to complete. Questions were intended to:

1) Learn if residents are aware of the public transportation services available to them, and
2) Help prioritize future County investments in public transportation services.

A total of 392 survey responses were collected: 74 percent (291 responses) from Clear Creek County residents, 23 percent (91 responses) from Gilpin County residents, and 3 percent (10 responses) from respondents indicating "other" as the location in which they live. The survey was informal in nature. Although it had a large number of responses, it is not a statistically valid sample of the Counties' residents.

Figure 5 presents the public notice that was posted around the two counties.

Figure 5. Survey Public Posting

Clear Creek and Gilpin County Residents

We invite you to assist the Counties in

IDENTIFYING & PRIORITIZING

future County Transportation Initiatives.

Fill out the survey and learn more on our website:
https://www.co.clear-creek.co.us/index.aspx?NID=894

Survey Open through 2/15/18

Transportation continues to be a
top concern!

Clear Creek and Gilpin County hear you and continue to make progress!

Survey Questions and Results

The first and last two questions were the same for all survey participants. Remaining questions were the same, but the options respondents could select were specific to the county in which the respondent indicated that they live. The summary combines overall results or county-specific results as appropriate.

1. What is your primary mode of transportation?

Of the 392 responses, the clear majority, 88 percent or 346 respondents, indicated that their primary mode of transportation was a personal vehicle. This is not surprising in a rural area that does not have many alternative transportation options.

Figure 6. Primary Mode of Transportation
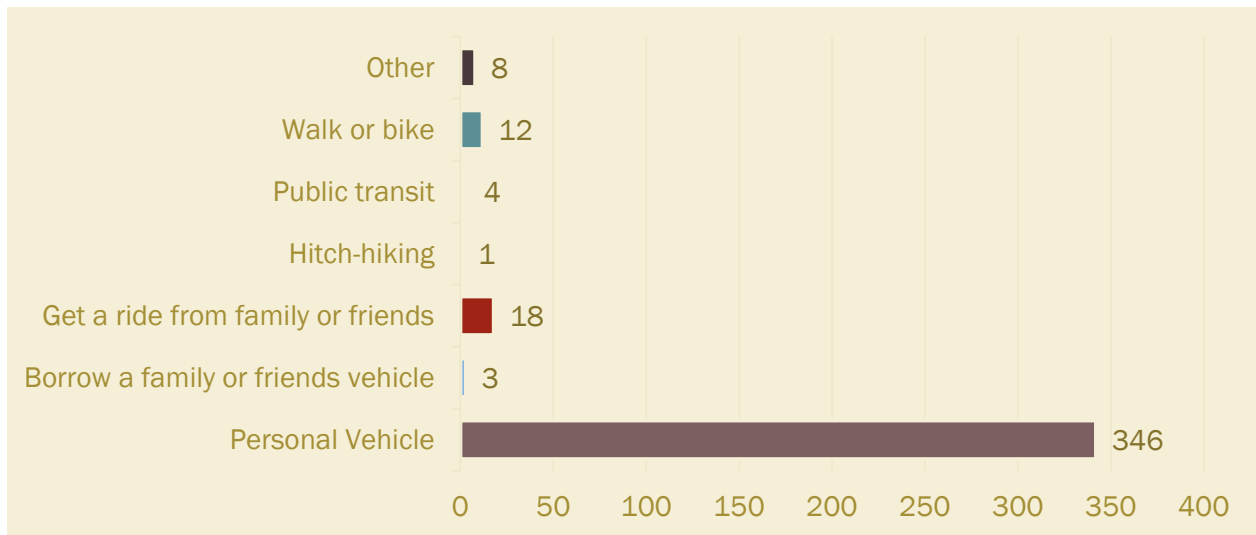
2. Which County do you live in? Or if you live outside of the Counties, in which County do you spend the most time?

Survey respondents were primarily from Clear Creek County (74 percent), while 23 percent were Gilpin County residents and 3 percent were respondents indicating they live in a different county. Clear Creek County may have received more responses due to the reach of their social media sites.

Figure 7. County in Which Respondents Live
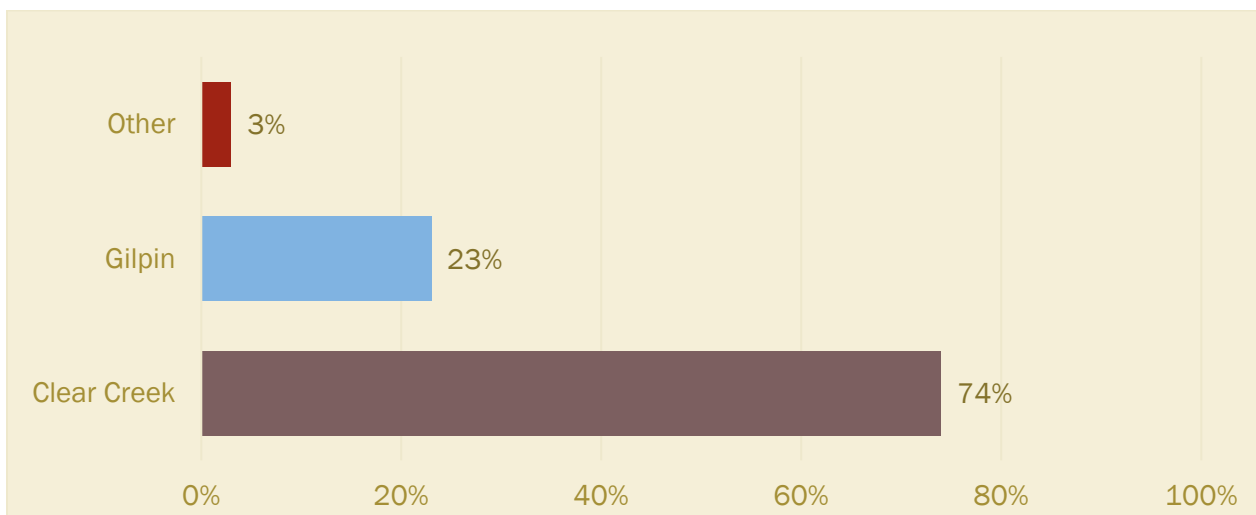
3. What area of the County do you live?

The most responses came from Idaho Springs residents across the two counties. The other areas received around 30 or fewer responses.

Figure 8. Clear Creek County Areas

Figure 9. Gilpin County Areas

4. There are several different public transit services available to residents in the two Counties. Please check all the services that you know about.

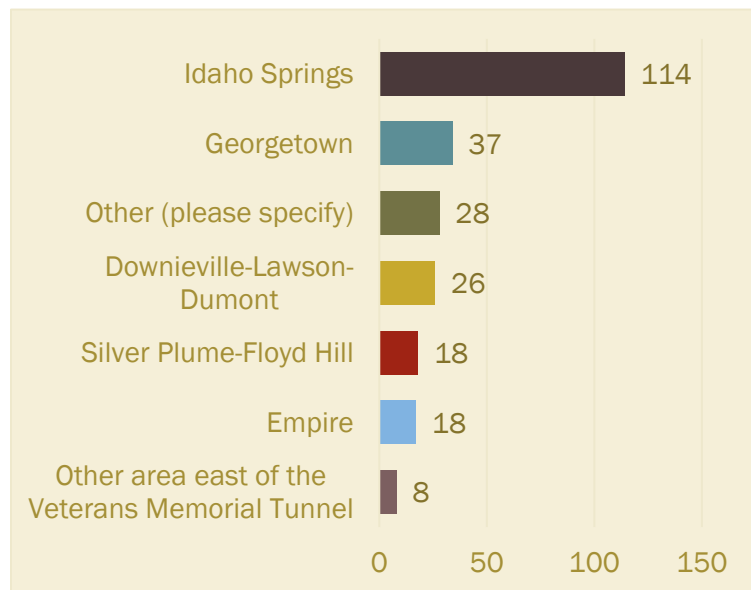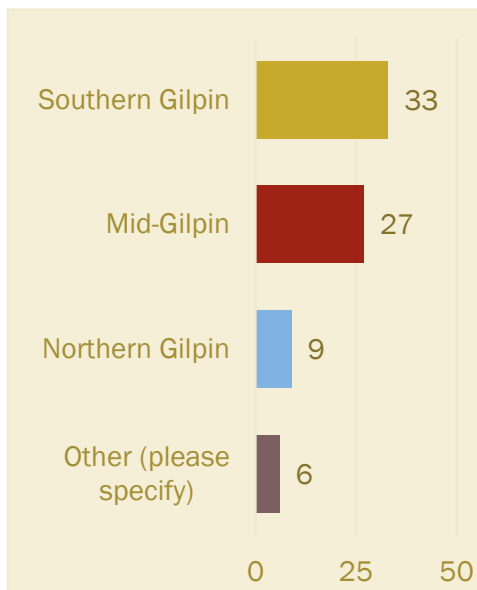Question 4 was included to understand if residents know about the services available to them and to identify which services residents are most aware of. The results indicate that most respondents in both counties are aware of at least some of the services available to them; 83 percent in Clear Creek County and 81 percent in Gilpin County knew about at least one of the existing transportation options.

For specific services, Clear Creek County responses suggest that fixed-route buses are the most well-known services, where the door-to-door services have lesser knowledge. This is likely related to users needing to qualify (e.g., qualify for NEMT or be a senior or veteran) to use the door-to-door services. Gilpin County responses suggest that the Bustang and the Volunteers of America (VOA) Shuttle are not as well-known as the other services, such as the casino shuttles, the Tramway and the Connector service. This is likely because Gilpin residents do not have a connection to Bustang and the VOA shuttle is limited to qualifying individuals (e.g., seniors).

Figure 10. Clear Creek County Responses

Bustang: 176
Prospector: 160
Volunteers of America (VOA) Shuttles: 81
Clear Creek County Door-to-Door Services - Operated by SRC Evergreen: 57
Veteran's Service Officer Van: 48
I don't know about any of these services: 39
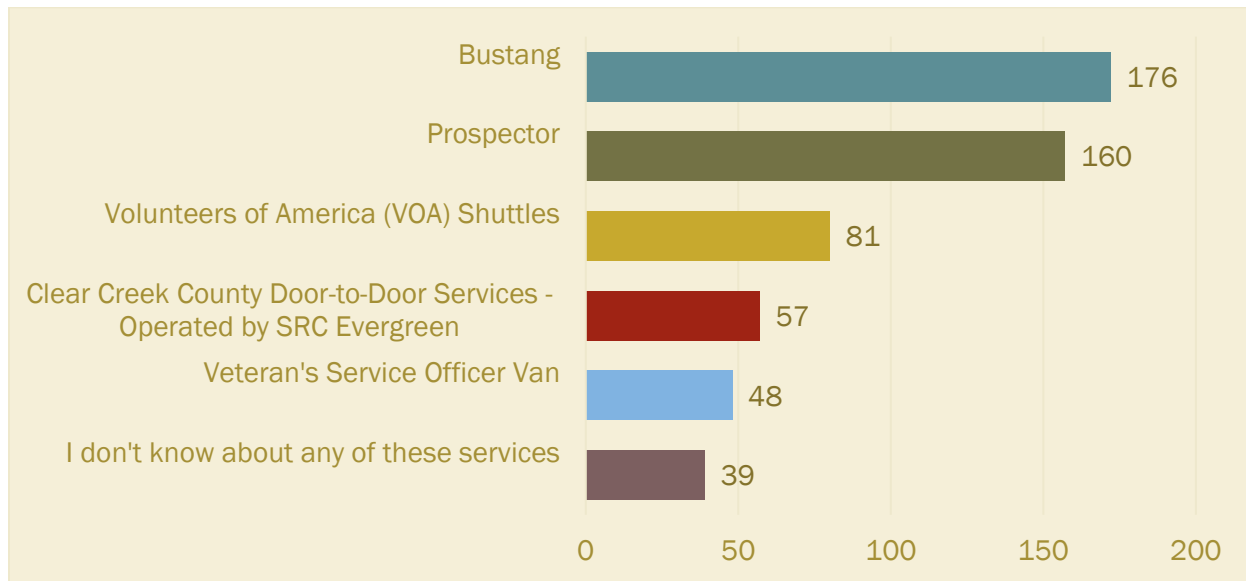
Figure 11. Gilpin County Responses

Bustang: 16
Casino Shuttles to Denver Metro Area: 49
Gilpin County Door-to-Door Services: 33
Tramway: 38
Volunteers of America (VOA) Shuttles: 13
I don't know about any of these services: 14
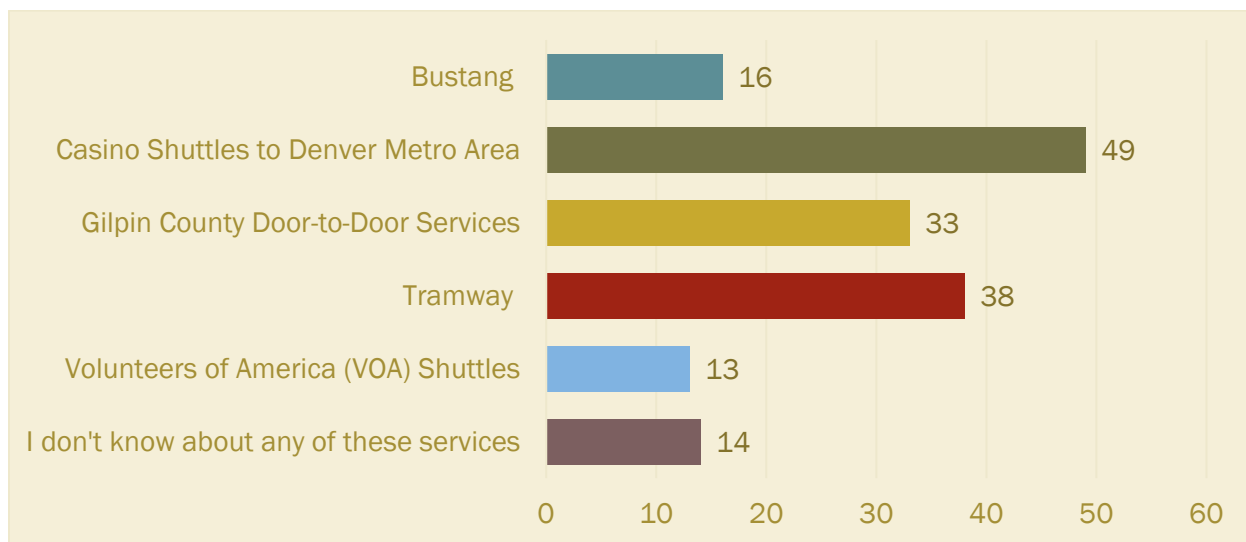
5. From the list below, please identify approximately how often you use the existing transit services.

This question was included to understand how regularly survey respondents use the public transit options available to them in the two counties.

Clear Creek County respondents indicated that they rarely use the listed public transit options. The most well-used service is the Prospector. Thirteen percent of respondents indicate they have used the service at least a few times a year, though 87 percent indicate they have never used the service. Remaining services had between 92 and 98 percent of respondents never using the listed services.

Gilpin County respondents had responses similar to those of Clear Creek County respondents. The most well-used service is the Black Hawk and Central City Tramway, with over 20 percent of

respondents indicating that they have used the service at least a few times a year. The remaining services had between 91 and 98 percent of respondents never using the listed services.

Table 4. Clear Creek County Responses

		DAILY	MULTIPLE TIMES/WEEK	ONCE A WEEK	1-3 TIMES/ MONTH	A FEW TIMES/YEAR	NEVER
Prospector	*Percentage*	0.45%	1.35%	0.90%	3.14%	7.17%	87.00%
	Votes	2	3	2	7	16	194
Bustang	*Percentage*	0.00%	0.46%	0.92%	1.38%	5.07%	92.17%
	Votes	0	1	2	3	11	200
Door-to-Door Services - Operated by SRC Evergreen	*Percentage*	0.00%	0.47%	0.00%	0.94%	0.47%	98.12%
	Votes	0	1	0	2	1	209
Veteran's Services Officer Van	*Percentage*	0.00%	0.00%	0.00%	0.94%	0.94%	98.12%
	Votes	0	0	0	2	2	209
VOA Shuttles	*Percentage*	0.00%	2.40%	0.96%	1.92%	1.44%	93.27%
	Votes	0	5	2	4	3	194

Table 5. Gilpin County Responses

		DAILY	MULTIPLE TIMES/WEEK	ONCE A WEEK	1-3 TIMES/ MONTH	A FEW TIMES/YEAR	NEVER
Bustang	*Percentage*	0.00%	0.00%	0.00%	0.00%	4.41%	95.59%
	Votes	0	0	0	0	3	65
Casino Shuttles to Denver Metro Area	*Percentage*	0.00%	0.00%	1.43%	0.00%	7.14%	91.43%
	Votes	0	0	1	0	5	64
Door-to-Door Services (NEMT, Senior Program and the Connect - Medical Transportation)	*Percentage*	0.00%	0.00%	0.00%	1.43%	1.43%	97.14%
	Votes	0	0	0	1	1	68
Tramway (Central City and Black Hawk)	*Percentage*	0.00%	1.45%	0.00%	4.35%	14.49%	79.71%
	Votes	0	1	0	3	10	55
VOA Shuttles	*Percentage*	0.00%	0.00%	0.00%	0.00%	1.47%	98.53%
	Votes	0	0	0	0	1	67

6. From the list below, please rank your top THREE (3) improvements (1 being most important).

Question 6 is included to help prioritize future investments in public transportation for the two counties.

The top priority for Clear Creek respondents was to extend the Prospector Route to connect to RTD services at El Rancho. The second priority, based on total votes and the highest number one priority vote, was for none of the listed services. This likely has to do with the large number of respondents who do not use public transportation as indicated by the previous question. The third priority based on total votes was for having earlier and later trips for the Prospector service, followed by adding more Bustang and Prospector mid-day trips. Survey responses trended toward expanding Prospector service.

Gilpin County respondents focused on having a fixed-route service brought back to the county. The top priority was to bring back a fixed-route service like the old Connector that operated between Central City and Nederland. The next priority was to connect Gilpin County to fixed-route services in Idaho Springs, followed by having a fixed-route connection to regional transportation services, such as Bustang along I-70.

Table 6. Clear Creek County Responses

	Priority Votes			Total Votes
	1	2	3	
Prospector – Extend the Prospector to connect to RTD services at El Rancho	46	29	20	95
None of these improvements are important to me	73	2	15	90
Prospector – Add earlier morning and later evening trips to the Prospector's service	18	30	21	69
Bustang - Add more trips throughout the day	21	14	27	62
Prospector - Add mid-day trips to the Prospector's service	26	19	14	59
Prospector - Upgrade Prospector bus stops (paving, sidewalks, adding shelters, etc.)	11	14	20	45
Door-to-door Demand Response - Implement a volunteer driver program to help accommodate more door-to-door trips	18	11	11	40
Prospector - Improve first and last mile connections to Prospector bus stops (sidewalks)	3	12	10	25
Prospector – Extend the Prospector to Silver Plume	7	6	11	24
Prospector – Extend the Prospector to the gaming communities	2	10	8	20

Table 7. Gilpin County Responses

	Priority Votes			
	1	**2**	**3**	**Total Votes**
Bring back a fixed-route public transit bus to Gilpin County (e.g., Connector route connecting Central City to Nederland)	35	10	5	50
Link Gilpin County to services in Idaho Springs with a fixed-route service	10	18	13	41
Link Gilpin County to regional transit services (Bustang) along I-70 with a fixed route service	7	12	13	32
Door-to-door Demand Response - Implement a volunteer driver program to help accommodate more door-to-door trips	8	10	4	22
None of these improvements are important to me	12	1	3	16
Bustang - Add more trips throughout the day	0	1	7	8

7. What populations should the County focus public transit spending on? (rank from 1 to 6, 1 being most important)

Question 7 was included to help understand what populations should be prioritized when the County thinks about public transit spending.

Clear Creek County responses indicate that the highest priority should be given to people with disabilities and to older adults. This would suggest that residents' priority would be for door-to-door services that typically cater to these two populations.

Gilpin County responses indicate that services for all populations should be the highest priority. This is more in line with fixed-route services throughout the county, which corresponds to the voting results for bringing back a fixed-route service to Gilpin County from the previous question. The next priority is for people with disabilities and for older adults, which would suggest investing in door-to-door services that typically cater to these populations.
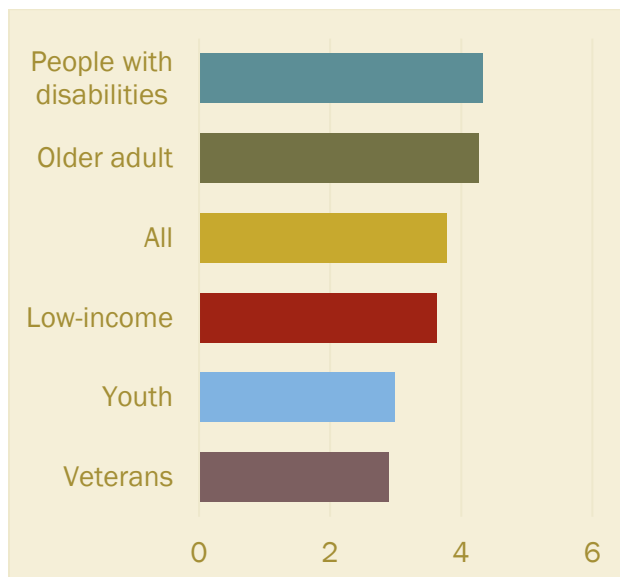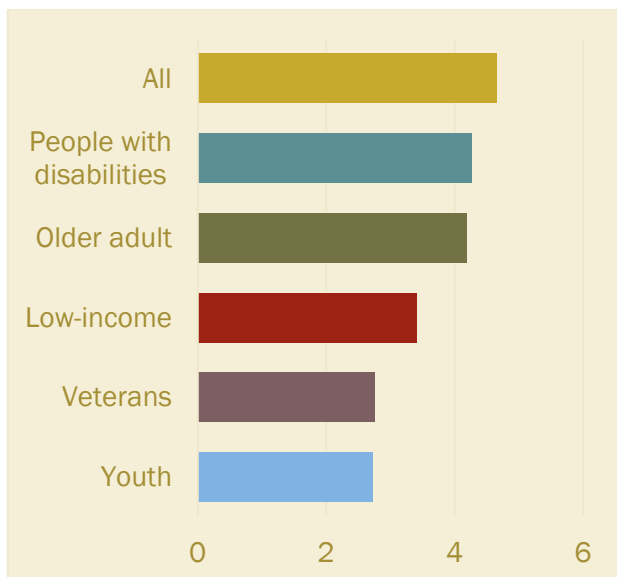
Figure 12. Clear Creek County Results

Figure 13. Gilpin County Results

8. What is your age?

The ages of survey respondents varied across all age groups. The lowest response rate at only 0.3 percent was from the 19 to 24-year-old category. There were also few responses from individuals under the age of 30. The largest age range, accounting for nearly 25 percent of all responses, was from individuals between the ages of 40 and 49.
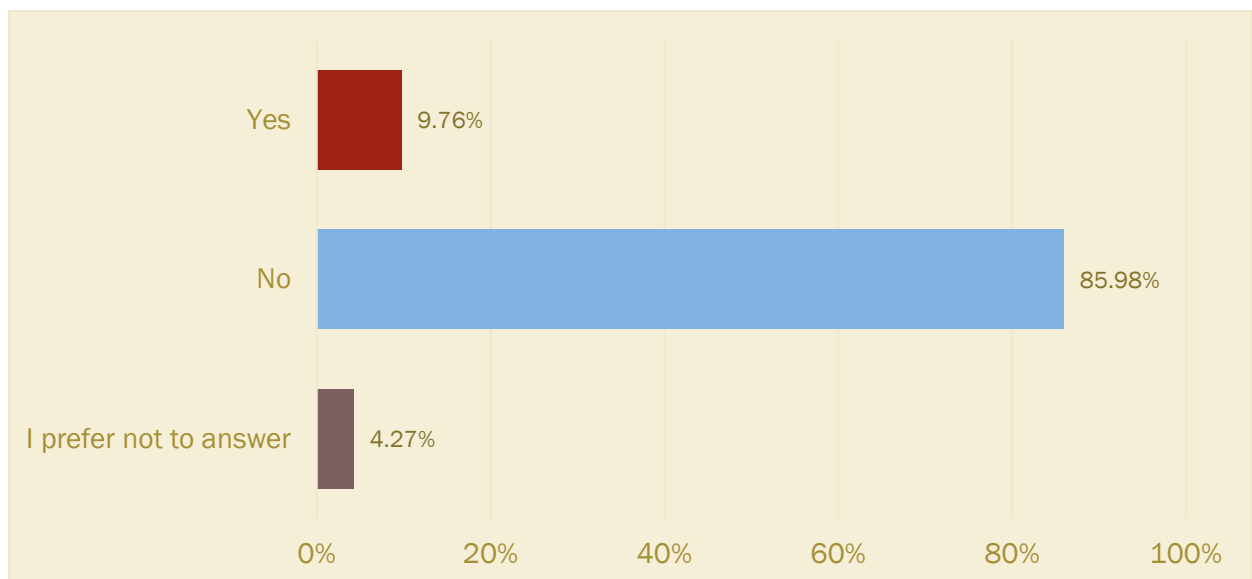
Figure 14. Survey Respondent Ages
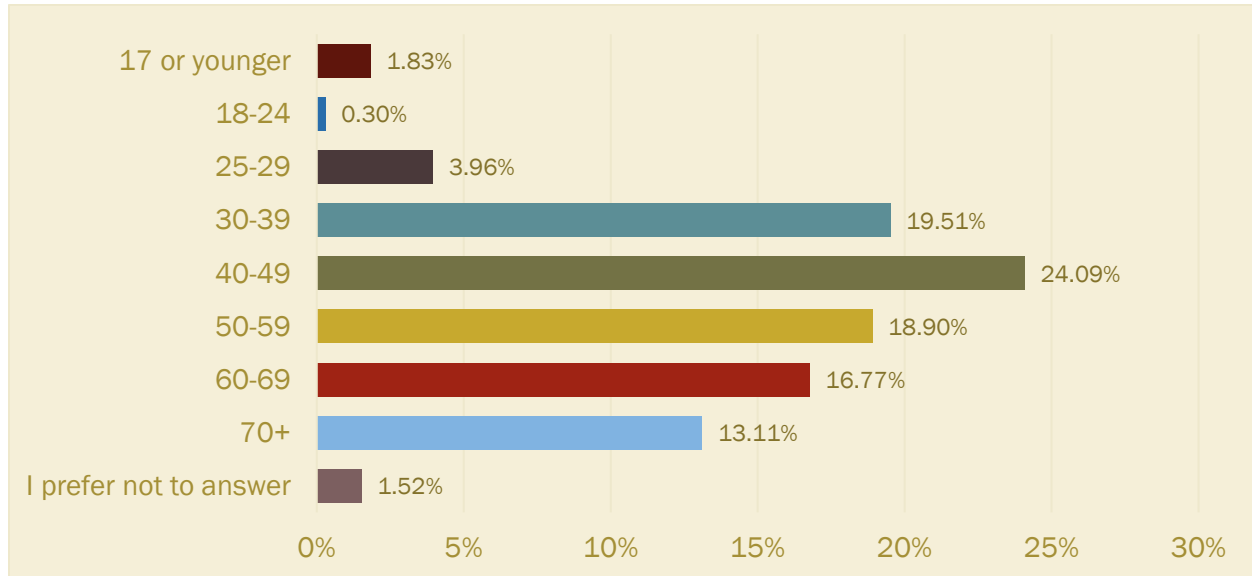
9. Do you have a disability that limits your mobility?

Most respondents indicated that they do not have a disability that limits their mobility. However, 10 percent of respondents do have a disability that limits their mobility, which in terms of the whole population is a large percentage.

Figure 15. Question 9 Survey Responses

Survey Conclusion

Overall, the survey had a very good response rate throughout the two counties, especially in Clear Creek County due to the major social media push. The primary questions that the survey was intending to answer were to:

1) Learn if residents are aware of the public transportation services available to them, and
2) Help prioritize future County investments in public transportation services.

The survey results for both counties indicate that residents are generally aware of the services available to them. However, most respondents do not use the services themselves.

Survey results indicate Clear Creek County respondents prioritize improvements to the Prospector route, initially extending it to connect to an RTD Park-n-Ride, and also expanding hours to provide earlier morning and later evening trips and more mid-day service. Additionally, they support expanding mid-day Bustang service. These respondents also prioritize investments in services for people with disabilities and older adults.

Similarly, Gilpin County respondents' priority focused on implementing a fixed-route service in the county, either similar to the old Connector service and/or services to Idaho Springs and the regional Bustang service. These respondents also prioritized investment in services for all populations, as well as people with disabilities and older adults.

Clear Creek and Gilpin Counties:
Transit Assessment and Planning Study

Appendix C – Cost Estimate Details

Appendix C: Cost Estimate Details

Cost Estimate for Gilpin County Volunteer Driver Program

Source: Denver Regional Mobility and Access Council (DRMAC)

Option 1: One part-time staff person

Assumptions:
Expenses include: one part-time staff person, facility costs, mileage
reimbursement (for drivers), insurance, etc.

Estimate from DRMAC   **$40,000**

Option 2: One full-time staff person

Assumptions:
Expenses include: one full-time staff person, facility costs, mileage
reimbursement (for drivers), insurance, etc.

Estimate from DRMAC   **$80,000**

Cost Estimates for Prospector Service Enhancements

Option 1: Increase Prospector Service in 2018 to utilize full grant amount

Assumptions:

Cost/Service Hour (rounded from $78.40, 2017 cost)	$	80
Existing Weekly Service (hours)		30
Actual Budget Expended (estimate)	$	124,800
Total Budget Available	$	165,000
Available funds remaining for 2018	$	40,200

Cost nuetral option

*Design 2018 service to ensure that 2019 will not require reduction in service levels to stay within budget

Operations Estimate:

Budget	$	40,200
Cost/hour	$	80
Annual Service Hours within Budget		503
Possible Additional Weekly Service (hours)		10
Daily Service Increase (hours)		**2**

Notes:

Mid-day service could be implemented using two additional hours of service daily

Service between 7:15 - 11:15AM and 1:15 and 5:15PM

Option 2: Increase Prospector Service by four hours daily (7:15AM - 6:15PM)

Assumptions:

Cost/Service Hour (rounded from $78.40, 2017 cost)	$	80

Operations Estimate:

Daily Service Increase (hours)		4
Increase from Existing Weekly Service (hours)		20
Total Weekly Service(hours)		50
Cost/Service Hour	$	80
Annual Cost	$	208,000
Available Budget	$	165,000
Additional Funding Required	$	**43,000**

Option 3: Expand the Prospector to connecto to the RTD El Rancho Park-n-Ride

Assumptions:

Cost/Service Hour (rounded from $78.40, 2017 cost)	$	80
Mileage between Idaho Springs Safeway stop and El Rancho PnR (miles)		13.2
Bus travel speed (majority on I-70, 65 MPH speed limit) (MPH)		35
Estimated travel time (minutes)		22.63
Additional Capital Required (vehicle)		**1**
Additional Service Hours (2 hours in the AM and 2 hours in the PM) (hours)		4
*Additional driver needs captured in hourly service rate		

Capital Estimate:

1 additional Vehicle (new purchase listed, leasing would also be an option)	$100,000

Operations Estimate:

Daily Service Increase (hours)	$	4
Increase from Existing Weekly Service (hours)		20
Total Weekly Service(hours)		50
Cost/Service Hour	$	80
Annual Cost	$	208,000
Available Budget	$	165,000
Additional Operating Funding Required	**$**	**43,000**

Capital and Operating Estimate:

Capital		$100,000
Operating	$	43,000
Total	**$**	**143,000**

Notes:
With the implementation of El Rancho service 30 minute frequencies would be provided on the local route during the 2 morning and 2 afternoon hours that the 2nd bus would be operating

Clear Creek and Gilpin Counties:
Transit Assessment and Planning Study

Appendix D – Funding Options

Clear Creek and Gilpin Counties:
Transit Assessment and Planning Study

Appendix D – Funding Options

Governance Type	Purpose	Formation Procedure	Approval Process	Boundaries	Governing Body	Funding Options
Intergovernmental Agreement (IGA)	Documents an agreement between two or more government entities to provide a specified service	Governing body representing the entities enters into an agreement through Commission, Council or Board approval	Resolution or Ordinance	Flexible	Varies depending on agreement	Determined in the IGA (generally through general fund monies from participating agencies)
Regional Service Authority (RSA)	Empowered to provide a specific service on a regional basis	Petition of citizens or a resolution adopted by a majority vote of governing bodies within the proposed service authority boundary	Voter approval	Follows county boundaries	Elected to represent districts within boundaries	Property Tax – subject to voter approval; Service changes – at the discretion of the Board of Directors
Regional Transportation Authority (RTA)	Empowered to provide transportation services on a regional basis	Governing bodies submit a contract for creation of RTA to CDOT and RTD for review, two public hearings are	Voter approval	Flexible	Board of Directors - as described in contract	Sales Tax, Property Tax, Motor Vehicle Registration Fees, and/or Benefit Taxes – subject to voter approval

	required, then RTA may be adopted by within boundaries of district					
Join RTD	Become part of the RTD district boundary to have service provided by RTD	Governing bodies submit a petition requesting an election for annexation into RTD	Voter approval	Flexible - Must be adjacent to existing RTD Boundaries	RTD Board	RTD Sales Tax
Special District	Empowered to provide a service not provided by the city or county government, on a local basis	Approval by proposed Service Plan by county or local governing body	Voter approval	Flexible – coincides with proposed Service Plan	Board of Directors - elected by voters within district boundaries	Property tax - subject to county government approval. Sales tax – subject to voter approval (not typical). Service charges – at the discretion of the Board of Directors

*Grant funding may be used to supplement these governance options. The Counties should continue to pursue grant funding to assist with funding for specific services and capital improvements.