



EL PASO COUNTY REGIONAL TRANSIT STUDY

December 2017 Community Meetings

If you would like this presentation or other meeting materials in alternative formats or languages, please call (915) 521-8100 or email elpasocountytransitplan@tti.tamu.edu.

Si desea esta presentación o algún otro material referente a la reunión en formatos o idiomas alternativos, por favor llame al (915) 521-8100 o envíe un correo electrónico a elpasocountytransitplan@tti.tamu.edu.

What is this study about?

El Paso County is conducting a regional transit study. The study tasks included:

- Research options for a seamless, countywide fixed-route transit system for all of El Paso County
- Identify options for transit within travel corridors throughout El Paso County
- Assess potential to improve transit service for access to jobs, education, medical, shopping , personal business
- Identify organizational options and potential funding sources

Why are we here?

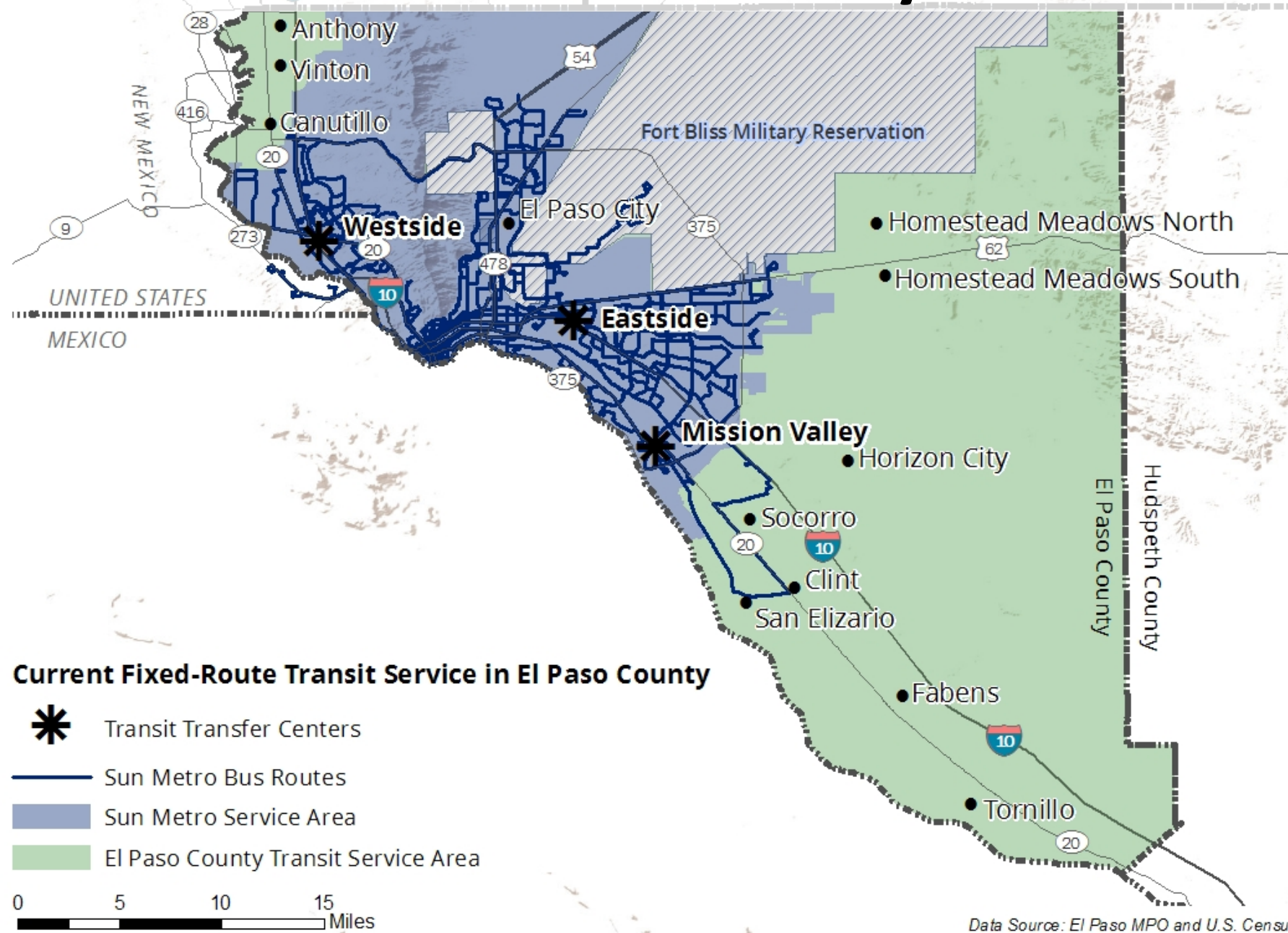
- To learn
 - Study findings
 - Proposed countywide transit service scenarios
 - To give feedback
-

What will happen at this meeting?

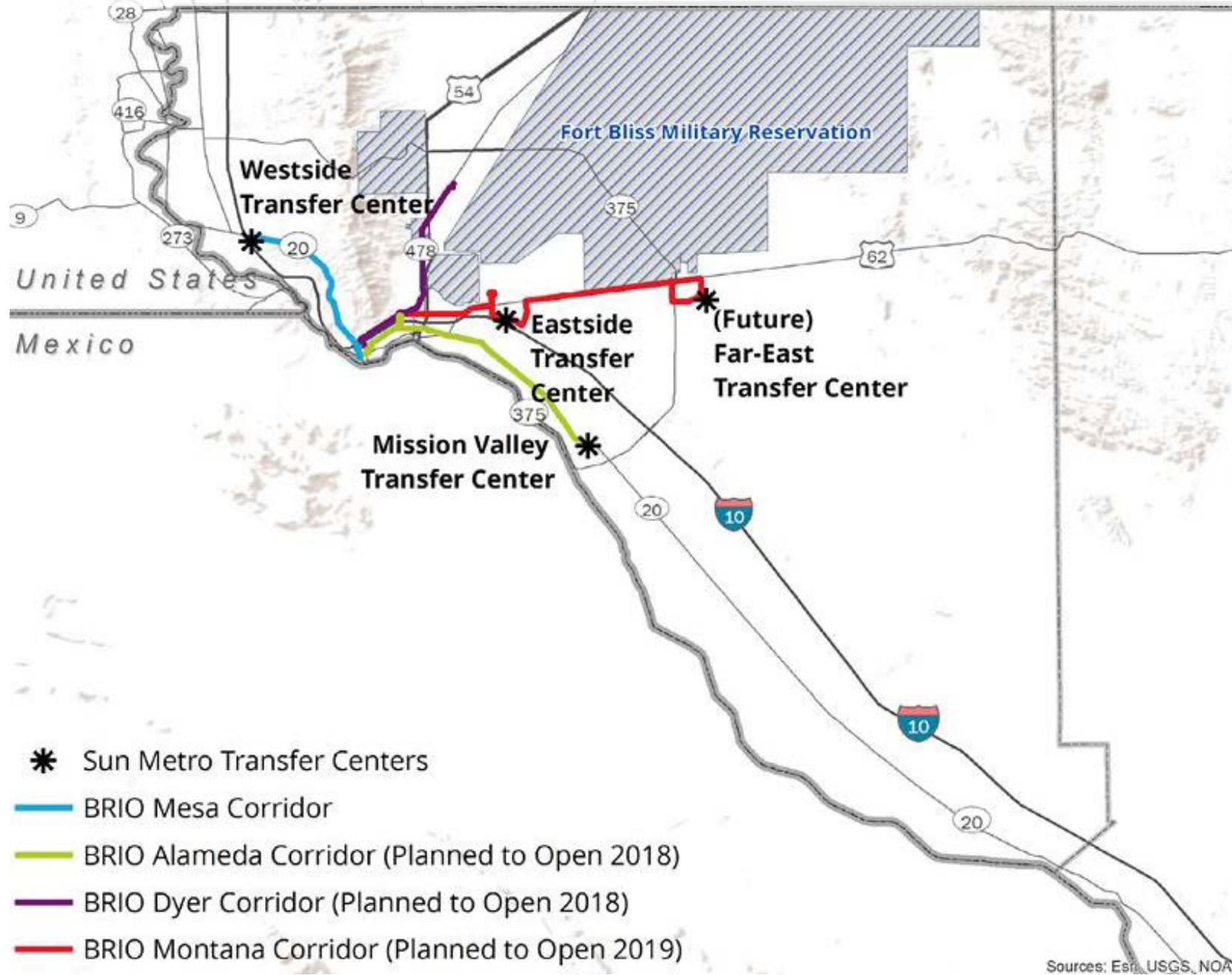
- Presentation
 - Current Transit Service and Needs
 - 5 Proposed Transit Service Scenarios
- Breakout Group Discussions
- Open Discussion and Questions and Answers

CURRENT TRANSIT SERVICES & NEEDS

Sun Metro and El Paso County Service Areas



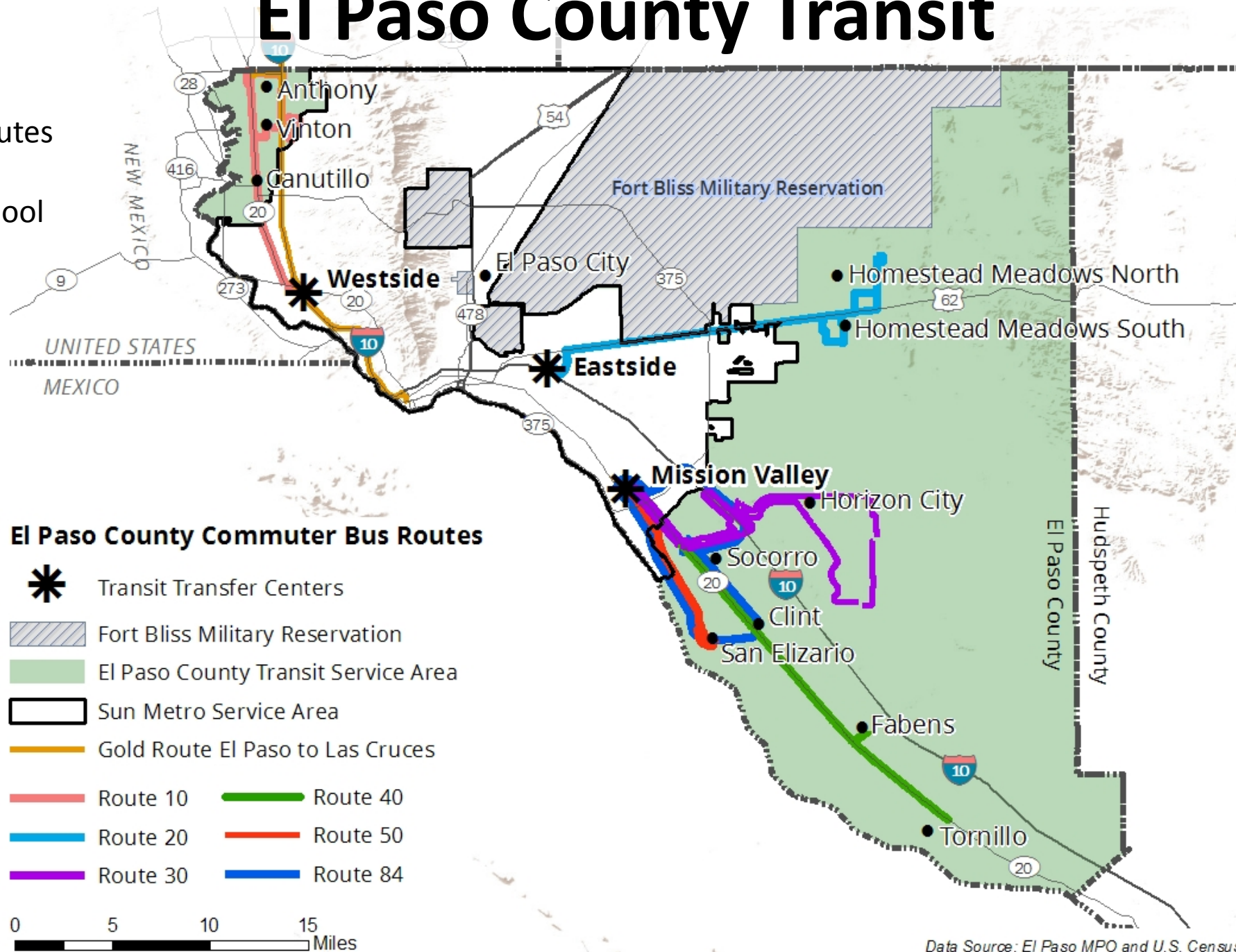
Current and Planned Sun Metro BRIO Lines



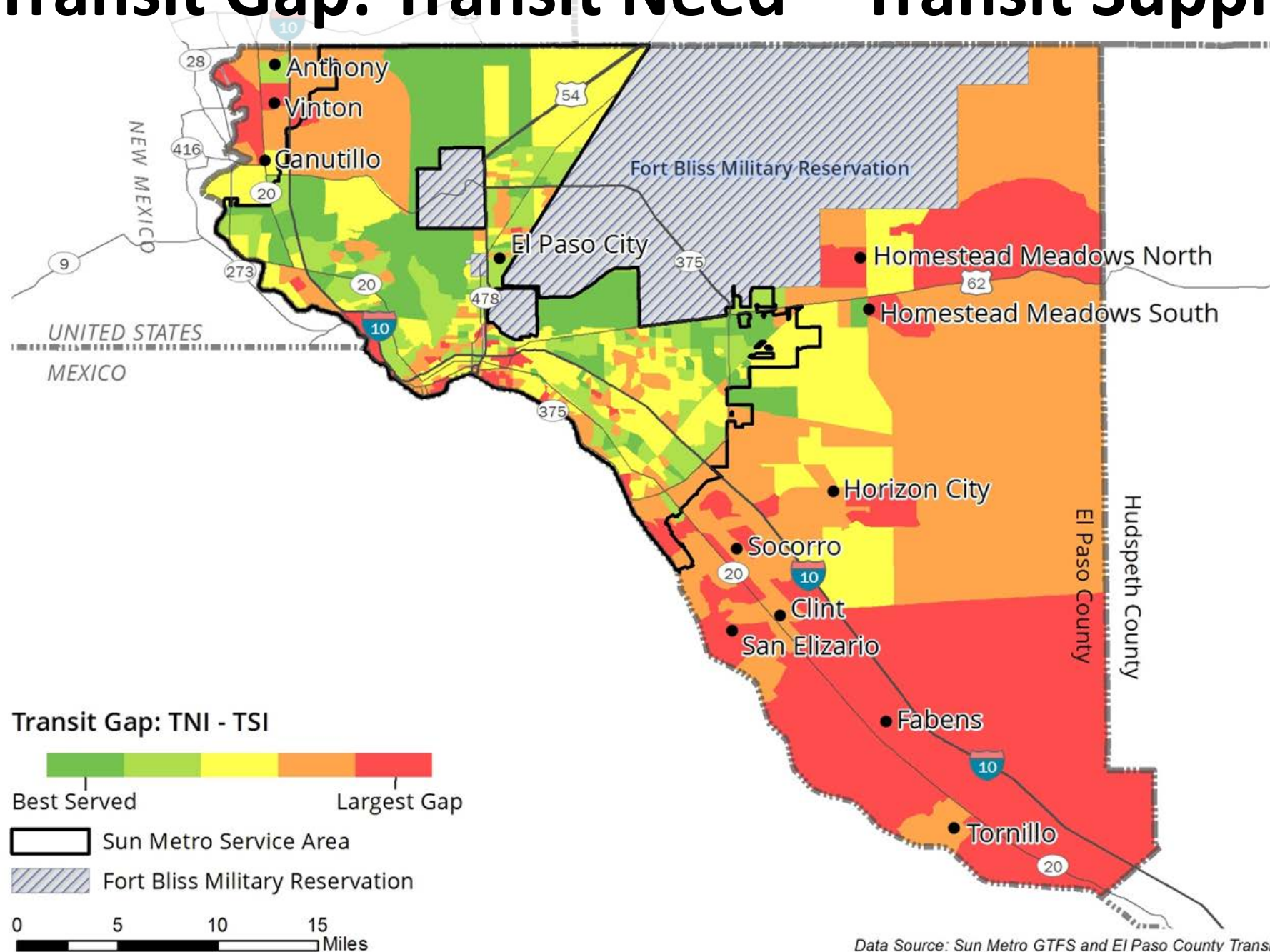
El Paso County Transit

Current Services:

- County Bus Routes
- Gold Route
- Vámonos Vanpool



Transit Gap: Transit Need – Transit Supply



El Paso County Transit Riders

Who are they?



Without a Driver's License



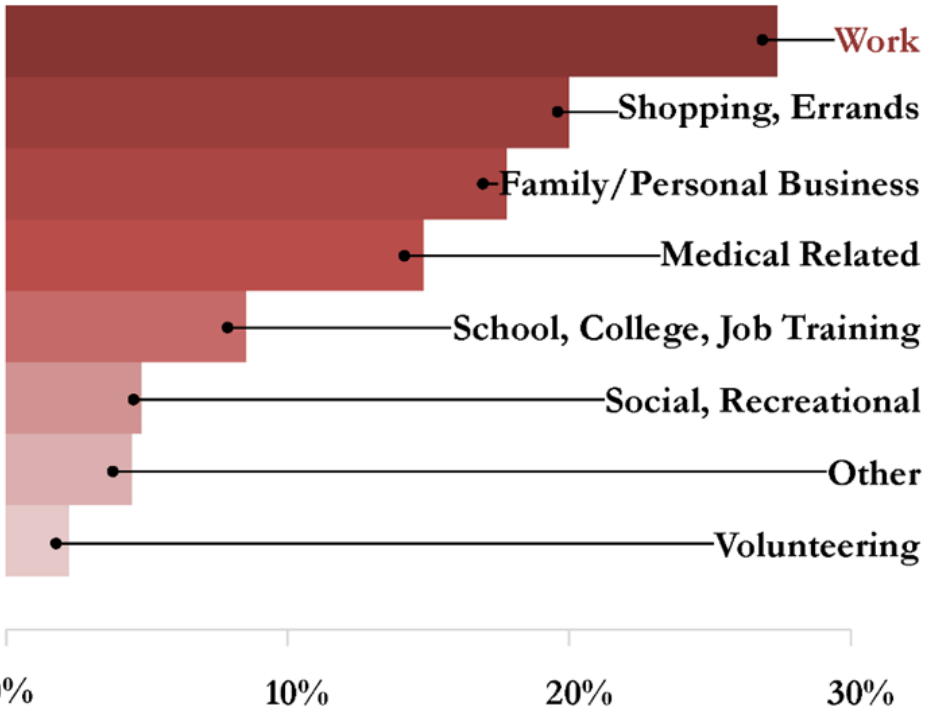
No Access to a Vehicle



Annual Income < \$15K

Where do they go?

Trip Purpose



75% Transfer to Sun Metro



74% Travel Long Distance

74% survey respondents travel to destinations outside their local community/area.



56% Transfer on County Routes

5 PROPOSED TRANSIT SERVICE SCENARIOS

Transit Service Goals and Considerations

Transit Service Goals

- **Rural Area Coverage:** provide rural transit access
- **Urban Area Coverage:** provide urban transit access
- **Utility:** make transit useful for many trip purposes
- **Effectiveness:** maintain transit as a productive investment
- **Complement Sun Metro:** maintain and improve connections to Sun Metro

Transit Service Planning Considerations

- Avoid one-way loops in bus routes
- Keep bus routes as direct as possible
- Consider population density and transit need

Types of Transit Services in the Scenarios

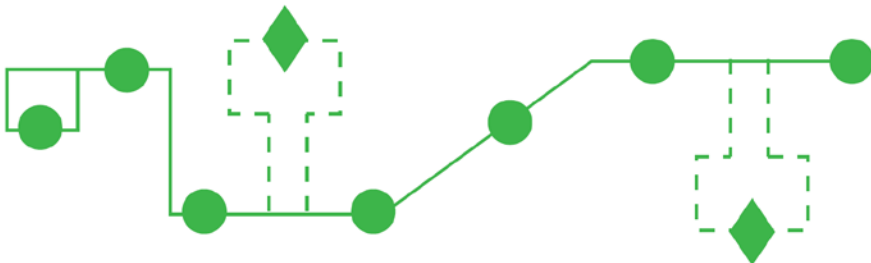
Current Service



Fixed Route Local Bus



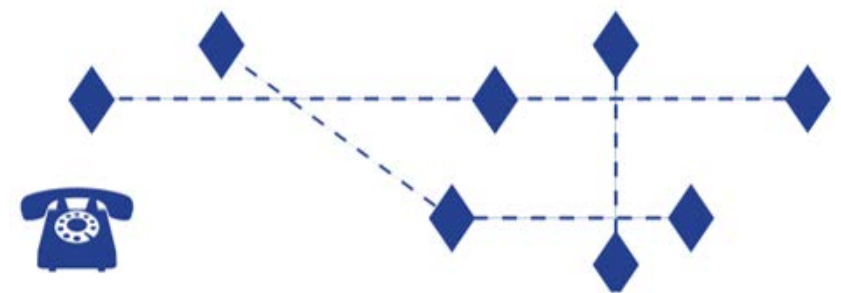
Flexible Route Local Bus



Americans with Disabilities Act Paratransit



Dial-a-Ride



Existing Gold Route Intercity Bus and Vamonos Vanpool do not change in the proposed scenarios.

Current Service

Description

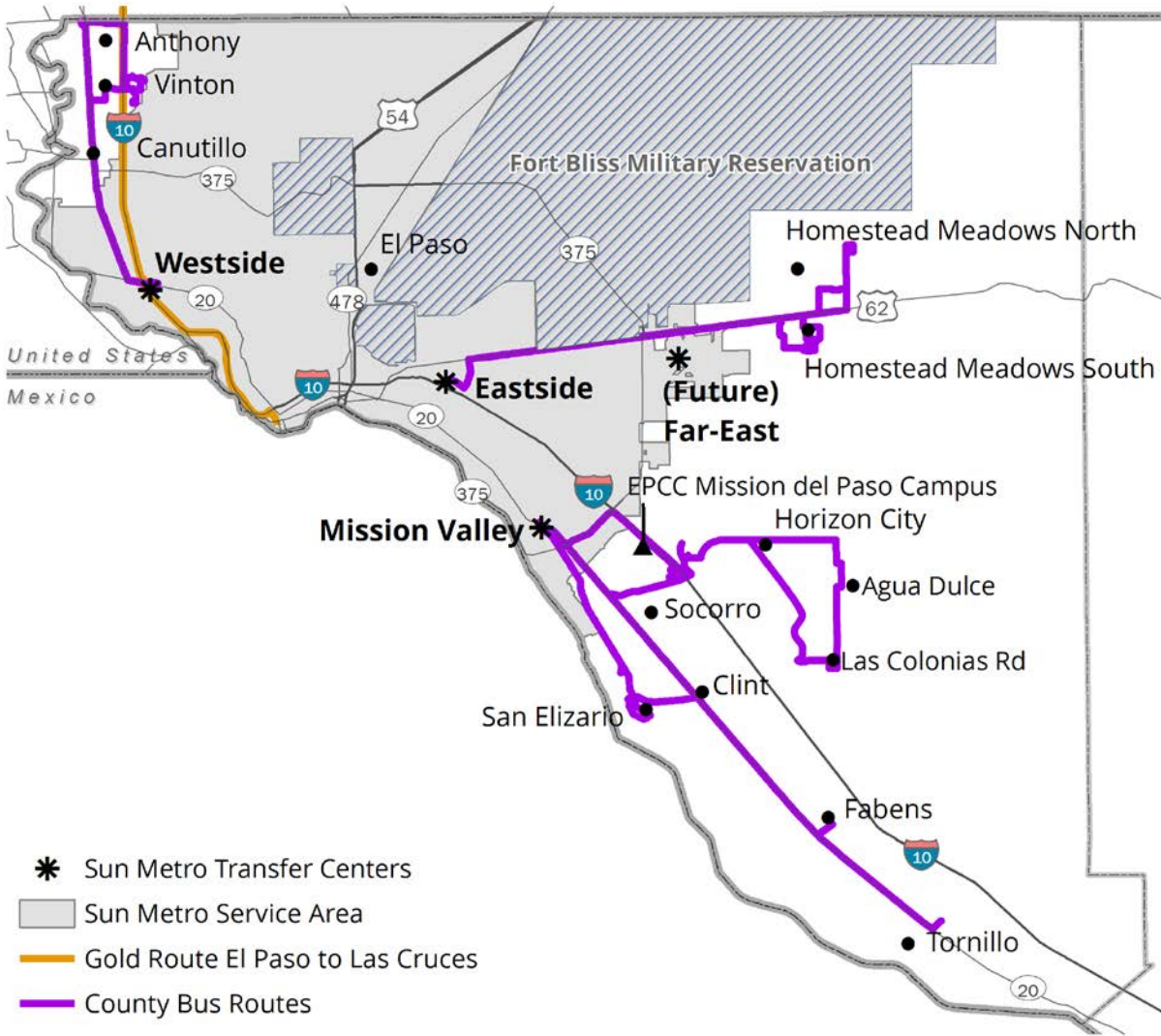
- Six county bus routes.
- Passengers get on the bus by flagging the bus driver.
- Several one-way loops.

Annual Cost

- Operating: \$4.2 million
- Capital: \$200,000

Performance Measures

- Annual passengers: 371,400
- Passengers per hour: 4.4
- Operating cost per passenger: \$9.13
- Rural population with transit access: 53%
- Urban population with transit access: 59%



Scenario 1: Rural Dial-a-Ride

Description

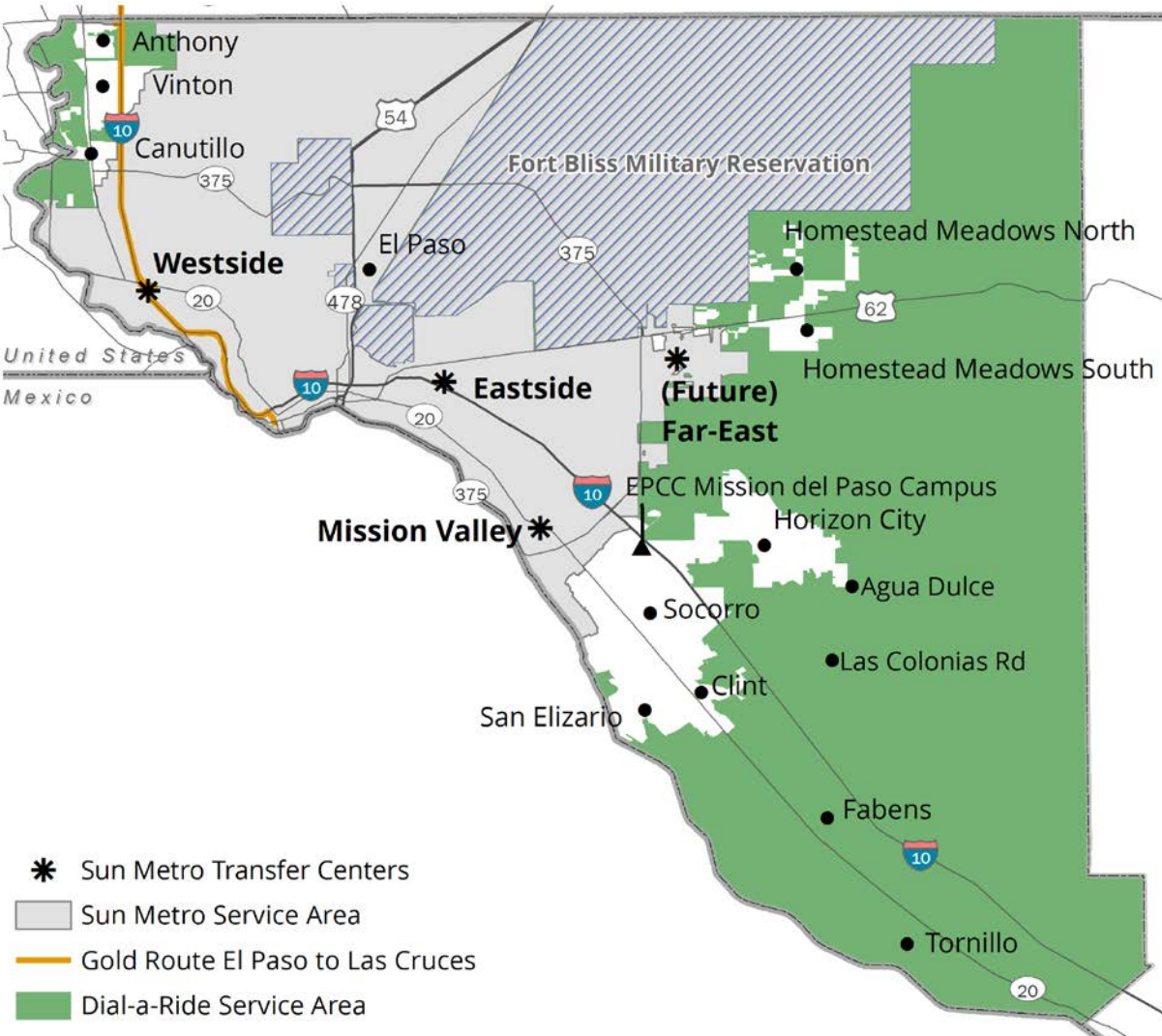
- Dial-a-Ride service throughout the rural county areas.
- Current El Paso County bus routes would be discontinued.
- This scenario limits transit service sponsored by El Paso County to the rural areas and does not include cities within the urbanized area.

Annual Cost

- Operating: \$3.5 million
- Capital: \$90,000

Performance Measures

- Annual passengers: 297,600
- Passengers per hour: 4.0
- Operating cost per passenger: \$9.41
- Rural population with transit access: 100%
- Urban population with transit access: 0%



Scenario 2: Baseline Flexible-Route Local Bus

Description

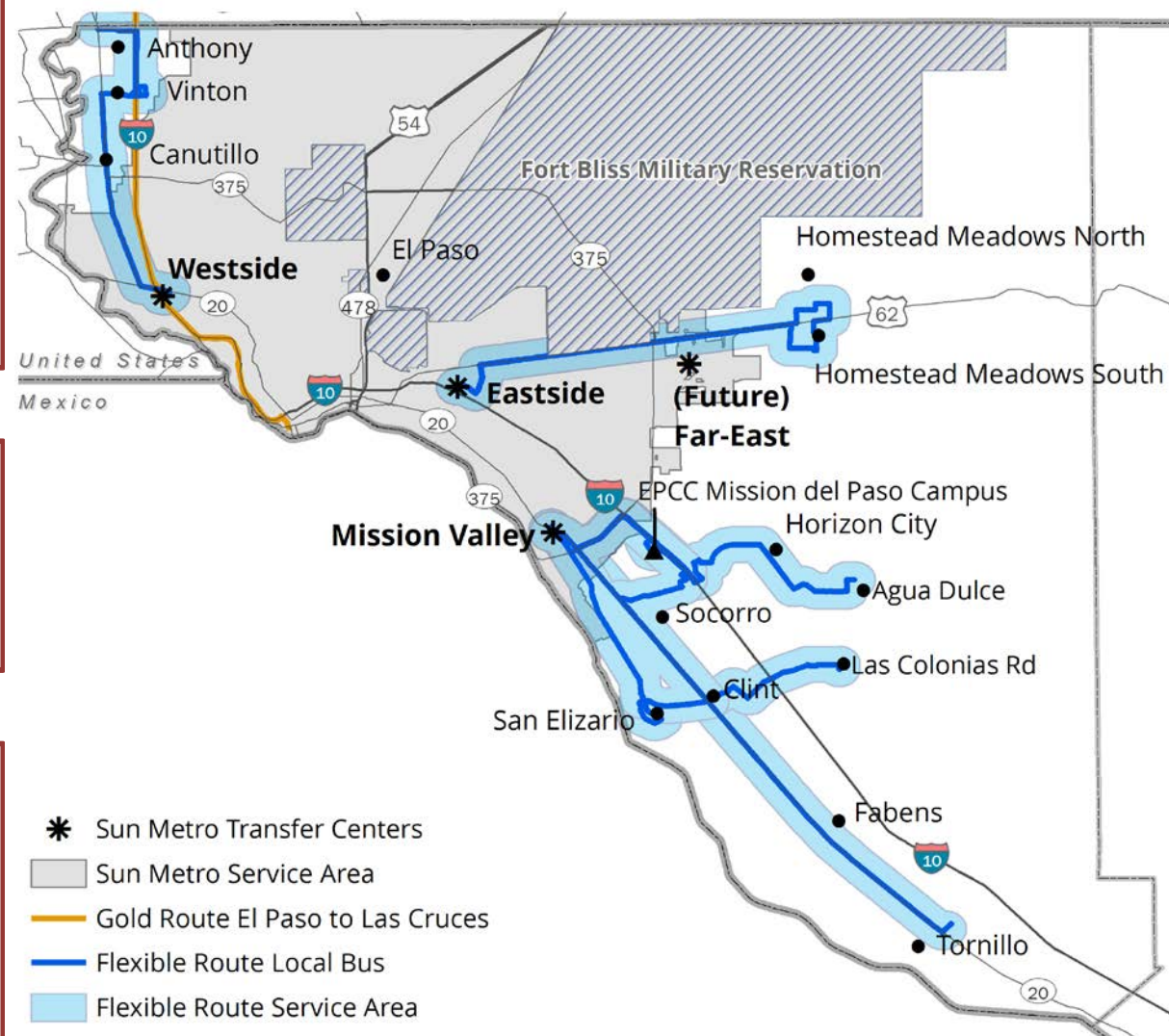
- Flexible-route local bus service to almost all currently served areas.
- Some changes in routing, frequency, or hours of service.
- Passengers can travel either direction on routes.

Annual Cost

- Operating: \$4.6 million
- Capital: \$480,000

Performance Measures

- Annual passengers: 442,400
- Passengers per hour: 4.9
- Operating cost per passenger: \$8.18
- Rural population with transit access: 58%
- Urban population with transit access: 71%



Scenario 3: Flexible-Route Local Bus and Rural Dial-a-Ride

Description

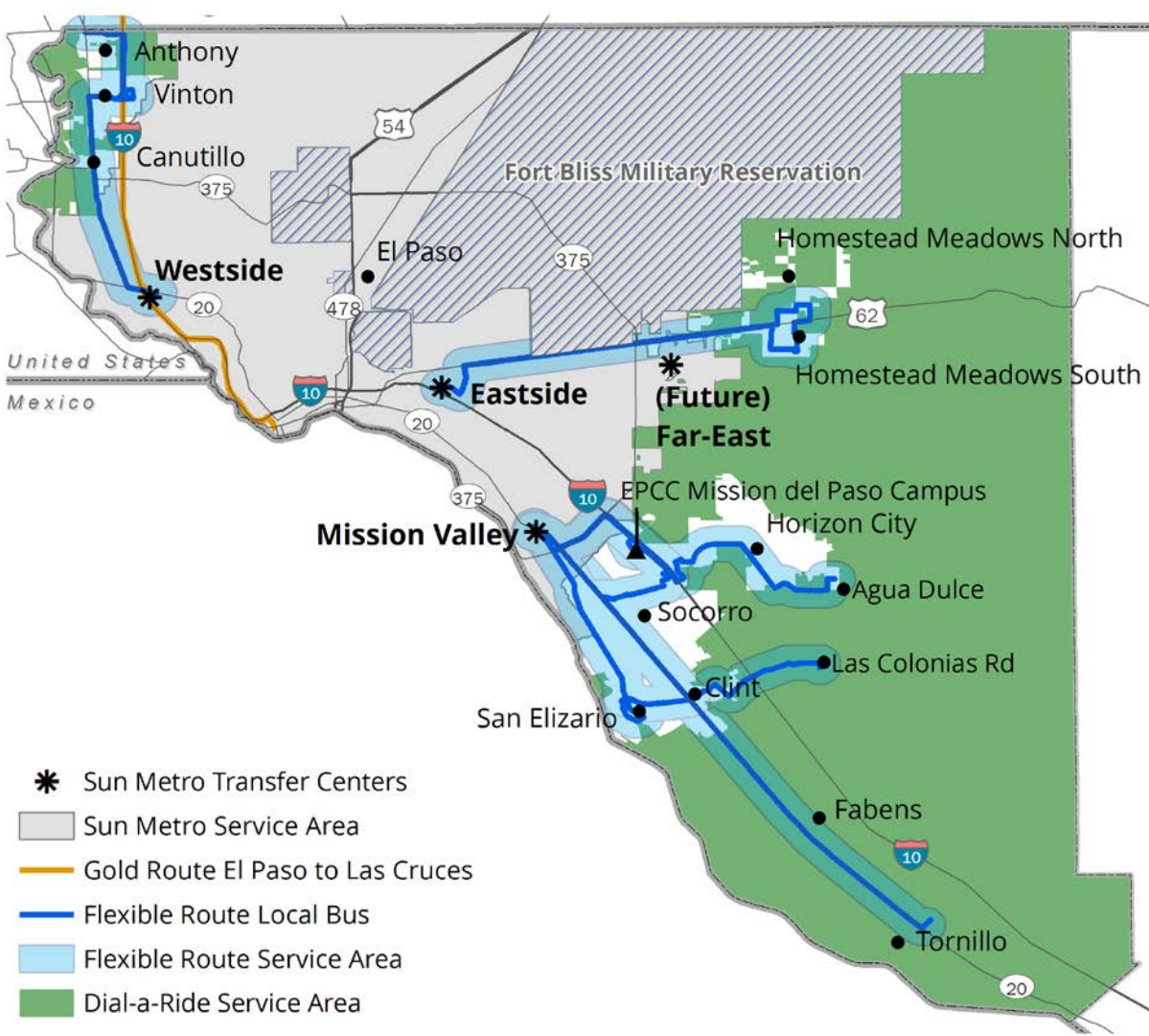
- Flexible-route bus service to most currently served areas.
- Some changes in routing and improvements in frequency and hours of service.
- Passengers can travel either direction on routes.
- Improved transfers.
- Dial-a-Ride in rural parts of county.

Annual Cost

- Operating: \$6.9 million
- Capital: \$610,000

Performance Measures

- Annual passengers: 642,200
- Passengers per hour: 5.1
- Operating cost per passenger: \$8.89
- Rural population with transit access: 100%
- Urban population with transit access: 71%



Scenario 4: Fixed-Route Local Bus and ADA Paratransit

Description

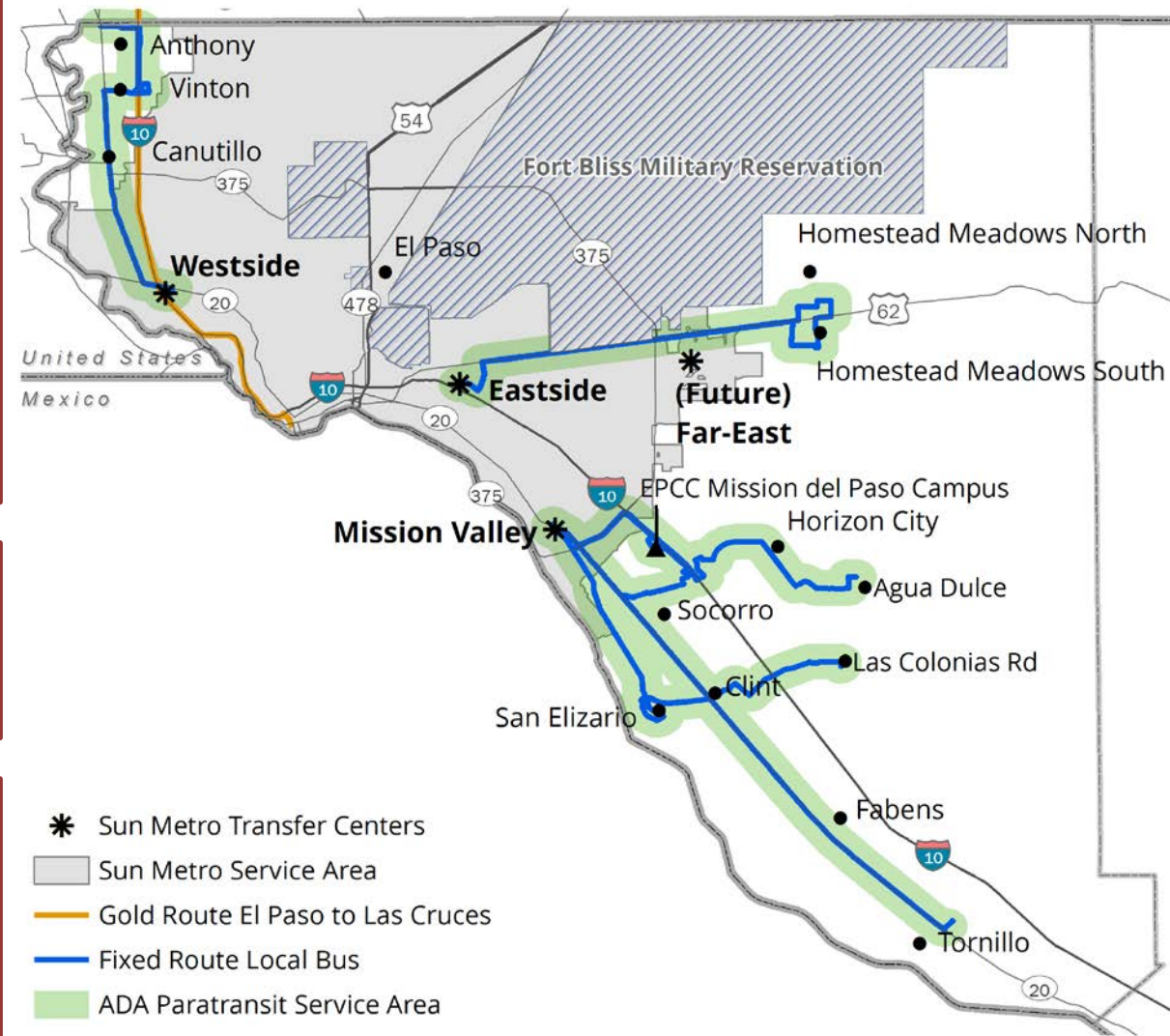
- Fixed-route bus service to most currently served areas.
- Some changes in routing and improvements in frequency and hours of service.
- Passengers can travel either direction on routes.
- Improved transfers.
- ADA paratransit within $\frac{3}{4}$ mile of local fixed route.

Annual Cost

- Operating: \$6.4 million
- Capital: \$590,000

Performance Measures

- Annual passengers: 549,500
- Passengers per hour: 4.7
- Operating cost per passenger: \$9.61
- Rural population with transit access: 44%
- Urban population with transit access: 57%



Scenario 5: Increased Flexible-Route Local Bus and Rural Dial-a-Ride

Description

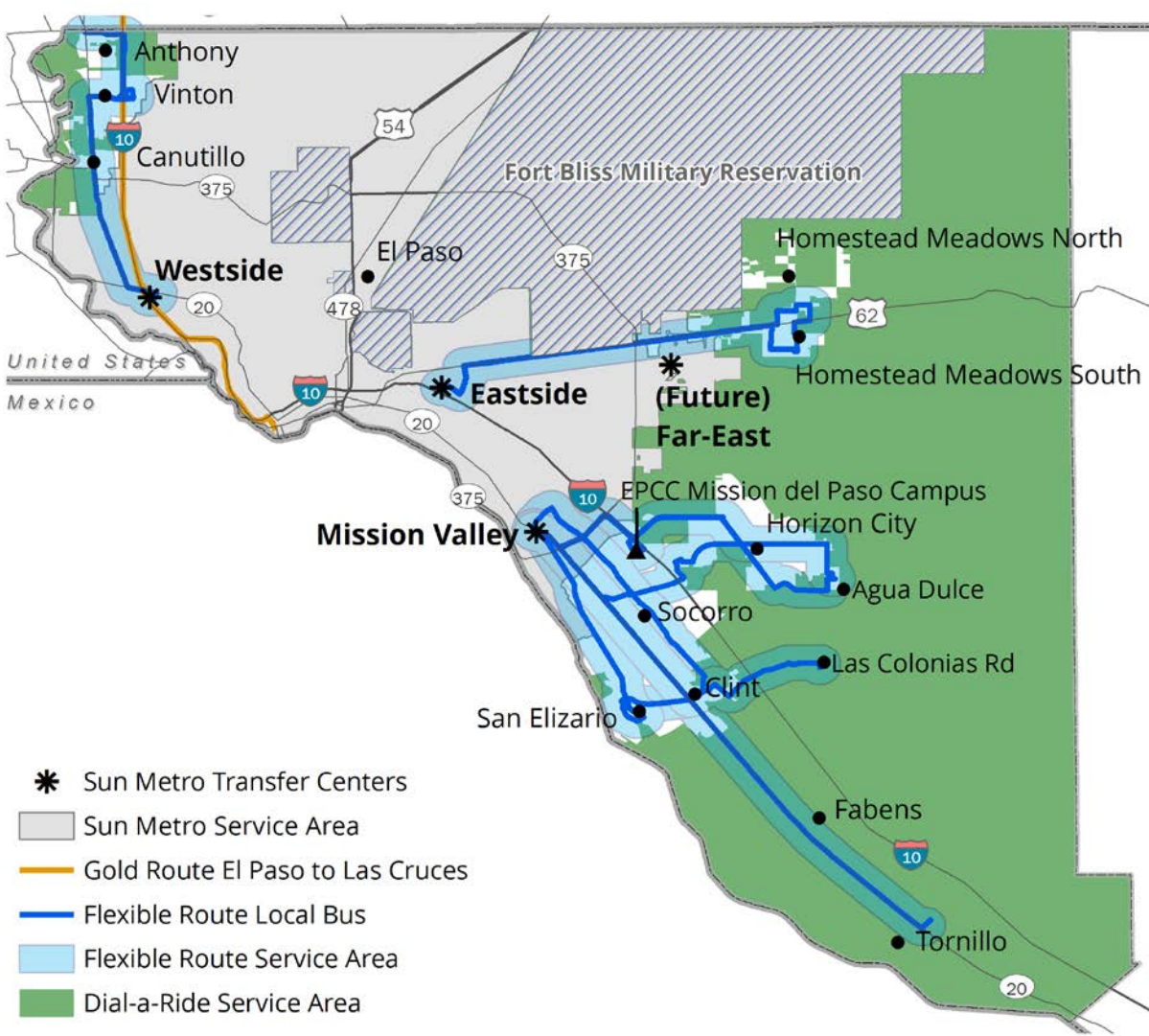
- Flexible-route bus service to most currently served areas.
- New routes, changes in routing, and improvements in frequency and hours of service.
- Passengers can travel either direction on routes.
- Improved transfers.
- Dial-a-Ride in rural parts of county.

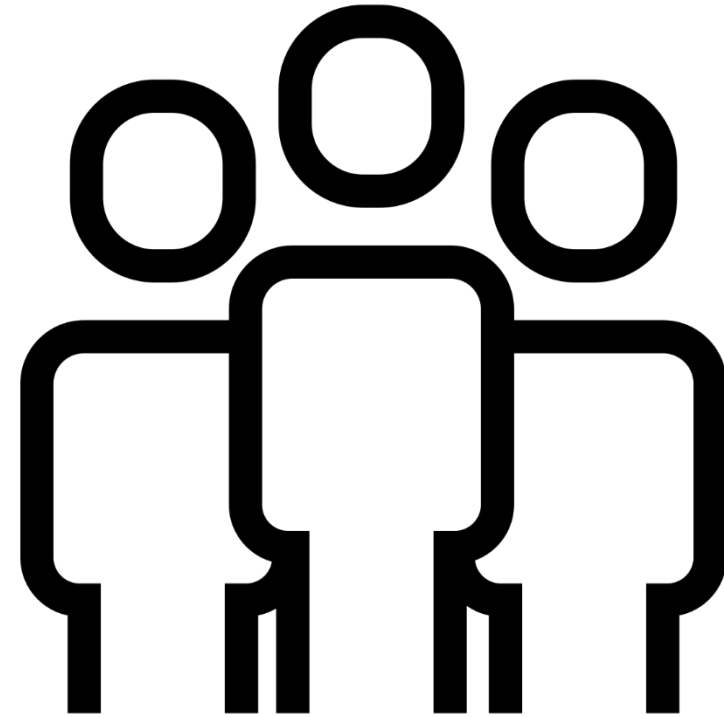
Annual Cost

- Operating: \$7.7 million
- Capital: \$880,000

Performance Measures

- Annual passengers: 794,500
- Passengers per hour: 5.8
- Operating cost per passenger: \$7.89
- Rural population with transit access: 100%
- Urban population with transit access: 84%





BREAKOUT GROUPS