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City of Aspen Short-Range Transit Plan

January 2018

THE CITY OF ASPEN

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Executive Summary

Study purpose

The Short-Range Transit Plan (SRTP) evaluates the efficiency, breadth and quality of service for Aspen's transportation services. This plan includes a typical analysis of current transit service productivity as well as recommendations for alternatives to both the fixed route transit system and other emerging mobility options that will effectively complement traditional and existing transit service. In addition, this plan also includes recommendations that complement transit service and non-SOV mobility in general, focusing on transportation demand management strategies and other city programs and investments. The study is intended to address the City's goals to reduce congestion and single occupancy vehicle trips, maintain the quality of life in Aspen and be stewards of the environment. The City completed its last SRTP in 2009.

System at a glance

The City of Aspen has a very robust and successful public transit system, with ridership approaching 1.5 million passengers per year. Aspen's transit system provides residents and visitors to Aspen with convenient transit options, with transit frequencies as low as 10 minutes on some routes for the bulk of the day. The system has broad geographic coverage and long service spans, with most routes starting early in the morning and ending after midnight. The system ties directly into the Roaring Fork Transportation Authority (RFTA) long-haul routes serving population centers in the Roaring Fork and Colorado River Valleys. The introduction of bus rapid transit in 2013, the shifting of Aspen's workforce population down valley towards Glenwood Springs/other communities west of Aspen, and the investment in workforce housing/transportation demand management within the City have all contributed to growth in ridership on Aspen routes over the past several years. Aspen has expanded routes where appropriate to meet this increased demand.

Recommendations

Recommendations were made as a part of this plan based on peer reviews, national best practices, public and stakeholder outreach and an existing conditions analysis. These recommendations fall under seven categories: transit, on-demand, driving, bicycle/pedestrian, parking, technology, and TDM. The high priority recommendations are listed as follows, as interactive links in the PDF to respective sections in the report with additional detail. The lower priority improvements are located in a table in **Appendix D**.

Transit-related Recommendations

Proposed transit recommendations reduce single occupancy vehicle trips by making transit more convenient and focusing on the two strengths of the existing system: 1) increasing frequency on core routes and, 2) expanding the existing on-demand services where fixed-route options are less efficient. The high priority recommendations are:

- Operate Castle/Maroon route frequency at 10-minute service from 7 AM to 7 PM, reducing hours of Aspen-Highlands Direct service (summer and winter)
- Operate Hunter Creek route at 10-minute frequency over a 12-hour service day (summer and winter)
- Combine Crosstown and Mountain Valley Dial-a-Ride routes and supplement area outside modified service area with on-demand service
- Extend summer service levels to end of September
- Replace late night service with on-demand service in spring and fall after 7 PM

On-Demand-related Recommendations

On-demand recommendations identify opportunities for adding transportation services that are user-oriented and flexible in scheduling and routing in order to accommodate pick-up/drop-off locations and departure times based on passenger needs. The high priority recommendations under this category are:

- Explore partnerships with additional on-demand providers (including RFTA) and define operational model
- Provide an on-demand service as 'first/last mile' solution

Driving-related Recommendations

High priority driving-related recommendations include partnerships, programs and policies related to passenger vehicles, ranging from car share to autonomous vehicles to electric vehicles. These recommendations are as follows:

- Grow the CAR TO GO program
- Car share: Explore partnerships with national car share operators
- Autonomous vehicles: Adopt new city policies to maximize benefits of autonomous vehicles
- Explore public-private partnerships with carpool ride-matching app developers
- Create an electronic permitting process for carpoolers

Bicycle and Pedestrian-related Recommendations

The high priority recommendation for biking and walking in Aspen builds off previous planning efforts. This recommendation is to:

- Implement top priority pedestrian and bicycle projects as identified in the *Aspen Bicycle and Pedestrian Master Plan*

Technology-related Recommendations

Technology is playing an increasingly greater role in transportation, as Transportation-as-a-Service, trip-planning apps, and real time data becomes more prevalent. Below is the technology-related high priority recommendation:

- Market a mobile trip planning app that includes transportation options, travel time, wait time, cost and integrated payment

Parking-related Recommendations

Recommendations related to parking are related to no parking zones, parking fees and intercept parking lots. These high priority recommendations are as follows:

- Expand no parking zones
- Increase parking fee in downtown
- Provide additional amenities and services at Brush Creek Intercept Lot

TDM-related Recommendations

Transportation Demand Management includes strategies and policies to reduce reliance on single occupancy vehicles. The high priority strategies under this category are:

- Grow the TOP program
- Provide a trip reduction ordinance
- Expand the Emergency Ride Home program
- Implement peak demand parking pricing
- Work closely with schools to reduce SOV

Introduction

This Short-Range Transit Plan (SRTP) for the City of Aspen, updating the SRTP completed in 2009, assesses the existing transit system and makes recommendations to improve the existing comprehensive fixed route transit system and incorporate emerging mobility technologies and options as a part of the city's transportation system. Recommendations for the fixed route transit system are in response to an analysis of existing ridership, costs, and qualitative feedback. In addition, this plan also includes recommendations to enhance mobility options and encourage more informed transportation choices through improvements to the transportation demand management program, technology enhancements, changes to the parking program, and more investments in the pedestrian and bicycle system.

This Plan is in response to goals and needs of the City of Aspen, as documented in the Aspen Area Community Plan—including decreasing annual daily traffic (AADT) levels, maintaining the quality of life of a small town, and being a leader in environmental stewardship.

Existing Conditions

Residents, employees and visitors of Aspen currently have a number of transportation options when traveling to and within the City. Aspen currently has a comprehensive fixed route transit system, offering eight fare free routes locally and access to frequent regional service, both provided by Roaring Fork Transportation Authority (RFTA). In addition to fixed route transit, Aspen currently offers additional transportation options including car share (CAR TO GO), bike share (WE-Cycle), on-demand transit service (Downtowner), taxi service during off-season (High Mountain Taxi), trip planning technologies, and a number of Transportation Demand Management (TDM) strategies.

Recent Related Studies

Several recent studies have identified areas of possible improvement for Aspen and the Roaring Fork Valley's transportation system. Some of these studies have also examined overall travel and development patterns and travel preferences of residents and visitors of the region. These include *Aspen Area Community Plan* (AACP, 2012), *Aspen Short-Range Transit Plan* (2009-2013), *Aspen Bus Stop Improvement Plan* (2013), *RFTA 5-Year Strategic Plan* (2017), *Regional Travel Patterns Study – Roaring Fork Valley and the Colorado Valley* (2014), *Integrated Transportation Systems Plan* as well as current development proposals.

These studies are summarized and their applicability to this report are identified in **Appendix A**.

Fixed Route Transit

The City of Aspen has a robust system of free transit shuttles including five routes that operate year-round, three that operate seasonally, plus a music school shuttle, as shown in Figure 1.

Ridership on the Aspen system tallies nearly 1.5 million boardings per year. Bus schedules are frequent, and generally have broad coverage during both the day and evening. The Aspen system links into the Roaring Fork Transportation Authority's regional transit system, providing connections to Aspen from Glenwood Springs and other downvalley communities, as well as connections to the major ski areas of the region. All of the Aspen routes are operated by the Roaring Fork Transportation Authority (RFTA) under a service agreement between the City of Aspen and RFTA. A detailed assessment of the frequency, ridership and operating hours of each route as well as ridership trends, route performance, passenger characteristics, and transit fleet are discussed in detail in **Appendix A**.

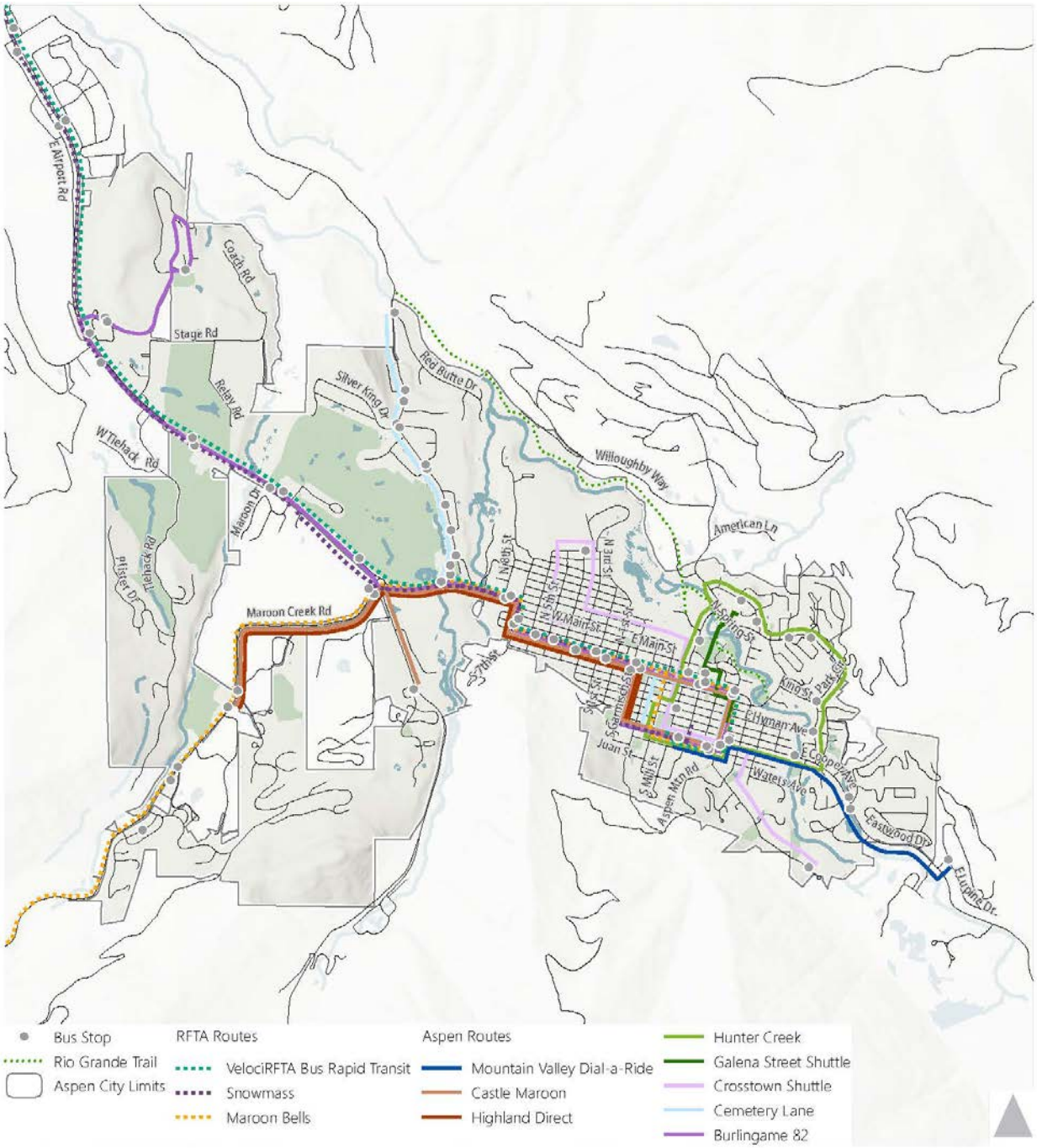


Figure 1: Aspen Transit System

On-demand Service: Downtowner

As a complement to fixed route transit, municipalities often consider more personalized on-demand transit services. These services are typically seen as a means of attracting additional ridership, serving neighborhoods not well suited to fixed routes, or providing a first/last mile connection to the fixed transit system. On-demand service can be provided door-to-door, or may require the customer to travel to a fixed location nearby. The City of Aspen began experimenting with an app-based on-demand service in 2016, selecting The Downtowner as its contractor. The Downtowner currently operates five small, electric vehicles from 11 am to 11 pm 7 days a week, except in the winter when it operates from 8 am to 11 pm. This service is door to door, within a defined service area, slightly smaller than the City of Aspen boundary. Rides are requested, tracked and dispatched through Downtowner's mobile app. Like all other transit services, Downtowner is fully subsidized by the City.

Metrics associated with Downtowner's existing service are discussed in greater detail in **Appendix A**.

Transportation Demand Management Strategies

Aspen has a number of transportation demand management (TDM) strategies to reduce single occupancy vehicles (SOV) by incentivizing and encouraging other modes. These strategies are offered by developers and employers to change the way that residents, visitors and employees choose to travel. The following strategies are chosen most frequently by employers and developers from the menu of TDM options that are a part of transportation impact assessments (TIAs):

- Car share memberships
- Bike share memberships
- On-site services
- End of trip facilities (such as bike parking and showers)
- TDM marketing (including education and promotion of available programs and services)
- Bus stop access improvements
- Self-funded Emergency Ride Home program

TDM programs that the City offers include:

- **Transportation Options Program (TOP)**- This is an employer outreach program that is offered by the City, free of charge. It includes programs such as Guaranteed Ride Home, which offers those who commute using non-auto modes with a free and reliable ride home if an emergency arises.

This program also includes grant opportunities, custom events and materials and bus schedule distribution.

- **CommuterConnect**- Commuter incentive program and trip planning service serving over 800 members including prizes and events, commute tracking and custom employer pages
- **Marketing campaigns**- Marketing to residents, commuters and visitors including bi-annual Drive Less campaign offers incentives to locals who pledge to participate and a variety of special events including Bike to Work Day, Bus Rider Appreciation Day, Carpool Month
- **Carpool incentives**- Thousands of carpools reporting annually, with benefits including HOV lanes, free carpool parking with daily permits, free carpool matching services

These services are partially subsidized by the City and the TOP program.

CAR TO GO

Membership in shared car programs has been associated with increased use of transit, walking and cycling, reduced personal vehicle ownership and reduced greenhouse gas emissions. For these reasons, Aspen City Council chose to pilot a one-vehicle carshare program, which commenced operation in 2001. Since that time, the program, CAR TO GO, has expanded to include a nine-vehicle fleet of hybrid vehicles utilized by over 230 members including locals, commuters, second homeowners and corporate accounts. The CAR TO GO program is the only mobility program that collects revenues in the form of usage fees and membership fees to offset the cost of operation. CAR TO GO is a subscription-based service that charge its members for borrowing its vehicles by the hour or the day. Cars must be borrowed and returned to fixed parking spots at designated spots throughout the City.

This service is partially subsidized by the City.

Off Season Taxi Service

As a means of reducing costs during periods of low ridership, taxi services have been substituting for RFTA on off-season Friday and Saturday nights since 2002. High Mountain Taxi is the vendor for this service. Taxis run on a set schedule from Rubey Park with 30-minute frequency between 12:30 am and 2 am. Taxis drop passengers at any City bus stop.

This service is fully subsidized by the City.

Bike Share

Bike sharing in its local context provides users the ability to pick up a bicycle at any self-serve kiosk and return it to any other kiosk located within the system's service area. Bike sharing varies from traditional bicycle rental services in that it is typically used for short trips that are often combined with other transportation modes. In this way, bike sharing is meant as a first last mile solution.

Aspen's bike share provider is WE-cycle, a 501c3 organization that also operates in the mid-valley and is in its fifth year of operation. Funders of WE-cycle include the City of Aspen, Pitkin County, the EOTC, Basalt, Eagle County, Pitkin County and RFTA along with private sponsors. WE-cycle operates over 100 bicycles out of 20 Aspen stations, with primarily positive public feedback and growing coverage and usage. In 2018, WE-cycle went from a membership, subscription-based service to a free service to all users for trips up to 30 minutes.

Beginning in summer 2018, WE-cycle will be free (based on the first 30-minutes included fare model) to all users in Aspen.

Trip planning apps and sites

The City hosts a trip planning website called CommuterConnect (https://www.commuterconnect.net/Public/Home.aspx) that assesses commuting options based on available data on transit, carpooling, carshare, bikeshare, cycling, walking and the Downtowner. When users receive their list of commuting matches, they choose who and when to contact a potential match. There are no obligations or requirements to sign-up or use the CommuterConnect Rideshare System, but rather it is a platform to show options and pair users.

The Transit App, a trip planning mobile app focused on fixed route transit, is available in Aspen. This includes all RFTA bus lines based on scheduled departure times, Uber availability, bike paths and WE-cycle stations and bikes.

School Programs

An Aspen city staff member works closely with the Human Resources Director at the school to fund TOP grants. Grants are typically used for teacher bus passes and incentives, such as prize drawings. The City also offers their Emergency Ride Home program to the school. In another capacity, the City hosts a variety of events for students including an annual bike rodeo, Bike/Walk to School Day, classroom challenges and

more. At a higher level, the City works with school management staff to assist with planning and policy efforts. Most recently, this included the City's commissioning of a traffic study on site. The school offers a robust program to its staff including teacher bus routes. Student buses are also well utilized. Parking is currently not monitored, except for students. Seniors are the only students allowed to purchase parking permits, at $100 a year.

Public Outreach Summary

The outreach efforts for the Aspen Short-Range Transit Plan took place during August 2017 and consisted of four primary mediums for engaging the public (residents, employees and visitors) and stakeholders:

- **Focus groups**: 14 meetings with a range of stakeholders were held to facilitate small group discussion and gain varied perspectives
- **Public open house:** a public open house was held August 3rd with various interactive exercises including a mobility options voting exercise, floor map and polling of transportation scenarios
- **Online and in-person surveys:** four surveys were conducted collecting feedback on CAR TO GO, carpooling decisions, TOP, and transit; survey distribution occurred through email correspondence and on-site outreach events at the carpool permit kiosk and Rubey Park
- **Interactive web map:** a publicly accessible interactive web map was published to collect community feedback about points or corridors needing improvement of transit or transit access; this online map was intended to capture the feedback of those not physically in Aspen during the time of outreach or unable to attend in-person outreach events

Detailed results and material from these forms of outreach are located in **Appendix B**.

Focus Groups

As a part of the outreach for this plan, City staff and consultants facilitated a number of focus groups with key stakeholders throughout the City and region. These focused conversations allowed for a more targeted discussion of challenges and potential solutions in different realms of transportation, discussed individually with stakeholders. Discussions focused on existing challenges biking, walking and taking transit, primary barriers to taking transit, and opportunities for decreasing SOV trips. The groups that participated in focus groups are as follows:

- Aspen Institute
- Aspen School District
- CAR TO GO
- Castle Creek, Maroon Creek corridors: school district, music school, Forest Service, Highlands
- Downtowner
- Maroon Creek: Volpe study with National Park Service
- RFTA
- Safety, infrastructure and cycling group
- Taxi and shuttles
- TOP/ACRA

- Uber/Lyft
- WE-cycle

Input from these groups is documented in **Appendix B** and has been incorporated into plan recommendations.

Public Open House

The City of Aspen hosted a public open house on August 3, 2017, compiling input from more than 35 attendees. The open house consisted of various interactive exercises including an interactive, floor map polling of transportation scenarios, mobility options voting exercise, and comment cards to provide feedback that did not discretely fit into one of the previous activities.

Floor map exercise



A large vinyl floor map was developed to get feedback with a geospatial component from attendees. Attendees placed different color sticker dots on the map of Aspen based on where they felt were challenging to access a bus stop, unsafe to walk, or where there was not sufficient transit service. This input helped informed the recommendations made in this plan.

Polling

As part of the open house, attendees were participated in polling with real-time results about travel decisions in various scenarios specific to Aspen, incentives to choose a mode other than driving, and strategies to have people leave their cars at the Brush Creek intercept lot. Emergency Ride Home program, the ability to bring dogs on transit, or a free transit pass were selected most frequently as influential incentives for alternative modes to driving. Increased transit frequency and increased mobility options within the city, in addition to the incentives included above, were selected as the most potentially influential strategies for increased use of the Brush Creek intercept lot. The scenario polling revealed the complexity inherent in travel decisions and demand, but also highlighted peoples' considerations for safety, efficiency, and cost-effectiveness.



Mobility voting during public outreach

Each open house attendee was provided five chips to distribute into nine different potential strategies for Aspen's multimodal transportation network based on strategies they thought the City should focus on. The distribution can be seen in **Figure 2**. In the 'other' category, attendees wrote in suggestions including electric buses, TDM measures, new and emerging mobility, and improved bus connectivity between the BRT and Aspen routes.



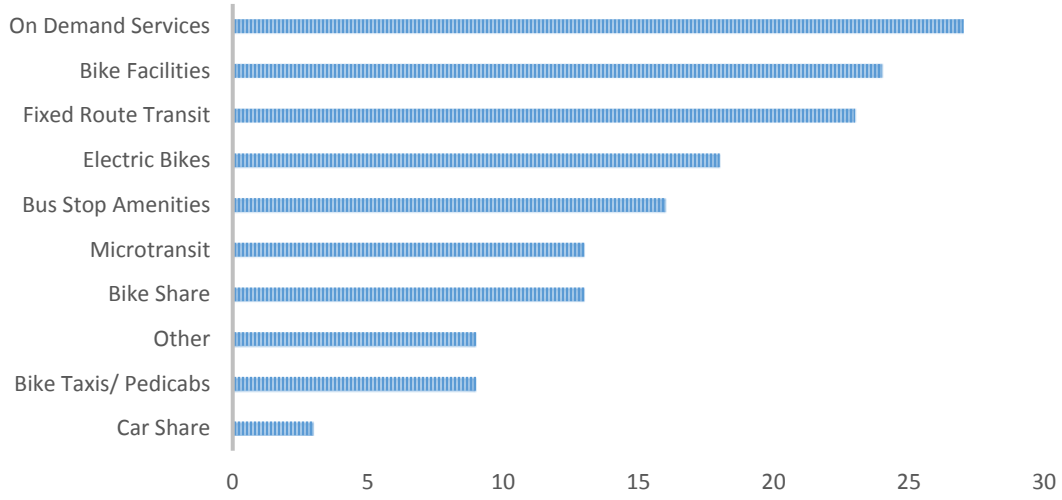


Figure 2: Public Outreach Mobility Voting Results

Public outreach open comments

General feedback on TDM measures, roadway management, transit alternatives, and cycling was received during the open house and through email correspondence and comment cards from community members. When considering TDM measures, there were favorable comments towards carpool passes and preferential parking as a carpooling incentive. In roadway management concerns, there were points taken on improving the roundabout and to better schedule and coordinate the construction and service vehicles contributing to congestion. In transit, electric buses would likely be positively received as understood from public input. Certain areas, such as Red Mountain, could benefit from access to dial-a-ride service. There was input that the City should invest in on-demand like services as a strategy to increase service hours and maintain

affordability. For cycling, key points were the hope to expand WE-cycle to include the Airport Business Center (ABC) and the roundabout; and to improve the bicycle network with additional paths from Hunter Creek to town, from town to Independence Pass, from Marolt to Music School, and from Highway 82 to Hallam Street. Additionally, concern was voiced for cyclists to follow the rules of the road, with the suggestion that bike rental providers can better educate customers on sharing the road.

In responding to the general question, "What are your primary barriers to using modes other than driving?," the most common answers included the themes of needing to transport dogs, kids, or equipment, a need for improved bike and pedestrian infrastructure, and the convenience, reliability, and perceived time efficiency of driving a personal vehicle.

Surveys

Four different surveys were used to collect public opinion and experience in four categories: CAR TO GO, TOP, carpooling and transit, all conducted in fall 2017.

CAR TO GO

Of the CAR TO GO members surveyed, 45% have said they reduced the number of cars they own due to CAR TO GO and 61% said they walk or bike more often as a member of CAR TO GO. Members report using their membership for work and personal trips around Aspen as well as down valley. These respondents were most favorable towards additional investments in partnerships with on-demand services, expanding Downtowner, and enhancing pedestrian and bicycle infrastructure.

TOP Program

The TOP program survey heard from five of its member employees, ranging in size. Common themes were that the TOP program reduces drive alone trips but should be better promoted in the community. The email alerts, grant opportunities, and Emergency Ride Home services were reported to be the most helpful services offered by the TOP program.

Carpoolers

Of the carpool survey respondents, carpooling was shown to be best incentivized by financial incentives and preferential parking. There were mixed reviews about using an app to pair riders and drivers. The proximity of the bus stop to peoples' homes and the lack of ability to transport dogs or sports equipment were the most common barriers to using transit instead of carpooling.

Transit Riders

Over 60% of the survey respondents use RFTA BRT and over 40% use RFTA local or express. Other popular routes among respondents were Castle Maroon and Hunter Creek. The majority of respondents walk to the bus stop, with driving being the second most common answer. More frequent bus service was reported as the most influential strategy to increase transit usage. These respondents were most favorable towards additional partnerships with on-demand services, expanding Downtowner, and enhancing pedestrian and bicycle infrastructure.

Interactive Web Map

The interactive web map was published as an additional feedback platform to collect comments from the public, with the goal of broadening the reach to community members unable to attend a public meeting. This platform can reach community subsets of people such as those who only live in Aspen part-time, have a long downvalley commute, or work non-traditional schedules. The results are shown in **Figure 3**. Highlights include several suggestions for additional bus stops or CAR TO GO vehicles and inadequate bicycle and pedestrian infrastructure.

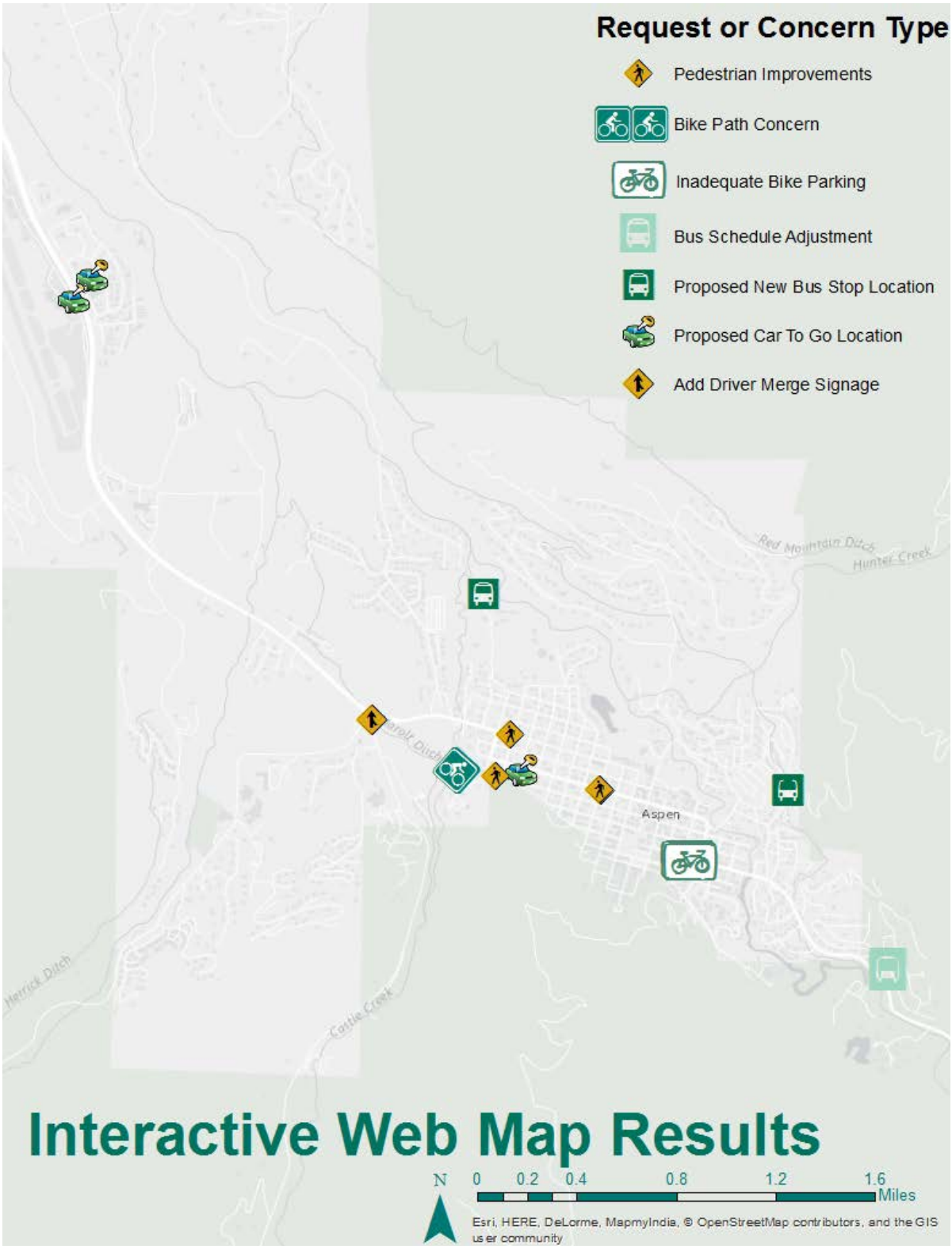


Figure 3: WebMap Results

Peer Review

In order to learn from other jurisdictions, universities and employers who have implemented and piloted various innovative TDM strategies and emerging mobility options, we interviewed a number of Aspen's peers and non-peers. This review covers challenges and opportunities, key elements of successful strategies, implementation techniques and programming elements for each of the peer and non-peer entities. We interviewed lead transportation planners and managers of the following entities:

- Three jurisdictions: Manhattan Beach, California; Park City, Utah; King County, Washington
- Two universities: University of Washington in Seattle, Washington; Stanford University in Palo Alto, California
- One port: Port of Seattle in Washington
- Three business campuses: Seattle Children's Hospital in Seattle, Washington; Intuit in Mountain View, California; Burlingame Point outside of San Mateo, California

These jurisdictions and campuses serve as case studies of the successful implementation of Transportation Demand Management (TDM) strategies, public private partnerships between jurisdictions and transit and ride-hailing providers, and other mobility options that provide alternatives to driving alone, that are in line with the goals of the *Aspen Short-Range Transit Plan*.

Manhattan Beach, California

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In February 2017, Manhattan Beach launched a pilot of the Downtowner electric shuttle in a defined service area, which extends primarily along the coast, covering the downtown area and wealthier residences of the community. The decision to implement the Downtowner was driven primarily by the Downtown Business Association to alleviate congestion, a high demand for parking and incidences of drunk driving downtown. The service is currently free for the City, in exchange for a place to store the electric shuttles. City Council will decide in July 2017 to expand this service citywide at a potentially large cost to the City. Therefore, this expansion from the pilot area to citywide will also be associated with a change in business model from fully advertisement-funded to a contractor of the City.

This service has not currently been met with any opposition from other on-demand providers, like taxi companies, because the service area for the Downtowner is so small that it serves a different customer-base. If the Downtowner service is expanded citywide, it is anticipated that there will be opposition from other providers. Other concerns with a citywide expansion is that wait times will increase. The battery life of the vehicles is also limited and may not be able to serve a larger service area reliably. The City of Manhattan Beach has been pleased with the service thus far; however, they are concerned about the sustainability and reliability of a revenue model that is completely reliant on advertising, the equity concerns of a service that only serves its wealthier residential areas, and the potential that this service may cost the city money in the future.

Manhattan Beach has a two other existing and potential new mobility services. A start-up in the region has approached the city regarding ideas for a potential service that creates fixed route transit for schools, which currently does not existing. When these buses are not serving schools, they can be used to transport other users. This service is currently at an early, high-level stage. The second service, which currently exists, are extensions of Transportation Network Companies, consisting of Uber and Lyft, who have a large presence in the region. Uber and Lyft partner at certain events and offer special pick-up and drop-off locations and promotion codes. A Business Improvement District in Manhattan Beach bought $1,000 worth of Lyft coupon codes to distribute to residents and visitors. These providers serve the needs of users who want to avoid the challenge of parking and traveling downtown for adult beverages without a designated driver.

Many travelers to and through Manhattan Beach are coming from neighboring jurisdictions. The city is partnering and working with other communities through regional plans and efforts by the Council of Governments to take a more regional approach to reducing single occupancy vehicles.

Park City, Utah

Alfred Knotts, Park City Transportation Planning Manager

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As of July 2017, Park City was working on the execution of a pilot program with the Downtowner. During the process of releasing an RFP, Park City faced push back and questions from City Council, the public and other businesses regarding the integration of the Downtowner with existing on-demand services in the region. In order to address these concerns, the RFP was restructured in order to accommodate a service that differed from the service that taxis currently provide. The Downtowner would only serve first/last mile trips (those that start or end at a transit stop or station), have shifted operating hours, and operate in designated zones. The demand for point to point trips (that cannot be captured by the Downtowner first/last mile service) are already primarily being captured by hotel and lodging courtesy cars. The Downtowner will address the current challenge of providing buses to access transit; the first/last mile bus routes currently have to navigate challenging topography and narrow residential streets and are often not cost-effective. If demand increases, the City feels it will be able to switch to higher capacity vehicles, but an on-demand service will capture the current demand effectively.

Park City is striving to become a park-once community by formalizing their park and rides outside of the City and implementing express, BRT-style bus service along the two corridors entering the city. Services within the city (including the Main Street trolley, lodging courtesy cars, Taxis, new bike share, fare-free fixed route transit, Vanpool to regional connections and the likely implementation of the Downtowner) will allow residents and visitors to travel around Park City without a vehicle.

Park City is in the process of considering and implementing other smart technology transportation. This includes parking that is censored to allow for dynamic pricing and on-time feedback to users on parking availability; trip planning mobile apps and websites to allow for integration between services through seamless trip booking and payment; and a network of aerial connections through gondolas.

Park City adopted a Transportation Demand Management Plan in March 2016. The city has begun to implement a number of TDM strategies from this plan and will continue to implement a number of strategies that were in place previously. This includes the phased implementation of paid parking, beginning with evening-only paid parking downtown. Other TDM strategies include discounted ski lift tickets for those that take transit, preferred ski parking for carpoolers, shifting travel demand to off-peak hours, and increasing education through lodging and the Chamber that visitors do not need a car when they visit Park City. Other tactics that the city is implementing to increase transit use is by branding buses more like BRT,

promotion of the fare-free system, having Wi-Fi on all buses, running an electric fleet and calling the bus transit or shuttle.

Park City has piloted temporary road closures of downtown during Fourth of July and the Sundance Film Festival. These closures allowed for residential access. A general travel lane was turned into a bus-only lane during these pilot closures. Alfred noted that the city is not ready for permanent closures based on existing available services and the limited street grid downtown.

Park City has a Report Card, as identified in the Traffic Master Plan, that identifies performance measures and metrics that track the success of these efforts through the measurement of indicators such as transit ridership and carbon emission.

King County, Washington

Jean Paul Velez, King County Metro Shared Mobility Program Manager

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King County, Washington is in the process of implementing three different on-demand public-private partnerships to supplement its fixed route transit. Jean Paul states that focusing on their fixed route system is still the core of what King County Metro does, but it is also important to get more people to transit and increase occupancy as population increases. There is a range of gaps in the network that public transit cannot efficiently solve; these include: first/last mile gaps, gaps due to land use, transit deserts, trips that require a number of inefficient transfers, and time of day gaps during off-peak hours. Ultimately, these services should be complimentary not competitive with Metro.

The three services being implemented were selected because of specific needs. The first on-demand partnership in Bellevue will provide first/last mile connections from a defined service area to replace a fixed route that was discontinued. King County selected Uber as the partner for this service in November 2016. Both partners are still working on the negotiations, as of July 2017. This process has been a lesson to the County that developing this partnership is a large part of the process, not just the service itself. There have been challenges in setting the subsidy due to the black box nature of fares, flexibility from the provider, and regulations at the state and county level.

The second program is a partnership with Lyft funded through a Mobility On-Demand Federal Transit Administration (FTA) grant awarded in fall 2016. This service plans to launch in January 2018 and serves service areas around three to four stations. Similar to the partnership with Uber described above, there have been challenges associated with implementing the services that were outlined in the grant.

The third public-private partnership with a TNC is being established around multiple park and rides that are overcapacity. The County is applying the lessons learned from the previous two programs in an RFP that specifically outlines the services and operations model that is needed for a successful and smooth program implementation. This includes a call center, wheelchair accessible vehicles and ability to comply with the regional transit agencies.

University of Washington, Seattle

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The University of Washington provides sticks and carrots to effectively create a package of transportation options that provides students, faculty and staff with alternatives to driving. Parking pricing, which is only available on a daily basis to increase the perceived cost of parking, is important to deter and accurately price the cost of driving. Revenue from parking then helps fund transit that is fully subsidized, easy, free and comprehensive.

Transit has been made so easy, that it is becoming a problem because students are using the bus to travel short distances (less than ½ mile), which still costs the University money to subsidize. The only transportation option in place to address these short trips (or the first/last mile challenge) are free roaming, or dockless, bike shares. This system launched in July 2017, and initial data indicate the system is far more popular than the previous dock-based system, but it is unclear if it is just supporting more trips helping to reduce short transit trips. This dockless system came out of Pronto, Seattle's previous bike share system with docks that was not successful on campus, likely due to a lack of bicycles, weather and the law requiring helmets. The University has a fleet of cars that are available to rent, primarily intended for faculty and staff. The University increased the availability of these vehicles and decreased the cost, which has successfully resulted in fewer faculty driving to work in order to have access to a vehicle throughout the workday.

The transportation services that are available are paired with education, emphasized during employee and student orientations, to attempt to shape travel behavior early on. The University also commented that it is important to consider the various commuter/user groups when assessing program and service recommendations. For example, preferred service options will be different for commuter students than residential students.

Stanford University, Palo Alto, California

Brain Shaw, Stanford University Director of Parking & Transportation

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Stanford University employs a number of services and incentives that have successfully replaced student, faculty and staff trips by private vehicle with transit, biking and walking commute trips. Brian Shaw stated that the main ingredients for success at Stanford are charging for parking, making other modes free and easy to use, changes to the built environment and getting people to understand their options.

Charging for parking helps disincentivize and accurately price the cost of driving. Parking is discounted for carpools of two people and free for carpools with three or more people. Making other modes free and easy includes having convenient, frequent shuttles that seamlessly connect to other modes and operate at a high degree of effectiveness. The high bicycle and pedestrian ridership is attributed to intuitive and consistent on-the-ground infrastructure such as 4 new roundabouts that make bikes feel comfortable and promote compliance, roadways that are closed to passenger vehicles, separated bike facilities, and facilities that overcome barriers like bridges and tunnels. In addition to on street facilities, Stanford has end of trip facilities including bike corrals at all buildings, bike lockers, bike cages, and showers for commuters. Coordination between modes is supported through bike racks on all buses.

Stanford offers a number of educational and encouragement programs that make alternative modes appealing. This includes bicycle diversion courses that allow students to take a bike education course instead of paying tickets, bike maintenance courses, Zipcar memberships for departments, and membership to Commute Clubs for those who do not drive commute. Commute Clubs contain a package of incentives including 'clean air cash', Guaranteed Ride Home reimbursement through Uber/Lyft, 1 hour of free Zipcar use a month, and free Vanpools.

Stanford does not have any on-demand service aside from a wheelchair accessible vehicle that is run by a private provider. Brian noted that he believes on-demand services are very difficult to implement successfully, due to the challenge of accurately matching supply and demand. Similarly, Brian believes that technology can be used in transportation, but that it is not a solution and rather a tool to be used as part of a larger toolbox. Stanford is teaming with Scoop, a daily ride demand platform that creates carpools with users with similar origins and destination, to subsidize the cost of rides.

Port of Seattle, Washington

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The Port of Seattle, which includes the Seattle-Tacoma Airport, has a number of transportation providers including buses, shared ride vans, Uber, Wingz, light rail, and courtesy vehicles. The Port struggles with creating an equal playing field for each of these providers through mechanisms such as fees, environmental impacts, regulations and barriers to entry. Focus group sessions with providers were held in order to address these concerns by providers, and fulfill Seattle-Tacoma Airport's goals of meeting demands, generating revenue, promoting small businesses and minimizing environmental impacts.

Feedback from these conversations were focused on evening out the playing field. Providers encouraged the Port to examine the regulatory structure for each of the operator classes, and to ensure that all of those providing service are subject to the same legal and policy mandates. They asked the Port to provide an open structure that allows them access to fair competition. Ultimately, regulatory conditions are determined by broader agencies in the region, but the Port has set a consistent flat fee of $7 for all providers. Providers gave feedback on the unique attributes of their customer service, which included clean vehicles, courteous drivers, easy payment options, and transparent pricing structures. Attendees of these focus groups also offered feedback on how the Port can improve to maintain effective relationships. These comments included the importance of transparency, expressing rationale for any changes, ongoing meetings and communication, fairness and equity.

Seattle Children's Hospital, Washington

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Seattle Children' Hospital is a strong model for promoting alternative transportation modes, with the mode split to prove it. The 2008 Master Plan laid out a target to reduce the share of commuters who arrive in a single occupancy vehicle to 30 percent by 2028. The hospital is working to reach this goal through both a carrots and sticks approach to travel behavior—making it less attractive to drive while also making other modes more attractive.

There are two parking lots associated with the main hospital campus: an on-campus lot that costs more and is only for those who have been working at the hospital for at least 20 years, and an off-campus lot

that costs less and is open to everyone. No monthly parking passes are available, only daily passes; this strategy ensures that the cost differential of various travel options is clear and aligned with the choices available. The whole campus is a closed network, so every vehicle goes through a gated system and is recorded when it parks on campus. Those that are not recorded as entering a parking lot on a day of their employment are given $4 per day into their paycheck as a reward for taking alternative modes. Carpoolers also receive this $4 but still have to pay for parking. Getting caught parking in surrounding neighborhoods a number of times results in the loss of one's job.

The hospital runs a number of shuttles between its campuses and off-campus lot. The off-campus lot has a shuttle with 3-minute frequency in the peak hours and 7-minute frequency during shoulders. The parking lot is structured with painted walkways and a conveniently located, covered shuttle pick-up stop, so the shuttle does not have to weave through parking aisles and users are comfortable waiting at the pick-up rather than in their vehicles. Zipcars are also located on campuses with memberships subsidized by the hospital. Nearly fully subsidized bus passes are provided to all employees. The hospital also incentivizes biking by giving free bikes to those who pledge to bike two or more days a week, and hosting an on-site bike shop with free maintenance and discounts on bike gear.

Rather than attributing mode splits to one specific strategy, Paulo emphasized that a comprehensive program including shuttles, education, branding, and marketing to create a compelling package.

Intuit, California

***Intuit Transportation Demand Management Plan*, January 2014**

Intuit is a business and financial software company located in Mountain View, California. Intuit currently has 1,870 employees and 521,080 square feet of building space. The company plans to increase its numbers of employees to 3,500 in the next 10 years. The *Transportation Demand Management (TDM) Plan*, published in January 2014, is a description of Intuit's approach to reducing vehicle trips by offering Intuit employees transportation choices to meet the City's policy requirements and sustainability goals. This Plan describes the City of Mountain View's transportation policies related to TDM and serves as a guide on how Intuit will implement the TDM Plan and monitor its success. This TDM plan is a living document that will be reviewed and updated over time to respond to employee behavior and transportation programs. The Plan includes a toolbox, which provides detailed recommendations of TDM strategies, including both new strategies and enhancements to existing strategies.

The strategies identified in this Plan are outlined below:

- Transit and shuttle:

    - Transit pass program- provide employees with pre-tax dollars to use towards the purchase of a transit pass
    - Shuttles/shuttle loading area- provide shuttle service to connect employees with local transit systems and nearby cities during the week. Shuttles during the peak time will coincide with employee arrival and departure and shuttles during the off peak time will be demand driven.
- Carpool and Vanpool
    - Carpool matching
    - Vanpool subscription
    - Priority parking
- Bicycle
    - Bicycle storage
    - Shower/changing facilities
    - Bike share
    - Bicycle lease program
    - Bicycle infrastructure
    - On-site bicycle maintenance and repair
- Marketing
    - On-site transportation coordinator
    - TDM website
    - Branding
    - Promotional efforts
    - Commute rewards
    - Individualized marketing
    - Information kiosk
- Other
    - Telecommute program
    - Car share
    - Guaranteed Ride Home
    - Founding member of TMA
    - Pedestrian access
    - One-way care share

In addition to this toolbox of strategies, Intuit documented step-by-step procedures for the monitoring process. Intuit will collect vehicle trip data and assess compliance with the City of Mountain View guidelines. If Intuit is not meeting trip reductions targets, it is recommended that they conduct an employee survey to determine current participation levels and identify additional strategies via the TDM toolbox to improve TDM program performance. Intuit will submit a report to the City to document the monitoring process and results.

Burlingame Point, California

Burlingame Point, Transportation Demand Management Program, April 2011

In 2011, Burlingame Point developed a Transportation Demand Management (TDM) Program to encourage future employees of Burlingame Point to walk, bicycle, use public transportation, carpool, or use other alternatives to driving alone when traveling to and from the proposed Burlingame Point Office/Life Science campus located in Burlingame, California. The proposed project includes two 5-story, one 7-story, and one 8-story office/life science buildings containing a total of 730,000 sq. ft., an amenities center at 37,000 sq. ft. serving the campus population, and a parking structure above a parking podium and two podium parking areas for a total of 2,318 parking spaces. The report identifies TDM measures that have a combined effectiveness of more than 10 percent reduction in peak hour trips and to justify the reduction in parking from the City's 3.33 spaces/1,000 sf to 3.0/1,000 sf.

The elements for the Burlingame Point TDM Program include 16 different recommended strategies including: shuttle service that encourages the use of BART and Caltrain, participation in associations that promote commute alternatives to the single occupancy vehicle, secure bicycle storage, changing rooms, referred parking for carpoolers and vanpoolers, a commute assistance center with on-site information, and other incentives and disincentives to yield a reduction in the number of off-site trips.

Methods documented in Quantifying Greenhouse Gas Mitigation Measures, a report recently released by the California Air Pollution Control Officers Association (CAPCOA), were used to estimate the trip reduction effects of the proposed TDM strategies. The project's comprehensive TDM Program, as described in this report, is able to meet regional requirements and exceed the project's goal of a ten percent peak-hour trip reduction. The project receives 1,202 trip credits from the regional association of governments, exceeding the required 1,144 credits. In addition, TDM program analysis shows an estimated 13 percent reduction in peak hour trips, three percentage points higher than the ten percent goal.

National Best Practices in Emerging Mobility

Transportation and mobility are quickly evolving as technology increases and travel behavior is shifting. It is important to be able to track these trends nationally in order to inform transportation planning decisions and provide alternative transportation services and programs that are effective and anticipate demand in the City of Aspen. In order to meet the needs of Aspen residents and visitors and fulfill the long-term vision of the City, Aspen will need to identify, address, and incorporate where relevant the latest emerging trends in mobility and related transit agency best practices. Following are a list of current national trends that will have potential impacts to alternative transportation in the future as identified by the U.S. Department of Transportation in a 2017 report titled "Beyond Traffic: Trends and Choices".

- **Biking, driving, and transit mode splits are changing**: Per-capita vehicle miles has recently begun to increase again after a decade of declining between 2006 and 2016. The number of people biking and taking transit for transportation has been increasing over the last decade.
- **Millennials prefer to live in cities where they can bike, walk, and take public transit**: Americans between the ages of 18 and 34 are moving into cities where there are a number of alternative transportation options. This is evident in data showing that this age cohort is driving less and fewer young Americans have driver's licenses.
- **The population is aging**: The percent of the population over the age of 60 is growing. As this cohort loses mobility and are no longer able to drive, they will need alternative modes to access their needs and 'age in place.'
- **Transportation is the second largest expense for most households**: After housing, transportation is the second-largest expense for most households; for low-income households that are often not able to use transit to access jobs, the cost of vehicle ownership causes an especially large burden.
- **Commute patterns are changing**: An increasing share of commutes both begin and end in suburbs. As technology increases, telecommuting is also increasing – 37% of American workers had worked from home at least once a week in 2015 compared to 30% in 2010.
- **Online shopping is changing transportation behaviors**: Online shopping from home goods to groceries is quickly becoming easier and therefore more frequent; this reduces the need for shopping trips by private vehicles, but home deliveries and the ease of making small but frequent online purchases may increase truck traffic in urban areas.
- **Technology and innovation are playing a greater role in transportation and travel planning**: Technological changes and innovation, including automation and travel planning and trip sharing platforms and improved travel data, will allow for greater safety and efficiency in transportation.
- **Ride hailing and sharing are increasing rapidly**: Car sharing and bike sharing systems are expanding throughout the country, and Transportation network Companies (TNCs) like Uber and Lyft are the fastest-growing travel mode nationally. These services address the first last mile challenge and supplement fixed route transit but can also compete with transit and potentially increase vehicle miles traveled.

These trends are occurring in tandem and are constantly evolving and working together to determine the future of mobility. Demographic and technological changes are causing shifts in transportation demand and decreasing the reliance on personal vehicle travel. While this memo identifies these trends at the national level, they are also occurring locally to various degrees in Aspen and the Roaring Fork Valley. Addressing these changes to the transportation system is an important step in updating *Aspen's Short-Range Plan*. This white paper summarizes the following eight trends identified as being most relevant to Aspen:

- Emerging Mobility
- Autonomous Vehicles
- Public-Private Partnerships
- Flexible Service and Routing
- Transit Vehicle Technology
- Information Technology
- Fare Policy and Payment
- National Behavioral and Demographic Trends

Trend	**Policy implications**	**Benefit**	**Challenge**
Emerging Mobility	-Support fixed route transit -Curbside management -Provides foundation for incentives to using modes other than SOV	-Effectively address gaps in the fixed route transit network (first last mile solution)	-Supplement and complement fixed route transit rather than compete with it -Seamless integration with other modes -Safety implications and increased need for curbside management
Autonomous Vehicles	-Support fixed route transit -Protect public safety	-Reduced cost of services -Increased safety -Decreased opportunity cost of travel time -Improved reliability Potential reduction of parking demand	-Effective regulation; adhering to national and state regulations -Disruption of jobs to those who drive for a living
Public-Private Partnerships	-Support fixed route transit -Maintain equity (geographic, low-income and ADA) -Efficiency in program management and implementation	-Effectively address gaps in the fixed route transit network (first last mile solution) -Provides cost effective solution for low performing transit routes or dial-a-ride services -Reduces paring demand	-Maintaining city-wide coverage and equitable service -Long-term matching of supply and demand -Contractual agreements with private providers -Long term sustainability and pricing model cannot be guaranteed

			-Can potentially result in increase in vehicle miles traveled
Flexible Service and Routing	-Support fixed route transit -Maintain equity (geographic, low-income and ADA)	-Effective matching of supply and demand	-Ease of use -Maintaining city-wide coverage and equitable service
Transit Vehicle Technology	-Support battery and electric vehicle technology	-Reduced greenhouse gas emissions -More fuel efficient -Reduced costs	-High cost to replace fleet
Information Technology	-Privacy considerations -Information sharing by private providers	-Increased opportunity for trip pairing and optimizing vehicles -Improved travel planning tools and integration between modes	-Maintaining city-wide coverage and equitable service
Fare Policy and Payment	-Consider equity in determining users who qualify for discounts -Integration of public and private providers	-Seamless integration of payment between modes and providers -Allows transit to be affordable and accessible for those who need it	-Has the potential to lead to reduced revenue or decrease in ridership
National Behavioral and Demographic Trends	-Land use and zoning to promote transit oriented development	-Trending towards reduction of private passenger vehicles and decrease VMT	-Unknown impacts on future travel behavior and VMT trends

Emerging Trends and Best Practices

Eight emerging trends relevant to Aspen are described in this section, along with potential policy and implementation recommendations to support and enhance the delivery of transportation services to Aspen residents, employees and visitors.

Emerging Mobility

Transportation is quickly evolving with a range of new mobility options, in large part due to the proliferation of the smart phone. The largest of these are Transportation Network Companies (TNCs) such as Uber and

Lyft, as well as a range of models of car share and bike share present around the Country that are altering the way people travel.

It is important develop policies that implement emerging mobility services that serve as a complement rather than competition to fixed route transit. If implemented strategically, TNCs and shared mobility can effectively close gaps in the transit network, address the first and last mile challenge, and provide cost effective alternatives to additional fixed routes.

Mobility as a Service

The concept of mobility as a service recognizes the array of transportation options available and seeks to bring them together into one easily accessible and understandable system. The current mobility ecosystem includes traditional travel modes like walking, biking, public transit, and park and ride facilities, as well as a range of emerging mobility options. Transit agencies and local governments are working to support these transportation options to support improved integration between them, allowing travelers to choose easily among several options to find the best way to reach their destination.

Dynamic Carpooling

With an increase in the availability of information on users' travel behavior, origins and destinations, the opportunity to pair riders with similar origins and destinations. This pairing can be facilitated through mobile apps that allow drivers to register their trip to seek additional passengers. The app reimburses the driver for gas from fees provided by passengers. This is a valuable tool for incentivizing carpooling, providing an alternative to fixed route service in areas of lower density, and reducing the demand for parking.

Mobility hubs

Mobility hubs are multimodal transportation nexus points intended to seamlessly integrate various transit and emerging mobility services such as bike share, car share and TNC by facilitating a wide range of linked trips. These hubs expand the utility of fixed-route transit service, boost ridership, and improve the customer experience by integrating transit stops with other shared modes. It is important to integrate these trips in such a way that they appear frictionless to the user. Investments in a mobility hub need to be paired with investments in fixed route and other services in order to be effective.

Autonomous Vehicles

The technology for Autonomous Vehicles (AV) are quickly evolving and becoming a short-term option. Autonomous shuttles are currently being piloted around the world. The implementation of this technology

has the potential to transform transit and transportation. These technologies are being tested and implemented in large part by private businesses, but often in partnership with municipalities. AVs can also be used for service delivery or as first/last mile solution to connect to fixed route transit. As AV technology becomes imminent, it will be important that policies and programs are formed that ensures that the negative outcomes of this technology does not outstrip the benefits. For example, cities should consider policies and programs to help ensure that AVs do not significantly increase VMT with the addition of new single or even zero occupancy trips. In addition, AVs could make it more convenient for people to drive long distances since they can work or relax on the trip, rather than drive. In terms of benefits, there are clear safety benefits that AVs can provide along with the opportunity for dynamic shared-vehicle use and reduced costs to operate transit vehicles.

Public-Private Partnerships

Public-private partnerships between transit agencies and private entities to provide new or supplementary transportation services is becoming more common around the country. The operational model of these partnerships can range greatly. Some examples of successful partnerships around the country include TNCs to serve the first/last mile gap, microtransit (see a description of microtransit in the next section) to replace a low performing fixed route or gap in the fixed route system. These partnerships should be based on contracts that effectively address service area, service hours, pricing, subsidies and wait time/customer expectation in order to ensure that the service being provided is a cost-effective and user-friendly option that is integrated into the broader transportation ecosystem.

Flexible Service and Routing

Flexible service and dynamic routing provides a service similar to fixed route transit, but the routing and schedules are subject to change based on ridership data that reflects changes in demand, land use, and time of day. This service type is often offered through an emerging mobility service known as "microtransit," which is often provided by a private provider. This service generally optimizes routes based on user demand and can sometimes require users to walk short distances to stops generated shortly before the vehicle arrives. This service is a hybrid of fixed route transit and on-demand service in that is demand-based but is optimized to pair multiple users together. The success of this service type and flexibility relies on smart phone access and intuitiveness of the service for the user.

Transit Vehicle Technology

Advancements in technology are resulting in an increase in electric buses and alternative fuel types and the piloting of autonomous buses and shuttles. These new vehicle types decrease the environmental footprint of fleet and increase their cost-effectiveness.

Information Technology

Transit agencies can improve mobility by integrating information about mobility options into their own mobile app or program. As these programs learn the travel behavior and preference about its users' individual travel preferences, they can recommend and highlight personalized commuting options for each user. In-vehicle technology has the potential to improve the user experience through ease of payment, trip planning that provides on-time arrival informational that is possible because of GPS units in vehicles and scheduling and route modifications based on ridership data that is available due to card readers. Expand and continue the trip planning and booking of WE-cycle and RFTA trips through the Transit app and integrate additional transportation options into this app.

Fare Policy and Payment

Technological advancements including new methods of integrating payment between modes, alternatives for purchasing fares and a simplification of fare structures. An integration in the payment method between transit and other mobility services including transit, rideshare, bike share, car share, and secure bike parking are becoming more common as cities transition to electronic payment systems. This integration can streamline transfers between modes, especially to and from fixed route transit, making transit more appealing and accessible. Expand the bike-bus pass between RFTA and WE-cycle, by including CAR TO GO, and other transit providers to create a mobile ticketing app to allow for the purchase of tickets. This mobile payment system can be integrated with a trip-planning app as discussed in the 'Information Technology' section. This integrated payment and trip-planning app between public and private transportation providers encourages multimodal travel and lowers the barriers to using alternative modes.

National Behavioral and Demographic Trends

The US population is growing quickly, expected to increase by at least 70 million people by 2045. However, the per capita vehicle miles traveled is declining, due to increases in teleworking, aging and urbanizing population, and an increase in cycling and transit. While the average VMT per capita is going down, driving

is decreasing at an even greater rate for Millennials. Only 1 in 5 young people have a driver's license, resulting in 3 million fewer drivers on the road than if licensure rates were consistent with a decade ago. This may be due to changes in household formations, student debt due to impacts of the Great Recession, social trends or access and use of technology, but this cohort has learned to adapt without as great of a reliance on the automobile. The aging population is also growing, which is decreasing the workforce population and those that are physically unable to drive. Land use is evolving, adapting to these changes in preference, with cities and suburbs growing and rural populations declining. Both residences and employment are moving to the suburbs, requiring changes to the structure of our transit systems. Almost 40% of commutes start and end in the suburbs. As the trends that began in 2010 of increased urbanization continue, the affordability of housing forces many into the suburbs. In 2015, population growth in the suburbs outpaced that of urban areas.

These trends in demographics, land use and travel behavior, are important in shaping policy. Understanding how the populations wants to travel and where they are traveling to and from, will provide valuable information for shaping investments in our transportation system.

Next Steps

There are a number of resources available that provide additional information on future trends and emerging mobility. For more information to supplement this white paper, the following reports provide additional data and analysis.

- **APTA Shared Mobility and the Transformation of Public Transit Research Report** (2016) http://www.apta.com/resources/reportsandpublications/Documents/APTA-Shared-Mobility.pdf
- **Autonomous Vehicles: Hype and Potential** (2017) http://www.fehrandpeers.com/wp-content/uploads/2017/03/ULI-Autonomous-Article-Feb2017.pdf
- **Beyond Traffic 2045: Trends and Choices**, U.S. DOT (2017) https://www.transportation.gov/sites/dot.gov/files/docs/BeyondTraffic_tagged_508_final.pdf
- **Curb Appeal: Curbside Management Strategies for Improving Transit Reliability** (2017) https://nacto.org/wp-content/uploads/2017/11/NACTO-Curb-Appeal-Curbside-Management.pdf
- **Demographic Trends and the Future of Mobility**, Fehr & Peers (2014)
- **Effects of Next-Generation Vehicles on Travel Demand & Highway Capacity,** Fehr & Peers (2014) http://www.fehrandpeers.com/wp-content/uploads/2015/07/FP_Think_Next_Gen_Vehicle_White_Paper_FINAL.pdf
- **Evaluation of Automated Vehicle Technology for Transit – 2016 Update, National Center for Transit Research** (2016) https://www.nctr.usf.edu/wp-content/uploads/2016/04/Evaluation-of-Automated-Vehicle-Technology-for-Transit-2016-Update-UPDATED-FINAL.pdf
- **FTA Shared Mobility Guidance** https://www.transit.dot.gov/shared-mobility

- **Shared Mobility Policy Database,** Shared-Use Mobility Center
  http://policies.sharedusemobilitycenter.org/#/
- **TCRP Report 188: Shared Mobility and the Transformation of Public Transit** (2016)
  https://www.nap.edu/catalog/23578/shared-mobility-and-the-transformation-of-public-transit

Transportation is quickly evolving as technology changes, private companies become transportation providers and travel behavior shifts. The trends discussed in this section are based on an assessment of current conditions and data-driven predictions for the future. However, forecasts disagree on whether we have reached a "new normal" or trip rates will rebound. Aspen should continue to track these topics over time and update policies and practices accordingly.

Transit Service and TDM Improvement Recommendations

This section of the plan explores a comprehensive list of alternatives for fixed route transit, other modes as well as TDM strategies. Alternatives were compiled and organized by category—transit, on-demand, driving, bicycle and pedestrian, parking, TDM and other. **Appendix C** shows all alternatives with descriptions, assumptions, scoring, cost and whether the alternative is recommended as a part of the short-range transit plan and Mobility Lab.[1] **Appendix D** just shows select descriptors and criteria for the *recommended* alternatives.

Methodology

This list of transit service alternatives was derived based on feedback heard during public outreach and stakeholder focus groups, a review of national best practices, interviews with peer jurisdictions, the goals and vision defined for the Short-Range Transit Plan, and previous planning efforts and recommendations. Each alternative is nested under a higher-level category service and solution, for example fixed route improvements and on-demand transit improvements. The impacts, consisting of single occupancy vehicle (SOV) mode split and transit ridership changes, are recorded on a -3 to 3 scale based on the respective percent change in each measure. Two inputs are also denoted for each alternative that were used to qualitatively score alternatives and assess whether an alternative is recommended as part of the short-range transit plan and whether an alternative is a candidate for the Mobility Lab. Scoring criteria are trip reduction (a proxy for SOV trip reduction) and phasing of implementation (short, medium, or long-term). Annual costs, both capital costs and operational costs, are recorded for each alternative on a scale of $ to $$$, corresponding to a legend in the **Appendix C** table and **Figure 4** high priority graphic on page 36. .

In our evaluation, we considered how the proposed alternatives aligned with prior planning efforts. Relevant previous planning documents include the *Aspen Area Community Plan* (AACP, February 2012), *Upper Valley Mobility Study* (UVMS, June 2017), and the *Upper Valley Mobility Report* (UVMR, September 2017). The *Aspen Area Community Plan* stresses improving and linking alternative methods of transportation as part of the vision for Aspen's future. A chapter of the plan is devoted to transportation, highlighting a commitment to

[1] Mobility Lab is an event planned for spring/summer 2018 where a variety of innovative mobility services, improvements, and changes to existing access will be piloted in Aspen. Public and private organizations will be invited to test different options for Aspen residents and visitors to move around the City. For more information see: www.aspenmobilitylab.com/

provide "an efficient, multi-modal and integrated transportation system that reduces congestion and air pollution." The plan promotes the use of TDM tools and limiting average annual daily trips (AADT) to 1993 levels or below as primary transportation policies. The plan includes nine detailed sections of policies: public transit, bike and pedestrian, user groups and TDM, parking, education and public outreach, airport policies, funding, and data gathering. In evaluating potential alternatives, we examined which of the policy sections, if any, each alternative would align with.

The *Upper Valley Mobility Study* was conducted to improve mobility between Brush Creek and Rubey Park, enhance transit and reduce congestion, and support existing transportation plans and policies in the City of Aspen, Town of Snowmass Village, and Pitkin County. The study was commissioned by the Upper Valley's Elected Officials Transportation Committee, a board representing these communities, and was published in June of 2017. Two alternatives, light rail transit (LRT) and bus rapid transit (BRT), were considered, with several configuration and operating options for each. A phased implementation of the BRT was recommended due to its potential for promoting sustainability and efficiency and for offering the best overall transit user experience. This phased BRT and the existing BRT serving the Upper Valley were accounted for in preparing and analyzing potential alternatives.

The *Upper Valley Mobility Report* by the Community Forum Task Force on Transportation and Mobility, communicating a vision for an integrated mobility system based on underlying core values similar to those in the AACP. The proposed system relies on five interdependent components including ride-hailing and ride-sharing as short-term options, as well as congestion reduction measures and HOV-lane enforcement for short and mid-term. The final component is a phased BRT enhancement suggested to be implemented over short, mid, and long-term timing. Published in September of 2017, the report's recommendations were used when we were considering the feasibility and desirability of the various potential alternatives.

High Priority Recommendations

From the comprehensive list of recommendations, a set of high priority recommendations were identified. These recommendations should be completed first, as they result in a significant decrease in SOV trips with community and political support that can be feasibly implemented in the short to medium-term. **Figure 4** shows the top priority recommendations and their impact on transit ridership and SOV splits, phasing, and cost.

Figure 4:
ASPEN SHORT-RANGE TRANSIT PLAN
HIGH PRIORITY RECOMMENDATIONS

LEGEND

PUBLIC TRANSIT · ENVIRONMENTAL STEWARDSHIP · TDM · VEHICLE CONGESTION · PARKING · BIKE/PED

- 0-2 YEARS
- 3-6 YEARS
- 0-6 YEARS
- 3-7+ YEARS

$ CAPITAL COSTS
- $= <$100,000
- $$= $100,000-$750,000
- $$$= >$750,000

$ ANNUAL OPERATING COSTS
- $= <$50,000
- $$= $50,000-$100,000
- $$$= >$100,000

THE CITY OF ASPEN · FEHR & PEERS

TOP PRIORITY RECOMMENDATION	TRANSIT RIDERSHIP CHANGE *Including microtransit and city subsidized on-demand service	SOV MODE SPLIT CHANGE	PHASING	COMMUNITY VALUES	CANIDATE FOR MOBILITY LAB	COST TO THE CITY: Capital Costs	COST TO THE CITY: Annual Operating Costs
A. TRANSIT RELATED							
Adjust route frequency: Operate Castle/Maroon route frequency at 10-minute service from 7 AM to 7 PM, reducing hours of Aspen-Highlands Direct service (summer and winter)	-10% -5% 0% 5% 10%	-5% -3% 0% 3% 5%	0-2 YEARS		✓	$$	$$$
Adjust route frequency: Operate Hunter Creek route at 10-minute frequency (summer and winter)	-10% -5% 0% 5% 10%	-5% -3% 0% 3% 5%	0-2 YEARS		✓	$$	$$
Consolidate existing routes/Replace fixed route service with on-demand service: Combine Crosstown and Mountain Valley Dial-a-Ride routes and supplement area outside modified service area with on-demand service	-10% -5% 0% 5% 10%	-5% -3% 0% 3% 5%	0-2 YEARS		✓		-$$
Adjust route frequency: Extend summer service levels to end of September	-10% -5% 0% 5% 10%	-5% -3% 0% 3% 5%	0-2 YEARS		✗		$$
Minor changes to routing: Replace late night service with on-demand service in spring and fall after 7 PM	NO CHANGE	NO CHANGE	0-2 YEARS		✓		-$$$
B. ON-DEMAND RELATED							
Define an operations model for a public private partnership: Explore partnerships with providers for on-demand service (including RFTA) and define operational model	-10% -5% 0% 5% 10%	-5% -3% 0% 3% 5%	0-6 YEARS		✓		$-$$$
Define an operations model for a public private partnership: Provide an on-demand service as 'first/last mile' solution	-10% -5% 0% 5% 10%	-5% -3% 0% 3% 5%	0-6 YEARS		✓		$-$$$
C. DRIVING RELATED							
Grow and enhance the CAR TO GO program	-10% -5% 0% 5% 10%	-5% -3% 0% 3% 5%	0-2 YEARS	TDM	✓	$	$
Explore partnerships with additional car share operators	-10% -5% 0% 5% 10%	-5% -3% 0% 3% 5%	0-6 YEARS	TDM	✓		$-$$$
Incentivize autonomous vehicles: Adopt new city policies to maximize benefits of autonomous vehicles	-10% -5% 0% 5% 10%	-5% -3% 0% 3% 5%	0-6 YEARS	P	✗	NO COST	
Implement a peer to peer car share and ride matching program: Explore public-private partnerships with carpool ride-matching app developers	-10% -5% 0% 5% 10%	-5% -3% 0% 3% 5%	0-6 YEARS	TDM	✓	NO COST	
Improve carpool benefits with electronic permitting and preferential parking: Create an electronic permitting process for carpoolers	-10% -5% 0% 5% 10%	-5% -3% 0% 3% 5%	0-6 YEARS	TDM	✗	$	

LEGEND

PUBLIC TRANSIT · ENVIRONMENTAL STEWARDSHIP · TDM · VEHICLE CONGESTION · PARKING · BIKE/PED

0-2 YEARS
3-6 YEARS
0-6 YEARS
3-7+ YEARS

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	TOP PRIORITY RECOMMENDATION	TRANSIT RIDERSHIP CHANGE *Including microtransit and city subsidized on-demand service	SOV MODE SPLIT CHANGE	PHASING	COMMUNITY VALUES	CANIDATE FOR MOBILITY LAB	COST TO THE CITY: Capital Costs	COST TO THE CITY: Annual Operating Costs
D. BICYCLE AND PEDESTRIAN RELATED								
Implement top priority pedestrian projects as identified in the *Aspen Bicycle and Pedestrian Master Plan*		-10% -5% 0% 5% 10%	-5% -3% 0% 3% 5%			✗	$$-$$$	$
Implement top priority bicycle projects as identified in the *Aspen Bicycle and Pedestrian Master Plan*		-10% -5% 0% 5% 10%	-5% -3% 0% 3% 5%			✗	$$-$$$	$
E. TECHNOLOGY RELATED								
Market a mobile trip planning app that includes transportation options, travel time, wait time, cost and integrated payment		-10% -5% 0% 5% 10%	-5% -3% 0% 3% 5%		TDM, P	✓		$
F. PARKING RELATED								
Modify parking downtown with reduced supply, valet parking and increase in prices: Expand no parking zones		-10% -5% 0% 5% 10%	-5% -3% 0% 3% 5%		P, TDM	✓	$	$
Modify parking downtown with reduced supply, valet parking and increase in prices: Increase parking fee in downtown		-10% -5% 0% 5% 10%	-5% -3% 0% 3% 5%		P, TDM	✓		-$
Provide additional amenities and services at the Brush Creek Intercept Lot		-10% -5% 0% 5% 10%	-5% -3% 0% 3% 5%		P, TDM	✓	$-$$	$-$$
G. TDM RELATED								
Grow the TOP program	NO CHANGE		NO CHANGE		TDM	✗		-$
Add TDM strategies: Provide a trip reduction ordinance		-10% -5% 0% 5% 10%	-5% -3% 0% 3% 5%		TDM	✗		$
Add TDM strategies: Expand the Emergency Ride Home program		-10% -5% 0% 5% 10%	-5% -3% 0% 3% 5%		TDM	✓		$
Restructure school travel demand program: Implement peak demand parking pricing		-10% -5% 0% 5% 10%	-5% -3% 0% 3% 5%		TDM	✗	$$	$
Work closely with schools to reduce SOV Trips		-10% -5% 0% 5% 10%	-5% -3% 0% 3% 5%		TDM	✗		-$

A. Transit-related Recommendations

Proposed transit recommendations reduce single occupancy vehicle trips by making transit more convenient and focusing on the two strengths of the existing system: 1) increasing frequency on core routes and, 2) expanding the existing on-demand services where fixed-route options are less efficient. The community places a high value on providing core transportation services that are reliable and convenient, as also identified through previous planning efforts. These recommendations meet the AACP's goal of improving public transit. In doing so, the recommendations also align with the underlying core values in the UVMR.

The specific high priority transit recommendations are as follows. See **Appendices E** and **F** for more details.

- **Operate Castle/Maroon route frequency at 10-minute service from 7 AM to 7 PM, reducing hours of Aspen-Highlands Direct service (summer and winter)**
- **Operate Hunter Creek route at 10-minute frequency over a 12-hour service day (summer and winter)**
- **Combine Crosstown and Mountain Valley Dial-a-Ride routes and supplement area outside modified service area with on-demand service**
- **Extend summer service levels to end of September for all routes**
- **Replace late night service with on-demand service in spring and fall after 7 PM**

In addition to the high priority recommendations above, lower-priority transit-related recommendations are presented in **Table 1**.

Table 1: Transit-related Lower Priority Recommendations

Lower Priority Recommendations	
Recommendation	***Phasing***
Extend Cross Town Shuttle to Serve Aspen Meadows/Institute	Short
Change vehicle size	Medium
Fuel technology - electric buses	Short-medium
New or expanded bus shelters	Short
Benches	Short
Urban seats	Short
Bus stop signs	Short
Sidewalk or passenger waiting pavement	Short
Lighting	Short
Bike and ski/snowboard rack	Short
Paved bus pullouts	Short
Pedestrian crossing signage	Short
Highlands bus loading area	Short
App-based, on-demand service provided by RFTA	Short-Medium
Subsidize half of downvalley fare	Short
Subsidize all of downvalley fares	Short
Dogs on transit	Short
Real time transit displays at mobility hubs	Short
Variable message signs on Hwy 82 that provide information on trip cost (including parking fees) and time by bus vs. car	Short
More pedestrian-scale lighting at Rubey Park	Short

B. On-demand-related Recommendations

On-demand recommendations identify opportunities for adding transportation services that are user-oriented and flexible in scheduling and routing in order to accommodate pick-up/drop-off locations and departure times based on passenger needs. The high priority recommendations under this category are:

- Explore partnerships with additional on-demand providers (including RFTA) and define operational model**.**
- Provide an on-demand service as 'first/last mile' solution

Lower priority recommendations are shown in **Table 2**.

Explore partnerships with additional on-demand providers (including RFTA) and define operational model

As identified in recommendation B6 in **Appendix C and D**, there are a large number of private companies and even some public transit agencies that provide flexible transportation services that respond to demand and bring users from the door of their origin to the door of their destination, rather than relying on fixed

routes and schedules. Aspen may choose to enter into a partnership with one or several of these providers by contracting them to provide on-demand service within a defined service area and according to a pre-determined operations model. Exploring and entering into a partnership(s) with providers (or RFTA) who specialize in on-demand transportation service is an effective way to supplement fixed route transit. This process has already begun by releasing a Request for Proposal (RFP) to on-demand providers and RFTA to seek information, supplemented by research on case studies around the country to determine best practices. This will inform an operations model for an on-demand service and provider that is most effective for the region and serves as a complement to RFTA fixed route service. Aspen should consider how to best fund and integrate this service so that it provides an intuitive, seamless and affordable option for residents, visitors and employees.

Providing on-demand service through a third party can effectively reduce SOV trips through a number of operational models. Each model will require a slightly different service area and fare structure, and three of the most promising options are described below:

1. **Increasing access to transit by addressing the first/last mile challenge** (i.e. providing a service that transport's users between the transit stop/station and their origin/destination, which it is beyond walking distance). This model is described in more detail in the following section.
2. **Encouraging users to park at Brush Creek Intercept Lot and take RFTA into Aspen** by empowering travelers to navigate easily around Aspen without a private vehicle by providing reliable, door-to-door service within Aspen. The service area eligible for drop-offs should include the entire City of Aspen boundary to create an intuitive service area and a reliable service. The fare should also be a flat fare or easy-to-understand structure, partially or fully subsidized by the City.
3. **Increasing opportunities to travel without a private vehicle by providing reliable, door-to-door service** in areas where RFTA does not provide service or after RFTA operating hours. This recommendation dovetails with the fixed-route transit recommendations to combine the Crosstown and Mountain Valley Dial-a-Ride services and the option to eliminate night-service after seven in the spring and fall and replace with on-demand services. The fare could fully subsidized like other transit services, with the option to have a flat fare for longer trips that could also be taken by other fixed route services.

The operations model for on-demand transit should be carefully defined in order to account for the following factors:

1. Because on-demand providers are relatively new in transportation and rapidly growing, there is relatively little confirmed data on their impacts on vehicle miles traveled (VMT). By defining an operations model that works to complement and not simply replace fixed route transit, VMT

impacts can be reduced. Additionally, operating policies that discourage single rider and deadhead trips through monitoring/reporting by vehicles or assessing a deadhead fee to the operator can also help to mitigate the higher VMT that these types of services can provide.

2. Many providers are currently being funded by private investors; they have a pricing structure that may not be sustainable over the long-term and which could be volatile for customers depending on changing supply and demand. In order to continue to provide an affordable option to users and a cost-effective option for the City, pricing should be monitored and potentially managed if the on-demand services are truly integrated as part of the transit system in Aspen as opposed to a private alternative to other transportation options.
3. This service could be provided by a third party that does not necessarily have to comply with the Americans with Disabilities Act (ADA), unless it receives any Federal funding. Regardless, it is important to accommodate customers requiring wheelchair accessible vehicles, those who wish to book without a smart phone/computer, and unbanked individuals (who do not have an account to link to an app) if on-demand services are to be integrated with the fixed route system.

This alternative aligns with the goals of improved transit in the AACP and the accompanying benefits as reflected in the values of the UVMR. In order to ensure that this recommendation continues to address community values and meet the goals of reducing SOVs, the program should monitor the following factors once it is implemented: trip cost, trip length, origins and destinations, time of trips, wait time, and vehicle occupancy.

Provide an on-demand service as 'first/last mile' solution

Expanding on the previous recommendation (B6 in **Appendix C**), this recommendation (B9) further clarifies the nature of the public private partnership and identifies a specific operations model for a publicly funded on-demand service as one that provides services exclusively to and from transit stops and stations. Traveling between one's origin/destination and transit stops was heard from the public, stakeholders and City staff as being a major barrier to taking transit. These gaps are often under a mile, but have challenging topography or are difficult to make during inclement weather. Walking this distance and addressing this gap is especially challenging for visitors who are not familiar with the City and are not used to the altitude. This challenge is often the reason that residents and visitors drive instead of using transit. By addressing this gap with a door-to-stop, convenient, fully integrated on-demand service, transit becomes a more appealing and feasible option for users. The boundary for this service will not be citywide, but rather will be shaped by both the City's need and the provider's capabilities in order to capture a high density of first-last mile trip needs in a cost-effective way. Likely, the service would only be provided in areas outside of a convenient walking distance to their beginning or final destination.

Similar to the broader on-demand service described in the section prior, this service can be implemented through a private provider or RFTA on board by releasing an RFP for on-demand providers. If RFTA were to serve as the provider, the transit agency will need to employ a unique fleet and mobile app for booking and dispatching rides. RFTA has the ability to use demand and travel patterns to help inform routes, potentially with the help of an additional technology dispatcher. This would be a modification of RFTA's existing dial-a-ride service, creating an on-demand and door-to-door service, likely using lower-cost and smaller vehicles.

This service can be partially or fully subsidized, but it seems reasonable to include first/last mile access in areas otherwise too far from transit to be fare-free like the rest of the system. In order to increase ridership and the ease of use, the program should be integrated into trip planning apps and mediums. It should also be consistent in branding and payment integration (if applicable) with fixed-route or other city on-demand services to make it intuitive and easy for users. This service should be a shared service, meaning users with similar origins and destinations are paired, which reduces VMT. This is in line with the goals of the City of reducing greenhouse gas emissions and vehicle miles traveled.

A number of data points should be collected to measure the cost-effectiveness and success of the program as this program could have high costs per rider. These include ridership, origin/destination points, and qualitative survey data. This alternative aligns with the goals of improved transit in the AACP and the accompanying benefits as reflected in the values of the UVMR.

Table 2: On-Demand-related Lower Priority Recommendations

Lower Priority Recommendations	
Recommendation	***Phasing***
Explore expanding on-demand service area of Downtowner	Short
More Downtowner vehicles to decrease wait time	Short
Expand service hours of Downtowner	Short
Explore various vehicle types for Downtowner based on capacity, branding, cost-effectiveness, etc.	Short
Formalize pick-up/drop-off locations with signage and striping and incorporate on the back-end into apps	Short
Partially or fully subsidize on-demand service in low-density areas outside transit service area	Short
Partially or fully subsidize on-demand service after RFTA operating hours	Short

On-demand services during Mobility Lab

Given the potential benefits to reduce SOV trips and increase the reach of transit, along with the potential downsides of increased VMT and high user/public subsidy costs, the expansion of on-demand services are ideal to test as part of Mobility Lab. However, as part of Mobility Lab, Aspen should determine if it would

like an integrated on-demand system to serve as a first/last mile option, or a more widespread service that also serves some other destinations in town.

C. Driving-related Recommendations

High priority driving-related recommendations include partnerships, programs and policies related to passenger vehicles, ranging from car share to autonomous vehicles to electric vehicles. These recommendations are as follows:

- Grow the CAR TO GO program
- Car share: Explore partnerships with national car share operators
- Autonomous vehicles: Adopt new city policies to maximize benefits of autonomous vehicles
- Explore public-private partnerships with carpool ride-matching app developers
- Create an electronic permitting process for carpoolers

Lower priority recommendations are shown in **Table 3**.

Grow the CAR TO GO program

Invest in the CAR TO GO program in order to expand membership and ridership of existing members (recommendation C4 in **Appendices C and D**). This can be done by adding cars to the system in order to have vehicles located more conveniently to users and increase reliability of the availability of a conveniently located car. Membership can be increased through promotional and marketing efforts and relationships with employers. This can also be done by diversifying the fleet of car share vehicles to include an electric vehicle.

This growth will require additional staff time as well as a likely increase in costs. The City should pursue an increase in membership fees and fares associated with CAR TO Go in order to bring in additional revenue through the program and offset costs. The City should evaluate the current CAR TO GO program and management approach to determine opportunities for streamlining and automating processes in order to reinvest staff time to grow the program. The additional staff time created through this redistribution can then be used to expand programs in ways that effectively reduce single occupancy vehicles. This is in line with the transportation demand management policies laid out in the AACP and the efficiency and ease of use goals of the UVMR.

Car share: Explore partnerships with national car share operators

There are an increasingly large number of companies that provide car share services that supply a fleet of vehicles, include operations and maintenance, and web/mobile apps for users. A partnership with a car

share company would allow the City to provide support through funding, right of way/parking, or other programmatic responsibilities in exchange for the presence of a car share provider in the city's service area.

Car share companies operate under one of two main operations models:

1. A fixed two-way model, where cars must be rented from and returned to designated parking spaces.
2. A free-floating model, where cars can be rented and returned anywhere in the service area, enabling one-way trips. Cars are located using a mobile app.

The second, free-floating operations model is preferred due to the additional convenience to users and potential reduction in VMT. This model may require more vehicles and/or administrative time redistributing vehicles throughout the service area. It may also be necessary to restrict where free-floating vehicles can park if they begin to accumulate in inconvenient or undesirable locations; this can be done through the app/GPS (which will not allow a trip to end in a restricted area) or via signage.

The potential for new care share options will align with transportation demand policies at work in the AACP and UVMR if effectively implemented.

An effective car share company can reduce SOV trips by providing reliable and convenient transportation option that allows residents the flexibility to live in the Aspen region without owning, or owning fewer, private automobiles. By not owning a vehicle and paying for the use of a car share by hour or day, travelers make more conscientious efforts to take transit, walk, or bike when feasible. Car share can also allow employees to take trips during the workday that need to be made with a private automobile without having to make their commute to work by SOV.

In order to ensure that this recommendation continues to address community values and meet the goals of reducing SOVs, the program should monitor the following factors once it is implemented: number of trips per user, mileage per use, survey data on vehicle ownership, survey data on what mode would be used if car share was not available. This recommendation is identified in **Appendices C and D** as C6. Ultimately, the City may want to growth the CAR TO GO program in the near term, but ultimately transition to a partner in the future, since the private sector may ultimately provide lower operating costs and better rider benefits.

Autonomous vehicles: Adopt new city policies to maximize benefits of autonomous vehicles

As autonomous vehicles (AVs) become more pervasive in the market and their presence on the streets of Aspen becomes increasingly imminent, it is important to ensure that their impact on the community is positive. Given the novelty of AVs, their impacts on VMT and SOV or zero-occupancy vehicle (ZOV) trips are

unknown. As shown in C8 of **Appendices C and D**, The City can implement policies to encourage the use of AVs in ways that encourage the reduction of VMT and that are in line with community values of public safety, quality of experience and safety for bicyclists and pedestrians, and reduction of automobile trips.

1. Regulations and potentially a pricing model that is based off occupancy should be implemented for both parking and use of travel lanes in order to ensure that SOV and ZOV use does not increase due to AVs.
2. AVs should complement not replace public transit; in an AV future, transit should be given priority over AVs since transit will continue to be more efficient from an energy use and roadway space perspective.
3. Consider policies that favor shared-use AVs over privately owned AVs; shared-use AVs enable better access to the benefits of AVs regardless of income, disability or age. Shared-use AVs also reduce the risk of increased VMT and SOV/ZOV trips.
4. Require secure sharing of data from connected AVs in order to be able plan and design a transportation system based on all available information that can best meet the needs of its users.
5. Manage the curb space to prioritize the safety of pedestrians and bicyclists and provide designated space for pick-up/drop-off locations, particularly for shared-use AVs.

These policies will need to be implemented by City Council and consistently enforced, in order to effectively change the role that autonomous vehicles play in the transportation ecosystem. The presence and role of AVs should be monitored through data sharing, vehicle occupancy counts at cordon points, and collision records. The move towards autonomous vehicles (with the right regulations in place) supports the transit and TDM goals documented in previous planning efforts.

Explore public-private partnerships with carpool ride-matching app developers

There are an increasingly large number of software developers that have created apps that pair riders with similar origins and destinations together to facilitate a carpool. Users register for the app, log their planned or recurring commutes in advance, and note whether they have a preference for being the driver or rider. The app pairs users and coordinates the logistics of timing, pick-up/drop-off, and fare exchange (if any). The City's role in this partnership can vary, but will likely primarily be focused on promotion, education, and incentivizing the app. By lowering the barriers to carpooling and providing a platform to easily plan trips and incentivize non-SOV trips, this is an effective way to reduce private automobiles on the road. This is shown as C12 in **Appendices C and D**.

The use of this app and partnership can be implemented through the TOP program and emphasized by employers. The use of the app will be most effective for those coming into Aspen from downvalley who have long commutes with similar origins and destinations. The carpool app can also be paired with other modes such as a free Aspen shuttle or on-demand service to account for trips that may end at slightly different locations within Aspen. This approach should also be paired with an Emergency Ride Home program (recommendation G11) to provide the passenger with an alternative way home in case of an emergency.

The potential carpooling incentives align with transportation demand policies at work in the AACP and UVMR. This program should be monitored by use data and survey responses to user satisfaction, and what mode users would have taken if they did not carpool through the app.

Create an electronic permitting process for carpoolers

Currently, those carpooling are able to park for free in designated carpool or residential spaces in Aspen. However, currently these passes must be picked up in person at the kiosk located on the Airport frontage road between 6 a.m. to 11:30 a.m., Monday through Friday. This requires a detour, additional time spent in line at the kiosk, and one more stop. During public outreach and focus groups, users noted that they often do not stop for a carpool permit, because the inconvenience is not worth the preferential parking. By shifting to an electronic form of parking pass distribution, there are a number of benefits:

1. Residents and employees will be more likely to carpool, given the ease of retrieving the benefits
2. Residents and employees that were already carpooling are more likely to register as having carpooled that day, providing more accurate data
3. Administrative and overhead time required to run the program will decrease and can be redistributed

In order to implement an electronic permitting process (C13 in **Appendices C and D**), the City may seek a third party software developer for assistance. This process should be integrated with any other mobile trip planning apps, Commuter Connect or TOP programs, or educational materials through employers. An occupancy detection device and registration of a license plate/hang tag may also be required for enforcement of permits.

The potential carpooling incentives align with transportation demand policies at work in the AACP and UVMR. This electronic form of retrieving carpool benefits will streamline the data collection process and allow for accurate and easier monitoring. Data should be collected to track individual travel behavior as well as aggregated for citywide data. Qualitative surveys should be conducted to supplement quantitative user data.

Table 3: Driving-related Lower Priority Recommendations

Lower Priority Recommendations	
Recommendation	***Phasing***
Free floating CAR TO GO	Medium
Change vehicle fleet of CAR TO GO (EV or AV)	Medium
Expand service area of CAR TO GO	Short
Partner with an app/service that facilitates peer to peer car share	Short
Incentivize AVs	Medium-long
City work with RFTA to implement autonomous RFTA vehicle AVs	Medium-long
Formalize slug lining (promote, formalize pick-up/drop-off)	Short
Expand preferential parking for carpoolers	Short
Convert HOV to HOV/toll on 82	Medium

D. Bicycle and Pedestrian-related Recommendations

The high priority recommendation for biking and walking in Aspen builds off previous planning efforts. This recommendation is to:

- Implement top priority pedestrian and bicycle projects as identified in the *Aspen Bicycle and Pedestrian Master Plan*

Lower priority recommendations are shown in **Table 4**.

Implement top priority pedestrian and bicycle projects as identified in the *Aspen Bicycle and Pedestrian Master Plan*

Refer to the *Bicycle and Pedestrian Master Plan Phase I and Phase II* and the top priorities identified through that planning process. These top priorities for pedestrians and bicyclists (D4 and D14 in **Appendices C and D**) include:

- Create a trail on 4th Street from Main St. to Music Tent
- Locate the top 5 sidewalk gaps
- Identify appropriate locations and then create more bike parking downtown
- Explore the best ways to improve movement east/west through the downtown core
- Add additional bicycle striping
- Research and install a trial bicycle boulevard on Hallam or Francis in the West End that could become permanent
- Implement a bicycle facility on E Hopkins Avenue between S Garmisch Street and S Original Street

This proposed alternative supports the bicycle and pedestrian policies outlined in the AACP and works to serve the core values of the UVMR. These recommendations meet the goals of the community as they are identified by the community under Bike and Pedestrian goals within transportation—improve the pedestrian/bike trail network, expand/improve bicycle storage, improve the convenience, safety and quality of experiences for bicyclists and pedestrians. This also meets the goals for Parks, Recreation, Open Space and Trails as well as Environmental Stewardship. By creating a connected network of low-stress bicycle and pedestrian facilities, residents, visitors and employees will feel more confident, safe and comfortable travelling by bike or walking from their origin or the 'final mile' from a transit stop or station and therefore more likely to use alternative modes to driving.

Pedestrian and bicycle counts should be taken at key locations to track mode share as projects are implemented. Qualitative survey data of perceived safety and comfort should also be conducted.

Table 4: Bicycle and Pedestrian-related Lower Priority Recommendations

Lower Priority Recommendations	
Recommendation	***Phasing***
Implement additional wayfinding signage with directions and distance to key destinations	Short-medium
Implement enhanced pedestrian crossings, with treatments appropriate for number of lanes, speed and volumes of roadway	Short-medium
Close gaps in sidewalk network	Medium-long
Dockless bike share (WE-Cycle or public private partnership)	Short
Electric bike share	Medium
Cargo or burley bike share	Short
Bike lockers	Short
Integrated payment between bikes and buses	Medium-long
Additional bicycle parking, city-provided on-street racks (covered above but also a TDM strategy)	Short
Business bike parking program	Medium
Rubey Park bike parking	Short
Close gaps in trail network	Medium-long

E. Technology-related Recommendations

Technology is playing an increasingly greater role in transportation, as Transportation-as-a-Service, trip-planning apps, and real time data becomes more prevalent. Below is the technology-related high priority recommendation:

- Market a mobile trip planning app that includes transportation options, travel time, wait time, cost and integrated payment

Lower priority recommendations are shown in **Table 5**.

Market a mobile trip planning app that includes transportation options, travel time, wait time, cost and integrated payment

The number of modes and transportation options available to users is increasing and the data available and desire for real-time information to make well-informed travel decisions is rising. There are a number of software development companies that have created mobile apps, often customized to the needs of specific communities that provide users with trip planning resources. These trip-planning apps have a range of potential capabilities including aggregating mode options with transfers, travel time, fare and fare payment, transfers, carbon emissions, maps, and traffic alerts.

These apps provide the opportunity to reduce single occupancy vehicle trips by providing a platform through which to make well-informed travel decisions. Users can better optimize non-SOV trips that may require transfers by integrating modes more seamlessly and understanding the true cost of driving. Mobile apps are most effective when all available modes within the city are integrated into one app. An integrated form of fare payment through this app increases its user-friendliness and appeal. The City should promote this app and work with employers in the region to encourage employees to use it as well. Mobile trip planning apps serve not only as an educational and travel behavior resource, but a form of data collection. Work with the software company to receive and/or access anonymized data from the app including trips booked, origin, destination, mode, and time stamp.

The mobile trip-planning app addresses the transportation policies outlined in the AACP, including using TDM tools and reducing SOV trips, and could contribute to increased ridership in the BRT and other transportation options proposed in the UVMR. This is identified as E2 in **Appendices C and D**.

Table 5: Technology-related Lower Priority Recommendations

Lower Priority Recommendations	
Recommendation	***Phasing***
Interactive education/mobility kiosks at key locations with transportation options, travel time, wait time and cost	Medium

F. Parking-related Recommendations

Recommendations related to parking are related to no parking zones, parking fees and intercept parking lots. These high priority recommendations are as follows:

- Expand no parking zones
- Increase parking fee in downtown
- Provide additional amenities and services at Brush Creek Intercept Lot

Lower priority recommendations are shown in **Table 6**.

Expand no parking zones

Expand the area in downtown where parking is not allowed. This reduction in parking supply should be preceded by education, so that users can change their behavior and determine alternative parking locations without creating additional VMT through cruising for parking. This should be clearly designated with signage and striping, especially as users adjust to areas that they are familiar with as previously being for parking. This will result in the positive change if this space is reallocated for pedestrians, bicyclists or amenities such as benches, café seating or landscaping. This recommendation is identified as F1 in **Appendices C and D**.

Increase parking fee in downtown

Current parking fees at metered spots in the Downtown core vary by season and range from $2 for the first hour to $14 for the 4th hours in the fall/spring and $21 in the summer/winter. Parking in residential areas is free for the first two hours and $8 for a day pass. Public parking at the Rio Grande Parking Plaza is available from $1.50 for the first hour to $10 maximum for the day. Begin increasing parking rates by a 50% increase in the existing parking fees, both metered and lots. Other peer communities have similar ranges for parking, such as Park City that charges $4/hour on Main Street during peak times. Parking structures at Vail cost $30 for 4 to 15 hours of parking in the winter. This recommendation is identified as F3 in **Appendices C and D**.

Parking pricing has proven to be an effective way to influence travel behavior. By increasing parking pricing, the City can influence decisions to carpool or take transit, which reduces traffic congestion issues throughout Aspen. Before changing parking pricing, a comprehensive educational campaign should be implemented to inform users of this change and the options to avoid paying for parking fees. The educational campaign can include variable message signage on Highway 82 before the Brush Creek Intercept Lot, information on the City website or at the parking facilities, and through other educational mediums such as trip planning apps. Parking availability and pricing should also be considered citywide to

reduce the impacts of people shifting to park in other parts of Aspen and to maximize the benefits of traffic congestion relief. Park City found that 30% of congestion in their downtown area is caused by people circling to find a parking space.

Data should be collected on parking occupancy, especially comparing parking utilization during various pricing schemes. This data can inform parking requirements for various developments in the City and provide data to inform the decision on changing parking supply in the downtown area.

This addresses the parking policies outlined in the AACP and could contribute to increased participation in the phased BRT and the other transportation options proposed in the UVMR.

Provide additional amenities and services at Brush Creek Intercept Lot

The Brush Creek Intercept Lot is located at the intersection of Brush Creek Road and Highway 82; it provides free park-and-ride service to access central Aspen. It has ample free parking year-round with frequent bus service directly to Snowmass Village, Aspen, and the ski slopes. A $3.9 million grant was approved by the Elected Officials Transportation Committee in October 2016 to build restrooms and add landscaping. This recommendation includes implementation of the restrooms and landscaping plans as well as considering other amenities including climate-controlled areas, vending machines, water fountains, covered and secure bike parking, trip-planning kiosk, and a coffee shop/café. These additional amenities at a park-and-ride improve the experience for users transferring from their car to the bus and make it more appealing and likely that a driver will use transit for their final leg into Aspen, rather than driving. This recommendation is identified as F6 in **Appendices C and D**.

Data that should be monitored before and after these recommendations are implemented are: parking utilization at the intercept lot, boarding and alighting data at the Brush Creek bus stop for all routes, and qualitative survey data of user's experience at the Lot.

This addresses the parking policies outlined in the AACP and could contribute to increased participation in the phased BRT and the other transportation options proposed in the UVMR. By improving amenities, this connects to the AACP and UVMR goals of improving ease of use and access to transit.

Table 6: Parking-related Lower Priority Recommendations

Lower Priority Recommendations	
Recommendation	***Phasing***
Valet parking in downtown area	Short
Implement parking fee at lots along Maroon Creek and Castle Creek	Medium
Parking availability/cost signs on Highway 82 before intercept lot	Short
Increase wayfinding, education and pedestrian and shuttle connections to the Rio Grande Parking garage	Short-medium

G. Transportation Demand Management Recommendations

Transportation Demand Management includes strategies and policies to reduce reliance on single occupancy vehicles. The high priority strategies under this category are:

- Grow the TOP program
- Provide a trip reduction ordinance
- Expand the Emergency Ride Home program
- Implement peak demand parking pricing
- Work closely with schools to reduce SOV

Lower priority recommendations are shown in **Table 7**.

Grow the TOP program

As identified as G1 in **Appendices C and D, i**nvest in the TOP program in order to increase the number of members and the number of strategies employed by existing members to further shift the number of employees who drive alone. This can be done by offering an increased number of encouragement and educational events to more efficiently reach all employers, survey employees to understand travel behavior and strategically assess the strategies and incentives included as a part of this program to ensure maximum effectiveness in shifting trips from SOV. Education to businesses currently not in the TOP program will increase membership and thus, impacts. The City should perform an evaluation of the current TOP program and management approach to determine opportunities for streamlining and automating processes in order to reinvest staff time into growing the TOP program. The redistribution of resources should be focused on consolidating orientation programs so that they're not done individually for employer, regardless of size; doing grant renewals once a year, and outsourcing public outreach events to the event department.

The additional staff time created through this redistribution can then be used to expand programs in ways that effectively reduce single occupancy vehicles, addressing the transportation demand management policies laid out in the AACP and the community engagement goals of the UVMR by providing the best possible experience for TOP participants.

Provide a trip reduction ordinance

A trip reduction ordinance requires developers, employers, or building managers to meet goals for reducing the number of single occupant vehicle trips either over time or compared to a baseline condition. Typically,

trip reductions are achieved by providing incentives for occupants or employees to use alternative modes or by providing financial disincentives for driving alone. To ensure compliance, trip reduction ordinances typically require regular reporting of trip making characteristics (annually or biennially) and there can be penalties and rewards set for achievement or nonattainment of goals. Penalties can be financial or increased scrutiny/reporting requirements for the trip reduction program. Rewards can be permission to development future phases of a large development, reduced reporting requirements, or increased city program cost rebates (paid for by those who are not meeting the trip reduction requirements). This recommendation is identified as G5 in **Appendices C and D**.

Trip reduction ordinances have a well-documented result in reducing single occupancy vehicle trips. Trip reduction ordinances typically work best when they are set up with close collaboration between the City and developers and employers to maximize flexibility and take into consideration programs that the private sector has seen work locally. Many trip reduction ordinances have a minimum size (size of development or number of employees) threshold, at which they are required to meet the trip reduction ordinance. This reduces the burden on small businesses on reporting and encouraging alternative commute modes.

A trip reduction ordinance is most effective when it reaches a large number of developments/employers but also considers the cost of monitoring for smaller businesses to ensure that it is not disproportionally high. Transportation Management Associations are sometimes established and staffed by the city (paid for by member businesses/developments) to take the burden of reporting, educating, handing out incentives, etc.

Trip reduction ordinance strategies works best if there are financial incentives in place to change modes such as employee parking cash out, or a nominal parking fee to generate cash to incent non-parking users. 'Gamification' of the program, or incorporating elements of playing a game, such as earning badges for non-SOV trips or competing with co-workers on most sustainable travel, makes the program more effective. Having representation of these goals and requirements through a community organization or a Transportation Management Association also increases residents' and employees' investment and awareness of a trip reduction ordinance. Community events like handing out water/breakfast during bike to work month, or drawings for people who sign up to drive less for work are fairly common.

One option used by some jurisdictions is a 'trip cap' which sets a hard limit to the number of SOV trips that can be generated by a development or employer. While a trip cap may make sense for a large office development or institution, other measures may be more applicable to other land use types. For instance, visitor-heavy land uses have little control over how their visitors arrive and depart, so a hard trip cap may be infeasible to implement. In these cases, requiring measures supportive of non-SOV modes (bike parking, transit promotions, etc.) may be more realistic. For smaller offices or residential developments, or projects where there is planned and expected growth, using mode share as a metric may make more sense, as it can

be monitored via annual surveys, does not require vehicle counts, and may capture multiple types of trip-making activity if well-designed. For residential units concerned with managing parking demand, auto ownership rates may be an acceptable measure.

In order to implement this ordinance effectively, phase in with larger employers/developments first with a clear plan for rolling out to smaller employers. The program is self-monitoring, due to the travel survey and targets that employers/developments have in place. However, it is important for the City to review the results and work with employers that are not meeting their goals or enact the necessary penalties.

This aligns well with the transportation demand management policies and goals laid out in the AACP and the UVMR.

Expand the Emergency Ride Home program

A common reason that employees do not use alternative modes (i.e., carpool, vanpool, or transit) is the inability to leave work unexpectedly for a family emergency or the fear of being stranded if they need to work late. One TDM element that allays these fears is the Emergency Ride Home program. With this program, employees can use a taxi service, car share vehicle, rental car, or other means to get home, and the City pays for this trip, if the employer is a member of the TOP program. Expanding this program consists of considering offering Emergency Rides Home to employees of non-TOP programs to increase its breadth and impact. This recommendation is identified as G11 in **Appendices C** and **D**.

This program should be widely advertised through the employer, TOP program, and the City as a whole so employees are aware that this is an available option. The annual cost of this program and frequency of use per employee (also aggregated up to the company level) should be monitored.

Implement peak demand parking pricing

Peak demand parking pricing consists of dynamic pricing throughout the day, varying by time of day to charge higher prices during times of peak demand. In this model, the cost to park increases as demand increases. This increase in price then decreases demand, so that ideally supply of parking matches the demand for parking at that price point. Implementing peak demand pricing also impacts people's travel decisions. Peak demand parking pricing can be used to reduce peak period vehicle congestion by making it more costly to drive into Aspen since it is necessary to park the vehicle at a city-owned space for many trips. Higher peak period pricing can encourage trips to be made by other modes or other times of the day when it is less congested and parking prices are lower. This strategy is also effective at reducing the number of vehicles cruising for parking by creating more empty parking spaces. This recommendation is identified as G12 in **Appendices C and D**.

Peak demand pricing needs to be implemented through new parking meter technology that can facilitate variable pricing throughout the day. Peak demand pricing should also be considered at off-street city parking facilities. This strategy should also be accompanied by a comprehensive educational campaign that begins *before* the implementation of the new pricing model so that users are aware of the new pricing model in order to make well-informed travel decisions before leaving their house and again before passing the Brush Creek Intercept Lot. This education can be done through signage at key locations including at parking meters, variable message signage on Highway 82, and through trip planning apps that inform users of trip costs including parking. Effective education and marketing will also facilitate a less controversial adoption of this new pricing policy.

Parking utilization should be monitored by collecting average occupancy rates at different times of day and throughout the City.

This aligns well with the transportation demand management policies and goals laid out in the AACP and the UVMR.

Work closely with schools to reduce SOV

Although the Aspen School District is currently making efforts to decrease SOV trips and provide and educate on alternative transportation options, further efforts can be taken to change the travel behavior of both students and teachers. The city can work closely with schools to assist with the provision of additional educational programs, encouragement events and promotions, TDM strategies, partnering with city services or programs, additional policies such as a trip reduction ordinance or change in parking permit pricing. This recommendation is identified as G14 in **Appendices C and D**.

A specific highlight of an approach to working with schools is changing parking pricing: Currently, only high school seniors are eligible for a parking permit; it costs students $100 per a semester for a permit. In order to accurately price the cost of maintaining a parking space and to impact the mode choice decisions of students, the cost per semester for senior parking permits should be increased. When parking permits are inexpensive, the majority of students will purchase one because of the low barriers to entry. Once a student has a parking permit, they are unlikely to consider alternative modes to driving alone. One variation of higher parking costs is to charge a daily fee for parking. Daily fees are more effective than one-time permits per semester since once the 'investment' in parking is made, there is a strong incentive to drive every day to capitalize on the investment. If a daily fee is charged, there is a financial incentive not to park if you do not need to since you are paying per use. The daily fee should be set to match whatever the total semester permit cost would have been assuming a person drives 90 percent of the days during the semester.

Table 7: TDM-related Lower Priority Recommendations

Lower Priority Recommendations	
Recommendation	***Phasing***
Supportive educational programs	Short
Map TDM and MMLOS implemented strategies via GIS	Medium
TDM Monitoring program	Short
Replace Commuter Connect with other options (see driving related options)	Short
Online mobility platform for trip planning	Short
Mobility Hubs for trip planning	Medium
Employer vanpools	Medium
Peak congestion cordon pricing at Castle Creek bridge	Medium-long
Restructure school travel demand program	Medium

H. Other Recommendations

All recommendations under the 'other' category are consider lower priority and shown in **Table 8**.

Table 8: Other Lower Priority Recommendations

Lower Priority Recommendations	
Recommendation	***Phasing***
Coordination with ride hailing providers for in-app navigation to key locations	Short
Temporary locations for pick up/drop off during large events	Short

Next Tier Recommendations

The following recommendations had a large impact on mode shift—decreasing single occupancy vehicle mode share by more than 3%, which is a significant amount relative to other infrastructure and non-infrastructure-based recommendation— but were not recommended as high priority projects. The descriptions following further identify what each recommendations consists of and why it was not identified as a high priority recommendation.

Formalize slug lining

Slug lining is the process of forming informal, ad hoc carpools through passengers waiting for rides. In the Roaring Fork Valley, this takes place along Highway 82 downvalley anywhere from Glenwood Springs up to Aspen. This was not recommended as a high priority recommendation because this form of carpooling will be facilitated through the implementation of a trip planning app or carpool app. This recommendation is identified as C11 in **Appendices C and D**.

Expand preferential carpool parking

Currently, there are designated parking areas in Downtown Aspen where those that carpool and pick up a parking permit can park for free. This recommendation addresses the expansion of those areas. This is not a top tier recommendation because this report assessed that there are other changes that can be made that have more significant impacts on encouraging SOV drivers to carpool, such as electronic parking permits and increased parking pricing for non-carpoolers. If these other programs prove to be successful, then expanded carpool parking should be considered. This recommendation is identified as C14 in **Appendices C and D**.

Implement parking fees at lots along Maroon Creek and Castle Creek

The parking lots along the Maroon Creek and Castle Creek corridors are currently free for all users. Because parking operates on a network-scale, the impact of charging for parking in one part of the City (e.g., Downtown) will result in a spillover effect to other parts of the City. Implementing parking fees at these lots is a later tier recommendation, as it will have a less of an impact on resulting in a mode shift if completed in isolation. This recommendation will require coordination with a number of stakeholders located along these corridors. This recommendation is identified as F4 in **Appendices C and D**.

Peak congestion cordon pricing at Castle Creek bridge

Implementing peak congestion cordon pricing on the bridge entering Aspen would effectively shift visitors' and employees' mode choice away from single occupancy vehicles and increase transit ridership. However, this recommendation has political challenges and equity considerations, as well implementation feasibility challenges. This recommendation is identified as G13 in **Appendices C and D**.

Fares

Assessing fares for existing services and setting fares for proposed services has potentially strong implications on ridership as well as the City's budget. Fare structure should be economically sustainable for the City, easy and intuitive to understand for the user, and in-line with other transportation services in the City.

On-demand service

Fares for on-demand services should be set jointly with both the on-demand provider and the City of Aspen. Part of the contract with the provider will be determining if there is surge pricing as demand changes, offered at a fixed fee hourly, or offered at a fixed fee based on trip length. Fare structures between the City and user can vary, with the City subsidizing a percent of the fare or a flat fee for a partial subsidy. Alternatively, the City can fully subsidize the service, creating a fare free service for users.

It is recommended that the City implement a tiered-based fare structure based on zones. The first zone is the service area of the existing Downtowner service that is currently fare free and should remain fare free. This zone will also include fixed route transit that will become on-demand service, such as the expanded on-demand services that replace existing fixed-route services (see **Appendix C** A17-Crosstown shuttle Mountain Valley Dial-a-Ride consolidation and on-demand supplement). The second zone is for first/last mile on-demand service, as described in in the previous chapter (see **Appendix C** B9). Based on the fare-free fixed route transit system within the City of Aspen, it is recommended that this service also be offered free to users. Services should not offer opportunities for tipping, in order to maintain consistent messaging with all other transit services in the City.

For an on-demand service outside of these zones, the user will pay market rate cost for a separate service (non-city sponsored service). However, for consistency, it is recommended that Aspen still collect the fee for this service as part of a single and consistent on-demand transit platform for customers.

Aspen RFTA routes

Aspen transit routes should remain fare-free in order to maintain ridership levels and the customer experience that RFTA and Aspen currently offer.

Subsidy of downvalley routes

A subsidy of downvalley routes would offer a more affordable and appealing option for users. Additional study should be done, but this section identifies preliminary research and options for implementation. This subsidy can be distributed and eligibility determined by income, age/disability, time of day, employer based or other structures. Two possible fare structures are:

- Half of the existing fares for travel to and from Aspen could be subsidized, such as by providing subsidies to persons proving a residence or employment site within the city. One way to operationalize this model is to have the outbound trip be fare-free for people who qualify for the program and have an appropriate transit pass.

- Another example is to fully subsidize the service to make it fare-free. As evidenced by the success of the Aspen City Services, free-fare transit can be very effective in spurring transit ridership. Other transit services that have recently shifted from fare systems to free-fare have generally seen ridership increases on the order of 50 percent:

    - The Corvallis Transit System in Oregon saw a 38 percent increase in ridership in the first year after the elimination of fares in 2011.

    - The Mountain Line system in Missoula, Montana eliminated fares in January 2015, which generated a 43 percent increase in ridership over the first year.

    - Asheville, North Carolina conducted a demonstration three-month fare-free program in 2006 that resulted in a 58 percent increase in ridership.

    - Santa Barbara's downtown shuttle system imposed a 25-cent fare on their previously-fare-free system in the late 1990's, which resulted in a 45 percent loss in ridership.

There are many factors that would need to be defined to accomplish this large a change in the downvalley service, including the specific steps to expand passenger capacity, the mechanics of providing the subsidies and steps to ensure that current employer subsidies continue.

Branding of the Transportation System

The branding of the transportation system would apply a uniform color scheme and logo to all city-affiliated transportation modes and affiliated fleet vehicles, including fixed route transit, bike share, car share and on-demand service. Potential advantageous outcomes to clearly and uniformly branding the transportation system include: increased ease of use for residents and visitors, a more connected multi-modal transportation network, increased opportunity for advertisements and revenue, enhanced outreach capability to new audiences, heightened influence on surrounding land use and transit-oriented development, and an improved ability to reinvent the perception of the Aspen transportation and mobility options. One potential disadvantage is a compromised ability to interchange the local and regional bus fleet. Additionally, a branding strategy may not produce the intended benefits if poorly planned and not scalable to an increasing number of transportation modes, fleet vehicles, the privatization of transportation or increase in public private partnerships.

Defining Branding in Context

The American Public Transportation Authority (APTA) defines a brand to be "the sum of all experiences, images and perceptions people have about a product, service or company." The definition says a brand includes logos, icons, colors, fonts, product names, personality, values, heritage, reputation, functional attributes, and emotional attributes. Building on this, branding consists of the actionable steps that a product or service provider can implement to create their intended user experience and desired reputation. In context, branding can include applying visual and textual information to local Aspen transportation products and services (such as bus wraps, on bike shares, mobility apps or car share) to promote an easy to use, cost-effective, community-focused, and environmentally sound transportation system.

Developing a Branding Strategy

Discussion on branding in the previous short-range transit plan emphasized amenities related to public transportation, such as bus shelters, should be included in a consistent branding scheme, and suggested creating a graphic that is consistent with RFTA but modified for the City of Aspen-specific services. Given the changes in levels of service between the 2009 plan and this plan, Aspen is now in a position to leverage branding more significantly to increase the ease of use the appeal of transit and the greater transportation system for its users.

A branding strategy for the Aspen transportation system would include the public transit system, focusing on the local bus routes. Branding of this service could include the fleet, the bus stations and stops, maps

and schedules, wayfinding signage, mobile tracking and trip planning apps, kiosks, web-based information and media, and roadway markings. Other services to be included in the transportation branding network could include: bike share, car share, TDM strategies, on-demand service, taxis and shuttles, and the accompanying signage, vehicles, mobile apps, web-based and print-based information, maps, and schedules.

General market research on brand development points to a need to determine the target audience, identify the intended brand message, and plan for all potential touch points for branding within the system. For Aspen, the target audience consists of residents and visitors who choose to drive a personal vehicle rather than using the transportation system and those who are using a part of the transportation system but could benefit from understanding and using the greater multi-modal system. Understanding the existing real and perceived barriers to using transit and other aspects of the transportation system can help in creating appropriate branding and marketing messages.

Existing research on branding in public transit identified a lack of knowledge on barriers to using transit, biking, walking or carpooling, affirming that many potential customers will not be likely to switch from using a personal vehicle without a better understanding of their transportation options. Branding can help these unfamiliar customers to understand the system, the range of transportation options, and its benefits. Branding efforts in other parts of Colorado have emphasized transit by choice as part of their messaging, pointing out the multitude of reasons that riders choose to use a public transportation system and reduce single occupancy vehicle trips. Emphasizing this message is relevant in Aspen, as much of the target audience would be users by choice rather than necessity.

Potential Challenges

With a context-specific assessment, there are three distinct but interdependent anticipated challenges for branding in Aspen:

1) After branding local busses, interchanging regional and local busses and other fleet vehicles is more difficult.

2) Planning for branding must distinguish local service but not override the efforts to promote a regional network.

3) The increased use of civilian vehicles within the system, the privatization of microtransit and on-demand services, such as Downtowner, adds a standardization challenge. The dynamic and quickly evolving nature of transportation and emerging mobility options also creates challenges to creating a standard branding.

The partnership with RFTA in operating local routes is key to a successful service. Branding will change the physical appearance of the fleet that serves the city routes and should be done in a way that still allows for the necessary degree of flexibility as seen fit by RFTA and the City. In terms of distinguishing local buses from the regional network, the previous SRTP suggests a City of Aspen graphic that is consistent with the RFTA system but modified to show the distinction. The 2009 SRTP recommended having this graphic present on the fleet and enhanced bus stops and shelters. This recommendation built off strategies implemented successfully in peer communities, such as Vail and Park City, and has value for the current branding considerations. Further examples of modified branding can be seen through BRT systems marketing.

The challenge of an increasing number of modes of transportation, including privatized modes, can be met with use of similar logos, a well-integrated app, and public, user-friendly information at key transportation hubs through pamphlets and interactive kiosks. This uniformity can help potential users understand how the transportation system can benefit them. Standardization will be a challenge, but foresight and planning, examining all the potential branding touch points and services can alleviate the potential burden of standardization.

Considerations for Next Steps

The City is uniquely positioned to leverage the Aspen brand, one of innovation and community, to be a leader in activating better mobility. Developing and implementing a thoughtful branding strategy matches the level of intentionality the City is pursuing in creating a desirable and usable transportation system. Branding should resonate with the audience, not overcomplicate the system, and be supported by high-quality service. Furthermore, the determined branding strategy should be flexible enough to be applied existing services and amenities as well as be adaptable for future capital investments and additional modes and providers being added to the system. Careful planning and application of knowledge on travel patterns of residents, employees and visitors during both peak and off-peak times can inform planning for branding and ensure it complies with city, county, and state jurisdictions. Aspen has the opportunity to be a branding leader as there is ample room for growth in public transportation branding efforts as evidenced by the lack of professional and academic literature on branding, as well as the financial gap in revenue spent on marketing and branding between public and private transportation sectors.

Funding Sources

Reliable and sustainable funding sources will be integral to the success of implementing recommendations in this plan and the long-term viability of the transportation system in Aspen. Transit service dependent on annual appropriations suffer from inconsistent service year to year, which decreases ridership by impacting reliability, high turnover of transit drivers, and lack of integration with other transportation options.

Since not all of the transportation needs may be affordable with existing revenue sources during the 20-year period, the city will also need to carefully prioritize its projects. The source and strategies discussed in this section can also provide additional sources of revenue to supplement existing funding streams. In Colorado, the main source of transit funding is through the federal government. In general, Aspen typically obtains federal funding from the FTA 5309 and 5311 programs. However, it is important to have supplemental revenue sources including taxes, grants, and private investments.

Sales Tax

In 2007, voters approved a ballot measure (Referendum 2A) to replace the previous 0.25 percent City sales tax that would expire in September 2009 with a 0.15 percent City sales tax. This generates revenue that can be used towards transit and pedestrian projects. Sales tax measures are a reliable source of income that can be earmarked to transportation and should be renewed before it expires.

Other Taxes

In addition to a sales tax, there are a number of other taxes that the City can consider implementing. These can include a lodging tax, motor vehicle sales tax, and rental vehicle tax. Unlike transportation impact fees, revenue from these taxes can go towards operations in addition to capital expense. Aspen currently has a lodging tax that should be renewed before it expires. The lodging tax generated $4,092,000 in 2016.

Pitkin County Use Tax

Pitkin County has a 1% use tax that is dedicated to transportation uses, administered by the Elected Officials Transportation Committee (EOTC), which is managed jointly by Pitkin County, the City of Aspen, and the Town of Snowmass Village. The City's share of the Pitkin County Transit Tax generated $917,840 in 2016.

Parking Revenue

In 1993 the Transportation and Parking Control Fund was established as a mechanism to offset the costs of transit and transportation improvements in the City of Aspen. This fund generates revenue from on-street parking operations, including parking fees and fines, which are then used for the development and promotion of transportation alternatives including the City transit routes. Revenues from parking are used for transit improvements and transportation demand management. In future years, 2017 and beyond, the Parking fund will make a $1-1.5 million transfer to the Transportation fund to offset transit costs

Private Investments

Some agencies are using private investments as funding sources. This is a viable option for Aspen; however, this source is primarily used to handle emergency cash needs and are not recommended for an ongoing funding strategy.

Grant Strategy

Grants are a great source of additional funding, however, can be less stable and reliable forms of revenue. State and federal grant forecasts are uncertain less reliable in future, and should be supplemented on the local side to maintain a level of funding. Develop a grant strategy to secure additional funding for capital projects The City has experience in competing successfully for grants, as exhibited in the CDOT grants that funded this plan, FASTER grants for bus replacement, and grants to fund CAR TO GO. In 2016, $720,000 in CDOT FASTER grants for two bus replacements. While grants are among the best ways for cities to attract outside funding, they can be time consuming to put together, straining staff resources at unpredictable times. Some communities develop annual grant strategies, which identify the projects they want to fund, the grant programs where these projects are most likely to successfully compete, and program resources (either staff time or consultant support) to develop grant applications.

Bonding

Aspen can issue a bond, including a Municipal, Special or General Obligation (GO) bond, to fund transportation-related projects. Unlike a sales tax, bonds help cities anticipate costs and operate with a more reliable, consistent funding stream. The interest rate that they pay is determined by the credit rating of the city and the current bond market.

Head Tax (Occupational privilege tax)

A head tax, or occupational privilege tax, is a fixed tax where the employer pays a tax per employee or percentage of salaries that can be earmarked for transportation. More investigation should be performed to determine what transportation improvements this can fund or if the City should considering lobbying legislature to address broadening the relevant project types to include the desired transportation projects.

Transportation Impact Fees

Transportation Impact Fees are a one-time charge paid by development proportional to their impacts to fund improvements. While transportation impact fees cannot be used for roadway maintenance or projects that exclusively address an existing traffic operations or safety issue without providing future capacity, they can fund a wide variety of projects in the street right-of-way. As the City looks to update its transportation impact fee program, it should consider funding a more multimodal list of projects. It is important to note that these fees can only be used for capital and not operational improvements.

Next Steps

A seamlessly integrated, easy to use, multi-modal transportation system aims to offer residents, employees and visitors of Aspen a solution to decreasing SOV trips, and moves the City in a direction towards meeting the environmental and character goals of the Aspen community. As the recommendations in this plan are implemented, travel behavior shifts to adapt to new transportation services, and emerging mobility options become available, the current state of transportation in the city should be continually evaluated.

As the transit system evolves beyond traditional fixed route service to include public private partnerships, shared fleets, and more seamless multimodal integration, it is important to consider the new challenges associated with these shifts. Two of these primary challenges are: increased competition among providers both private and public and identifying performance metrics to measure success for various services and programs.

Figure 5 shows a summarized list of recommendations, organized by phase. This table can serve as a guide to begin implementation, by addressing agencies and stakeholders to coordinate with and potential barriers to implementation, for each recommendation.

Challenge Posed by Competition

A number of the recommendations in this plan identify seeking additional providers to operate services that currently exist in some form in Aspen. Although a similar service may exist currently with a designated provider, it is important to ensure that transportation services and programs are relying on the most up-to-date technologies, providing users with streamlined and user-friendly services. By opening up the provision of services to private providers from around the world, this will ensure that users have access to the most efficient options that best fit their transportation needs.

Given a new climate for transportation that is quickly evolving and comprised of disruptive trends and technologies, competing for the provision of services ensures that providers are making conscious choices about how resources are managed and implemented. The quickly changing nature of demand from users will require that providers are agile and flexible in providing a service that is able to consistently meet the needs of its users.

Navigating this regulatory and political environment, will require that the City take a cautious, well-informed and strategic approach to managing its operators and working closely with other stakeholders.

Other communities have approached the challenge of competition between providers in various ways. For example, Dublin, California allowed all vendors that fit specific characteristics to serve as a part of their public private partnerships for first last mile service; Uber, Lyft and DeSoto Cab Ride are all available to users of this service. Many communities take a procurement process that solicits partners through an RFP process that leads to the selection of the best partner. The table below shows advantages and challenges of different procurement types. Staff can look to the noted communities in the table to further discuss each approach.

	TRADITIONAL PROCUREMENT	PARTNERSHIPS	INNOVATIVE PROCUREMENT
Applicability	▪ Addresses specific challenges ▪ Clear approach to take in solving the problem ▪ Uses designated funding sources	▪ Address broader community or infrastructure issues ▪ Engage specific entities (e.g., higher education, national labs, etc.) ▪ Leverage partnership for technical or financial support	▪ Uses time and resources from an established city department or agency ▪ Works with wider set of vendors on finding solution ▪ Has the capacity for continual feedback and assessment of vendor partners
Advantages	▪ Uses a known, familiar process ▪ Ability to solve specific municipal challenges and objectives ▪ Potentially easier to implement within traditional procurement processes	▪ Ability to leverage existing expertise from within the community ▪ Deeper engagement with fewer entities may be simpler to implement	▪ Allows for testing and piloting new technologies, often with vendors willing to deploy their technologies at low or no cost ▪ Cities generally not locked into long-term contract ▪ Can be done with no money exchanged
Challenges	▪ Requires more up-front work by cities to scope specific requirements ▪ May disqualify vendors with innovative solutions outside scope of RFI or RFP	▪ Requires high-level of public engagement ▪ Requires synthesis of many perspectives presented by diverse stakeholders	▪ Requires process of feedback with chosen vendors ▪ Requires high-level of engagement by cities
Featured case studies	▪ Chula Vista, CA ▪ Columbus, OH	▪ Pittsburgh, PA ▪ Seattle, WA ▪ Burlington, VT ▪ Nashville, TN	▪ San Francisco, CA ▪ Berkeley, CA ▪ Somerville, MA ▪ Washington, DC

Source: Smart Cities Vendor Engagement Framework
https://www.usdn.org/uploads/cms/documents/2_2017_smartcities_vendor_draft4.pdf

Challenge Posed by Comparison

Comparing various transportation services offered by the City through a defined set of metrics is common practice and an important way to assess the effectiveness and cost-efficiency of each service. However, it is important to note that many services are not directly comparable and should not be held to the same standards. There is also not one single metric of which all services should be intended to maximize. A

variation of services is intended to create new markets, and serve a range of user-types for a range of trip types. By having a comprehensive set of transportation options in place, users are empowered to travel to and within Aspen without a private vehicle.

In reviewing Aspen's *Transportation Department Program Descriptions and Metrics* document, the metrics which are being tracked for various different existing transportation programs and services provide a reliable approach to measuring their success and tracking progress without directly comparing different services/programs. Metrics should be tracked closely within each program/service and reassessed if data availability or quality changes. As new programs are implemented, they should be added to the *Transportation Department Program Descriptions and Metrics* document, including a comprehensive list of metrics tied to goals for the service/program that tie in to the broader goals for the community.

Figure 5:
ASPEN SHORT-RANGE TRANSIT PLAN RECOMMENDATIONS BY PHASE

LEGEND

PUBLIC TRANSIT · ON-DEMAND · DRIVING · BIKE/ PED · TECHNOLOGY · PARKING · TDM · OTHER

CITY OF ASPEN · RFTA · EOTC · EMPLOYERS · DEVELOPERS

PITKIN COUNTY · CDOT · THIRD PARTY PROVIDER · THE ASPEN INSTITUTE · SCHOOL DISTRICT

THE CITY OF ASPEN

FEHR & PEERS

MODE	RECOMMENDATION	RESPONSIBLE PARTIES/ INTERAGENCY COORDINATION	CHALLENGES TO IMPLEMENTATION
SHORT TERM RECOMMENDATIONS			
PUBLIC TRANSIT	Adjust route frequency	CITY OF ASPEN, RFTA, EOTC	Interagency and stakeholder coordination; funding
	Minor changes to routing	CITY OF ASPEN, RFTA, EOTC	Interagency and stakeholder coordination
	Capital improvements	CITY OF ASPEN, RFTA, EOTC	Interagency and stakeholder coordination; funding; prioritization
	Downvalley fare subsidies	CITY OF ASPEN, RFTA, EOTC, PITKIN COUNTY	Interagency and stakeholder coordination; funding; user intuitiveness
ON-DEMAND	Improvements to Downtowner service	CITY OF ASPEN, THIRD PARTY PROVIDER	Competition between providers and RFTA; maintaining level of service
	Designate pick-up/drop-off locations	CITY OF ASPEN, THIRD PARTY PROVIDER	Curbside management; enforcement
	Define an operations model for a public private partnership	CITY OF ASPEN, THIRD PARTY PROVIDER, EOTC, THE ASPEN INSTITUTE	Integration with fixed route transit
DRIVING	Grow and enhance the existing CAR TO GO program	CITY OF ASPEN	Staffing; marketing and promotion
	Implement a peer to peer car share and ride matching program	CITY OF ASPEN, EMPLOYERS, THIRD PARTY PROVIDER	Marketing and promotion; critical mass of users
	Improve carpool benefits with electronic permitting and preferential parking	CITY OF ASPEN, EMPLOYERS	Technology; user intuitiveness
BIKE/ PED	Increase and improve bicycle parking	CITY OF ASPEN	Interagency and stakeholder coordination, funding
	Expand bike share to include dockless bike share and cargo bikes	CITY OF ASPEN, EOTC, THE ASPEN INSTITUTE, PITKIN COUNTY	Compliance, vandalism; education; competition between providers
	Implement additional wayfinding	CITY OF ASPEN, PITKIN COUNTY	Right of way
TECHNOLOGY	Market a mobile trip planning app that includes transportation options, travel time, wait time, cost and integrated payment	CITY OF ASPEN, PITKIN COUNTY, RFTA	Interagency and stakeholder coordination; technological barriers; marketing and promotion
PARKING	Modify parking downtown with reduced supply, valet parking and increase in prices	CITY OF ASPEN	Support from business owners
	Provide additional amenities and services at the Brush Creek Intercept Lot	CITY OF ASPEN, CDOT, RFTA, PITKIN COUNTY	Interagency and stakeholder coordination; private investment
TDM	Work closely with schools to reduce SOV	CITY OF ASPEN, SCHOOL DISTRICT	Interagency and stakeholder coordination
	Replace CommuterConnect and implement an effective online mobility platform	CITY OF ASPEN, EMPLOYERS, RFTA, PITKIN COUNTY	Interagency and stakeholder coordination; technological barriers; marketing and promotion
	Add TDM strategies including trip reduction ordinance, more educational programs, peak demand parking pricing, expanded Emergency Ride Home and TDM monitoring program	CITY OF ASPEN, EMPLOYERS	Measuring and monitoring impacts
OTHER	Implement curbside management strategies	CITY OF ASPEN, DEVELOPERS, THIRD PARTY PROVIDER	Interagency and stakeholder coordination; support from business owners

MODE	RECOMMENDATION	RESPONSIBLE PARTIES/ INTERAGENCY COORDINATION	CHALLENGES TO IMPLEMENTATION
MEDIUM TERM RECOMMENDATIONS			
	New vehicle size and technology		Interagency and stakeholder coordination; Funding
	RFTA-operated on-demand service		Interagency and stakeholder coordination; technological barriers
	Consolidate existing routes		Interagency and stakeholder coordination
	Replace fixed route service with on-demand service		Competition between providers
	Explore partnerships with additional car share operators		Competition between providers
	Grow the current CAR TO GO program by transitioning the fleet to electric or autonomous vehicles and switching to a free floating model		Staffing
	Update city policies to maximize benefits of autonomous vehicles		Federal and state policies; political support
	Implement toll lane on Highway 82		Interagency and stakeholder coordination; political support
	Pedestrian facilities including crossings and closing sidewalk gaps		Funding
	Electric bike share		Infrastructure (i.e. charging)
	Business bike parking program		Coordination with businesses; marketing and promotion
	Trip planning kiosks		Right of way
	Improve access to Rio Grande parking garage		Marketing and promotion
	Parking fee at Maroon Creek and Castle Creek lots		Interagency and stakeholder coordination; enforcement
	Grow the TOP program		Staffing resources
	Map TDM and MMLOS strategies		Staffing resources; coordination with employers
	Implement more employee vanpools		Coordination with employers
	Implement mobility hubs		Interagency and stakeholder coordination; right of way
	Restructure school travel demand program		Interagency and stakeholder coordination; education and marketing
LONG TERM RECOMMENDATIONS			
	Incentivize autonomous vehicles		Political support; federal, state and local policy; unknown implications on VMT and land use
	Shift the transit fleet to autonomous vehicles		Political support; federal, state and local policy
	Integrate payment between bicycle services (bike share and bike on bus) with transit		Technological barriers; marketing and promotion; stakeholder coordination
	Close gaps in the trail network		Right of way; funding; interjurisdictional coordination
	Implement peak demand pricing model		Education; technological barriers; support from businesses
	Implement peak congestion cordon pricing		Political support; interagency coordination

Appendices

A. Existing Conditions
B. Public Outreach Material
C. All Transit Service Improvements
D. Recommended Transit Service Improvements
E. Fixed Route Alternatives Memo
F. Fixed Route Alternatives Tables and Figures

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Appendix A:
Existing Conditions



Aspen Short-Range Transit and Mobility Plan
Existing Transit Conditions Technical Memorandum

Prepared For The

City of Aspen

Prepared By

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September 8, 2017

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Section 1

Introduction

The City of Aspen has a very robust and successful public transit system, with ridership approaching 1.5 million passengers per year. Aspen's transit system provides residents and visitors to Aspen with convenient transit options, with transit frequencies as low as 10 minutes on some routes for the bulk of the day. The system has broad geographic coverage and long service spans, with most routes starting early in the morning and ending after midnight. The system ties directly into the Roaring Fork Transportation Authority (RFTA) long-haul routes serving population centers in the Roaring Fork and Colorado River Valleys. The introduction of bus rapid transit in 2013, the shifting of Aspen's workforce population down valley towards Glenwood Springs and other communities west of Aspen, and the investment in workforce housing within the Aspen area as well as a strong local alternative transportation program have all contributed to growth in ridership on Aspen routes over the past several years. Aspen has expanded routes where appropriate to meet this increased demand.

Aspen most recently analyzed its entire system in its *2009-2013 Short Range Transit Plan*, which resulted in implementation of many of the plan elements. The community is now interested in further expanding the role of transit and other alternatives to the private automobile to achieve goals regarding mobility, livability and environment. It is therefore an appropriate time to develop a Transit and Mobility Plan to address improvements to the public transit network as part of overall mobility enhancements. This *Technical Memorandum* is an initial study document that reviews existing conditions. The following section provides a review of recent plans and potential land use changes that may impact the overall environment in which transit services are provided. This is followed by a detailed review of existing transit services, encompassing the local Aspen City routes, the regional RFTA routes, as well as other services. Based in part on the information presented in this document, future study tasks will consider alternatives to improve services, and ultimately define the best service, capital improvement, financial and institutional strategies to enhance mobility for the Aspen community over the coming years.

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Section 2

Existing Studies and Plans

This section first presents a review of recent land use and transportation studies. It is followed by a discussion of development plans currently under consideration.

RECENT STUDIES

Several recent studies have identified areas of possible improvement for Aspen and the Roaring Fork Valley's transportation system. Some of these studies have also examined overall travel and development patterns and travel preferences of residents and visitors of the region.

Aspen Area Community Plan (AACP), 2012

In 2012, Aspen updated its *Aspen Area Community Plan,* last revised in 2000. The plan emphasizes the intense development pressures facing the Aspen area, and outlines policies and guidance for maintaining the unique environmental and social qualities of Aspen that make it a desirable place to live and visit. The plan reinforces Aspen's commitment to a transit-focused transportation system, as well as providing affordable housing for Aspen's workforce, and replenishing the lodging inventory to encourage a diverse visitor base.

An on-going commitment of the *Aspen Area Community Plan* is to limit annual daily vehicle trips on State Highway 82 crossing the Castle Creek Bridge to 1993 levels. Data collected by the City of Aspen between 2006 and 2012 showed that traffic levels continued to stay below that target, largely due to continual improvement and expansion of mass transit service (such as Bus Rapid Transit (BRT)) and limiting parking in town. Since 2000, however, as the downvalley population has grown, congestion has expanded farther up and down the Highway 82 corridor and the 2012 Plan reported that it lasts for longer periods during the day.

One difference between the two plans is that the 2000 AACP had endorsed a 1998 Record of Decision, which called for a crossing of the Marolt Open Space with two vehicle lanes and a dedicated mass transit corridor. The 2012 AACP acknowledges the Record of Decision, but it does not address it or any other particular physical solution for upgrades to transit or the transportation system, due to a lack of community consensus around this crossing. The 2012 AACP upholds other long-held Entrance to Aspen policies, however, such as using new highway lanes only for public transit, and ensuring no net loss of open space at the Entrance to Aspen.

Another change since the 2000 plan is that the airport runway has been extended. The extension is anticipated to result in more people per flight, increased efficiency, fewer delays and a per-person decrease in carbon footprint.

Aspen Short Range Transit Plan, 2009-2013

This previous *Short Range Transit Plan* identified a number of recommended service and capital improvements. These included the following:

- **Elimination of Aspen-Highlands service in the summer**. As the Aspen-Highlands route was also served by Castle/Maroon in the summertime, the impacts on ridership were expected to be relatively minor. The City of Aspen implemented this recommendation.
- **Reduce Crosstown Shuttle service before 8:00 AM and after 8:00 PM.** The City of Aspen also implemented this recommendation to reduce service as ridership on this route in the late evening and early morning was quite low. Later service, however, is operated approximately ten evenings per year to support special events.
- **Replace the Burlingame service with a shuttle to the Maroon Creek Roundabout and Aspen Valley Hospital.** In 2009 the Burlingame service had only 7 passenger-trips per hour (compared to 10.4 per hour in 2016), and service was limited to the morning and afternoon peak periods over most of the year. The 2009 SRTP recommended that the Burlingame service be replaced with a shuttle that would travel between the Burlingame development and Aspen Valley Hospital, with transfers into downtown or to RFTA's Local Valley service at the Maroon Creek Roundabout. The 2009 SRTP recommended 20-minute headways, with service between 6:00 AM and 2:00 AM in the winter, 6:00 AM and 12:00 AM in the summer and 7:00 AM and 7:00 PM in the offseason. Aspen did not implement a Burlingame Shuttle, but instead extended the hours of the existing Burlingame route to 6:35 AM to 12:20 AM year-round, with half-hour headways throughout the day.
- **Eliminate Service After 10:00 PM in the off seasons on Cemetery Lane Route and Mountain Valley Dial-A-Ride**. This was recommended as a cost-saving measure (estimated to save approximately $31,000 annually) based on low ridership in the late evening during the off seasons on these two routes. This recommendation was not implemented.
- **Begin Service at 7:30 AM in the Offseason on All Routes.** This recommendation, estimated to save approximately $50,800 annually, was not implemented.
- **Increase the Fare for Off-Route Ride Requests on Mountain Valley Dial-A-Ride.** The low fare of $1.00 per deviation request on Mountain Valley DAR resulted in a significant amount of deviation requests, which were contributing to poor on-time performance of this route, particularly in winter. This recommendation was not implemented.
- **Service to the Lift One Development.** The Lift One project is a resort development proposed at the end of South Aspen Street at the base of Aspen Mountain just outside of the downtown area. Portions of the project are currently in the development phases. The 2009 SRTP recommended providing transit service to the planned Lift One Development on

an expanded Galena Street Shuttle. This recommendation has not been implemented, and the Lift One development is currently on hold.

- **Provide On-Call Service to the Aspen Historical Museum.** The 2009 SRTP recommended this as an add-on to the Crosstown Shuttle service, at no additional cost. This has not been implemented.
- **Improvements to Bus Stops and Shelters.** The 2009 SRTP recommended consistency in benches, shelters, and system information at each stop, bus benches at all stops with five or more boardings per day, and shelters at all stops with ten or more boardings per day. Aspen is in the process of making these improvements.
- **Rubey Park Transit Center – Renovations and Improvements.** Recommended to repair or replace the streetscape elements and improve buildings. A $9.5 Million renovation has subsequently been completed, including improvements to passenger and staff facilities along with enhanced plaza and bus stop areas.
- **Automatic Vehicle Location and Automatic Passenger Counters.** Aspen implemented both recommended systems to improve accuracy of passenger counting and route evaluation, and improved communication with passengers about real-time bus arrivals.

Aspen Bus Stop Improvement Plan, 2013

This comprehensive plan reviewed all 61 stops that are served by Aspen routes. The plan provides a prioritized list of recommended bus stop improvements including high, medium, and low priority improvements. More details on the recommendations from this plan are provided below, in Section 3.

RFTA 5-Year Strategic Plan, 2017

The *RFTA 5-Year Strategic Plan* lays out goals for the 2017-2021 timeframe in the areas of facilities, finance, fleet maintenance, human resources, information technology, marketing and communications, operations and planning, and other departments. Goals of this plan that relate to Aspen's transit services include:

- Creating a transit service optimization plan
- Enhance safety and security for RFTA passengers and personnel at RFTA facilities and on RFTA buses
- Further development of Brush Creek BRT Station/Park and Ride
- Research into advanced safety devices for buses; such as lane adherence and pedestrian safety monitoring devices

- Investigation of more advanced technologies for bus automated vehicle location systems and communications systems
- Research new modes of fare collection, such as credit cards and wallets

Regional Travel Patterns Study – Roaring Fork Valley and the Colorado Valley, 2014

The *Regional Travel Patterns Study* examined travel patterns in the Colorado River Valley and Roaring Fork Valley from Parachute to Aspen. The report is based on data collected in the winter and summer of 2014 from 1,679 employee and resident surveys and 110 employer surveys, as well as relevant data from other sources including RFTA, Colorado Department of Transportation (CDOT) and the American Community Survey. The report highlights where people live and work, their mode of travel to work and other trips, employer policies related to bus passes, parking, and telecommuting, information about the local walking and biking environment, transit use patterns, and demographic information. Key elements of the study relevant to Aspen's transit system include:

Demographics

- Between 2004 and 2014, population grew 1.8 percent in the region, slightly faster than jobs, which grew 1.6 percent.
- Population growth was slightly greater in Garfield County than in Pitkin County.
- Overall job growth between 2004 and 2014 was higher in Garfield County (2.2 percent per year) than in Pitkin County (0.6 percent per year); although since 2010 the growth rate has been higher in Pitkin County (1.9 percent) than Garfield County (1.5 percent).
- Pitkin County is forecast to continue to have a higher number of jobs than residents.
- There was a 12 percent decrease in the inflation-adjusted median annual household income in the region from $75,000 in 2004 to $66,000 in 2014.
- The number of people who own a home decreased 7 percent between 2004 and 2014.

Commute Patterns

- The dominant commute flow is up-valley to the nearest job center in Rifle, Glenwood Springs or Aspen.
- More winter workers are commuting by bus, up from 12 percent in 2004 to 19 percent in 2014. The winter bus commute share valley-wide was around 35 percent in 2014.
- The percent of employees working from home three or more days a week increased from 1 percent to 7 percent between 2004 and 2014.

- Most workers living in Carbondale, El Jebel and Basalt work in Aspen or Snowmass.
- Most workers living in Rifle, Glenwood Springs, Snowmass Village and Aspen work in their home community.
- About 37 percent of workers in the region commute five miles or less to work.
- In 2014, winter commute mode share region-wide was 62 percent drive alone, 12 percent carpool, 19 percent bus, 5 percent walk, 2 percent bike. In summer, the commute mode share was 52 percent drive alone, 15 percent carpool, 17 percent bus, 9 percent walk and 8 percent bike.
- Aspen and Snowmass had the lowest drive alone mode share of all of the Roaring Fork and Colorado River Valley communities, at 41 percent and 35 percent respectively, in the winter, and 27 percent for Aspen in the summer.
- The winter bus commute mode share doubled or nearly doubled among residents of each community in the Roaring Fork Valley (from Carbondale to Aspen) between 2004 and 2014.

Transit

- Annual transit ridership increased 16 percent between 2013 and 2014, with the introduction of the VelociRFTA BRT.
- Two percent of commuters used Aspen's "We-Cycle" to complete the last mile of their commute trip in 2014.
- About eleven percent of trips on the BRT were new trips that people didn't take before the service was initiated.
- The biggest barriers that survey respondents cited to taking the bus was that it takes too much time, they need to make multiple stops during their trip, and/or that the bus stop is too far from their house.
- Increase in service frequency was the most oft-cited needed improvement to encourage people to ride more.
- Common new route suggestions included the addition of more direct buses and new routes within Glenwood Springs and Aspen/Snowmass.
- There is a higher rate of ridership growth in the summer than the winter. Likewise, traffic in the region has been growing faster in the summer than the winter.

Traffic

- Since 2004, VMT has grown 15 percent in Pitkin County and 0 percent in Garfield County.

Biking and Walking

- WE-cycle was used more frequently for work trips than for any other type of trip in Aspen.

Report Recommendations

The report recommendations focused on improving transportation demand management practices (such as increasing employer-provided transit passes) and parking management. Recommendations also highlighted the need for strategic community development, improving first- and last-mile access to bus rapid transit, and improving roadway state of repair.

Integrated Transportation Systems Plan

From initiation in March 2016, the Roaring Fork Transportation Authority has been engaged in development of an Integrated Transportation Systems Plan -- a 20-year plan for mobility for the region -- extending from Parachute to Aspen. The plan will examine the region's long-term transportation goals and develop a plan to achieve them. To date, RFTA has completed the visioning stage, a passenger survey (as discussed in Section 3, below), an efficiency review, and an Upper Valley Mobility Study as part of this process. Still to come is an analysis of future needs, alternatives analysis, and financial plan. Following is a summary of the completed portions of this planning process.

- **Summary of Transportation Needs.** RFTA conducted a public process that included over 2,000 responses to a survey administered on-line and at public open-house events. Needs identified through this public process that are relevant to Aspen were:
  - Better connect pedestrian/bicycle routes to transit, including connecting Rio Grande trail to Brush Creek station, and creating more pedestrian underpasses of Highway 82
  - Expand and improve existing park and rides/create new park and rides
  - Potential rail transit from Brush Creek to Rubey Park
  - Expand on-demand services such as bike sharing, ride sourcing (Uber, Lyft), car sharing
  - Accommodate future gondola connections at transit stations
  - Expand web-based information services including google maps schedule integration and app-based trip planners

- **Efficiency and Organizational Structure Review.** This report prepared in October 2016 inventoried RFTA's organizational and capital assets to assess what services RFTA is capable of handling today, and how it might adapt to future needs. The report also summarized regional demographics, population and economic projections, performance of the existing system, organizational structure, and financial systems.

- **Upper Valley Mobility Study, June 2017.** The Upper Valley Mobility Study analyzed the viability of a fixed guideway system (either light rail transit or bus rapid transit) in the 6.1-mile corridor along Highway 82 between the Brush Creek Intercept Lot and the Rubey Park Transit Center in downtown Aspen. A key purpose of the study is to improve mobility between Brush Creek and Rubey Park while reducing the number of buses and congestion in Aspen. The study recommends a phased bus rapid transit option rather than light rail, primarily because both the operational and capital costs for light rail would be more than double those for bus rapid transit, and because bus rapid transit could maintain one-seat (i.e. no transfers) travel for passengers during the initial phases. This option would not preclude light rail in the future, but through a series of phased elements such as service optimization, replacement of existing buses with electric buses, dedicated bus lanes, and potentially autonomous vehicle control could reduce some of the impacts of the numerous bus trips between the Brush Creek intersection and the Rubey Park Transit Center.

CURRENT DEVELOPMENT PROPOSALS

The following are current land use proposals in Aspen of sufficient scale to impact the transit system:

- **Gorsuch Haus** - The Gorsuch Haus proposal would construct 75 lodging units, 5,000 square feet of commercial and restaurant floor area, 4 free-market housing units and 3 affordable housing units on a site at the south end of South Aspen Street adjacent to the Aspen Mountain Lift 1A. The site is located in a neighborhood of lodging and residential properties, and the access road to this site is steep and narrow. The nearest existing public transit services are operated along East Dean Street, approximately 900 feet to the north. One option under consideration as part of the review process is the extension of Lift 1A further to the north. While this could better serve skiers accessing via this portal, some form of transit service would still be needed to serve guests/employees of the development (and potentially other nearby land uses as well).

- **Lift One Lodge –** The Lift One Lodge would also be sited near the base of Aspen's Lift 1A. Plans call for a 77,000-square-foot development with restaurants, retail space, 22 timeshare units that can be locked off into 84 rooms, and five free-market condos. There is also an affordable housing component planned.

- **Burlingame Ranch –** Burlingame Ranch is an employee housing complex approximately three miles northwest of downtown Aspen off of Highway 82. The first two phases of Burlingame Ranch, completed in 2008 and 2015, consisted of 173 affordable housing units. A third phase is scheduled for completion in the 2020-2021 timeframe and will add another 83 units, at which time the area will be at full build-out.

- **Aspen Recreation Center** – The City of Aspen has plans to expand the Aspen Recreation Center on Maroon Creek Road by approximately 3,500 to 5,000 square feet. The expansion is not anticipated to generate large amounts of traffic. However, considering the busy traffic conditions along Maroon Creek Road even a small number of additional trips on this road could garner attention and the need for discussion on how to accommodate them.

- **Aspen Club** – Currently under construction, the Aspen Club health club is expanding to add 19 fractional ownership units, twelve affordable housing units, 34,630 square feet of new floor area and additional parking. The original proposal had estimated some increase in traffic on Ute Avenue, which the Club proposed to mitigate through a variety of measures. The Aspen Club is located along the Crosstown Shuttle route, which will be impacted by this proposed development.

- **Other Developments in Aspen** – There are multiple other developments planned in Aspen, which will include new hotel rooms, employee housing, free-market residential, and affordable housing. These developments include the Boomerang Lodge, Poppie's Building, 404 Park Circle, and the Skye Hotel. These developments are already served by the existing transit system, so will likely not require additional transit service.

HOUSING OCCUPANCY

The US Census Bureau's American Community Survey provides information on total housing units, the occupied housing units and the "vacant" housing units. It can be presumed that the large majority of those identified as vacate are instead vacation home (e.g., second homes). Overall, 54 percent of Aspen's housing units are "vacant". The areas east of downtown have the highest "vacant" rate of 87 percent, followed by the West End north of Main Street and the areas to the west between SH 82 and the Roaring Fork River (67 percent) and the area encompassing the West End south of Main Street as well as the Castle/Maroon areas (60 percent). On the other extreme, the southeastern portion of Aspen (south of Main Street and the Roaring Fork River and east of Garmisch) is only 23 percent "vacant". The remaining areas – northeast of downtown and Red Mountain – have occupancy rates very similar to the citywide average.

Section 3

Existing Transit Services

EXISTING ASPEN TRANSIT PROGRAM

Existing Transit System

The City of Aspen has a robust system of free transit shuttles including five routes that operate year-round, three that operate seasonally, plus a music school shuttle, as shown in Figure 1. Ridership on the Aspen system tallies over 1.4 million boardings per year. Bus schedules are frequent, and generally have broad coverage throughout the day and into the night. The Aspen system links into the Roaring Fork Transportation Authority's regional transit system, providing connections to Aspen from Glenwood Springs and other downvalley communities, as well as connections to the major ski areas of the region. All of the Aspen routes are operated by the Roaring Fork Transportation Authority (RFTA) under a service agreement between the City of Aspen and RFTA. Table 1 shows the frequency and hours of operation for each route.

The last comprehensive analysis of Aspen's transit system was conducted in 2009, as part of the Aspen 2009-2013 Short Range Transit Plan (2009 SRTP). At that time, bus stops and transit amenities were inconsistent and in need of upgrades, and funding availability and changes in ridership patterns necessitated an examination of how to make services more efficient. Since 2009, Aspen has modified some of its service to address the needs identified in the 2009 SRTP, including increasing frequency and time span on the Burlingame Route, reducing service on the Crosstown Shuttle, and eliminating summer service while increasing winter service frequency on the Aspen-Highlands route.

Aspen Routes – Year-Round

Castle/Maroon

Frequency:	Every 20 minutes	
Time span:	Winter/Summer -	6:20 AM to 2:00 AM (Daily)
	Spring/Fall -	7:00 AM to 12:00 AM (Monday-Saturday); 9:00 AM to 9:00 PM (Sunday)

The Castle/Maroon route has the highest ridership of any of the Aspen routes, with over 550,000 boardings in 2016. The route travels through downtown Aspen from the Rubey Park Transit Center to Castle Creek Road and Maroon Creek Road just outside the western entrance to Aspen, including a stop at Aspen-Highlands Ski Resort. Ridership on Castle/Maroon peaks in January and July, with highs of around 70,000 boardings in these months. Spring and fall have lower ridership, averaging around 27,000 boardings per month.

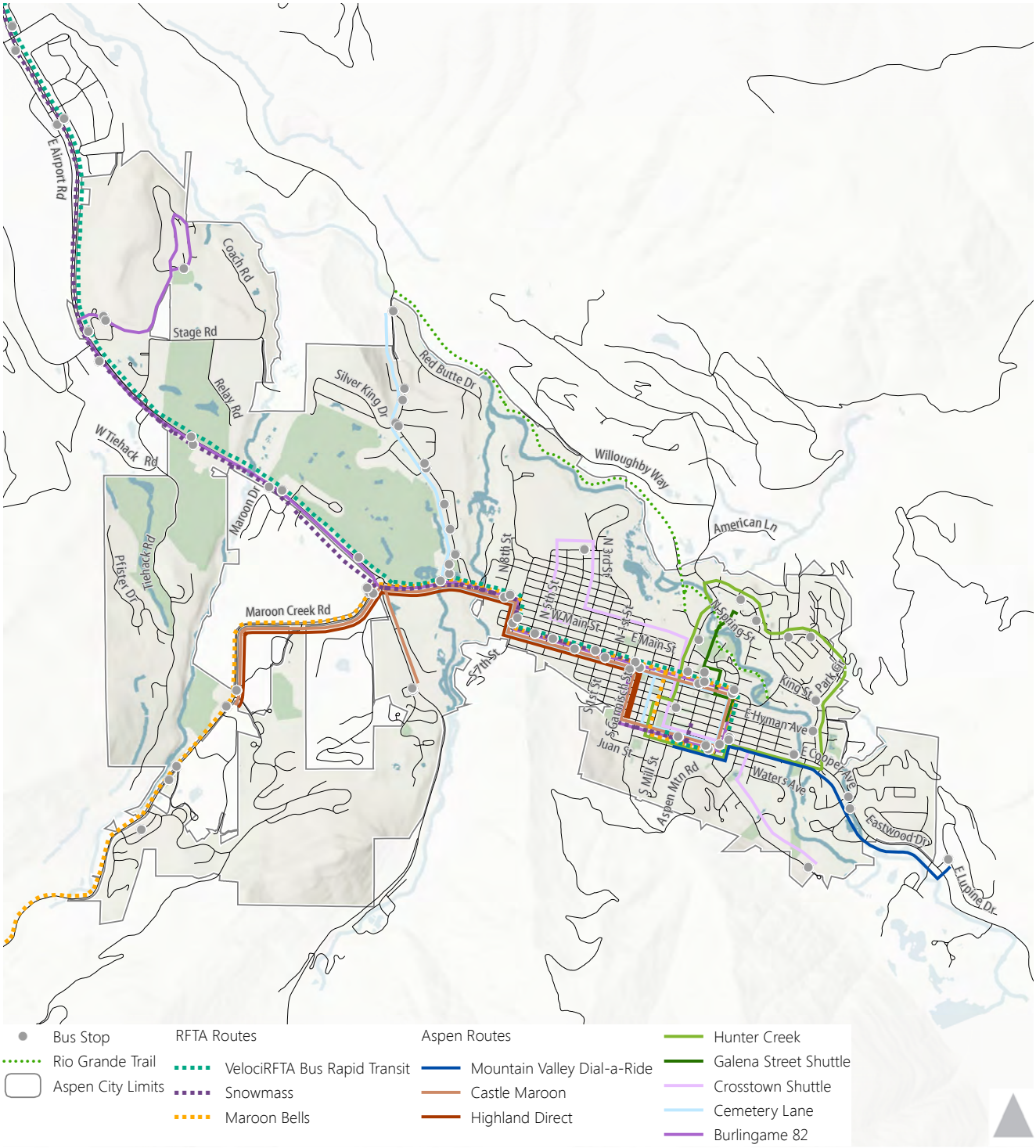


Figure 1

Aspen Transit System

Table 1: Aspen Transit Schedules by Season

	Winter (11/24 - 4/16)[1] Summer (6/10 - 9/4)		Spring (4/18 - 6/10) Fall (9/6 - 11/23)	
	Time Span	Frequency	Time Span	Frequency
Year-Round City Service				
Castle/Maroon	6:20 AM to 2:00 AM	20 min	7:00 AM to 12:00 AM (M-Sat) 9:00 AM to 9:00 PM (Sun)	20 min
Hunter Creek	6:25 AM to 2:00 AM	20 min	7:00 AM to 12:00 AM (M-Sat) 9:00 AM to 9:00 PM (Sun)	20 min
Cemetery Lane	6:42 AM to 2:00 AM	30 min	7:00 AM to 12:00 AM (M-Sat) 9:00 AM to 9:00 PM (Sun)	30 min
Burlingame West Side	6:35 AM to 12:20 AM	30 min	6:35 AM to 12:20 AM	30 min
Mountain Valley Dial-A-Ride[3]	6:30 AM to 1:30 AM	30 min	7:00 AM to 12:00 PM (M-Sat) 9:00 AM to 9:00 PM (Sun)	30 min
Seasonal City Service				
Aspen-Highlands[2]	6:45 AM to 8:00 PM *6:45 AM to 8:00 AM* *8:00 AM to 4:00 PM* *4:00 PM to 8:00 PM*	30 min Continuous (aprx.10 min) 30 min	--	--
Galena Street Shuttle	8:15 AM to 5:00 PM	10 min	--	--
Crosstown Shuttle	7:54 AM to 9:00 PM	30 min	--	--
MAA Shuttle Service	7:30 AM - 11:15 PM	Varies		
Public-Private				
Downtowner[4]	11:00 AM to 11:00 PM	On demand	11:00 AM to 11:00 PM	On demand

Source: City of Aspen; Roaring Fork Transportation Authority

Note 1: Season dates are for 2016-2017

Note 2: Highlands schedule is from 12/10 - 4/9

Note 3: In the Spring the Dial-A-Ride service runs until 11:45 PM Mon-Sat, and until 8:45 PM Sunday 2017/2018.

The high ridership figures on this route reflect that it serves multiple activity generators (Aspen Highlands, ARC, schools, Aspen Valley Hospital) along with year-round and seasonal housing.

The service frequency and time span have not changed since the 2009 SRTP.

Hunter Creek

Frequency: Every 20 minutes

Time span: Winter/Summer - 6:25 AM to 2:00 AM (Daily)

Spring/Fall - 7:00 AM to 12:00 AM (Monday-Saturday); 9:00 AM to 9:00 PM (Sunday)

The Hunter Creek route serves the housing areas in the northeast portion of town. Much of the more affordable housing in Aspen can be found in these neighborhoods, including affordable housing developments managed by the Aspen Pitkin County Housing Authority. This route has the second highest annual ridership after the Castle/Maroon route, with annual boardings at nearly 330,000 in 2016.

The route departs Rubey Park Transit Center, heads north towards the post office, serves the Hunter Creek and Centennial areas, then returns to the Transit Center by way of Park Avenue on the east end of town, passing by the City Market. Service frequency and time span have not changed since the 2009 SRTP.

Cemetery Lane

Frequency:	Every 30 minutes	
Time span:	Winter/Summer -	6:42 AM to 2:00 AM (Daily)
	Spring/Fall -	7:00 AM to 12:00 AM (Monday-Saturday); 9:00 AM to 9:00 PM (Sunday)

The Cemetery Lane route serves northwest Aspen, a residential area. The Cemetery Lane route carries around 100,000 passengers per year, with the greatest number of boardings in July and December, around 14,500 in each of those months. Other months average around 6,600 boardings. The service span and frequency has not changed since the 2009 SRTP.

Burlingame Highway 82

Frequency:	Every 30 minutes
Time span:	Year-round - 6:35 AM to 12:20 AM (Daily)

The Burlingame route serves the Burlingame Ranch Housing development, a deed-restricted workforce/affordable housing area about three miles west of downtown Aspen. The route also provides a link to downvalley RFTA routes at the Buttermilk stop on Highway 82. This route served around 130,000 boardings in 2016. In the winter of 2015/2016, in response to the completion of 82 additional housing units at Burlingame Ranch, the City of Aspen increased service on the Burlingame route. Previously, the service span was limited to commute times in spring, summer, and fall, with half-hour frequencies. In the winter, the time span of operation extended to 2:00 AM, with hourly headways during non-commute times. The increase in service on the Burlingame route corresponded with a near doubling in ridership between 2015 and 2016.

Mountain Valley Dial-A-Ride (DAR)

Frequency:	Every 30 minutes	
Time span:	Winter/Summer -	6:30 AM to 1:30 AM (Daily)
	Spring/Fall -	7:00 AM to 12:00 PM Monday-Saturday; 9:00 AM to 9:00 PM Sunday

The City of Aspen offers dial-a-ride that serves residential areas in Mountain Valley, Aspen Grove, Knollwood and Stillwater Drive areas, approximately 1.5 miles east of the Rubey Park Transit Center. This route consists of both scheduled stops as well as a general public dial-a-ride

service area, where riders can call RFTA to schedule a pick-up. The ride is free for passengers picked up along the Highway 82 corridor. Door-to-door fare is $1, with discounted options available. The shuttle departs Rubey Park Transit Center and Lupine Drive at set times, leaving every half-hour from each location. Ridership on the Dial-a-Ride was similar to that on the Burlingame route up until 2015, averaging around 50,000 boardings annually over the past seven years. Like other Aspen routes, there was an increase in ridership in 2016, with nearly 70,000 boardings. The service span and frequency has not changed since the 2009 SRTP.

Aspen Routes – Seasonal

Crosstown Shuttle

Frequency: Every 30 minutes
Time span: Winter/Summer - 7:54 AM to 9:00 PM

Operating during the summer and winter months, the Crosstown Shuttle is designed along a lineal route. The bus departs Rubey Park Transit Center heading southeast to the Aspen Club and Spa on Ute Street. Within twelve minutes, the bus returns to Rubey Park and heads northwest towards the Music Tent and Harris Concert Hall, returning to Rubey Park to start the sequence again within 18 minutes. Riders can flag down the bus along the route, and many flag-downs occur near downtown. The Crosstown Shuttle serves around 34,000 riders annually. Since 2009, the Crosstown's span of service has been cut back, ending at 9:00 PM currently instead of 11:00 PM. Also, in the past High Mountain Taxi operated a free-to-the-passenger on-demand service in the spring and fall, however, that option is no longer offered due to low utilization.

Aspen-Highlands

Frequency: 8:00 AM to 4:00 PM – Continuous, approximately every 10 minutes
Before 8:00 AM and after 4:00 PM – Every 30 minutes
Time span: Winter - 6:45 AM to 8:00 PM

The Aspen-Highlands Route (also known as Highlands Direct or Maroon Creek Road Route) runs only in the wintertime, and provides a direct route from the Rubey Park Transit Center to the Aspen Highlands Ski Resort. This service is part of a development agreement, paid for by the City and reimbursed by the Aspen Highlands development. During peak periods on weekends and during the school year, RFTA provides additional runs between the high school and Rubey Park. Over the last ten years, ridership has decreased from the highs of 2007 and 2008, when annual ridership levels were at approximately 77,000 and nearly 86,000, respectively. After dipping as low as 47,000 in 2013 (impacted by the elimination of summer service on this route), levels are now back up to around 58,000 in 2016. Recent growth probably reflects in part growth in activity at Aspen Highlands.

Some service changes took place on this route several years ago. In 2009 the service operated every 30 minutes throughout the entire day, whereas currently RFTA advertises continuous service between 8:00 AM and 4:00 PM. Also, previously this service ran in the summer as well as during the winter, from 5:45 AM to 10:00 PM.

Galena Street Shuttle

Frequency: Every 10 minutes
Time span: Winter - 8:15 AM to 5:00 PM

The Galena Street Shuttle connects Aspen Mountain on the south side of Aspen to the Rio Grande parking garage, post office, Clark's Market, and Hunter Creek on the north side of town. This fixed-route service runs in the winter only and is operated on 10-minute headways, with on-demand stops anywhere along the route. Ridership on the Galena Street Shuttle has been similar to ridership on the Cemetery Lane, Aspen-Highlands, Burlingame, Crosstown, and Mountain Valley Dial-A-Ride, with boardings in the range of around 30,000 to 50,000 annually over the last ten years. Like these other services, ridership in 2016 was significantly higher than in 2015, with 25 percent more boardings in 2016 than in 2015. There have been no changes to service frequency or time span since 2009. With the redevelopment of the Rio Grande parking structure, the route no longer serves the upper plaza area and only serves the lower area.

Music Shuttle

Frequency: Burlingame to Bucksbaum Campus – 15 minutes between 8:00 AM and 1:00 PM, 30 minutes all other times (no 15-minute service for the first week of service)
Rubey Park to Bucksbaum – 30 minutes (60 minutes for the first week of service)

Time Span: Mid-June to Mid-August - 7:30 AM to 11:15 PM (Burlingame to Bucksbaum Campus)
Mid-June to Mid-August - 8:00 AM to 11:00 PM (Rubey Park to Bucksbaum Campus)

From mid-June to mid-August, service is provided along two Music Shuttle routes to the Music Festival in Aspen, held at the Music Associates of Aspen (MAA) campus. Service is offered between Rubey Park, the Music Tent, the Marolt Housing building and the Bucksbaum Campus between 8:00 AM and 11:00 PM. Service is also available from the hours of 7:30 AM to 11:15 PM between Burlingame, Marolt Housing and the Music Campus. This service is jointly funded by the City of Aspen and the Music Association of Aspen, with service planning conducted by the MAA in consultation with RFTA. Ridership is quite high compared to most of the other City shuttles. In 2016, boardings totaled nearly 83,000. Like the other services, ridership increased in 2016. Between 2010 and 2015, annual ridership ranged from around 40,000 to around 63,000. Since 2009, service on the Music Shuttle has shifted from on-request only to a fixed schedule.

Late Night Taxi Service

During the spring and fall seasons, the City of Aspen contracts with High Mountain Taxi to provide free late-night service from Aspen's Rubey Park. Taxis are available on Fridays and Saturdays at 12:30 AM, 1:00 AM, 1:30 AM, and 2:00 AM and will drop passengers off at any city bus stop on request. Door-to-door transportation is not included in this service.

Aspen Routes – Other Services

Downtowner

Frequency: On-demand
Time Span: 11:00 AM to 11:00 PM (in winter 2016 service hours were from 8:00 AM to 11:00 PM)

The Downtowner is a new service which began operating in downtown Aspen in June of 2016. A private company, the Downtowner partners with cities to provide door-to-door rides with the goal of closing gaps in existing transit services, reducing traffic and parking congestion, and improving livability. Rides on the Downtowner are free, and while rides can be hailed from the street or ordered through a mobile app, the large majority (97 percent) are generated through the app. There are two to three five-passenger vehicles in operation at any given time. The service area is from 7th Street to the west, the Cooper Avenue Bridge to the east, Roaring Fork River to the north and Aspen Mountain to the south. Ridership for the first year of service (the second half of 2016 and the first half of 2017) was 45,732. Since ridership on City services generally increased in 2016, it does not appear that the Downtowner ridership has come from a shift of fixed-routes of passengers, and may in fact have helped contribute to the overall increase.

Paratransit

The Americans with Disabilities Act (ADA) requires that complementary paratransit service be provided (with conditions) for residents and visitors unable to access the fixed route service due to a disability. Paratransit service is provided at no charge to qualifying passengers within the City of Aspen or to and from the Airport. ADA Paratransit service also is available between Aspen and the Maroon Bells during the summertime for double the regular fare. The service hours are the same as those of the fixed-route service (except for Burlingame) – in winter and summer from 6:00 AM until 2:00 PM, seven days a week, and in spring and fall from 7:00 AM to 12:00 AM Monday through Saturday, and from 9:00 AM to 9:00 PM on Sundays.

Senior Services

The Senior Van is a free door-to-door service provided by Pitkin County Senior Services for seniors 60 and older to appointments, shopping, errands and senior programs.

The van runs on Mondays, Wednesdays, and Fridays between 8:00 AM to 4:00 PM and on Thursdays from 8:30 AM to 3:30 PM, and is available by appointment 24 hours in advance.

Existing Transit Service Area

Aspen's neighborhoods are generally well-served by transit, with only a few exceptions. Figure 2 presents the existing transit service area, as defined by a quarter-mile distance to the nearest bus stop. There are two areas within City limits not currently served:

- The Tiehack area along Tiehack Road and Pfister Drive, which includes 62 residences as well as the base of the Tiehack lift of the Buttermilk Ski Area (while the bike/pedestrian bridge over Maroon Creek near the high school helps to improve access, it is still at least a quarter mile walk to the nearest stop).

- The upper area along Moore Road, Thunderbowl Lane and other smaller streets, consisting of 40 residences.

Another area within the city limits along the upper portion of Doolittle Drive (which includes employee housing) is within a reasonable walk distance of the AVH stop but lacks a good pedestrian path of travel.

In addition, there are two other developed areas adjacent to Aspen that are not within the transit service area:

- The Red Mountain area, totaling 252 residences. As discussed above, about half of these residences are seasonal homes.

- The upper portion of Meadowood Drive southwest of the hospital, encompassing 41 residences

Roaring Fork Transportation Authority Routes

RFTA operates numerous other year-round and seasonal routes within the Roaring Fork Valley and westward along the Colorado River to Rifle. Most of these services have been in operation for many years. In 2013, RFTA expanded its service to include Bus Rapid Transit along the Highway 82 corridor.

RFTA Year-Round Service

- **Local Valley Bus –** The Local Valley Bus operates seven days a week between Glenwood Springs and Aspen's Rubey Park Transit Center. The first Upvalley Local departs from West Glenwood Park and Ride towards Aspen at 4:00 AM, providing 30-minute service until approximately 8:00 PM. Between 8:00 PM to 12:00 AM service is hourly. The Downvalley bus from Aspen to Glenwood Springs runs from 6:15 AM to 2:15 AM, also providing half-hourly service until 8:15 PM.

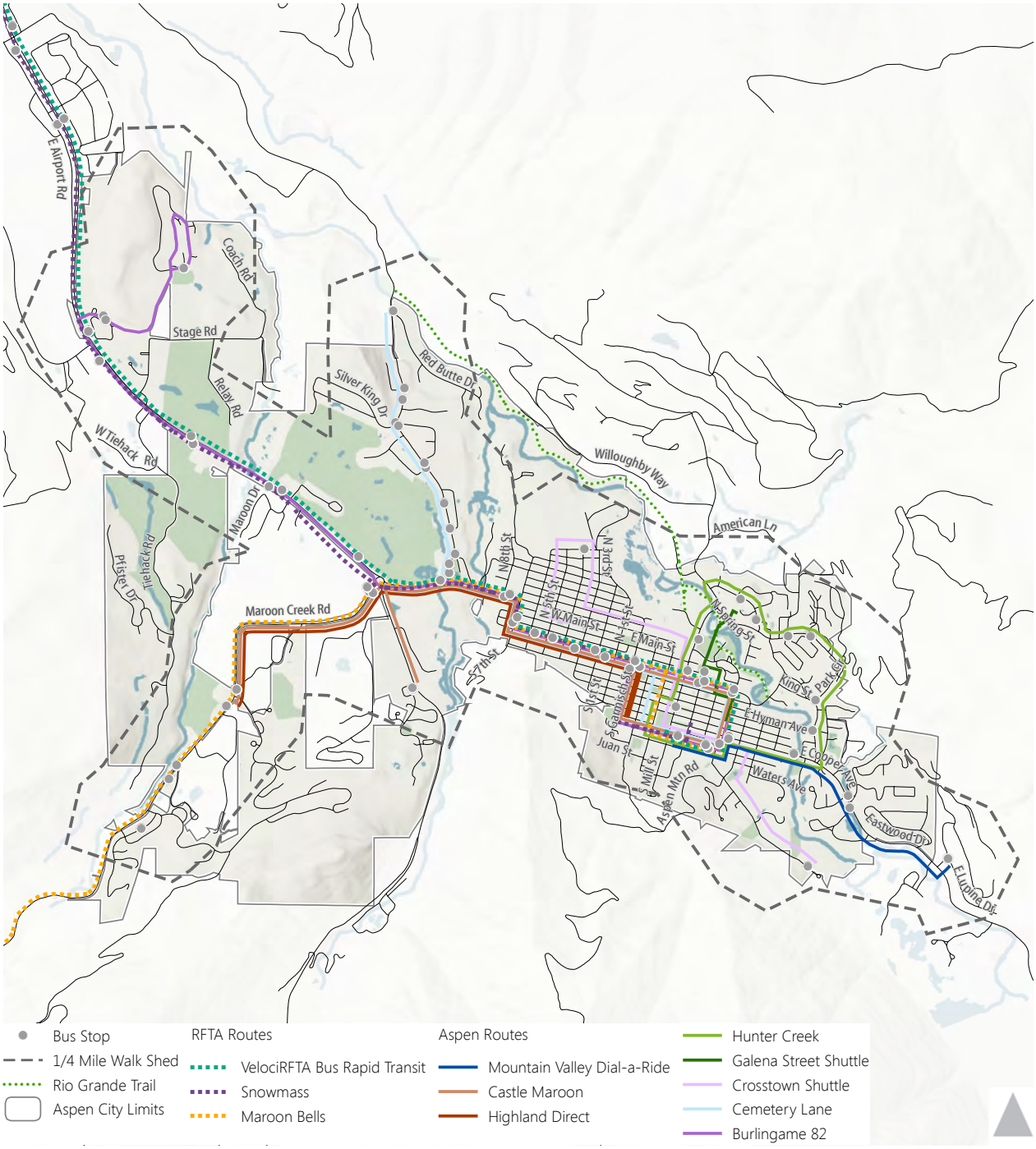


Figure 2

Transit Service Area

Beginning with the 8:45 PM run, Local Valley buses still depart from Aspen's Rubey Park Transit Center every half-hour, but alternate between runs that terminate in either West Glenwood Park and Ride or El Jebel, with hourly frequencies for each destination. In the late afternoon, in addition to the regularly scheduled Local Valley runs, there are also express runs to Carbondale/Glenwood Springs (Monday-Friday only), El Jebel/Blue Lake, and Basalt/Blue Lake. In the spring and fall there are slightly reduced service hours on the weekends. Since 2009 there have been several service improvements, including expanding weekend service during the winter and summer to be consistent with the weekday schedule, and increasing service frequencies for weekend service during the spring and fall. Fares are based on the distance traveled, and vary from $4.00 for trips between Aspen and Basalt up to $10.00 for trips between Aspen and Rifle. Trips between Aspen and Woody Creek, Brush Creek/Highway 82, Snowmass, and within Aspen are free of charge.

- **Bus Rapid Transit –** In September 2013 RFTA launched the VelociRFTA Bus Rapid Transit Service. The BRT provides express service between Aspen and Glenwood Springs, making only eleven stops as compared to the 47 stops on a complete Local Valley bus run. Travel time on the BRT from Glenwood Springs to Aspen is just over an hour, very similar to the travel time in a car, and about 40 minutes faster than the Local Valley bus. In the winter and summer the BRT operates seven days a week, in spring and fall Monday through Friday.[1] In winter and summer the BRT runs from 4:28 AM to 2:00 AM. Service is every 8-12 minutes during peak times and every 15 minutes the rest of the day, until 7 pm, when service goes to hourly until the last bus. On weekends the service span is the same as during the week, however there are slightly fewer runs, and wait time between buses is generally 15 minutes. In the spring and fall service is from 4:34 AM to 9:30 PM, Monday through Friday. Runs are every 7-18 minutes during peak times and every 30 minutes the remainder of the day. Fares on the BRT are the same as those for the Local Valley Bus.

- **Aspen-Snowmass --** Service between Aspen and Snowmass is provided from 6:15 AM to 2:45 AM seven days a week during the winter and summer, and during the offseason with slightly reduced schedules. During the summer, service is half-hourly. During the winter, service is every 15 minutes except for between 8:00 to 10:00 AM and 3:00 to 5:00 PM, when service goes to every 7-15 minutes (the Snowmass Skier provides some of these runs). During the spring and fall, passengers traveling between Aspen and Snowmass must transfer to/from Highway 82 corridor buses at the Brush Creek Intercept Lot. Service frequencies have increased since 2009, when service on weekends and evenings was operated on hourly headways during both the winter and the summer. Service is free to the passenger on this route, as a result of funding provided by the Elected Officials Transportation Committee (EOTC).

[1] In Fall of 2016 the BRT provided one 5:55 AM Downvalley run to provide a connection to Denver's Bustang service out of Glenwood Springs.

RFTA Seasonal and Special Services

RFTA also provides seasonal and special services. In the summer and fall RFTA operates guided bus tours to the Maroon Bells, a popular scenic area for hiking and wildflower walks. In the winter the four mountain ski resorts of Aspen, Highlands, Snowmass, and Buttermilk are served through a service called the "Four Mountain Connector." This service is free to passengers. The Highlands service is described above, under the Aspen services (Aspen-Highlands and Castle/Maroon). Aspen to Buttermilk service and Aspen to Snowmass services are from 8:00 AM to 4:45 PM, every 15 minutes. RFTA also operates charter buses, ADA and the Senior Van (mentioned above), as well as providing transportation to the Jazz Aspen Snowmass music festival in August and September and the X Games in winter.

RFTA Connector Routes

Four RFTA routes provide connections between outlying communities to Aspen via a transfer. All of these with the exception of the Carbondale Circulator have been in operation for many years, well before the 2009 SRTP. The Carbondale Circulator was added in 2013, in conjunction with the addition of BRT. These connector routes are:

- **Hogback – Rifle**, connecting the towns of Rifle, Silt, and New Castle to Glenwood Springs, where riders may also transfer to BRT or the Local Valley bus to points east.

- **Ride Glenwood Springs**, providing service between West Glenwood Park and Ride and downtown Glenwood Springs, as well as service through downtown Glenwood Springs to Walmart and the Roaring Fork Market Place, and connections to BRT and the Local Valley bus.

- **Carbondale Circulator**, which serves Carbondale and delivers riders to the Carbondale Park and Ride for connections to BRT and the Local Valley bus.

- **Woody Creek,** providing service between Woody Creek and the Brush Creek/Highway 82 Intercept Lot, where passengers can transfer to Snowmass, BRT, or Local Valley Bus.

Aspen Bus Stops

In 2013, the City of Aspen conducted a comprehensive bus stop improvement plan. Because passengers' experiences at bus stops are part of the overall transit experience, and passengers' perception of safety and comfort can influence future decisions related to riding transit, it is important to ensure that the quality of bus stops matches the quality of the rest of the service.

The 2013 plan reviewed all 61 stops that are served by Aspen routes, with the exception of the Rubey Park Transit Center (the subject of a separate improvement study) and stops along Highway 82 west of Maroon Creek Road (the responsibility of RFTA).

LSC conducted an on-site review of all stops, and analyzed boardings, alighting's and accidents by stop. The plan provides a prioritized list of recommended bus stop improvements including high, medium, and low priority improvements (Table 2).

Since the development of the 2013 plan, the City of Aspen has begun designs for improvements to two stops, at Garmisch/Main and Hallam Street. Additionally, the bus stop at 6th Street was eliminated based on the safety issues identified in the Bus Stop Improvement Study. Two stops on the Hunter Creek route (Clarks Market/Mill Street and Centennial) have received new shelters as part of construction projects at each location.

In addition to upgrades at individual stops, the report recommended system-wide upgrades, including solar-powered lighting at all stops, increased garbage can capacity, better snow removal, incorporating ADA requirements into any stop upgrades, and creating consistent signage at all stops.

Ridership Trends

Annual Ridership- Aspen Routes

Since 2010, ridership on the Aspen system as a whole has increased 34 percent, with all routes showing at least a slight increase in ridership, and others showing a marked increase, particularly in 2016 (Table 3, Figures 3 and 4)[2]. Over the seven-year period ridership has increased fairly consistently on most routes, with Castle/Maroon showing consistent growth since 2012, Hunter Creek showing growth since 2011 (with the exception of 2015 when ridership dropped slightly), Burlingame showing growth since 2010, and the Mountain Valley Dial-A-Ride, Cemetery Lane, and Crosstown Routes fluctuating from year to year but maintaining basically consistent ridership levels. Routes that have shown the greatest increase in ridership between 2016 and 2010 are Burlingame, with an increase in annual ridership of 221 percent since 2010, the MAA Shuttle with an increase of 78 percent, and the Galena Street Shuttle with an increase of 32 percent. Aspen-Highlands, Crosstown Shuttle, and Cemetery Lane increased by 7, 7, and 1 percent respectively. Most routes showed a large increase in ridership between 2015 and 2016 – this included Burlingame, with an increase of 80 percent, Dial-A-Ride, with an increase of 56 percent, Hunter Creek and Cemetery Lane, increasing 28 and 29 percent, respectively, Galena Street Shuttle, 26 percent, Castle/Maroon, with an increase of 20 percent, and MAA Shuttle, with an increase of 79 percent. Ridership on the Crosstown Shuttle and Aspen-Highlands increased by 2 and 10 percent, respectively.

The increases in the Burlingame ridership are likely due to new housing construction in the Burlingame area along with service improvements. The number of housing units nearly doubled between 2014 and 2015, corresponding to the near doubling in ridership over that timeframe.

[2] In comparison, total city population is estimated to have grown by 6.2 percent between 2010 and 2017.

TABLE 2: Recommended Aspen Bus Stop Improvement Program

From the 2013 Aspen Bus Stop Improvement Plan, updated with improvements made between 2013 and July 2017

Location	Direction	Routes Served: Cemetery Lane	Highlands	Castle Maroon	Hunter Creek	Galena Street	Cross Town	Mountain Valley	Burlingame	Activity Level	Recommended Improvement (Status Update)
HIGH PRIORITY											
Garmisch	Outbound	■	■	■					■	High	Shelter, extend paving lighting (planned for construction in 2021)
Red Butte	Terminus	■								Medium	Relocate to Stein Park, provide bench
6th	Inbound	■	■	■					■	Low	Move stop to just west of 5th Street, provide bench (stop eliminated)
Park Circle	Outbound				■					High	Provide large shelter, garbage can.
Park & King	Outbound				■					High	Provide shelter with light, garbage can, paddle
MEDIUM PRIORITY											
2nd	Outbound	■	■	■					■	Low/Medium	Shift 50' west to allow multiple buses at stop, pave between curb and sidewalk, provide urban seat, RFTA sign
4th (Ullr Commons)	Outbound	■	■	■					■	Low/Medium	Pave between curb and sidewalk to improve safety and ability to clear snow
6th	Outbound	■	■	■					■	Low/Medium	Provide urban seat, pave between curb and sidewalk to improve safety and ability to clear snow
8th/Hallam	Outbound	■	■	■					■	High	Improve streetlighting, increase garbage can capacity (planned improvements for new shelter, streetlighting, seating, bike and ski/snowoard racks, garbage capacity)
765 Cemetery	Inbound	■								Low	Pave between pullout and bike trail to allow snow removal on pedestrian route of travel
717 Cemetery	Inbound	■								Low	Pave between pullout and bike trail to allow snow removal on pedestrian route of travel
8th	Inbound	■	■	■					■	High	Improve streetlighting
Spring	Inbound	■	■	■					■	Low	Eliminate -- low ridership, close to other stops, conflicts with deliveries
Hwy 82/Cemetery Lane	Outbound		■	■					■	Medium	Pave pullout, replace shelter
Roundabout 1	Outbound		■	■						High	Repair damanged shelter roof, provide lighting
ARC	Outbound		■	■						Medium/High	Consider crossing warking signs for pedestrians crossing from Glen Eagle Drive
Glen Garry	Outbound		■	■						Low	Eliminate, as it is hazardous and only 500' walk to Glendee stop via shared path
Aspen Highlands Village	Terminus		■	■						High	Provide at least one shelter
Aspen Schools/ARC	Inbound		■	■						High	Needs streetlight or shelter lighting
Roundabout 2	Inbound		■	■					■	High	Needs streetlight or shelter lighting
Library (Mill Street)	Outbound				■					Low/Medium	Replace sign, provide urban seat (received new shelter)
Lone Pine 1	Outbound				■	■				High	Provide larger shelter, larger garbage can. Pedestrian route needed connecting with land uses to the north that avoids the need to walk in the street. Optimally, shelter would be set further back from the roadway.
Lone Pine 2	Outbound				■	■				High	Provide larger shelter, larger garbage can. Optimally, shelter would be set further back from the roadway.
Centennial, Brown/Park Circle	Outbound				■					High	Provide larger shelter, paved path to Smuggler Park, larger garbage can, street lighting. Optimally, the shelter would be set further back from the roadway (received new shelter).
Aspen Music Festival	Terminus						■			High	Expand paved passenger waiting area, improve drive lane, provide benches
Crystal Lake Road	Outbound							■		Low	Provide urban seat. Move stop ~ 80' to the west to allow passengers to stand in shared path while waiting.
Burlingame 1/Molly Court	Outbound								■	Low	Install permanent sign, locate bench where oncoming bus can be seen
Burlingame 2	Outbound								■	Low	Install permanent sign, locate bench where oncoming bus can be seen
Burlingame 3	Outbound								■	Low	Install permanent sign, locate bench where oncoming bus can be seen
LOW PRIORITY											
1st (ski stop)	Outbound									Low	Pave between curb and sidewalk to improve safety and ability to clear snow
Castle Creek Dr	Outbound	■								Medium	Provide passenger waiting area
Silverking	Inbound	■								Low	Provide new bench
Alta Vista	Inbound	■								Low	Provide bench, replace signpost
2nd	Inbound	■	■	■					■	Low	Provide urban seat
Bus Barn	Inbound		■	■						Low	Provide paved path from shared trail
383 East Hopkins	Outbound				■					Low	Provide urban seat
Chateau Eau Claire	Inbound				■			■		Low	Streetlight
Aspen Club & Spa	Terminus						■			Medium	Provide urban seat
City Market	Outbound							■		Low	Provide urban seat
Marolt South	Inbound			■						Low	Provide urban seat, new sign holder
Marolt North	Inbound			■						Low	Provide urban seat, replace sign

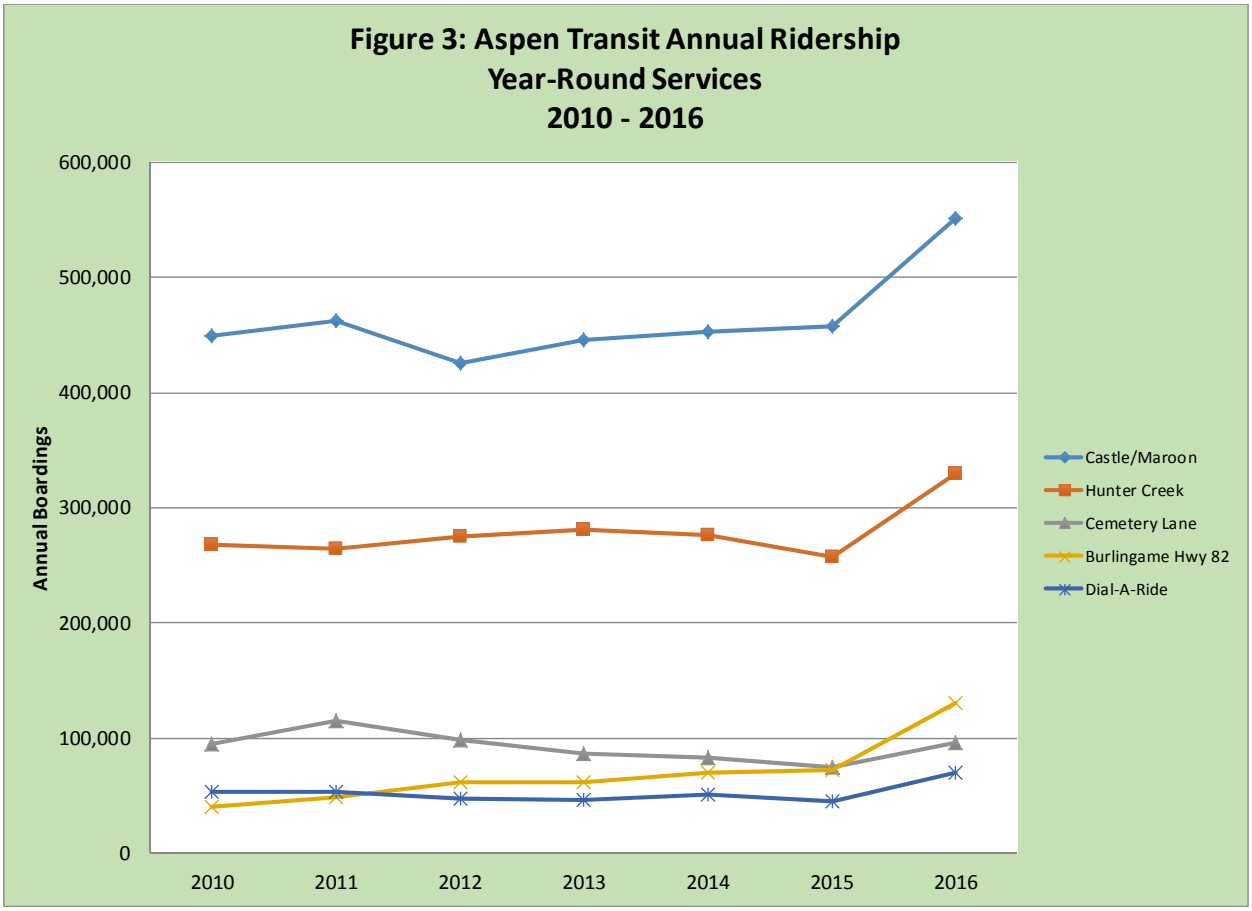
Source: Aspen Bus Stop Improvement Plan, 2013, LSC Transportation Consultants, Inc.

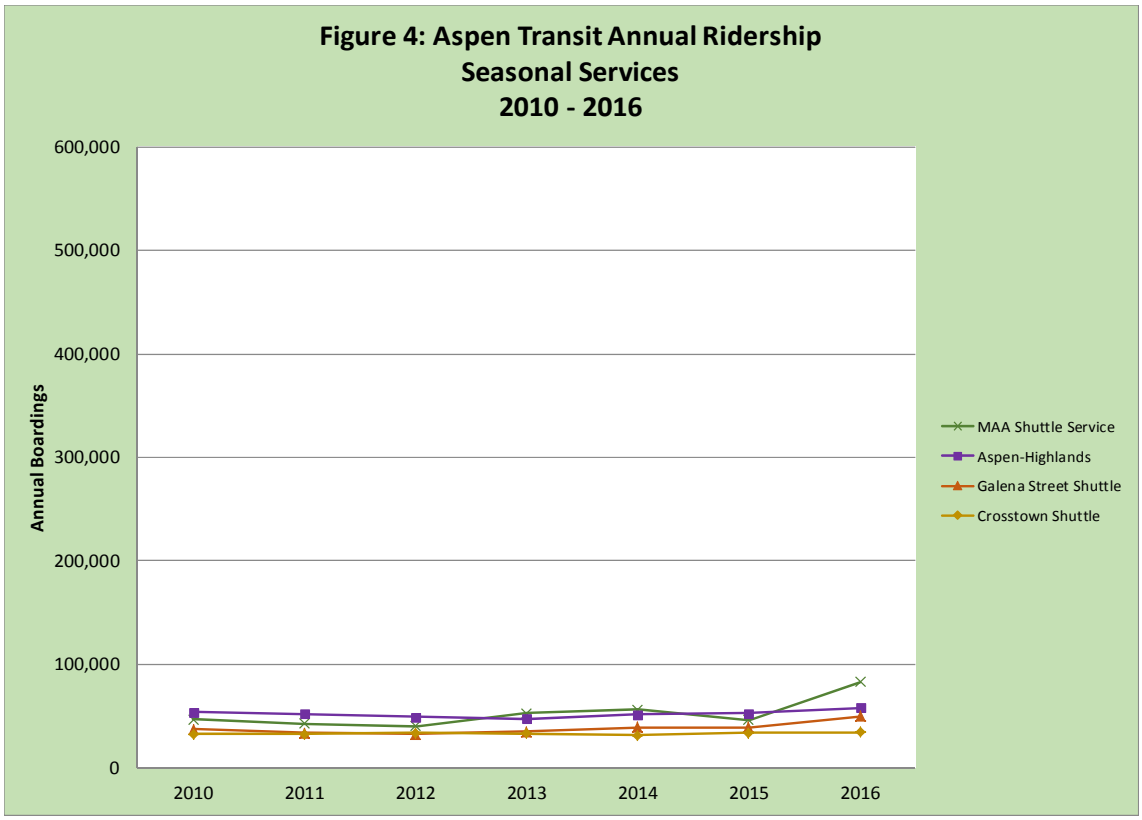
Table 3: Aspen Transit Services Ridership by Route, 2010-2016

	Year							Percent Change 2010-2016	Percent Change 2015-2016
	2010	2011	2012	2013	2014	2015	2016		
Year-Round City Service									
Castle/Maroon	449,168	461,773	425,583	446,092	452,369	457,649	550,733	23%	20%
Hunter Creek	268,268	263,845	275,288	281,454	275,959	257,569	329,961	23%	28%
Cemetery Lane	95,247	115,601	99,029	86,424	82,841	74,375	95,828	1%	29%
Burlingame Hwy 82	40,800	49,109	61,394	62,030	69,985	72,886	130,952	221%	80%
Dial-A-Ride	53,651	53,293	47,769	46,634	51,563	44,748	69,951	30%	56%
Downtowner[1]	--	--	--	--	--	--	45,732	n/a	
Seasonal City Service									
Crosstown Shuttle	32,251	32,675	33,836	32,830	31,044	33,671	34,470	7%	2%
Aspen-Highlands	53,809	52,050	48,819	46,992	51,643	52,593	57,749	7%	10%
Galena Street Shuttle	37,471	33,513	32,521	34,603	38,945	39,213	49,556	32%	26%
MAA Shuttle Service	46,516	42,274	40,266	52,797	55,989	46,161	82,687	78%	79%
Total	1,077,181	1,104,133	1,064,505	1,089,856	1,110,338	1,078,865	1,447,619	34%	34%

Source: City of Aspen; Roaring Fork Transportation Authority

Note 1: The Downtowner data are from June 17-December 31, 2016, and January 1-June 11, 2017.





Additionally, Aspen staff noted that the installation of new automatic passenger counters in 2016 may be contributing to the increases, reflecting better counting methodology.

As the new Downtowner service only began operation in June of 2016, there does not yet exist a trend from consecutive years of ridership data. Ridership from June 17, 2016 to June 11, 2017, nearly a full year, was 45,732.

Annual Ridership- Other RFTA Routes

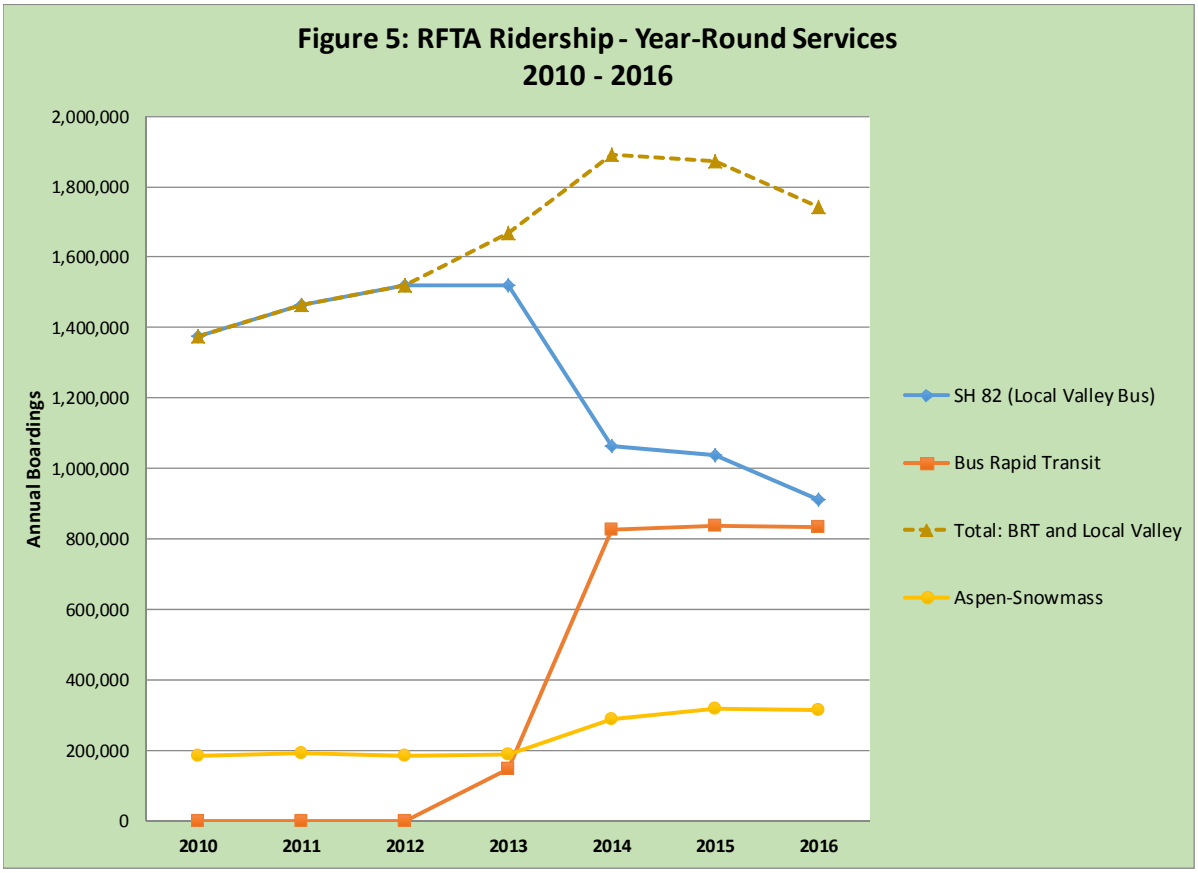
Of the other RFTA routes coming into Aspen from downvalley, most have seen ridership increases since 2010, while two of the routes have seen decreases (Table 4, Figures 5 and 6). Annual ridership on the Local Valley Bus declined by about 600,000 riders between 2013 and 2016 (34 percent), after the introduction of the BRT in 2013. Overall, however, combined ridership on the Local Valley Bus and BRT increased to a peak of just under 2 Million in 2014, with a slight decrease in the subsequent two years.

The Buttermilk Skier route experienced a ridership decline since 2010, decreasing by twelve percent. This decrease does not appear to be associated with the introduction of BRT. In recent years, ridership on the Buttermilk skier service has actually been climbing, with about 8,000 more boardings in 2016 than in 2013, and 36,000 more boardings in 2016 than in 2015. Ridership on the Buttermilk route and the other skier shuttles is likely closely tied to snow conditions in any given year.

Table 4: RFTA Transit Services Ridership by Route, 2010-2016

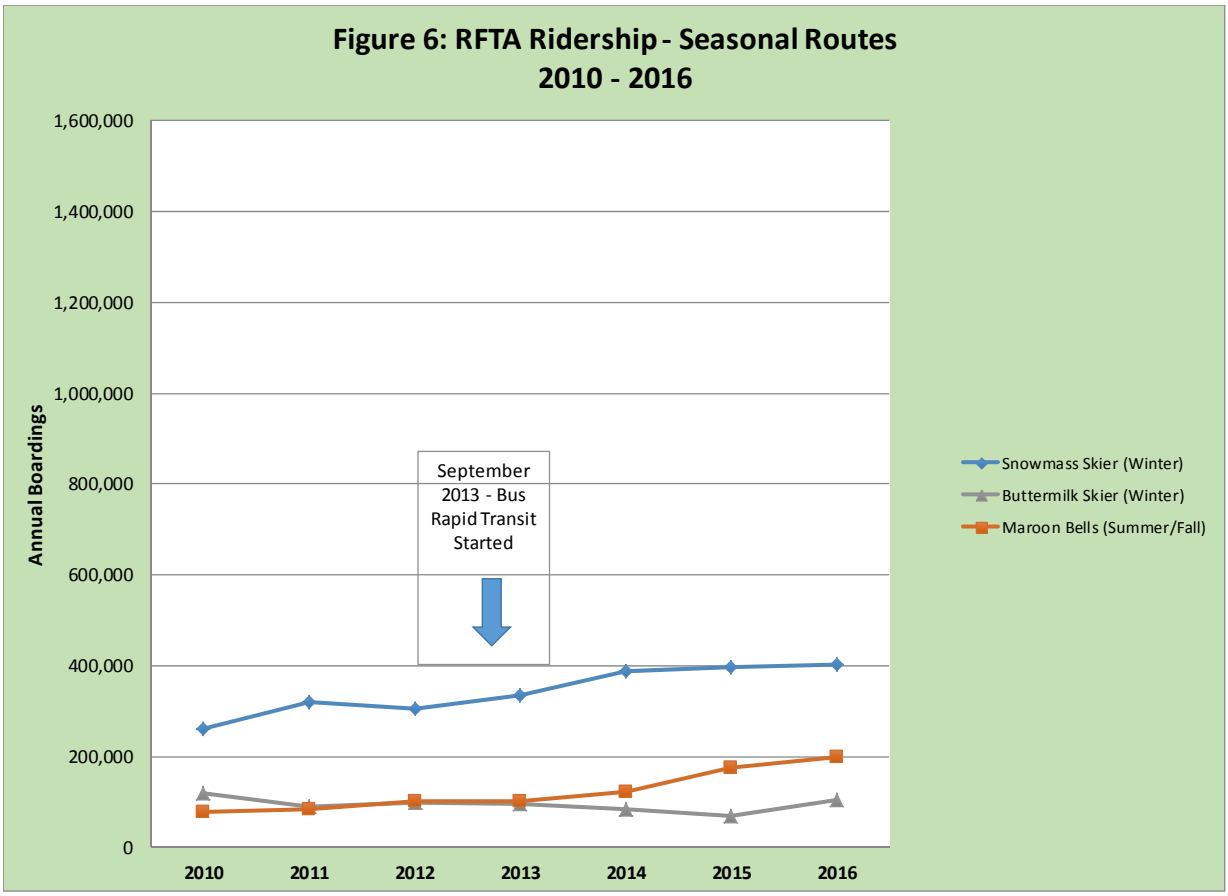
	Year							Percent Change 2010-2016
	2010	2011	2012	2013	2014	2015	2016	
Year-Round Services								
SH 82 (Local Valley Bus)	1,373,827	1,464,838	1,518,371	1,520,740	1,064,955	1,036,430	911,236	-34%
Bus Rapid Transit[1]	--	--	--	148,768	826,952	837,874	831,989	n/a
Subtotal: BRT and Local Valley	*1,373,827*	*1,464,838*	*1,518,371*	*1,669,508*	*1,891,907*	*1,874,304*	*1,743,225*	27%
Aspen-Snowmass	184,669	189,936	185,952	188,406	288,213	316,331	315,894	71%
Seasonal Services								
Snowmass Skier (Winter)	259,609	319,229	304,212	334,953	389,054	397,366	401,698	55%
Maroon Bells (Summer/Fall)	78,916	84,548	101,172	100,319	123,128	174,202	199,768	153%
Buttermilk Skier (Winter)	119,617	91,010	97,603	96,785	83,833	68,847	104,774	-12%

Source: Roaring Fork Transportation Au Note 1: Initiated September 2013



Ridership on all of the other RFTA routes serving Aspen, both year-round and seasonal, has increased since 2010. The year-round Aspen-Snowmass route increased by 71 percent.

Maroon Bells, which operates in the summer and fall, saw an annual ridership increase of 153 percent since 2010, and has shown ridership increases nearly every year since 2010. The Snowmass Skier Shuttle, like Maroon Bells, has also shown ridership increases nearly every year since 2010, with an overall increase of 55 percent.



Seasonal Ridership – Aspen Routes

Examining changes to ridership by season over the last several years highlights how fluctuations during the year impact overall ridership (Table 5, Figures 7-10).

The most notable trend when comparing seasonal ridership across years is the very large ridership increases during the summer season for three of Aspen's services. Between 2010 and 2016, Burlingame Highway 82 summer ridership increased by 279 percent, compared to 221 percent annually. Hunter Creek's summer ridership increased by 51 percent, compared to 23 percent annually, and Cemetery Lane ridership increased by 36 percent, compared to a mere 1 percent increase annually. This could be a reflection of an increase in commute ridership as compared to tourist or ski-related ridership.

Looking at individual routes, Castle/Maroon experienced fairly consistent ridership gains across seasons, with the biggest increase in the winter, at 25 percent, and the smallest increase in the spring, at 16 percent. Hunter Creek's biggest ridership increase was in the summer, with 51 percent higher ridership in 2016 than in 2010. The off seasons also generated large ridership increases on Hunter Creek, at 45 percent in the fall and 40 percent in the spring. Winter ridership growth on Hunter Creek grew by only 6 percent.

Table 5: Aspen Transit Ridership by Route by Season [1]

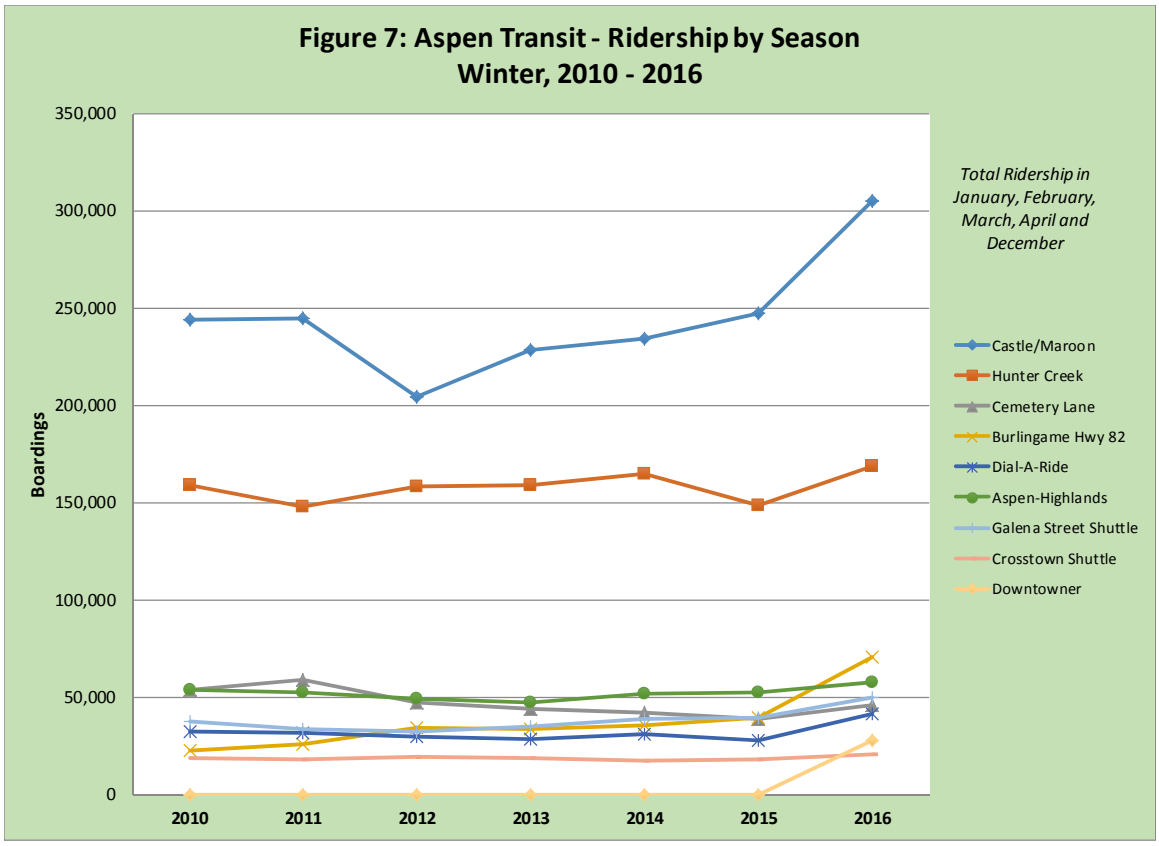
2010-2016

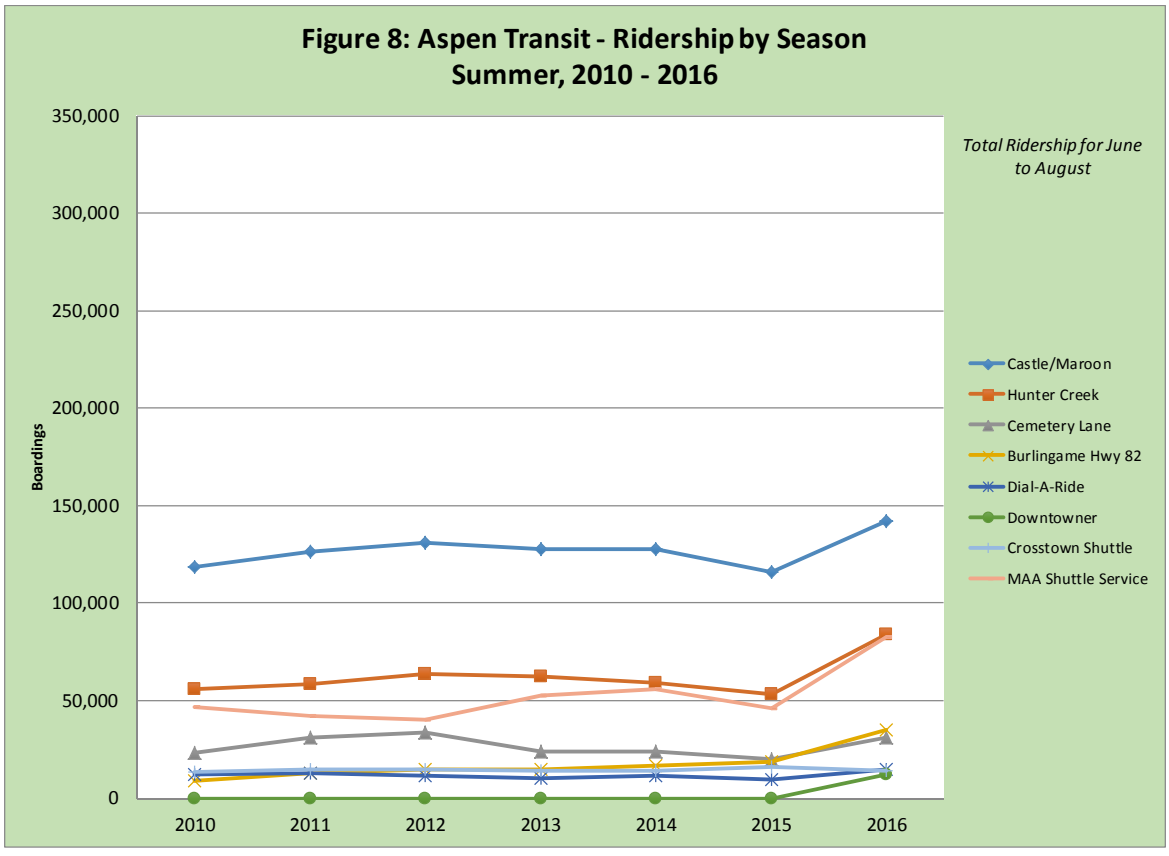
	Year							Percent Change 2010-2016
	2010	2011	2012	2013	2014	2015	2016	
Winter (January, February, March, April, December)								
Year-Round								
Castle/Maroon	243,730	244,484	204,388	228,664	234,389	247,400	305,052	25%
Hunter Creek	158,882	147,685	158,228	158,978	164,455	148,719	168,875	6%
Cemetery Lane	53,873	59,049	47,337	43,865	41,808	38,623	46,180	-14%
Burlingame Hwy 82	22,193	25,562	33,921	33,823	35,531	39,092	70,428	217%
Dial-A-Ride	32,356	31,336	29,744	28,536	30,728	27,418	41,324	28%
Downtowner	--	--	--	--	--	--	27,522	n/a
Seasonal								
Crosstown Shuttle	18,741	17,977	18,972	18,590	17,225	17,889	20,446	9%
Aspen-Highlands	53,809	52,050	48,819	46,992	51,643	52,593	57,749	7%
Galena Street Shuttle	37,471	33,513	32,521	34,603	38,945	39,213	49,556	32%
Season Total	621,055	611,656	573,930	594,051	614,724	610,947	787,132	27%
Spring (May)								
Year-Round								
Castle/Maroon	21,139	21,342	19,675	20,077	18,886	18,290	24,506	16%
Hunter Creek	10,888	11,075	10,146	11,982	11,240	10,157	15,289	40%
Cemetery Lane	3,961	3,971	3,927	4,102	4,093	3,911	3,920	-1%
Burlingame Hwy 82	2,192	2,305	2,242	2,599	3,359	2,955	3,506	60%
Dial-A-Ride	1,986	1,783	1,641	1,510	1,780	1,283	2,072	4%
Downtowner	--	--	--	--	--	--	983	n/a
Season Total	40,166	40,476	37,631	40,270	39,358	36,596	50,276	25%
Summer (June - August)								
Year-Round								
Castle/Maroon	118,632	126,517	130,993	127,558	127,861	115,798	141,869	20%
Hunter Creek	55,632	58,531	63,785	62,254	59,394	53,587	83,788	51%
Cemetery Lane	22,933	31,044	33,653	24,067	24,103	20,092	31,080	36%
Burlingame Hwy 82	9,173	12,887	14,754	15,038	17,001	18,433	34,767	279%
Dial-A-Ride	12,161	12,887	11,655	10,326	11,617	9,553	14,989	23%
Downtowner	--	--	--	--	--	--	12,452	n/a
Seasonal								
Crosstown Shuttle	13,510	14,698	14,864	14,240	13,819	15,782	14,024	4%
MAA Shuttle Service	46,516	42,274	40,266	52,797	55,989	46,161	82,687	78%
Season Total	278,557	298,838	309,970	306,280	309,784	279,406	415,656	49%
Fall (September - November)								
Year-Round								
Castle/Maroon	65,667	69,430	70,527	69,793	71,233	76,161	79,306	21%
Hunter Creek	42,866	46,554	43,129	48,240	40,870	45,103	62,009	45%
Cemetery Lane	14,480	21,537	14,112	14,390	12,837	11,679	14,648	1%
Burlingame Hwy 82	7,242	8,355	10,477	10,570	14,094	12,406	22,251	207%
Dial-A-Ride	7,148	7,287	4,729	6,886	7,438	6,494	11,566	62%
Downtowner	--	--	--	--	--	--	4,775	n/a
Season Total	137,403	153,163	142,974	149,879	146,472	151,843	194,555	42%

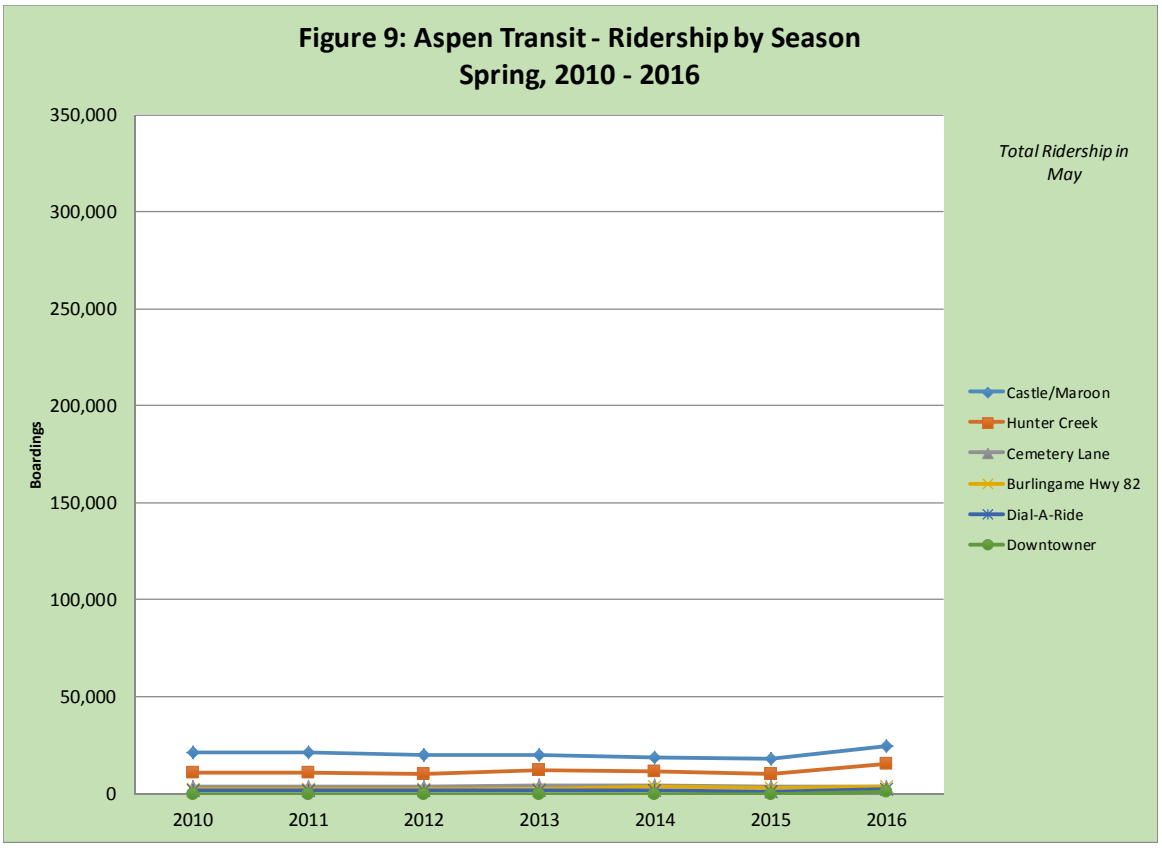
Source: Roaring Fork Transportation Authority

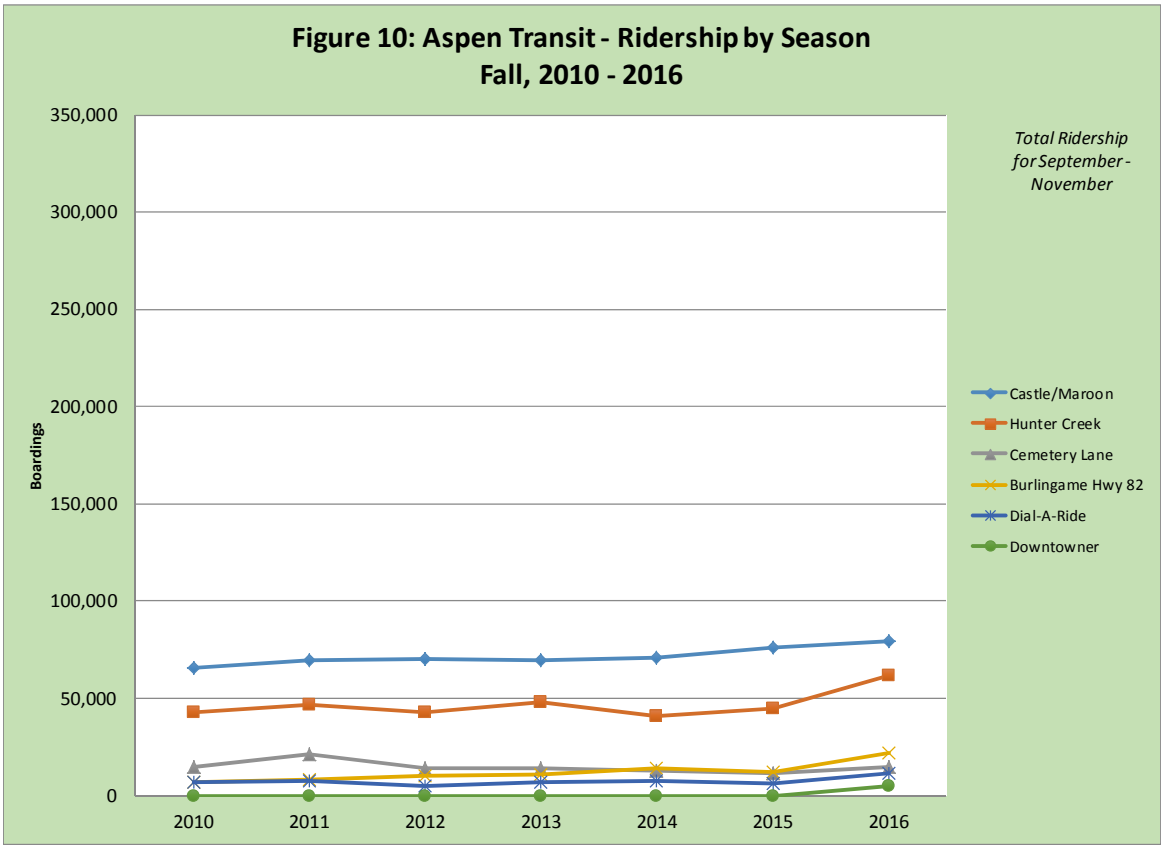
Note 1: Seasons start mid-month and actual dates vary slightly from year to year. Ridership data is reported by month, and months are attributed wholly to one season or another in this table. Some seasonal services extend slightly beyond the advertised season dates. Ridership for the full season has been captured here. Season dates for 2016-2017 were: September 6-November 23, 2016 (Fall); November 24, 2016-April 16, 2017 (Winter); April 17-June 9, 2017 (Spring); June 10-September 4, 2017 (Summer)

Note 2: The Downtowner data are from June 17-December 31, 2016, and January 1-June 11, 2017.


Figure 7: Aspen Transit - Ridership by Season
Winter, 2010 - 2016
Boardings
350,000
300,000
250,000
200,000
150,000
100,000
50,000
0
2010
2011
2012
2013
2014
2015
2016
Total Ridership in January, February, March, April and December
Castle/Maroon
Hunter Creek
Cemetery Lane
Burlingame Hwy 82
Dial-A-Ride
Aspen-Highlands
Galena Street Shuttle
Crosstown Shuttle
Downtowner


Figure 8: Aspen Transit - Ridership by Season
Summer, 2010 - 2016
Boardings
350,000
300,000
250,000
200,000
150,000
100,000
50,000
0
2010
2011
2012
2013
2014
2015
2016
Total Ridership for June to August
Castle/Maroon
Hunter Creek
Cemetery Lane
Burlingame Hwy 82
Dial-A-Ride
Downtowner
Crosstown Shuttle
MAA Shuttle Service


Figure 9: Aspen Transit - Ridership by Season
Spring, 2010 - 2016
350,000
300,000
250,000
200,000
150,000
100,000
50,000
0
Boardings
2010
2011
2012
2013
2014
2015
2016
Total Ridership in May
Castle/Maroon
Hunter Creek
Cemetery Lane
Burlingame Hwy 82
Dial-A-Ride
Downtowner


Figure 10: Aspen Transit - Ridership by Season
Fall, 2010 - 2016
350,000
300,000
250,000
200,000
150,000
100,000
50,000
0
Boardings
2010
2011
2012
2013
2014
2015
2016
Total Ridership for September - November
Castle/Maroon
Hunter Creek
Cemetery Lane
Burlingame Hwy 82
Dial-A-Ride
Downtowner

The biggest increases on the Burlingame route were also in the summer, with 279 percent growth, compared to 217 percent growth in the winter and 207 percent growth in the fall, and only 60 percent growth in the spring. The Mountain Valley DAR's biggest growth was in the fall, with a 62 percent increase. Ridership on the Dial-A-Ride increased 28 percent in the winter, 23 percent in the summer, and only 4 percent in the spring. Of the year-round services, the only one that did not experience significant growth in ridership was the Cemetery Lane route, with overall growth between 2010 and 2016 at one percent. Between 2010 and 2016, Cemetery Lane ridership decreased by 14 percent in the winter, decreased by one percent in the spring, and increased by 36 percent in the summer and one percent in the fall.

For the seasonal routes, Aspen-Highlands, Galena Street Shuttle and the MAA shuttle operate in only one season of the year, so all of the growth occurred during the season of operation. The Crosstown Shuttle operates in the winter and summer, and between 2010 and 2016 experienced nine percent growth in the winter compared with only four percent growth in the summer.

Including the new Downtowner service in the comparisons sheds some light on how the Downtowner may be influencing ridership on other routes. Since the Downtowner only operated from June to December in 2016, it only makes sense to compare the summer and fall ridership with that of other routes.

The fall ridership does not show any noticeable patterns other than the slight increase in ridership for the Downtowner in 2016 as it launched service. The summer figure, however, shows that as the Downtowner ridership came into service in 2016, ridership on the Crosstown route decreased slightly, though not by as much as the Downtowner gained. From this, it can be inferred that the Downtowner is likely carrying some passengers who otherwise would have used the crosstown route, it also may be contributing somewhat to the increased ridership observed on the system as a whole in 2016.

Seasonal Ridership – Other RFTA Routes

Table 6 and Figures 11-13 show the changes in RFTA ridership between 2010 and 2016 by season. The Local Valley Bus saw its greatest ridership losses in winter and fall (42 and 30 percent, respectively), although ridership also decreased in the spring and summer (24 and 25 percent). BRT ridership has remained fairly consistent over its three full years of operation. The combined ridership on the BRT and Local Valley services fell between 2014 and 2016, with the greatest percentage decreases occurring in the spring and fall (20 and 10 percent decreases, respectively)[3].

[3] It should be noted that nationwide gas prices fell by roughly 50 percent over this period, making auto commuting less expensive. As will be discussed below, a higher proportion of Valley riders have lower household incomes (51 percent below $35,000 per year) compared with Aspen City riders (34 percent). This, along with the inherent

Table 6: RFTA Transit Ridership by Route by Season [1]

2010-2016

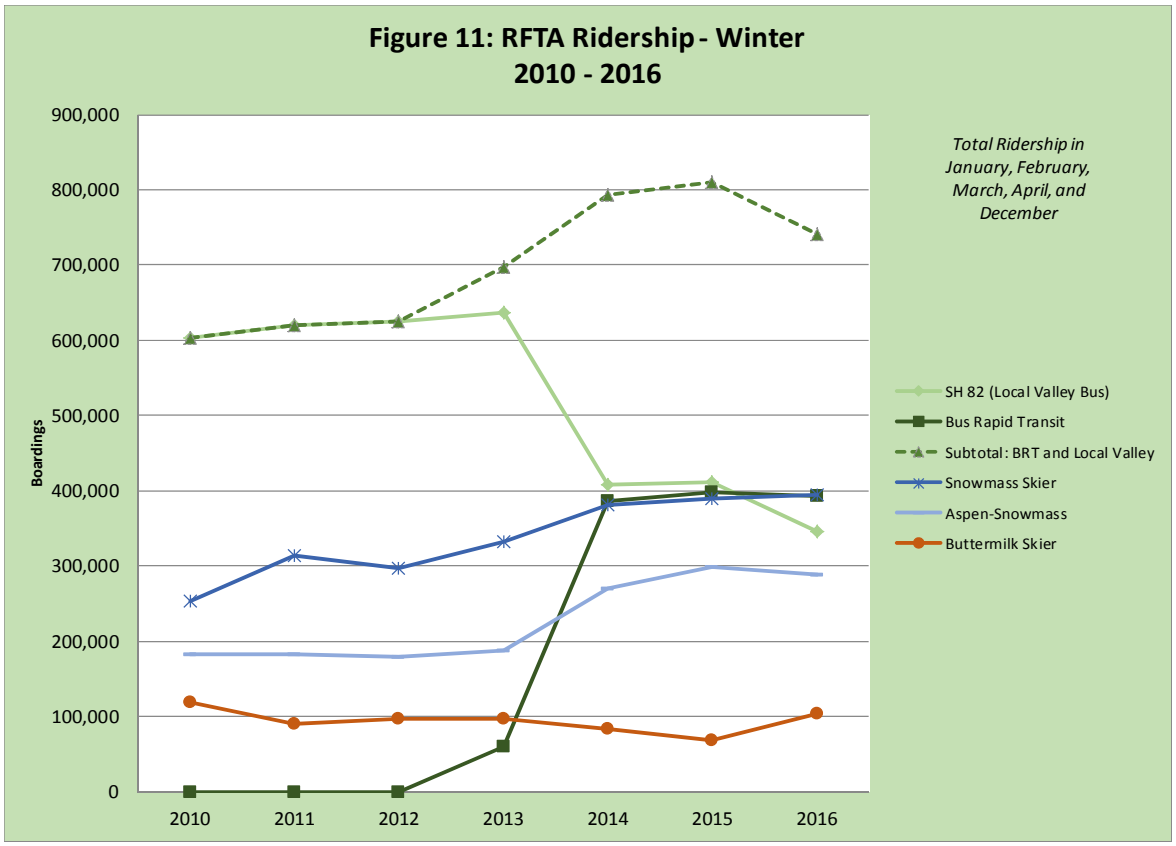
	Year							Percent Change 2010-2016
	2010	**2011**	**2012**	**2013**	**2014**	**2015**	**2016**	
Winter (January, February, March, April, December)								
Year-Round Services								
SH 82 (Local Valley Bus)	602,628	620,326	625,051	636,666	407,728	411,141	346,873	-42%
Bus Rapid Transit	--	--	--	59,991	385,835	398,673	393,974	n/a
Subtotal: BRT and Local Valley	*602,628*	*620,326*	*625,051*	*696,657*	*793,563*	*809,814*	*740,847*	23%
Aspen-Snowmass	182,555	182,780	180,393	188,176	271,132	299,806	288,981	58%
Seasonal Services								
Snowmass Skier	253,828	314,718	296,826	332,361	382,084	389,469	394,718	56%
Buttermilk Skier	119,617	91,010	97,603	96,785	83,833	68,847	104,774	-12%
Spring (May)								
Year-Round Services								
SH 82 (Local Valley Bus)	90,722	94,437	103,654	119,007	101,606	81,169	69,374	-24%
Bus Rapid Transit	--	--	--	--	36,710	37,793	40,733	n/a
Subtotal: BRT and Local Valley	*90,722*	*94,437*	*103,654*	*119,007*	*138,316*	*118,962*	*110,107*	21%
Summer (June - August)								
Year-Round Services								
SH 82 (Local Valley Bus)	369,856	411,996	423,121	429,359	309,543	301,815	278,921	-25%
Bus Rapid Transit	--	--	--	--	249,928	250,551	254,053	n/a
Subtotal: BRT and Local Valley	*369,856*	*411,996*	*423,121*	*429,359*	*559,471*	*552,366*	*532,974*	44%
Aspen-Snowmass	1,010	5,984	4,052	230	14,618	10,499	14,346	1320%
Seasonal Services								
Maroon Bells	62,401	60,241	72,943	80,627	93,122	109,900	129,950	108%
Fall (September - November)								
Year-Round Services								
SH 82 (Local Valley Bus)	310,621	338,079	366,545	335,708	246,078	242,305	216,068	-30%
Bus Rapid Transit	--	--	--	88,777	154,479	150,857	143,229	n/a
Subtotal: BRT and Local Valley	*310,621*	*338,079*	*366,545*	*424,485*	*400,557*	*393,162*	*359,297*	16%
Aspen-Snowmass	1,104	1,147	1,507	--	2,463	6,026	12,567	1038%
Seasonal Services								
Snowmass Skier (Winter)	5,781	4,511	7,386	2,592	6,970	7,897	6,980	21%
Maroon Bells	16,515	24,307	28,229	19,692	30,006	64,302	69,818	187%

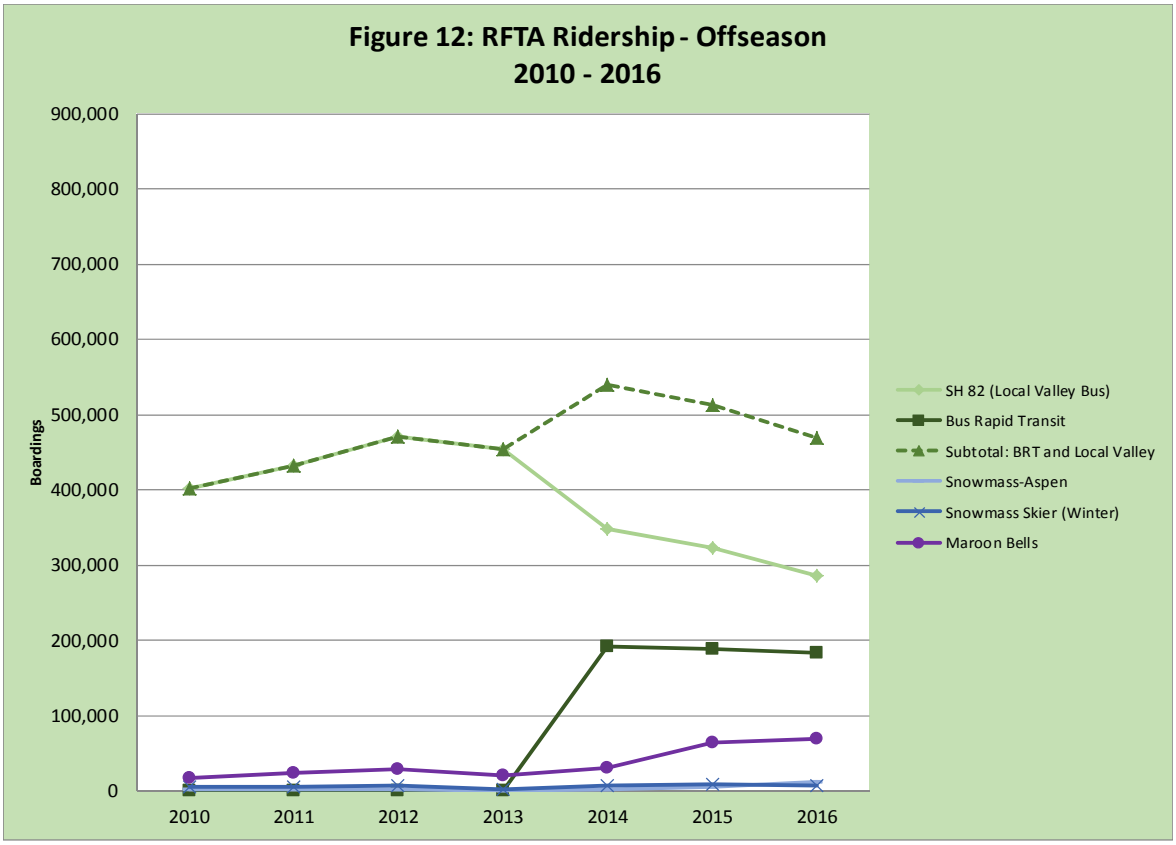
Source: Roaring Fork Transportation Authority

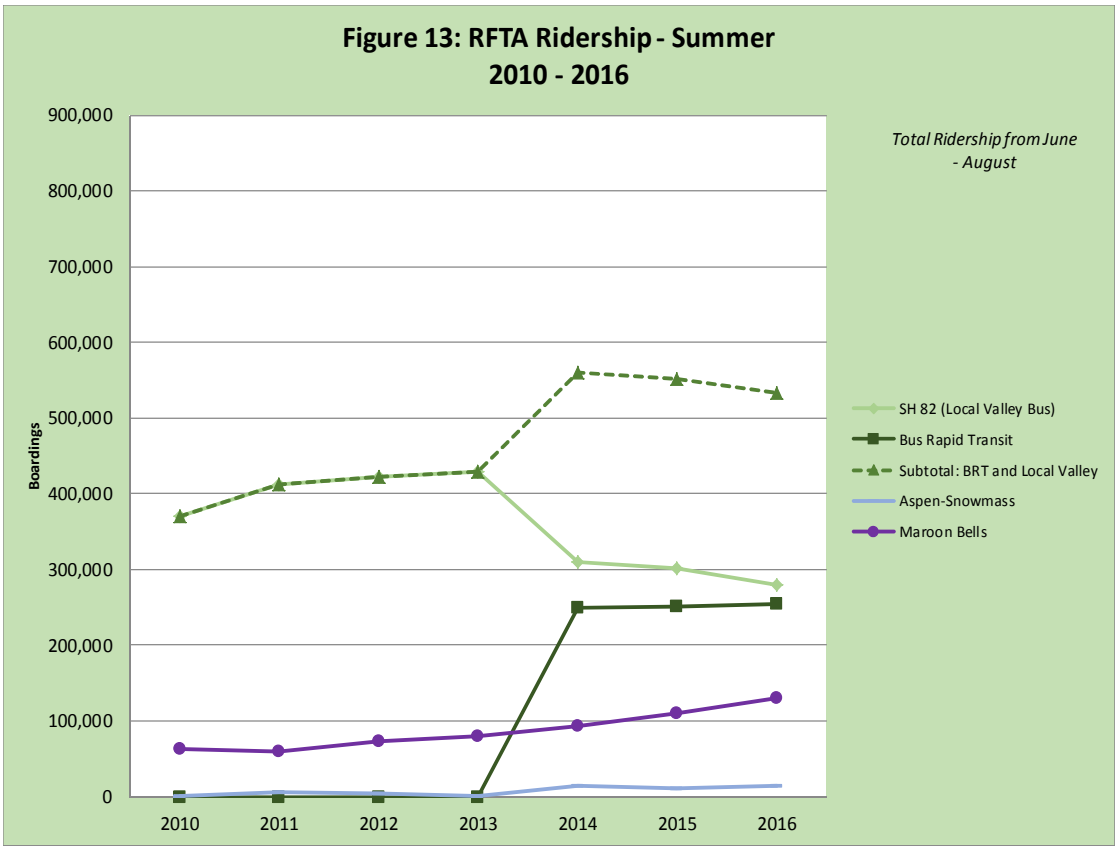
Note 1: Seasons start mid-month and actual dates vary slightly from year to year. Ridership data is reported by month, and months are attributed w holly to one season or another in this table. Season dates for 2016-2017 w ere: September 6-November 23, 2016 (Fall); November 24, 2016-April 16, 2017 (Winter); April 17-June 9, 2017 (Spring); June 10-September 4, 2017 (Summer)

Winter and summer ridership also fell on the combined routes during that period, by 7 and 5 percent, respectively. While the Aspen-Snowmass route saw large increases on the percentage of boardings in the summer and fall, ridership during those times is actually quite low and fluctuates.

higher costs of commuting longer distances (and thus greater benefit accruing from a drop in fuel prices), probably explains much of the variation in ridership trends between the Aspen City services and the Valley services.


Figure 11: RFTA Ridership - Winter
2010 - 2016
900,000
800,000
700,000
600,000
500,000
400,000
300,000
200,000
100,000
0
Boardings
2010
2011
2012
2013
2014
2015
2016
Total Ridership in January, February, March, April, and December
SH 82 (Local Valley Bus)
Bus Rapid Transit
Subtotal: BRT and Local Valley
Snowmass Skier
Aspen-Snowmass
Buttermilk Skier


Figure 12: RFTA Ridership - Offseason
2010 - 2016
900,000
800,000
700,000
600,000
500,000
400,000
300,000
200,000
100,000
0
Boardings
2010
2011
2012
2013
2014
2015
2016
SH 82 (Local Valley Bus)
Bus Rapid Transit
Subtotal: BRT and Local Valley
Snowmass-Aspen
Snowmass Skier (Winter)
Maroon Bells



Over the summer and fall, boardings on Aspen-Snowmass increased by approximately 14,400 between 2010 and 2016, however in the winter, boardings increased by over 106,000, or 58 percent. Maroon Bells saw ridership increases of 187 percent in the fall, and 108 percent in the summer.

Ridership by Time of Day

RFTA weekday ridership data for a typical winter week, summer week and off-season week was analyzed to identify the ridership by hour over the course of the day for City of Aspen routes. Detailed results by stop and run are shown in Appendix A.

Winter

Winter passenger boardings by route and by hour are shown in Table 7. As also shown in Figure 14, ridership is highest in the late afternoon, reaching just under 400 boardings per hour in the 3 PM hour. The morning peak period reaches as high as 313 boarding per hour in the 9 AM hour. Activity falls off starting in the 6 PM hour, but stays around 150 boardings per hour through the 11 AM hour before tapering down.

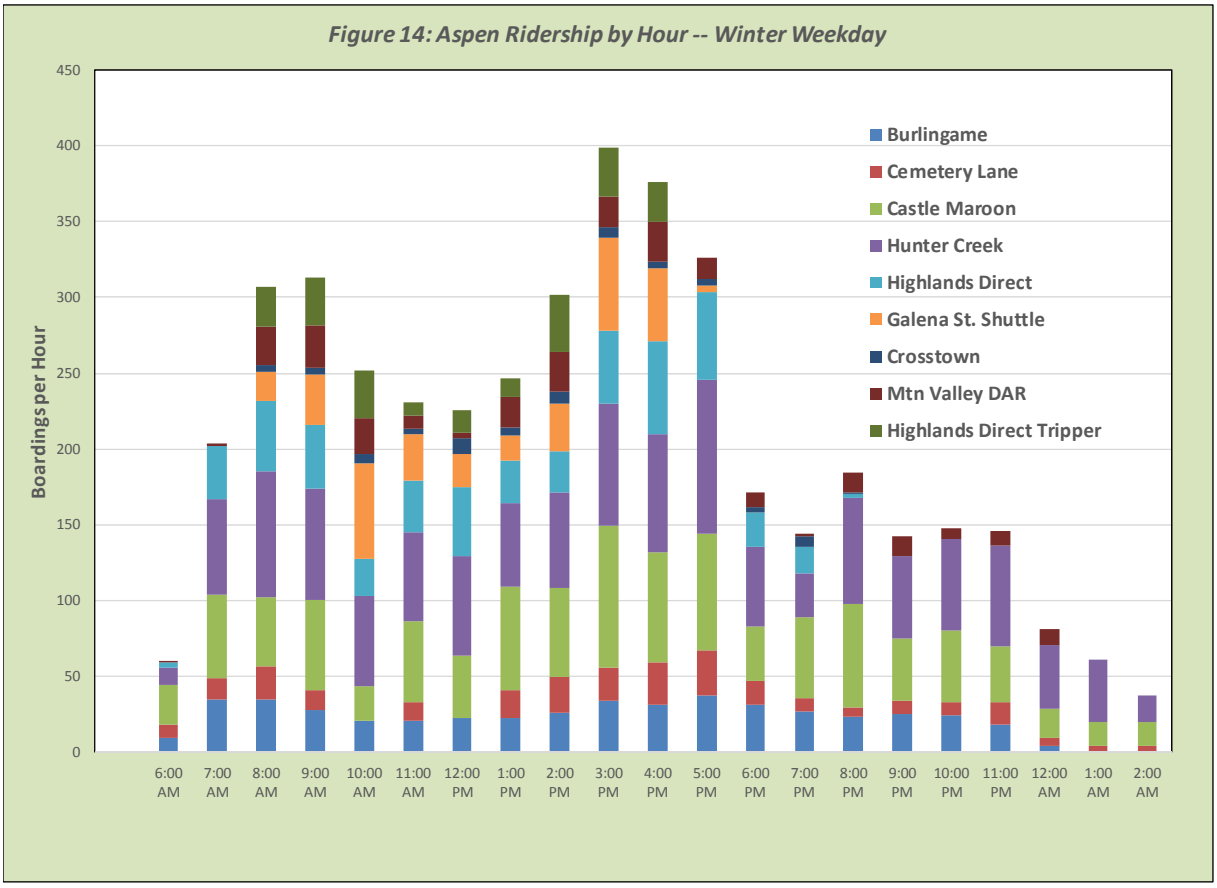
Figure 15 depicts the boarding by hour for the individual routes. Afternoon is the busiest period of the day on the Hunter Creek, Castle Maroon, Burlingame, Aspen-Highlands, Crosstown, and Cemetery Lane routes, while the morning is a busier time of day on the Mountain Valley

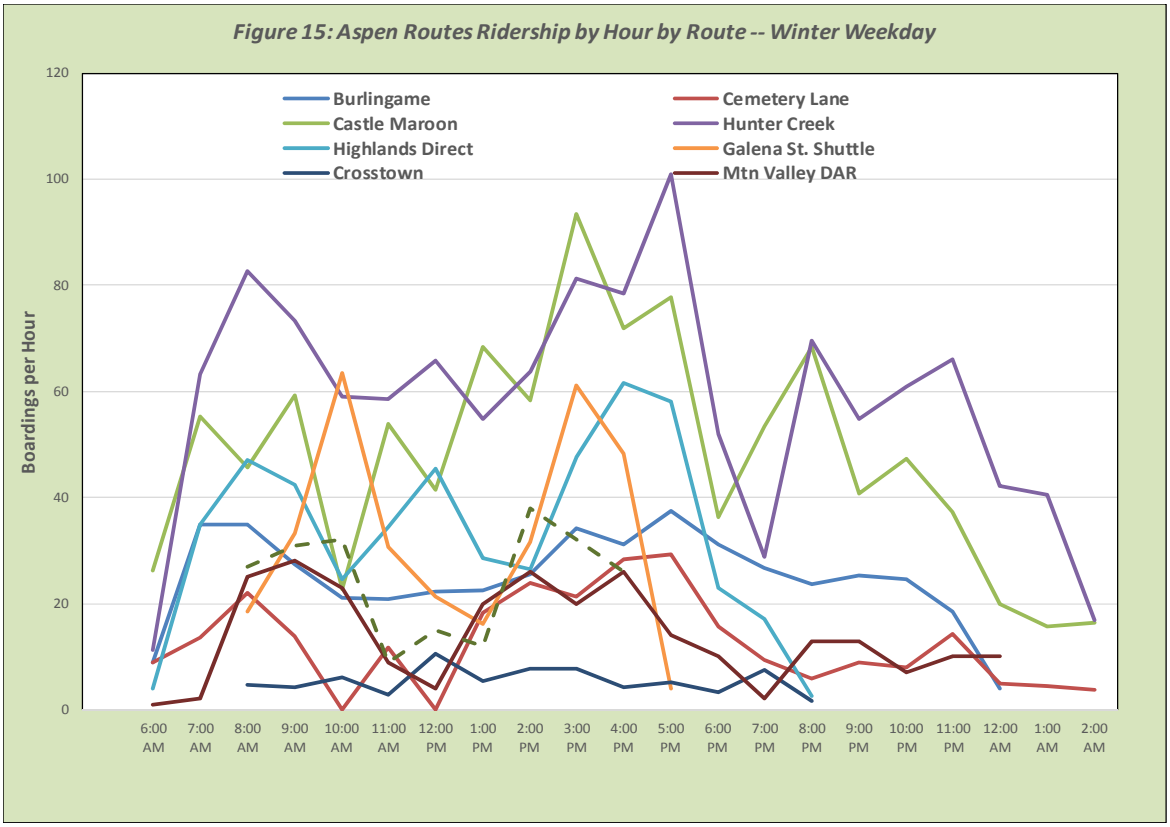
TABLE 7: Winter Average Weekday Passenger Boardings by Route by Hour

Hour Beginning	Burlingame	Cemetery Lane	Castle Maroon	Hunter Creek	Highlands Direct	Galena St. Shuttle	Crosstown	Mtn Valley DAR	Highlands Direct Tripper	TOTAL
6:00 AM	9.0	9.0	26.2	11.2	4.0			1.0		60.4
7:00 AM	34.8	13.7	55.2	63.2	35.0			2.0		203.8
8:00 AM	34.9	22.0	45.6	82.6	47.0	18.5	4.7	25.0	27.0	307.3
9:00 AM	27.5	13.8	59.2	73.2	42.5	33.3	4.2	28.0	31.0	312.7
10:00 AM	21.0	0.0	22.7	59.0	24.5	63.5	6.2	23.0	32.0	251.9
11:00 AM	20.9	11.7	53.8	58.6	34.5	30.7	2.9	9.0	9.0	231.0
12:00 PM	22.2	0.0	41.4	65.8	45.5	21.4	10.7	4.0	15.0	226.0
1:00 PM	22.6	18.3	68.3	54.8	28.5	16.2	5.5	20.0	12.0	246.2
2:00 PM	25.6	24.0	58.3	63.8	26.5	31.7	7.8	26.0	38.0	301.7
3:00 PM	34.3	21.3	93.5	81.2	47.5	61.2	7.7	20.0	32.0	398.7
4:00 PM	31.2	28.3	72.0	78.4	61.5	48.2	4.2	26.0	26.0	375.8
5:00 PM	37.4	29.3	77.7	101.0	58.0	4.0	5.2	14.0		326.6
6:00 PM	31.2	15.7	36.3	52.1	23.0		3.2	10.0		171.5
7:00 PM	26.7	9.3	53.3	28.8	17.0		7.4	2.0		144.5
8:00 PM	23.8	5.8	68.3	69.6	2.5		1.6	13.0		184.6
9:00 PM	25.3	8.8	40.7	54.8				13.0		142.6
10:00 PM	24.6	8.0	47.3	61.0				7.0		147.9
11:00 PM	18.5	14.3	37.1	66.0				10.0		146.0
12:00 AM	4.0	5.0	19.8	42.2				10.0		81.0
1:00 AM		4.5	15.8	40.4						60.7
2:00 AM		3.7	16.5	16.8						36.9

SOURCE: RFTA data for March, 2017

Figure 14: Aspen Ridership by Hour -- Winter Weekday





DAR and the Noon hour is the busiest on the Crosstown Route. The highest hourly boardings on any of the routes is the 5 PM hour on the Hunter Creek Route, with 101 passengers boarding the route. Evening ridership is largely generated by the Hunter Creek and Castle Maroon Routes.

Summer

Summer passenger activity is more focused on the afternoon commute period, as shown in Table 8 and Figure 16. Total boardings reach a peak of 196 in the 5 PM hour. There is a noticeable dip in ridership in the 7 PM hour, but ridership in the 8 PM through 10 PM hours is over 100 boardings per hour.

As shown in Figure 17, all routes are busiest between 3 PM and 5 PM. The Castle Maroon Route has the highest activity in many of the hours, reaching as high as 68 boardings in the 3 PM hour.

Offseason

While overall ridership levels are lower in the off seasons (shown in Table 9 and Figure 18), there is a relatively strong AM commute activity in the 8 AM hour, as well as a significant ridership in the 1 PM hour. Ridership after 6 PM is relatively low, ranging from 22 to 26 passengers per hour. As shown in Figure 19, there are two spikes in Castle Maroon Route ridership (reflecting in large part high school ridership).

TABLE 8: Summer Average Weekday Passenger Boardings by Route by Hour

Hour Beginning	Burlingame	Cemetery Lane	Castle Maroon	Hunter Creek	Crosstown	Mtn Valley DAR	TOTAL
6:00 AM	7.6	3.0	7.8	8.3		3.0	29.7
7:00 AM	24.3	12.0	27.0	22.0		1.4	86.7
8:00 AM	21.3	6.0	38.2	38.0	1.5	3.3	108.4
9:00 AM	21.7	7.0	48.1	42.0	4.0	4.0	126.8
10:00 AM	21.1	0.0	40.3	19.7	4.0	5.7	90.8
11:00 AM	18.1	20.0	37.7	15.3	0.0	7.7	98.8
12:00 PM	19.2	0.0	57.8	31.3	0.0	0.3	108.6
1:00 PM	17.0	10.0	52.8	37.7	6.7	6.6	130.6
2:00 PM	19.7	23.0	38.3	41.5	5.9	4.6	133.1
3:00 PM	23.8	12.0	67.9	50.3	8.3	4.5	166.7
4:00 PM	27.9	21.0	38.3	35.1	6.0	3.5	131.9
5:00 PM	33.6	37.0	56.5	50.3	7.5	11.3	196.1
6:00 PM	25.7	18.0	34.0	35.0	5.0	3.8	121.4
7:00 PM	22.2	9.0	3.2	10.0	8.8	2.5	55.7
8:00 PM	28.3	0.0	34.8	40.5	11.8	0.0	115.4
9:00 PM	29.0	26.0	26.4	25.8		3.0	110.1
10:00 PM	25.1	16.0	27.6	35.8		3.3	107.8
11:00 PM	22.6	1.0	13.7	35.0		2.7	74.9
12:00 AM	3.7	7.0	4.7	24.0		1.2	40.6
1:00 AM		7.0	2.6	17.5			27.1
2:00 AM		2.0	0.8	3.5			6.3

SOURCE: RFTA data for March, 2017

Figure 16: Aspen Ridership by Hour -- Summer Weekday

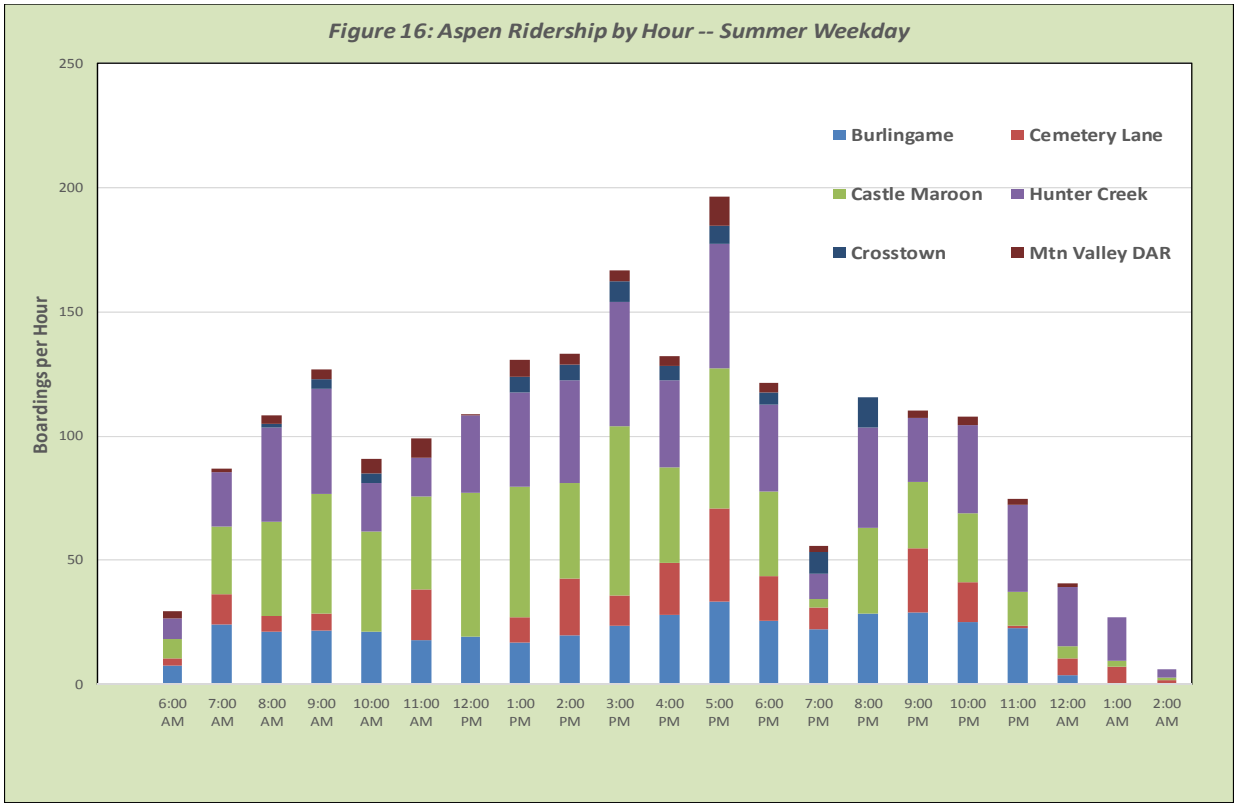


Figure 17: Aspen Routes Ridership by Hour by Route -- Summer Weekday

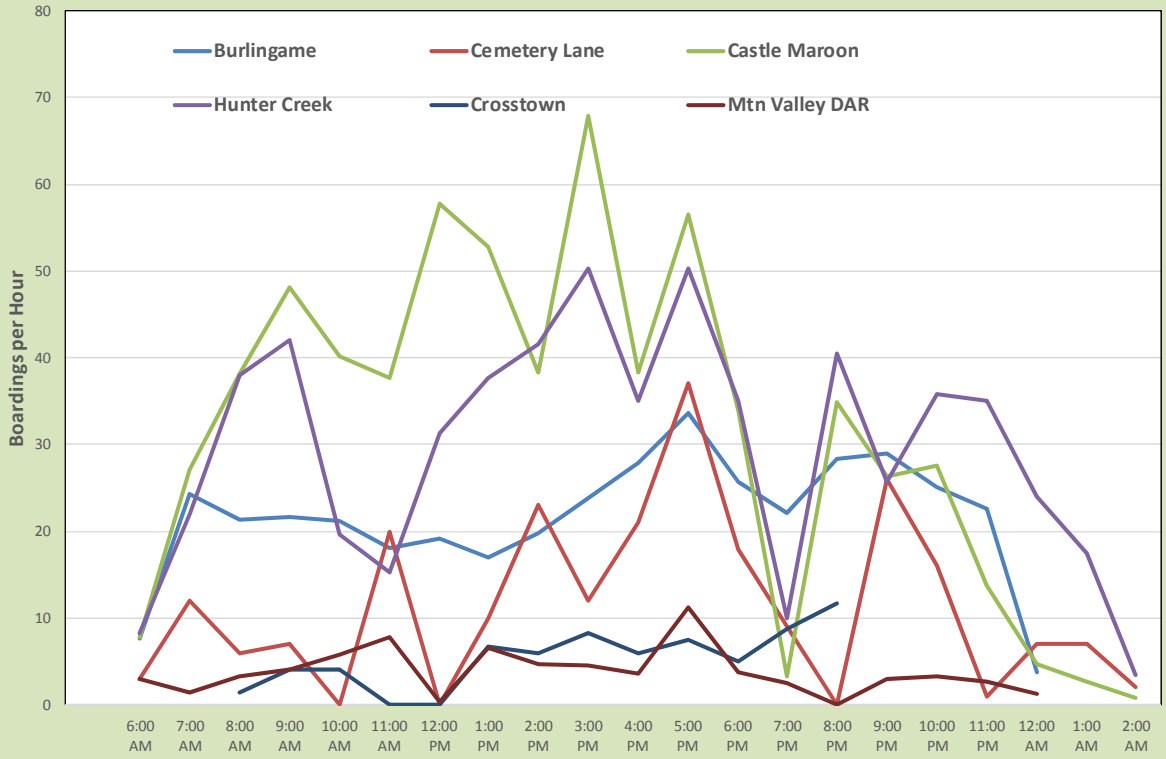


TABLE 9: Offseason Average Weekday Passenger Boardings by Route by Hour

Hour Beginning	Burlingame	Cemetery Lane	Castle Maroon	Hunter Creek	Mtn Valley DAR	TOTAL
6:00 AM	3.0	0.0	0.0	0.0	0.0	3.0
7:00 AM	19.7	7.7	15.0	13.0	1.0	56.3
8:00 AM	21.0	14.3	15.0	17.0	4.0	71.3
9:00 AM	9.3	7.3	16.0	22.5	2.0	57.2
10:00 AM	8.0	0.0	6.0	14.5	2.0	30.5
11:00 AM	2.0	6.1	7.0	16.5	5.0	36.6
12:00 PM	4.7	0.0	16.0	10.0	1.0	31.7
1:00 PM	10.3	8.8	44.0	14.0	0.0	77.2
2:00 PM	5.7	10.7	25.0	19.0	1.0	61.3
3:00 PM	13.3	11.0	16.0	23.0	3.0	66.3
4:00 PM	15.0	14.3	37.0	17.0	3.0	86.3
5:00 PM	23.0	13.3	23.0	21.0	5.0	85.3
6:00 PM	17.0	8.7	11.0	18.0	1.2	55.8
7:00 PM	7.7	11.7	1.0	0.0	4.0	24.3
8:00 PM	4.3	3.8	3.0	10.0	0.5	21.7
9:00 PM	3.7	7.8	2.0	10.0	3.0	26.5
10:00 PM	8.2	6.8	0.0	10.0	0.5	25.5
11:00 PM	4.5	8.3	3.0	7.0	0.0	22.8
12:00 AM	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM		0.0	0.0	0.0		0.0
2:00 AM		0.0	0.0	0.0		0.0

SOURCE: RFTA data for March, 2017

Figure 18: Aspen Ridership by Hour -- Offseason Weekday

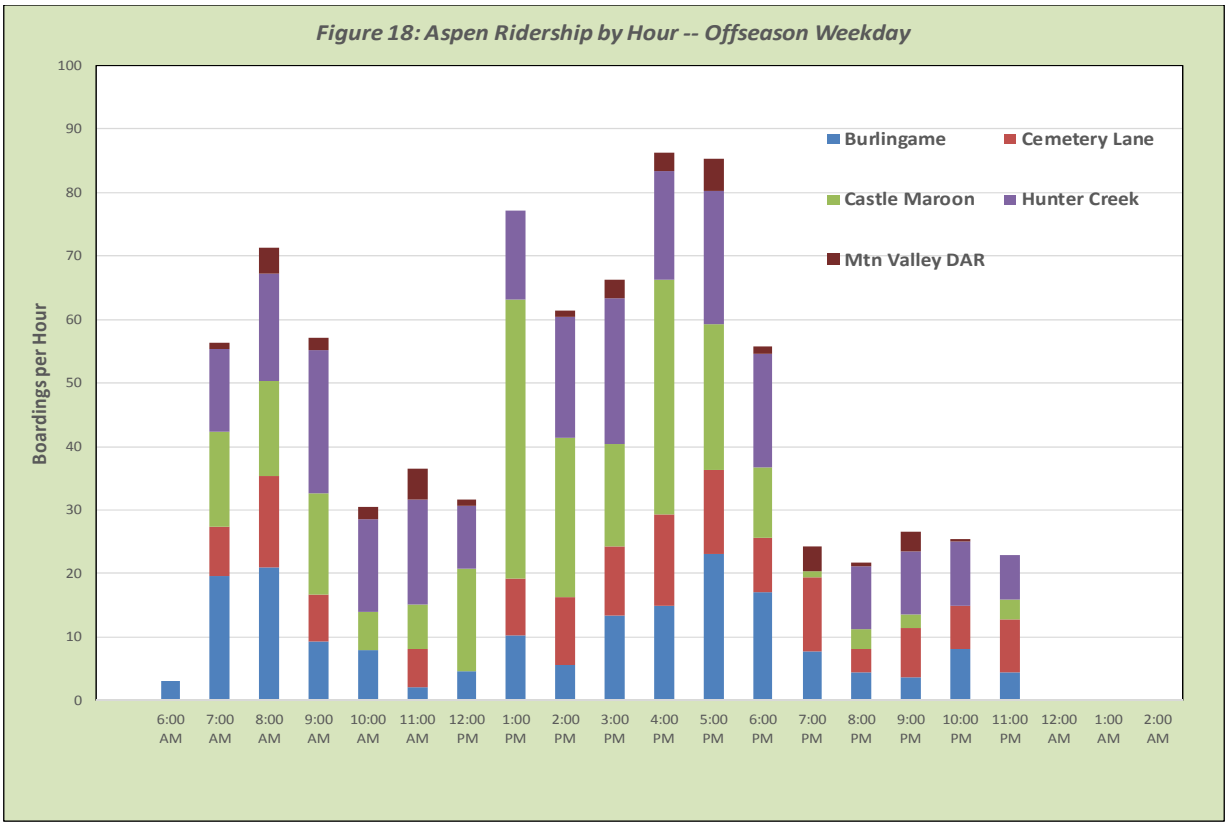
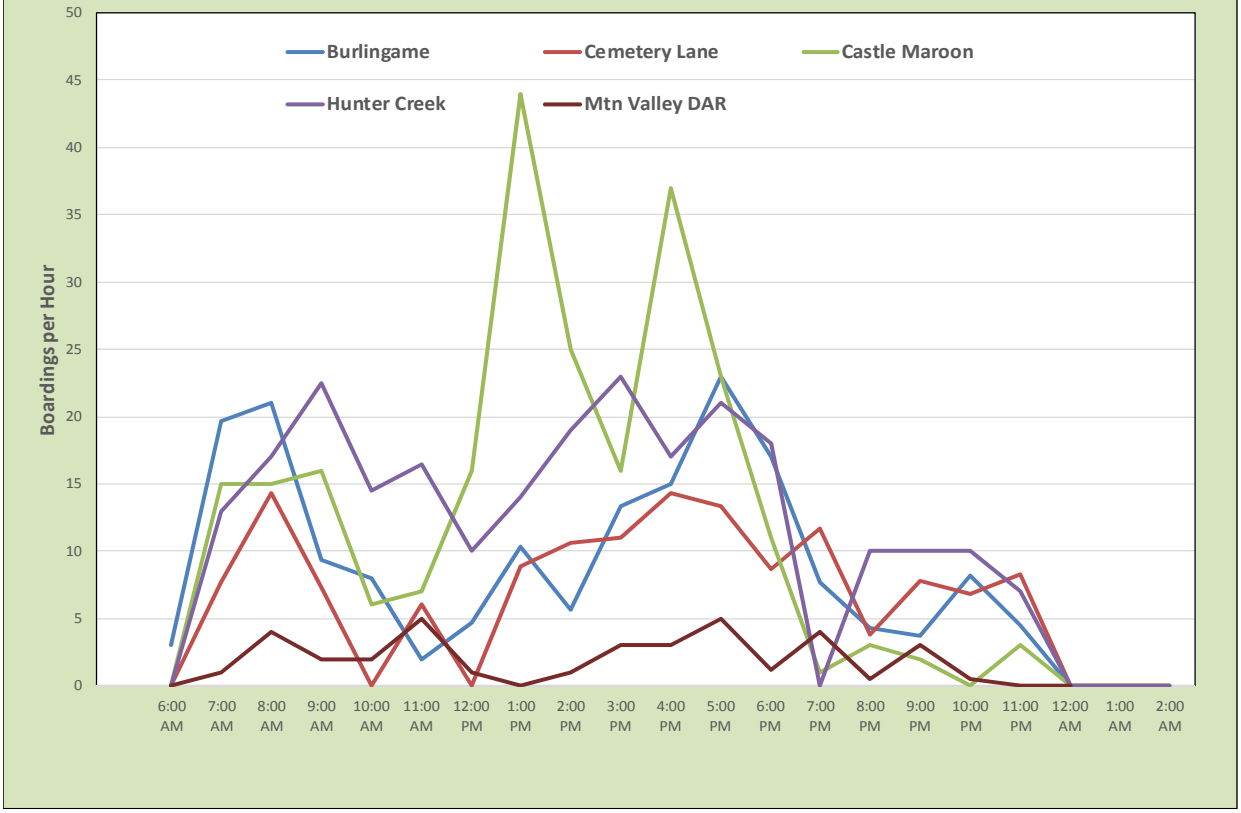


Figure 19: Aspen Routes Ridership by Hour by Route -- Offseason Weekday



Passenger Loads by Time of Day

As the basis for analysis of appropriate vehicle size, a detailed analysis of RFTA operational data was conducted. The detailed data by season, day of week, route and run are provided in Appendix B. Table 10 presents the overall summary of peak passenger load by route and time of day, for the winter, summer and off seasons. In addition, Tables 11, 12 and 13 present the peak ridership for weekdays, Saturdays and Sundays, for the winter, summer and off seasons, respectively. It should be noted that this data reflects a single week of ridership data for each season, and there may well be individual runs at peak times with higher ridership levels. For overall planning purposes, however, this data provides a good indication of typical passenger loads. In reviewing this information, it is worth comparing the figures with the 12- to 15-passenger capacity of the vans in the RFTA fleet. Larger loads require either the use of a bus or the need for some passengers to stand. Reviewing the data for the individual routes yields the following:

- **Burlingame Route** – The highest observed overall passenger load is 18 in winter, 16 in summer and 14 in the offseason. Relatively high ridership occurs over a long span of the day (7 AM to 10 PM), and on all days of the week.

- **Cemetery Lane Route** – Peak observed loads are 18 in the winter and the offseason, and 17 in the summer. Loads are relatively low (less than 10) prior to 8 AM, and are less than 15 in all seasons after 6 PM. Peak loads are relatively low on Sundays, particularly in the off-season.

- **Castle Maroon Route** – This route has the highest passenger loads on the Aspen system, with up to 55 passengers in the offseason, 52 passengers in the summer, and 51 in the winter. The availability of Highlands Direct service helps to reduce winter peak loads on this route. Loads are high (over 40 passengers from 10 AM (in summer) through the Midnight hour (in winter)), though the evening ridership in the off seasons is relatively modest (11 or less after 7 PM).

- **Hunter Creek Route** – Peak passenger loads are high in winter and throughout the day, with a peak load of 40 in the 7 AM hour and 35 in the 2 AM hour. These winter peak loads are particularly high on Saturdays. Summer peak loads (23) and offseason peak loads (15) are relatively low.

- **Highlands Direct** – Passenger loads on the scheduled run reach as high as 46 in the 9 AM hour, followed by 45 in the 4 PM hour. The tripper buses operated to address periods of peak passenger activity (typically 8 AM to 5 PM) carry as much as 38 passengers. Peak passenger loads are highest on Saturdays.

TABLE 10: Summary of Peak Passenger Load by Season and by Hour

	Route																			
Hour	Burlingame			Cemetery Lane			Castle Maroon			Hunter Creek			Highlands Direct	Highlands Direct Tripper	Galena St. Shuttle	Crosstown Shuttle		Mtn Valley DAR		
Beginning	Win	Sum	Off	Win	Sum	Off	Win	Sum	Off	Win	Sum	Off	Win	Win	Win	Win	Sum	Win	Sum	Off
6:00 AM	8	7	3	9	3		14	6		19	4		9							
7:00 AM	18	15	14	9	9	6	25	15	9	40	6	5	12			2				
8:00 AM	15	9	10	14	3	7	14	22	18	35	11	6	42	27	8	11	2	17	5	4
9:00 AM	17	13	7	7	12	5	14	27	19	40	15	7	46	31	8	4	3	19	4	2
10:00 AM	11	9	4			4	15	41	37	29	11	7	22	32	10	8	9	12	6	2
11:00 AM	8	7	7	9	10	6	34	37	13	36	21	9	26	10	14	14	0	13	12	2
12:00 PM	12	8	7			7	14	52	55	21	23	6	26	15	19	3	0	8	4	3
1:00 PM	8	8	13	9	10	5	27	29	40	25	13	7	24	18	6	4	4	7	6	3
2:00 PM	12	6	8	11	10	5	27	47	50	30	13	11	21	38	15	2	3	11	13	4
3:00 PM	14	9	8	12	7	18	26	45	52	32	16	9	33	32	8	6	6	10	7	2
4:00 PM	9	10	7	18	11	8	32	33	47	37	13	12	45	30	8	4	4	11	7	4
5:00 PM	14	9	9	12	17	8	40	43	39	39	14	14	25		3	2	14	19	5	4
6:00 PM	16	9	9	9	13	10	29	32	37	27	13	15	9			7	19	4	5	4
7:00 PM	10	8	4	7	7	6	30	20	6	29	8	6	18			3	8	13	7	6
8:00 PM	10	12	6	7	7	5	15	20	11	29	17	7	5			8	8	15	5	3
9:00 PM	8	16	3	7	10	3	16	27	9	26	17	12						9	5	3
10:00 PM	9	12	11	5	9	5	19	43	6	36	14	10						8	4	1
11:00 PM	9	8	6	7	13	4	18	17	3	36	18	7						6	11	2
12:00 AM	10	5	3	7	6	2	51	19	1	23	19	3						19	2	
1:00 AM				4	6		23	16		34	14							6	4	
2:00 AM				11	4		16	8		35	5									
Maximum	18	16	14	18	17	18	51	52	55	40	23	15	46	38	19	14	19	19	13	6

TABLE 11: Winter Peak Passenger Load by Route by Hour

Hour Beginning	Burlingame			Cemetery Lane			Castle Maroon			Hunter Creek			Highlands Direct			Galena St. Shuttle			Crosstown Shuttle		Mtn Valley DAR			Highlands Direct Tripper		
	Wkdy	Sat	Sun	Wkdy	Sat	Sun	Wkdy	Sat	Sun	Wkdy	Sat	Sun	Wkdy	Sat	Sun	Wkdy	Sat	Sun	Wkdy	Sat	Wkdy	Sat	Sun	Wkdy	Sat	Sun
6:00 AM	8.4	7	6	9.0	2.0	5.0	13.8		10.0	9.6	19.0	11.0	9.0	6.0	3.0											
7:00 AM	18.4	10.0	3.0	9.0	3.0	4.0	24.8		20.0	25.4	40.0	11.0	12.0	6.0	5.0				2.1	0.0						
8:00 AM	15.4	11.0	12.0	10.3	14.0	5.0	14.2		11.0	24.8	35.0	15.0	29.0	42.0	11.0	5.3	4.0	8.0	3.7	11.0	17.0	5.0	8.5	21.7		27.0
9:00 AM	11.8	17.0	9.0	5.3	7.0	3.0	14.2		12.5	19.4	40.0	27.0	20.0	46.0	16.0	8.0	8.0	7.0	1.6	4.0	14.0	10.0	18.5	27.3		31.0
10:00 AM	7.0	11.0	11.0	0.0	0.0	0.0	12.4		15.0	15.2	29.0	20.0	20.5	22.0	17.0	7.7	10.0	7.0	5.0	8.0	9.0	12.0	10.8	29.3		32.0
11:00 AM	7.8	8.0	5.0	4.0	2.0	9.0	34.0		5.0	14.4	36.0	16.0	22.5	20.0	26.0	4.5	14.0	5.0	4.8	14.3	5.0	8.0	13.0	9.7		9.0
12:00 PM	6.3	12.0	5.0	0.0	0.0	0.0	13.8		12.0	11.6	21.0	9.0	17.0	20.0	26.0	6.5	9.0	18.7	2.6	1.0	3.7	3.0	7.5	13.5	11.0	15.0
1:00 PM	6.0	7.0	8.0	7.3	9.0	8.0	24.8		27.0	8.8	25.0	13.0	14.0	14.0	24.0	3.2	6.0	2.0	1.8	4.0	5.0	6.0	7.0	17.5	12.0	12.0
2:00 PM	7.5	12.0	7.0	9.0	9.0	11.0	26.6		19.0	11.0	30.0	10.0	21.0	20.0	18.0	9.8	14.5	4.0	2.4	2.0	11.0	7.0	8.0	26.3	38.0	38.0
3:00 PM	10.5	10.0	14.0	7.3	12.0	9.0	26.0		19.0	15.0	32.0	15.0	25.0	33.0	13.0	6.0	8.0	7.0	6.5	4.5	10.0	10.0	10.0	27.0	22.0	32.0
4:00 PM	8.8	9.0	8.0	8.7	18.0	7.0	24.2	14.0	32.0	12.2	37.0	12.0	23.0	45.0	15.0	7.0	8.0	7.0	1.6	4.0	9.0	11.0	7.8	29.5		26.0
5:00 PM	14.4	10.0	11.0	11.7	8.0	8.0	19.2	36.0	40.0	19.0	39.0	19.0	24.5	20.0	8.0	2.3	3.0	0.0	1.6	2.0	4.0	19.0	5.0			
6:00 PM	8.4	7.0	16.0	5.7	9.0	9.0	15.2	29.0	21.0	14.8	27.0	17.0	9.0	8.0	7.0				1.0	7.0	4.0	4.0	4.3			
7:00 PM	8.8	10.0	9.0	5.0	2.0	7.0	30.0		21.0	12.3	29.0	15.0	6.0	18.0	9.0				2.6	2.0	2.0	13.0	9.3			
8:00 PM	7.3	10.0	9.0	5.0	2.0	7.0	15.4		15.0	14.8	29.0	10.0	0.5	2.0	5.0				0.6	8.0	6.3	15.0	6.6			
9:00 PM	7.7	7.0	8.0	3.5	7.0	5.0	15.4		16.0	16.2	26.0	10.0									7.0	9.0	4.3			
10:00 PM	7.8	9.0	7.0	3.3	5.0	2.0	12.2		19.0	15.0	36.0	23.0									4.0	8.0	1.8			
11:00 PM	7.3	9.0	6.0	5.3	5.0	7.0	17.8		18.0	18.2	36.0	12.0									6.0	5.0	4.5			
12:00 AM	4.7	10.0	0.0	3.3	7.0	5.0	12.8		51.0	13.6	23.0	0.0									2.0	19.0	5.0			
1:00 AM				2.0	2.0	4.0	12.8		23.0	11.2	34.0	0.0									6.0	6.0	2.3			
2:00 AM				3.7	11.0	6.0	15.8		0.0	16.4	35.0	0.0														

SOURCE: RFTA data for March, 2017. Data not available for all runs on all days.

TABLE 12: Summer Peak Passenger Load by Route by Hour

Hour	Burlingame			Cemetery Lane			Castle Maroon			Hunter Creek			Crosstown		Mtn Valley DAR		
Beginning	Wkdy	Sat	Sun	Wkdy	Sat	Sun	Wkdy	Sat	Sun	Wkdy	Sat	Sun	Wkdy	Sat	Wkdy	Sat	Sun
6:00 AM	7.2	0	3	3.0	2.0	2.0	5.7		0.0	4.3	2.0	0.0					
7:00 AM	14.6	2.0	4.0	9.0	2.0	1.0	14.9		0.0	5.7	5.0	0.0	0.3	0.0			
8:00 AM	9.3	3.0	3.0	3.0	2.0	2.0	21.6		0.0	11.3	10.0	0.0	1.5	0.0	2.2	3.0	5.0
9:00 AM	13.0	11.0	3.0	5.0	12.0	7.0	27.1		0.0	15.3	10.0	12.0	2.5	3.0	2.4	4.0	2.0
10:00 AM	8.8	6.0	5.0	0.0	0.0	0.0	40.5		0.0	7.3	11.0	7.0	4.0	9.0	2.4	6.0	1.0
11:00 AM	6.3	7.0	5.0	10.0	9.0	2.0	37.0		0.0	8.7	21.0	10.0	0.0	0.0	3.0	12.0	4.0
12:00 PM	5.6	8.0	6.0	0.0	0.0	0.0	51.8		0.0	8.0	23.0	12.0	0.0	0.0	3.9	1.5	2.7
1:00 PM	4.2	8.0	1.0	6.0	10.0	3.0	28.8		0.0	8.7	13.0	10.0	3.5	2.0	3.8	6.0	4.0
2:00 PM	5.2	5.0	6.0	8.0	9.0	10.0	47.4		0.0	9.3	10.0	13.0	2.5	3.0	4.2	13.0	6.0
3:00 PM	8.0	6.0	9.0	6.0	7.0	7.0	45.3		0.0	12.3	16.0	9.0	5.7	4.0	3.2	7.0	2.0
4:00 PM	9.7	8.0	9.0	9.0	6.0	11.0	33.3	20.0	1.0	10.0	12.0	13.0	4.0	4.0	2.2	7.0	6.0
5:00 PM	9.2	5.0	9.0	17.0	5.0	3.0	42.6	29.0	6.0	12.0	14.0	10.0	3.0	14.0	5.0	5.0	4.0
6:00 PM	9.0	2.0	9.0	9.0	13.0	10.0	32.2	16.0	16.0	11.0	13.0	6.0	4.8	19.0	2.2	5.0	5.0
7:00 PM	7.4	8.0	8.0	6.0	6.0	7.0	20.0		4.0	8.0	0.0	0.0	8.0	0.0	3.7	7.0	5.0
8:00 PM	9.3	7.0	12.0	6.0	6.0	7.0	19.5		16.0	11.3	17.0	8.0	8.3	1.0	5.0	0.0	1.0
9:00 PM	11.7	16.0	9.0	10.0	0.0	6.0	26.6		8.0	8.8	12.0	17.0			5.0	3.0	2.0
10:00 PM	8.0	12.0	3.0	8.0	9.0	6.0	43.4		10.0	13.8	9.0	0.0			4.0	2.0	2.0
11:00 PM	7.3	2.0	8.0	1.0	12.0	13.0	16.5		5.0	12.8	18.0	0.0			2.0	11.0	4.0
12:00 AM	3.5	3.0	5.0	4.0	6.0	2.0	10.3		19.0	8.3	19.0	0.0			1.6	2.0	0.0
1:00 AM				3.0	6.0	1.0	9.7		16.0	7.0	14.0	0.0			1.8	2.0	4.0
2:00 AM				2.0	4.0	0.0	7.8		0.0	4.0	5.0	0.0					

SOURCE: RFTA data for March, 2017. Data not available for all runs on all days.

TABLE 13: Offseason Peak Passenger Load by Route by Hour

Hour	Burlingame			Cemetery Lane			Castle Maroon			Hunter Creek			Mtn Valley DAR		
Beginning	Wkdy	Sat	Sun	Wkdy	Sat	Sun	Wkdy	Sat	Sun	Wkdy	Sat	Sun	Wkdy	Sat	Sun
6:00 AM	3	3	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
7:00 AM	14.3	1.0	1.0	6.3	3.0	0.0	9.0	3.0	0.0	4.5	3.0	0.0			
8:00 AM	10.0	6.0	2.0	7.3	3.0	0.0	18.0	4.0	0.0	4.5	6.0	0.0	3.0	4.0	0.0
9:00 AM	4.3	7.0	2.0	3.7	5.0	2.0	11.0	19.0	11.0	6.0	7.0	4.0	2.0	2.0	1.0
10:00 AM	4.0	3.0	2.0	0.0	0.0	4.0	6.0	6.0	37.0	5.0	6.0	7.0	2.0	1.0	0.0
11:00 AM	1.0	7.0	3.0	2.7	6.0	2.0	4.0	13.0	13.0	4.0	7.0	9.0	2.0	2.0	1.0
12:00 PM	3.0	4.0	7.0	0.0	7.0	6.0	7.0	11.0	55.0	6.0	6.0	4.0	3.0	1.7	3.0
1:00 PM	4.0	11.0	13.0	4.0	5.0	0.0	36.0	14.0	40.0	7.0	5.0	5.0	0.0	3.0	1.0
2:00 PM	3.0	8.0	2.0	4.7	5.0	4.0	22.0	1.0	50.0	11.0	11.0	11.0	1.0	4.0	3.0
3:00 PM	3.3	8.0	4.0	4.7	18.0	3.0	9.0	52.0	29.0	9.0	6.0	6.0	2.0	1.0	2.0
4:00 PM	7.0	6.0	2.0	4.7	8.0	2.0	23.0	47.0	36.0	12.0	4.0	5.0	2.0	2.0	4.0
5:00 PM	9.3	4.0	2.0	5.7	8.0	3.0	17.0	22.0	39.0	14.0	0.0	0.0	4.0	2.0	3.0
6:00 PM	9.0	5.0	1.0	3.7	10.0	3.0	5.0	37.0	3.0	15.0	0.0	0.0	2.7	2.0	4.0
7:00 PM	3.0	4.0	2.0	5.3	6.0	3.0	3.0	6.0	0.0	0.0	6.0	0.0	2.0	6.0	4.0
8:00 PM	3.0	6.0	2.0	5.3	4.0	3.0	1.0	11.0	6.0	7.0	0.0	0.0	1.0	2.0	3.0
9:00 PM	2.0	2.0	3.0	3.0	0.0	0.0	1.0	9.0	0.0	10.0	12.0	0.0	3.0	2.0	0.0
10:00 PM	6.0	11.0	1.0	4.5	0.0	0.0	0.0	6.0	0.0	8.0	10.0	0.0	0.5	1.0	0.0
11:00 PM	2.0	4.0	6.0	4.0	0.0	0.0	3.0	2.0	0.0	4.0	7.0	0.0	0.0	2.0	0.0
12:00 AM	0.5	3.0	0.0	1.5	0.0	0.0	1.0	0.0	0.0	1.0	3.0	0.0	0.0	0.0	0.0
1:00 AM				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			

SOURCE: RFTA data for March, 2017. Data not available for all runs on all days.

- **Galena Street Shuttle** – Up to 19 passengers are observed using this service, in the Noon hour. Loads are relatively high between 10 AM and 3 PM, and relatively high on weekends.

- **Crosstown Shuttle –** The greatest loads on this route are seen in summer weekend evenings (probably generated by Music Festival events), at 19. Winter loads are up to 14, in the 11 AM hour, again on weekends.

- **Mountain Valley Dial-A-Ride** – Peak loads on this route are as high as 19 in winter, occurring in the 9 AM, 5 PM and 12 AM hours. Loads are substantially lower in summer (up to 13) and particularly in the offseason (up to 6).

The busiest time on the Downtowner in both 2016 and 2017 was the 6:00-7:00 PM hour. The 5:00-6:00 PM and 8:00-9:00 PM hours were the next busiest.

Boarding Activity by Stop

The data used to evaluate boarding by time of day can also be used to identify the boarding activity by stop. Focusing on the busy weekdays of the winter season, Table 14 provides the total boardings (by route) at each stop. Not surprisingly, Rubey Park is the busiest stop on the Aspen City Service, with an average of 1,282 daily boardings recorded in the winter sample period. Aspen Highlands is the second-busiest stop, with 620 daily boardings. Other stops with more than 100 boardings per day are the Hunter Creek stops at Park Avenue and Centennial, the outbound Main Street stop across from Paepcke Park, the Castle Ridge stop, the Mill/Hyman outbound stop, and the stops at the High School and Burlingame.

2016 Operational Cost Model

Aspen's transit operational costs are driven through a cost agreement between RFTA and Aspen. RFTA calculates costs for each hour and mile of service provided on the five year-round routes and four seasonal routes (including the MAA shuttle) and submits monthly invoices to Aspen. Operational and fixed cost rates per hour are based on budgeted costs. However, the allocated training cost rate per hour and the allocated capital cost per hour are based on actual costs. The 2016 cost agreement defines the following factors:

Marginal cost per mile ($1.59) = total budgeted fuel and maintenance cost divided by total budgeted miles.

Marginal cost per hour ($35.25) = total budgeted operating cost allocated to Aspen (driver and supervisor salaries, fringe benefits, health insurance) divided by total budgeted hours.

Fixed cost per hour ($37.64) = total budgeted fixed costs (drug and alcohol testing, employee incentives, travel and training, other administrative costs, maintenance of facilities, etc.) divided by total budgeted hours.

TABLE 14: Winter Weekday Boardings by Stop

Stop		Route									
		Burling-ame	Cemetery Lane	Castle Maroon	Mtn Vly DAR	Galena Street	Hunter Creek	Highlands Direct	Highlands Direct Tripper	Cross-town	TOTAL
RUBEY PARK	OUTBOUND	150	117	257	90	0	315	186	135	32	1282
ASPEN HIGHLANDS	INBOUND	0	0	191	0	0	0	209	220	0	620
PARK CIRCLE PARK AVE	INBOUND	0	0	0	0	0	203	0	0	0	203
PARK CIRCLE CENTENNIAL	INBOUND	0	0	0	0	0	181	0	0	0	181
MAIN ST PAEPCKE PARK	OUTBOUND	23	10	77	0	0	0	35	34	0	179
CASTLE RIDGE	INBOUND	0	0	176	0	0	0	0	0	0	176
MILL STREET HYMAN AVE	OUTBOUND	0	0	0	0	0	151	0	0	0	151
MAROON CREEK RD HIGH SCHOOL	INBOUND	0	0	72	0	0	0	18	33	0	123
FORGE RD HARMONY RD	INBOUND	113	0	0	0	0	0	0	0	0	113
PARK CIRCLE SMUGGLER	OUTBOUND	0	0	0	0	0	96	0	0	0	96
RIO GRANDE PARKING GARAGE	OUTBOUND	0	0	0	0	90	0	0	0	0	90
HARMONY RD	INBOUND	88	0	0	0	0	0	0	0	0	88
MILL STREET	OUTBOUND	0	0	0	0	0	83	0	0	0	83
MAROON CREEK RD ROUNDABOUT	OUTBOUND	0	0	36	0	0	0	13	28	0	77
HALLAM ST 8TH ST	OUTBOUND	6	9	30	0	0	0	10	10	0	65
HALLAM ST 8TH ST	INBOUND	7	2	38	0	0	0	8	9	0	64
RIO GRANDE PARKING GARAGE	INBOUND	0	0	0	0	61	0	0	0	0	61
LONE PINE RD HUNTER CREEK	OUTBOUND	0	0	0	0	4	57	0	0	0	61
CITY MARKET	INBOUND	0	0	0	60	0	0	0	0	0	60
LONE PINE RD HUNTER CREEK	INBOUND	0	0	0	0	58	0	0	0	0	58
LITTLE NELL	OUTBOUND	0	0	0	0	55	0	0	0	0	55
LONE PINE RD HUNTER CREEK 2	OUTBOUND	0	0	0	0	2	52	0	0	0	54
LUPINE	INBOUND	0	0	0	52	0	0	0	0	0	52
COOPER AVE CHATEAU ROARING F	INBOUND	0	0	0	0	0	52	0	0	0	52
MAROON CREEK RD ROUNDABOUT	INBOUND	0	0	35	0	0	0	11	6	0	51
LONE PINE RD HUNTER CREEK 2	INBOUND	0	0	0	0	46	0	0	0	0	46
MCSKIMMING	INBOUND	0	0	0	42	0	0	0	0	0	42
SPRING ST COOPER AVE	INBOUND	0	0	2	0	0	34	0	0	0	37
MAIN ST PAEPCKE PARK	INBOUND	3	2	30	0	0	0	0	0	0	36
MAROON CREEK RD ASPEN REC	OUTBOUND	0	0	9	0	0	0	14	11	0	34
CEMETERY LANE SILVER KING	INBOUND	0	33	0	0	0	0	0	0	0	33
MAIN ST 4TH ST	INBOUND	5	4	15	0	0	0	6	3	0	32
MUSIC TENT	INBOUND	0	0	0	0	0	0	0	0	30	30
CEMETERY LANE BROWN HOUSE	INBOUND	0	22	0	0	0	0	0	0	0	22
MAIN ST 4TH ST	OUTBOUND	3	1	11	0	0	0	4	2	0	21
RED BUTTE DR CEMETERY LANE	INBOUND	0	20	0	0	0	0	0	0	0	20
MILL STREET	INBOUND	0	0	0	0	17	0	0	0	0	17
CEMETERY LANE ALTA VISTA DR	INBOUND	0	17	0	0	0	0	0	0	0	17
HIGHWAY 82 BUTTERMILK	INBOUND	16	0	0	0	0	0	0	0	0	16
SPRING ST MAIN ST	OUTBOUND	16	0	0	0	0	0	0	0	0	16
CEMETERY LANE CEMETERY	INBOUND	0	16	0	0	0	0	0	0	0	16
ASPEN CLUB	OUTBOUND	0	0	0	5	0	0	0	0	10	15
MAIN ST GALENA ST	INBOUND	11	2	2	0	0	0	0	0	0	14
HIGHWAY 82 TRUSCOTT	INBOUND	13	0	0	0	0	0	0	0	0	13
MAIN ST 2ND ST	OUTBOUND	0	1	2	0	0	0	3	1	0	7
MAIN ST 6TH ST	OUTBOUND	1	1	1	0	0	0	0	3	0	6
CEMETERY LANE CASTLE CREEK	INBOUND	0	5	0	0	0	0	0	0	0	5
BLEEKER ST 7TH ST	INBOUND	2	2	1	0	0	0	0	0	0	5
HIGHWAY 82 BUTTERMILK	OUTBOUND	5	0	0	0	0	0	0	0	0	5
GARMISCH HOPKINS	INBOUND	0	0	0	0	0	0	1	4	0	5
MAIN ST 2ND ST	INBOUND	1	0	3	0	0	0	0	0	0	4
MAROON CREEK RD HIGHLANDS VI	INBOUND	0	0	2	0	0	0	2	1	0	4
HIGHWAY 82 CEMETERY LANE	OUTBOUND	1	0	1	0	0	0	2	0	0	4
HIGHWAY 82 MAROON CREEK ROUN	OUTBOUND	4	0	0	0	0	0	0	0	0	4
HIGHWAY 82 ASPEN COUNTRY INN	INBOUND	3	0	0	0	0	0	0	0	0	3
MAIN ST SPRING ST	INBOUND	1	0	2	0	0	0	0	0	0	3
HIGHWAY 82 TRUSCOTT	OUTBOUND	2	0	0	0	0	0	0	0	0	2
HARMONY RD	OUTBOUND	2	0	0	0	0	0	0	0	0	2
CEMETERY LANE SILVER KING	OUTBOUND	0	1	0	0	0	0	0	0	0	1
GONDOLA	INBOUND	0	1	1	0	0	0	0	0	0	1
CEMETERY LANE ALTA VISTA DR	OUTBOUND	0	1	0	0	0	0	0	0	0	1
CEMETERY LANE POWER PLANT RD	OUTBOUND	0	1	0	0	0	0	0	0	0	1
BLEEKER ST 7TH ST	OUTBOUND	0	0	1	0	0	0	0	0	0	1
HIGHWAY 82 ASPEN COUNTRY INN	OUTBOUND	1	0	0	0	0	0	0	0	0	1
MAIN ST GALENA ST	OUTBOUND	1	0	0	0	0	0	0	0	0	1
CEMETERY LANE BROWN HOUSE	OUTBOUND	0	1	0	0	0	0	0	0	0	1
HWY 82 CEMETERY LANE	INBOUND	0	1	0	0	0	0	0	0	0	1

Source: RFTA data for one week in April, 2017. Stops not listed had no recorded boardings.

Allocated training and other costs per hour ($6.14) = total budgeted operating cost of training/miscellaneous divided by total actual hours of all transit service provided.

Allocated capital cost per mile ($0.41) = Total amortization cost of assets divided by total actual miles.

Together, these factors result in the following cost model;

Total costs =

Operational Costs (Marginal Cost [{$1.59 x vehicle service miles} +

{$35.25 x vehicle service hours}] + Fixed Cost [$37.64 x vehicle service hours])

+ Allocated Training and Other Costs ($6.14 x vehicle service hours)

+ Allocated Capital Cost ($0.41 x vehicle service miles)

These cost rates are used to describe performance of the system in the next section, and will be used to estimate costs and potential savings of any proposed changes to the system.

Route Performance

The performance of Aspen's transit routes in 2016 is shown in Tables 15-18. Table 15 illustrates overall performance, while Tables 16-18 illustrate performance by season. The number of passengers, vehicle service-hours, vehicle service-miles, annual service cost, as well as cost per trip, and passengers per vehicle hour and vehicle mile are analyzed. The Downtowner, although operated through a partnership with Aspen rather than by RFTA, is included as well for comparison.

As noted above, Castle/Maroon has the highest annual **ridership** at over 550,000 annual boardings. Hunter Creek also has high annual ridership, at nearly 330,000. The Mountain Valley Dial-A-Ride has the lowest ridership of the year-round services, at approximately 70,000 boardings. The Downtowner carried 45,732 passengers during its first year of service, which included the second half of 2016 and the first half of 2017. Of the services that operate seasonally, the summer MAA shuttle has the highest ridership, at 82,687. The Crosstown Shuttle has the lowest, at approximately 34,500 boardings. Figure 20 shows the share of total system ridership for each route.

Castle/Maroon also has the highest **vehicle service-hours**, at 15,323, followed by Burlingame, with 12,589. The other year-round routes, Hunter Creek, Cemetery Lane, and Mountain Valley Dial-A-Ride all have approximately the same amount of annual vehicle-service hours, just under 7,500. The Downtowner operated for just 4,717 hours. Of the seasonal services, Crosstown Shuttle has the highest vehicle service-hours, 3,554, while Aspen-Highlands had the lowest, at 1,920. **Vehicle service-miles** closely track vehicle service-hours, with Castle/Maroon and Burlingame having the highest vehicle service-miles, at 181,645 and 107,281, respectively.

Table 15: Aspen Transit Performance by Route - Total 2016

Total 2016

	Year-Round Services					Seasonal Services					Public-Private
	Castle/Maroon	Hunter Creek	Cemetery Lane	Burlingame Hwy 82	Mountain Valley DAR	Aspen-Highlands	Galena Street Shuttle	Crosstown Shuttle	Music Shuttle	Total	Downtowner[1]
Operating Data											
One-Way Passenger-Trips	550,733	329,961	95,828	130,952	69,951	57,749	49,556	34,470	82,687	1,401,887	45,732
Total Service Vehicle Hours	15,323	7,444	7,482	12,589	7,497	1,920	2,848	3,554	2,119	60,776	4,717
Total Service Vehicle Miles	181,645	52,253	70,641	107,281	52,784	20,248	17,947	26,513	14,810	544,122	n/a
Total Operating Cost	$1,573,310	$692,508	$732,201	$1,208,879	$697,755	$192,125	$260,867	$333,749	$197,000	$5,888,396	$286,080
Performance Indicators											
Operating Cost per Passenger-Trip	$2.86	$2.10	$7.64	$9.23	$9.97	$3.33	$5.26	$9.68	$2.38		$6.26
Passengers per Hour	35.9	44.3	12.8	10.4	9.3	30.1	17.4	9.7	39.0		9.7
Passengers per Mile	3.0	6.3	1.4	1.2	1.3	2.9	2.8	1.3	5.6		n/a

Source: 2016 Aspen Transit Services Agreement; City of Aspen; Roaring Fork Transportation Authority

Note 1: The Downtowner data are from June 17-December 31, 2016, and January 1-June 11, 2017. Costs are based on documentation of one month's invoice ($23,840) inluded in the Downtowner data spreadsheet provided by Aspen.

Table 16: Aspen Transit Performance by Route - Winter 2016

(January, February, March, April, December)

	Year-Round Services					Seasonal Services					Public-Private
	Castle/Maroon	Hunter Creek	Cemetery Lane	Burlingame Hwy 82	Mountain Valley DAR	Aspen-Highlands	Galena Street Shuttle	Crosstown Shuttle	Music Shuttle	Total	Downtowner[1]
Operating Data											
One-Way Passenger-Trips	305,052	168,875	46,180	70,428	41,324	57,749	49,556	20,446	--	759,610	27,522
Total Vehicle Hours	6,706	3,213	3,295	5,398	3,242	1,920	2,848	2,203	--	28,825	2,212
Total Vehicle Miles	79,578	22,631	30,643	47,646	24,426	20,248	17,947	16,726	--	259,845	n/a
Total Operating Cost	$688,712	$299,057	$321,523	$521,635	$304,930	$192,125	$260,867	$207,461	--	$2,796,310	$119,200
Performance Indicators											
Operating Cost per Passenger-Trip	$2.26	$1.77	$6.96	$7.41	$7.38	$3.33	$5.26	$10.15	--		$4.33
Passengers per Hour	45.5	52.6	14.0	13.0	12.7	30.1	17.4	9.3	--		12.4
Passengers per Mile	3.8	7.5	1.5	1.5	1.7	2.9	2.8	1.2	--		n/a

Source: 2016 Aspen Transit Services Agreement; City of Aspen; Roaring Fork Transportation Authority

Note 1: The Downtowner data are from June 17-December 31, 2016, and January 1-June 11, 2017. Costs are based on documentation of one month's invoice ($23,840) inluded in the Downtowner data spreadsheet provided by Aspen.

Table 17: Aspen Transit Performance by Route - Offseason 2016

(May, September, October, November)

	Year-Round Services					Seasonal Services					Public-Private
	Castle/Maroon	Hunter Creek	Cemetery Lane	Burlingame Hwy 82	Mountain Valley DAR	Aspen-Highlands	Galena Street Shuttle	Crosstown Shuttle	Music Shuttle	Total	Downtowner[1]
Operating Data											
One-Way Passenger-Trips	103,812	77,298	18,568	25,757	13,638	--	--	--	--	239,073	5,758
Total Vehicle Hours	4,628	2,270	2,257	3,963	2,277	--	--	--	--	15,395	1,461
Total Vehicle Miles	53,700	16,139	21,415	31,490	14,718	--	--	--	--	137,462	n/a
Total Operating Cost	$472,867	$211,584	$221,085	$376,000	$209,302	--	--	--	--	$1,490,839	$95,360
Performance Indicators											
Operating Cost per Passenger-Trip	$4.56	$2.74	$11.91	$14.60	$15.35		--	--	--		$16.56
Passengers per Hour	22.4	34.1	8.2	6.5	6.0		--	--	--		4
Passengers per Mile	1.9	4.8	0.9	0.8	0.9		--	--	--		n/a

Source: 2016 Aspen Transit Services Agreement; City of Aspen; Roaring Fork Transportation Authority

Note 1: The Downtowner data are from June 17-December 31, 2016, and January 1-June 11, 2017. Costs are based on documentation of one month's invoice ($23,840) inluded in the Downtowner data spreadsheet provided by Aspen.

Table 18: Aspen Transit Performance by Route - Summer 2016

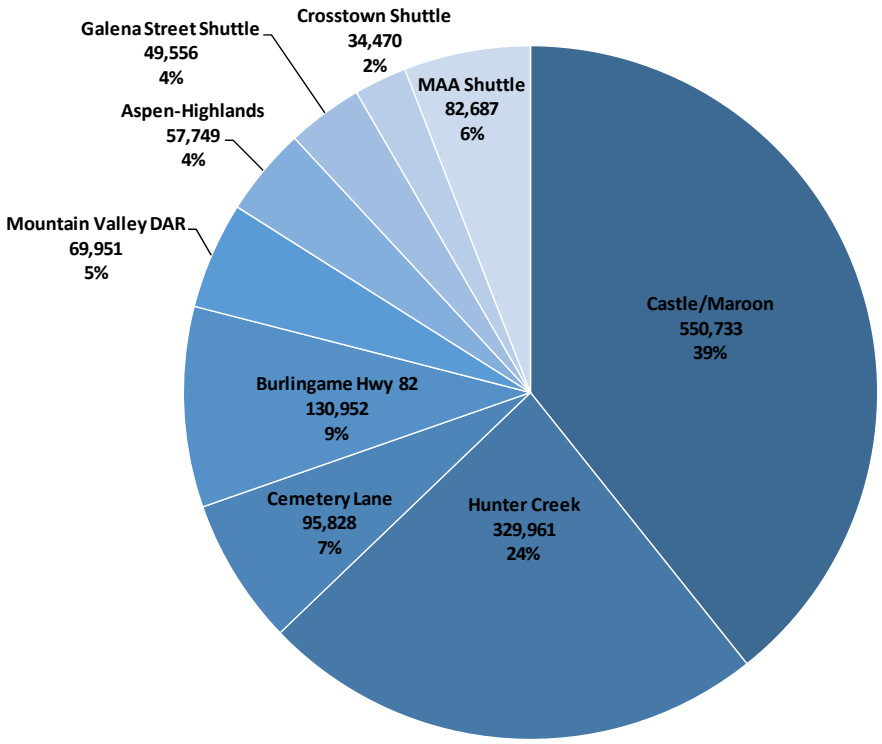
(June - August))

	Year-Round Services					Seasonal Services					Public-Private
	Castle/Maroon	Hunter Creek	Cemetery Lane	Burlingame Hwy 82	Mountain Valley DAR	Aspen-Highlands	Galena Street Shuttle	Crosstown Shuttle	Music Shuttle	Total	Downtowner[1]
Operating Data											
One-Way Passenger-Trips	141,869	83,788	31,080	34,767	14,989	--	--	14,024	82,687	403,204	12,452
Total Vehicle Hours	3,989	1,961	1,930	3,228	1,978	--	--	1,351	2,119	16,556	1,044
Total Vehicle Miles	48,367	13,483	18,583	28,145	13,640	--	--	9,787	14,810	146,815	n/a
Total Operating Cost	$411,731	$181,867	$189,593	$311,244	$183,523	--	--	$126,288	$197,000	$1,601,247	$71,520
Performance Indicators											
Operating Cost per Passenger-Trip	$2.90	$2.17	$6.10	$8.95	$12.24			$9.01	$2.38		$5.74
Passengers per Hour	35.6	42.7	16.1	10.8	7.6			10.4	39.0		11.9
Passengers per Mile	2.9	6.2	1.7	1.2	1.1			1.4	5.6		n/a

Source: 2016 Aspen Transit Services Agreement; City of Aspen; Roaring Fork Transportation Authority

Note 1: The Downtowner data are from June 17-December 31, 2016, and January 1-June 11, 2017. Costs are based on documentation of one month's invoice ($23,840) inluded in the Downtowner data spreadsheet provided by Aspen.

Figure 20: Aspen Transit
Share of Total Annual Ridership by Route, 2016



Hunter Creek and Mountain Valley both have similar vehicle service-miles, around 52,500, while Cemetery Lane's is slightly higher at 70,641. Of the seasonal routes, Crosstown Shuttle again has the most vehicle service-miles, 26,513, while the MAA shuttle has the least – just over 14,800. **Total operating costs** correspond to overall vehicle hours and miles, with Castle/Maroon and Burlingame having the highest overall operating costs, at approximately $1,570,000 and just over $1,200,000 respectively. Hunter Creek has the lowest operating cost of the year-round services, at just over $692,500. The Crosstown shuttle has the highest operating cost of the seasonal routes, at nearly $334,000, and Aspen-Highlands has the lowest, at just over $192,000. Aspen's share of the Downtowner's costs for June 2016 – June 2017 was approximately $286,000.

The **operating cost per passenger trip** is a good overall indicator of route performance. This measure allows overall costs to be compared across routes, because associated passenger loads are taken into consideration. Lower costs per passenger generally indicate better performance. Of the year-round routes, Hunter Creek has the lowest operating cost per passenger trip, at $2.10. Castle/Maroon is the next lowest, at $2.86. Mountain Valley Dial-A-Ride has the highest cost per passenger, at $9.97, followed by Burlingame, at $9.23. Cemetery Lane's cost per passenger trip is $7.64. The Downtowner's cost per passenger trip is right in the middle, at $6.26.

The seasonal routes have similar overall costs per passenger, with Aspen-Highlands and Galena Street Shuttle at $3.33 and $5.26, respectively, and the Crosstown Shuttle near the high end at $9.68. Figure 21 depicts the annual cost per passenger trip (as well as for the various seasons).

Other performance indicators that allow routes to be compared are **passengers per vehicle service-hour** and **passengers per vehicle service-mile**. The passengers per vehicle service-hour is typically used as the best measure of overall productivity of a transit program. Higher passenger loads per hour or per mile indicate better performance. Hunter Creek has the highest passengers per hour and per mile, at 44.3 passengers per hour and 6.3 passengers per mile. Castle/Maroon has the next highest, with 35.9 passengers per hour and 3 passenger per mile. The other three year-round routes are considerably lower. Cemetery Lane has 12.8 passengers per hour, Burlingame has 10.4 passengers per hour, and Mountain Valley Dial-A-Ride has 9.3 passengers per hour. Cemetery Lane carries 1.4 passengers per mile, Mountain Valley Dial-A-Ride 1.3, and Burlingame 1.2. Aspen-Highlands is the highest performing of the seasonal routes, at 30.1 passengers per hour and 2.9 passengers per mile. Crosstown has the lowest passengers per hour and per mile of the seasonal routes, at 9.7 per hour and 1.3 per mile. Compared to the other routes Galena Street Shuttle is in the middle, with 17.4 passengers per hour and 2.8 per mile. The Downtowner carried 9.7 passengers per hour, the same as the crosstown route. Broken out seasonally, winter is shown to be the best season for performance for most routes. As shown in Figure 21, cost per trip was the lowest in winter compared to the other seasons for all routes except for Cemetery Lane, which had the lowest cost per trip in the summer. The Crosstown Shuttle, which operates in the winter and the summer, also had a slightly lower cost per trip in the summertime than in the wintertime. The MAA Shuttle, which operates only in the summer, had a relatively low cost per trip compared to the other routes – $2.38 per trip, compared to $2.17 on Hunter Creek and $2.90 on Castle/Maroon, the two best-performing year-round routes. Both Burlingame and Castle/Maroon's cost per trip approximately doubled in the off seasons compared to the winter – in the winter Burlingame's cost per trip was $7.41, and in the offseason it was $14.60; Castle/Maroon's wintertime cost was $2.26 compared to $4.56. Burlingame's cost in the summer was similar to in winter, but slightly higher, at $8.95. All other routes experienced higher costs in the off seasons as compared to both winter and summer. The costs in the off seasons were about 25-100 percent higher than in the winter and summer for all year-round routes. The Downtowner followed a similar pattern, although its costs in the off seasons were proportionally much higher than in the summer and winter compared with the other routes. The Downtowner's cost per trip was $4.33 in the winter, $5.74 in the summer, and $16.56 in the spring/fall[4].

Tracking with the cost per trip, passengers per hour (Figure 22) and passengers per mile for most routes were generally the highest in the winter, followed by the summer, followed by the off seasons, with the exception of the Cemetery Lane Route and Crosstown Shuttle. Cemetery

[4] It should be noted that only a small portion of the Downtowner's operating period fell in the months considered to be offseason for purposes of this review.

Lane's highest passengers per hour and per mile were in the summer, at 16.1 passengers per hour and 1.7 passengers per mile, followed by the winter, and then the spring/fall. Crosstown Shuttle had higher passengers per hour and per mile in the summer compared to the winter, with 10.4 passengers per hour and 1.4 passengers per mile in the summer, and 9.3 passengers per hour and 1.2 passengers per mile in the winter. The Downtowner had 12.4 passengers per hour in the winter, 11.9 in the summer, and 4 in the combined spring and fall. This data reflects that the Cemetery Lane, Burlingame and Mountain Valley DAR routes are all relatively inefficient in the offseason, as is the Mountain Valley DAR in the summer. Of note, the Downtowner service is relatively cost-efficient when compared with the Crosstown Route (which serves a similar area) in both winter and summer.

On Time Performance

LSC analyzed on-time performance data for the winter, summer, and fall seasons of 2016 for Aspen routes, as shown in Table 19. Overall for these three seasons, Aspen's routes were on-time[5] or early 95 percent of the time. Many of Aspen's routes have extra time built into the final stop to prevent overall delay, therefore, a relatively high rate of early arrivals does not necessarily indicate that buses are arriving and departing from stops before the scheduled time. A high rate of early arrivals could indicate, however, that there is leeway in the schedule and that some schedule optimization could be warranted.

Given the varying challenges by season, such as weather and traffic congestion, RFTA does not have a threshold for determining when to take action to correct late arrivals on a route. RFTA reviews on-time performance at the end of each season, and refines routes as needed and as appropriate in the next round of scheduling. In lieu of a documented standard, a threshold of more than 10 percent late arrivals and more than 30 percent early arrivals can be used to evaluate overall on-time performance for the purposes of this document. Most routes had less than 30 percent early arrivals and no more than 10 percent late arrivals overall. A few routes were outside of those bounds.

On the Cemetery Lane Route, the percentage of early arrivals in the winter was 34 percent, most of which came from the evening bus routes (39 percent were early). In the fall, the percentage of early arrivals was also 34 percent, most of which came from the AM peak bus routes (38 percent were early). In the summer, the percentage of early arrivals was 42 percent, most of which came from the evening bus routes (46 percent were early).

On the Burlingame Route, the percentage of early arrivals in the fall was 37 percent, most of which came from the evening bus routes (41 percent were early).

[5] RFTA defines the on-time window as the actual departure time being no more than 3 minutes and 59 seconds past the scheduled time of departure.

Table 19: Aspen Transit On-Time Performance by Route - Winter, Fall,

	Year-Round Services					Seasonal Services		
	Castle/ Maroon	Hunter Creek	Cemetery Lane	Burlingame West Side	Mountain Valley DAR	Aspen-Highlands	Galena Street Shuttle	Crosstown Shuttle
Winter								
Early	26%	14%	34%	22%	65%	24%	27%	24%
On-Time	69%	84%	63%	72%	31%	65%	58%	74%
Late	5%	2%	2%	5%	5%	11%	15%	3%
Fall								
Early	25%	14%	34%	37%	61%	--	--	--
On-Time	74%	84%	66%	60%	38%	--	--	--
Late	1%	1%	0%	4%	0%	--	--	--
Summer								
Early	24%	18%	42%	29%	60%	--	--	22%
On-Time	73%	80%	59%	67%	38%	--	--	75%
Late	3%	2%	0%	4%	2%	--	--	4%

Source: RFTA, 2017

Note: On-time performance statistics were collected for the final destination and at specific timepoints for each run: Hunter Creek route - Centennial and Hunter Creek stops; Castle/Maroon route - Castle Ridge, Highlands, and the high school stops; Galena Street Shuttle - Hunter Creek and the Parking Garage Outbound; Crosstown Shuttle - Music Tent, and Rubey Park Transit Center Inbound and Outbound. All other routes show performance for final destinations only.

Note: "On-time" means that the bus arrived 0-3 minutes after the scheduled time. "Late" means that the bus arrived more than 3 minutes after the scheduled time. "Early" means that the bus arrived to the stop before the scheduled time, however RFTA staff indicates that most early arrivals are due to layovers worked into the schedule at the final destination, to provide schedule cushion. They do not necessarily indicate that the bus arrived and departed from a stop before the scheduled time.

The Mountain Valley Dial-a-Ride experienced a high number of early arrivals throughout the winter, fall, and summer seasons. In the winter, the percentage of early arrivals was 65 percent, most of which came from the AM peak services (70 percent were early). In the fall, the percentage of early arrivals was 61 percent, most of which came from the evening services (64 percent were early). In the summer, the percentage of early arrivals was 60 percent, most of which came from the evening bus routes (63 percent were early).

Aspen-Highlands is a seasonal route, operating only in the winter. This route had a relatively high rate of late arrivals compared to other routes -- 11 percent, most of which came from the PM peak bus routes (21 percent were late). This route operates with high frequency, however, running continuously between 8:00 AM and 4:00 PM, with approximately 10-minute headways during that time. This high frequency reduces the inconvenience of late buses, as another bus will arrive within a few minutes.

The Galena Street Shuttle has a similar situation as Aspen-Highlands, operating only in the winter with 10-minute headways and a relatively high rate of late arrivals - 15 percent, most of which came from the AM peak bus routes (16 percent were late).

Existing Transit Passenger Characteristics

In March 2016, RFTA conducted a survey of passengers on all routes and services, asking questions regarding demographics, travel patterns, opinions and suggestions for service improvements. A total of 2,093 surveys were completed, of which 87 percent were completed on the buses and the remaining 13 percent were completed via the web. Of the total surveys, 409 were completed by Aspen Route riders, ranging from 13 on the Galena Street Shuttle to 71 on Hunter Creek (with an additional 99 not specifying what Aspen route they rode). This survey yields very useful information both about the Aspen City Service ridership as well as the other RFTA routes serving Aspen.

Table 20 presents the key results regarding passenger trip purpose and demographic characteristics:

- **Trip Purpose** – Over all City routes, almost half (48 percent) of the riders were traveling for work purposes, followed by 24 percent traveling to access recreation (such as the ski areas), 16 percent for personal business/shopping, 5 percent "other," 4 percent for medical purposes, and 3 percent to/from school. Routes with a relatively high proportion of work ridership are Burlingame (70 percent), Hunter Creek (65 percent), Castle/Maroon (58 percent) and Cemetery Lane (54 percent). On the other hand, recreation trips made up much of the ridership on the Galena Street Shuttle (54 percent) and the Crosstown Shuttle (34 percent). On the Valley RFTA services (VelociRFTA and local service), ridership is preponderantly work trips (78 percent), with no other trip purpose exceeding 9 percent. The Aspen-Snowmass service is relatively equally split between recreation (41 percent) and work trips (39 percent), with 15 percent shopping/personal business and the remaining 6 percent for other purposes.

- **Residency Status** – 88 percent of Aspen Service riders reported that they were residents of the area, with 12 percent indicating they were visitors. This proportion of local riders was very high on the Galena Street Shuttle (100 percent) and the Mountain Valley Dial-A-Ride and Cemetery Lane routes (96 percent). Locals also make up the preponderance of riders on the Valley services (94 percent), though ridership on the Aspen-Snowmass service is almost evenly split.

- **Gender** – More riders on Aspen services indicated the female gender (56 percent) than male (54 percent). Female riders made up a relatively high proportion of ridership on the Castle/Maroon route (68 percent) and Cemetery Lane route (65 percent), while Mountain Valley Dial-A-Ride ridership was predominantly (61 percent) male. The other RFTA routes serving Aspen had close to a 50/50 split.

TABLE 20: Summary of 2016 RFTA Passenger Survey -- Passenger Characteristics

	Valley Service				Local Aspen Service									
	Local Valley Service	VelociRFTA BRT	Total Valley Service	Aspen-Snowmass	Aspen Local-Unspecified	Hunter Creek	MV Dial-a-Ride	Cemetery Lane	Castle Maroon	Burlin-game	Crosstown Shuttle	Aspen - Highlands	Galena Street	Total Aspen Local
Trip Purpose														
Work Related	70%	83%	78%	39%	37%	65%	36%	54%	58%	70%	26%	25%	23%	48%
Personal Business/Shopping	14%	6%	9%	15%	9%	18%	28%	7%	11%	21%	21%	17%	23%	16%
Medical	3%	3%	3%	2%	6%	1%	12%	4%	8%	0%	3%	0%	0%	4%
School	3%	2%	2%	1%	2%	3%	0%	0%	8%	3%	5%	0%	0%	3%
Recreation	6%	3%	4%	41%	39%	11%	20%	21%	5%	6%	34%	58%	54%	24%
Other	5%	2%	3%	3%	6%	1%	4%	14%	11%	0%	11%	0%	0%	5%
Residency Status														
Local	90%	96%	94%	51%	59%	90%	96%	96%	87%	89%	73%	82%	100%	88%
Visitor	10%	4%	6%	49%	41%	10%	4%	4%	13%	11%	27%	18%	0%	12%
Gender														
Female	47%	51%	49%	53%	58%	57%	39%	65%	68%	50%	50%	56%	75%	56%
Male	53%	49%	51%	47%	42%	43%	61%	35%	32%	50%	50%	44%	25%	44%
Age														
Under 16	3%	2%	3%	3%	4%	2%	0%	7%	3%	0%	0%	4%	0%	2%
16 to 18	17%	19%	18%	16%	23%	30%	39%	11%	22%	25%	14%	9%	8%	22%
19 to 25	7%	5%	6%	10%	6%	3%	4%	0%	0%	3%	0%	4%	0%	3%
26 to 34	20%	21%	21%	17%	20%	11%	4%	15%	22%	25%	14%	9%	23%	17%
35 to 44	21%	17%	19%	22%	16%	18%	9%	19%	31%	15%	11%	13%	0%	16%
45 to 65	25%	28%	27%	26%	27%	26%	22%	44%	22%	28%	40%	48%	46%	31%
Over 65	7%	8%	7%	6%	3%	11%	22%	4%	0%	5%	20%	13%	23%	8%
What is your annual gross household income (before taxes)?														
Under $20,000	32%	18%	24%	24%	19%	16%	16%	23%	38%	10%	10%	24%	9%	17%
$21,000 - $35,000	28%	26%	27%	17%	9%	22%	11%	9%	23%	25%	10%	24%	9%	17%
$36,000 - $50,000	16%	18%	17%	12%	18%	22%	21%	14%	12%	20%	10%	12%	27%	18%
$51,000 - $70,000	10%	15%	13%	10%	12%	16%	16%	5%	4%	17%	14%	12%	27%	13%
$71,000 - $90,000	4%	9%	7%	6%	5%	5%	11%	14%	12%	8%	10%	12%	0%	8%
over $90,000	10%	14%	13%	31%	36%	19%	26%	36%	12%	20%	45%	18%	27%	27%

Source: 2016 RFTA Passenger Survey

- **Age** – The largest proportion (31 percent) of Aspen Service riders were between 45 and 65 years of age, followed by 22 percent that were 16 to 18. Only 2 percent reported their age as under 16, 3 percent were age 19 to 25 and 8 percent were over age 65. In comparison, the most recent American Community Survey data indicates the following proportions of Aspen residents by age category:

Under 16	12 percent
16 to 18	2 percent
19 to 25	7 percent
26 to 34	18 percent
35 to 44	13 percent
45 to 65	28 percent
Over 65	20 percent

  Comparison with the ages of transit riders indicates that transit rider age characteristics track closely with the population as a whole for ages 19 through 65. The discrepancy among children (2 percent of transit survey respondents vs. 12 percent of the population) is probably due in part to a lower survey participation rate. Persons age 16 to 18 are a very strong ridership group (20 percent of riders vs. 2 percent of population). On the other hand, seniors over 65 years of age are much less likely to be transit riders, generating only 8 percent of transit ridership from 20 percent of the citywide population. These seniors were a relatively high proportion of ridership on Mountain Valley (22 percent) and Crosstown Shuttle (20 percent). Ridership on the Hunter Creek was relatively evenly spread over the various age groups. The Valley service and Aspen-Snowmass ridership is very similar to the Aspen ridership with regards to age breakdown.

- **Household Income** – When asked their annual gross household income (before taxes) in six categories, the largest proportion (27 percent) indicated over $90,000. Approximately half (52 percent) earn more than $50,000 and the other half (28 percent) below this level. In comparison, US Census data indicates that of all Aspen resident households approximately 41 percent have a household income over $90,000, while 65 percent are over $50,000. While a direct comparison is not possible due to the visitor ridership, this indicates that higher income residents tend to use the bus system less than lower income residents (though this disparity is less than is seen in many other transit systems). Those riders of relatively modest means (less than $50,000) make up a relatively high proportion of the Castle/Maroon (73 percent), Hunter Creek and Aspen-Highlands (60 percent) and Burlingame (55 percent) ridership, and a relatively low proportion (30 percent) of Crosstown Shuttle riders. In comparison, 68 percent of Valley ridership had household income less than $50,000 and 53 percent on Aspen-Snowmass.

Passenger Travel Patterns

While the 2016 survey did not specifically ask about individual trip origin/destination, it did include questions about residence and work locations. Specifically, residents were asked where they were living or staying while in the valley, and where their primary place of work was. As shown in Table 21, of all Aspen Service ridership, 83 percent indicated they live/are staying in Aspen, with 3 percent in Woody Creek, 3 percent in Carbondale, and the remainder spread among other communities as far away as New Castle. Of particular interest, 37 percent of Aspen-Highlands riders reported a residence/lodging location downvalley, along with 23 percent on Castle/Maroon (which is an indication of the need for transit service between downvalley and the Castle/Maroon area). On the other hand, at least 94 percent of ridership on Hunter Creek, Mountain Valley and Cemetery Lane were Aspen residents/lodgers.

85 percent of Aspen Service riders reported a primary work location in Aspen, followed by 10 percent in Snowmass and 5 percent downvalley. A relatively high proportion of riders on the Galena Street shuttle (27 percent), Aspen-Highlands (26 percent), and Castle/Maroon (13 percent) work in downvalley locations or Snowmass. This probably in part reflects riders that are using these services to access the ski areas.

Passenger Opinion

The 2016 survey also asked a series of opinion questions regarding various aspects of transit service. One question asked passengers to rate the overall quality of RFTA service. Table 22 shows that of Aspen Service passengers, the large majority indicated that the service was either Excellent (62 percent) or Good (33 percent). Only 1 percent indicated the service was Poor. Among the individual Aspen routes, at least 90 percent of passengers indicated Excellent or Good, with the exception of the Cemetery Lane Route (with 7 percent indicating Fair and an additional 7 percent Poor). Opinion of other RFTA routes serving Aspen was also positive, with 91 percent of Valley service passengers indicating Excellent or Good, along with 96 percent of Aspen-Snowmass passengers.

A following series of questions (as detailed in Tables 22 and 23) posed statements and asked respondents to indicate whether they strongly agree, agree, disagree, strongly disagree, were neutral, or don't know:

- **"RFTA is convenient for my needs"** – 69 percent of Aspen riders strongly agreed, and an additional 27 percent agreed. The only local route that had any respondents that disagreed or strongly disagreed was Hunter Creek, with 4 percent (3 respondents) who strongly disagreed. Other RFTA routes serving Aspen also had very high proportions that agreed or strongly agreed.

TABLE 21: Summary of 2016 RFTA Passenger Survey -- Residence and Work Location

					Local Aspen Service									
	Local Valley Service	VelociRFTA BRT	Total Valley Service	Aspen-Snowmass	Aspen Local-Unspecified	Hunter Creek	MV Dial-a-Ride	Cemetery Lane	Castle Maroon	Burlin-game	Crosstown Shuttle	Aspen - Highlands	Galena Street	Total Aspen Local
Where are you living or staying while in the valley?														
Aspen	8%	6%	7%	40%	73%	94%	84%	96%	77%	95%	74%	63%	85%	83%
Woody Creek	1%	0%	1%	2%	11%	0%	0%	0%	3%	0%	0%	0%	0%	3%
Snowmass Village	3%	3%	3%	39%	2%	0%	0%	0%	0%	2%	3%	0%	0%	1%
Aspen Village	3%	0%	1%	4%	2%	0%	0%	0%	3%	0%	6%	0%	0%	1%
Emma	1%	1%	1%	1%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
Basalt	25%	13%	18%	2%	2%	0%	0%	0%	3%	2%	6%	4%	8%	2%
Willits	6%	3%	4%	1%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%
El Jebel /Blue Lake	15%	13%	14%	3%	1%	0%	0%	0%	0%	0%	0%	13%	0%	1%
Missouri Heights	2%	2%	2%	1%	0%	0%	0%	0%	0%	0%	3%	4%	0%	1%
Carbondale	18%	27%	23%	3%	5%	5%	0%	4%	3%	0%	0%	8%	8%	3%
Redstone/Marble	0%	1%	1%	0%	1%	0%	4%	0%	0%	0%	0%	0%	0%	1%
Glenwood Springs	12%	24%	19%	1%	1%	2%	0%	0%	3%	0%	3%	4%	0%	1%
New Castle	1%	3%	2%	1%	0%	0%	0%	0%	3%	0%	3%	0%	0%	1%
Silt	1%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Rifle	1%	2%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Other	3%	1%	2%	1%	1%	0%	12%	0%	3%	2%	0%	0%	0%	2%
What is your primary place of work?														
Aspen	58%	76%	70%	50%	73%	88%	88%	92%	83%	92%	95%	74%	73%	85%
Woody Creek	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Snowmass Village	19%	10%	13%	43%	18%	10%	4%	4%	10%	5%	0%	16%	27%	10%
Aspen Village	0%	0%	0%	1%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%
Emma	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Basalt	5%	2%	3%	0%	4%	2%	0%	0%	3%	2%	0%	5%	0%	2%
Willits	1%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
El Jebel /Blue Lake	1%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Missouri Heights	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Carbondale	5%	4%	4%	2%	4%	0%	4%	4%	0%	0%	5%	0%	0%	2%
Redstone/Marble	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Glenwood Springs	8%	4%	5%	0%	2%	0%	4%	0%	3%	0%	0%	5%	0%	1%
New Castle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Source: 2016 RFTA Passenger Survey

TABLE 22: Summary of 2016 RFTA Passenger Survey -- Passenger Opinion (1 of 2)

	Valley Service				Local Aspen Service									
	Local Valley Service	VelociRFTA BRT	Total Valley Service	Aspen-Snowmass	Aspen Local-Unspecified	Hunter Creek	MV Dial-a-Ride	Cemetery Lane	Castle Maroon	Burlin-game	Crosstown Shuttle	Aspen - Highlands	Galena Street	Total Aspen Local
Please rate the overall quality of RFTA service														
Excellent	51%	48%	49%	65%	65%	58%	72%	37%	41%	65%	83%	65%	62%	62%
Good	40%	43%	42%	31%	29%	38%	28%	48%	53%	32%	11%	26%	31%	33%
Fair	6%	7%	6%	2%	5%	4%	0%	7%	3%	3%	3%	9%	8%	4%
Tolerable	2%	2%	2%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Poor	1%	1%	1%	0%	0%	0%	0%	7%	3%	0%	0%	0%	0%	1%
RFTA is convenient for my needs														
I strongly agree	56%	59%	58%	73%	58%	76%	84%	65%	62%	72%	79%	71%	58%	69%
I agree	38%	37%	37%	26%	39%	16%	16%	35%	31%	28%	18%	29%	25%	27%
Neutral	3%	2%	3%	1%	1%	1%	0%	0%	7%	0%	3%	0%	8%	2%
I disagree	1%	1%	1%	1%	2%	0%	0%	0%	0%	0%	0%	0%	8%	1%
I strongly disagree	1%	0%	1%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%	1%
Don't know	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%
Bus stops are adequately sheltered/accessible														
I strongly agree	37%	45%	41%	55%	41%	45%	33%	35%	38%	57%	52%	63%	58%	46%
I agree	40%	36%	38%	36%	43%	42%	42%	35%	48%	38%	30%	25%	42%	39%
Neutral	9%	9%	9%	4%	10%	8%	13%	23%	7%	3%	9%	4%	0%	9%
I disagree	10%	9%	9%	4%	3%	3%	0%	8%	3%	2%	0%	4%	0%	3%
I strongly disagree	4%	1%	2%	0%	1%	2%	4%	0%	3%	0%	0%	4%	0%	1%
Don't know	1%	0%	1%	1%	1%	2%	8%	0%	0%	0%	9%	0%	0%	2%
The bus(es) are generally on time														
I strongly agree	33%	41%	37%	50%	43%	38%	48%	23%	32%	41%	60%	46%	50%	42%
I agree	45%	45%	45%	37%	48%	48%	44%	54%	43%	51%	37%	42%	50%	47%
Neutral	10%	8%	8%	7%	6%	5%	0%	15%	14%	5%	3%	8%	0%	6%
I disagree	8%	5%	6%	4%	1%	6%	4%	8%	7%	3%	0%	0%	0%	3%
I strongly disagree	3%	1%	2%	0%	1%	2%	0%	0%	4%	0%	0%	0%	0%	1%
Don't know	1%	1%	1%	2%	1%	2%	4%	0%	0%	0%	0%	4%	0%	1%
Service (operating hours & frequency) is adequate														
I strongly agree	38%	43%	41%	58%	41%	49%	48%	31%	43%	41%	48%	58%	73%	45%
I agree	47%	47%	47%	37%	44%	39%	43%	58%	50%	53%	33%	33%	27%	44%
Neutral	6%	3%	5%	3%	3%	3%	0%	8%	4%	0%	3%	4%	0%	3%
I disagree	6%	6%	6%	1%	8%	3%	4%	4%	4%	5%	15%	4%	0%	6%
I strongly disagree	1%	0%	0%	1%	2%	3%	4%	0%	0%	0%	0%	0%	0%	1%
Don't know	2%	0%	1%	0%	1%	2%	0%	0%	0%	0%	0%	0%	0%	1%
RFTA gets me to my destination in a timely manner														
I strongly agree	40%	44%	42%	55%	45%	47%	54%	38%	41%	53%	59%	58%	73%	50%
I agree	51%	49%	50%	41%	51%	47%	42%	58%	41%	42%	41%	42%	27%	45%
Neutral	6%	6%	6%	3%	3%	2%	0%	0%	15%	5%	0%	0%	0%	3%
I disagree	1%	1%	1%	1%	0%	0%	4%	4%	0%	0%	0%	0%	0%	1%
I strongly disagree	1%	1%	1%	0%	0%	3%	0%	0%	4%	0%	0%	0%	0%	1%
Don't know	1%	0%	0%	1%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%

Source: 2016 RFTA Passenger Survey

TABLE 23: Summary of 2016 RFTA Passenger Survey -- Passenger Opinion (2 of 2)

	Valley Service				Local Aspen Service									
	Local Valley Service	VelociRFTA BRT	Total Valley Service	Aspen-Snowmass	Aspen Local-Unspecified	Hunter Creek	MV Dial-a-Ride	Cemetery Lane	Castle Maroon	Burlin-game	Crosstown Shuttle	Aspen - Highlands	Galena Street	Total Aspen Local
I feel safe on buses and at park-n-rides/bus stops														
I strongly agree	47%	42%	44%	63%	54%	60%	61%	58%	43%	59%	63%	54%	64%	57%
I agree	46%	50%	48%	32%	40%	32%	35%	33%	54%	39%	31%	33%	36%	37%
Neutral	5%	5%	5%	4%	2%	2%	0%	4%	4%	2%	3%	8%	0%	3%
I disagree	1%	2%	1%	1%	2%	2%	0%	4%	0%	0%	0%	4%	0%	1%
I strongly disagree	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%
Don't know	0%	1%	1%	1%	1%	3%	4%	0%	0%	0%	3%	0%	0%	1%
Buses are safe, comfortable and clean														
I strongly agree	41%	40%	40%	56%	47%	54%	46%	46%	41%	55%	67%	50%	45%	51%
I agree	49%	51%	50%	40%	48%	35%	42%	42%	44%	40%	33%	29%	45%	41%
Neutral	7%	7%	7%	3%	4%	10%	8%	8%	15%	5%	0%	8%	9%	7%
I disagree	2%	2%	2%	1%	0%	0%	4%	4%	0%	0%	0%	8%	0%	1%
I strongly disagree	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%
Don't know	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%
Bus drivers drive safely and courteously														
I strongly agree	41%	38%	39%	59%	44%	35%	63%	29%	46%	48%	64%	50%	55%	46%
I agree	46%	47%	47%	35%	49%	51%	33%	46%	39%	40%	30%	36%	9%	42%
Neutral	11%	12%	12%	6%	6%	10%	4%	21%	11%	7%	6%	0%	36%	8%
I disagree	2%	2%	2%	0%	0%	3%	0%	0%	0%	5%	0%	14%	0%	2%
I strongly disagree	0%	0%	0%	0%	0%	0%	0%	4%	4%	0%	0%	0%	0%	1%
Don't know	0%	0%	0%	0%	1%	2%	0%	0%	0%	0%	0%	0%	0%	1%
Print and online schedules are easy to understand														
I strongly agree	31%	30%	31%	36%	36%	27%	43%	33%	44%	24%	41%	35%	50%	34%
I agree	42%	43%	43%	34%	46%	41%	39%	46%	41%	48%	41%	30%	30%	43%
Neutral	13%	11%	12%	9%	9%	10%	4%	13%	4%	12%	6%	4%	20%	9%
I disagree	5%	6%	6%	4%	2%	10%	0%	4%	4%	2%	0%	9%	0%	4%
I strongly disagree	1%	3%	2%	1%	1%	0%	4%	0%	0%	3%	0%	0%	0%	1%
Don't know	8%	7%	7%	16%	6%	13%	9%	4%	7%	10%	13%	22%	0%	9%
The RFTA.com website is helpful														
I strongly agree	27%	24%	26%	27%	22%	9%	26%	21%	37%	22%	16%	9%	18%	20%
I agree	33%	40%	37%	22%	25%	22%	35%	29%	30%	40%	22%	36%	27%	29%
Neutral	15%	16%	16%	9%	13%	26%	9%	13%	11%	12%	9%	18%	9%	14%
I disagree	5%	5%	5%	2%	1%	5%	0%	4%	4%	5%	0%	0%	0%	3%
I strongly disagree	1%	1%	1%	1%	0%	2%	0%	4%	4%	0%	0%	0%	0%	1%
Don't know	19%	12%	15%	39%	39%	36%	30%	29%	15%	21%	53%	36%	45%	33%
Which two items would encourage you to use the bus more? *(Due to multiple selections, columns total to more than 100%)*														
Increasing public education about the bus service	11%	14%	13%	20%	12%	24%	20%	21%	18%	20%	12%	24%	23%	18%
Adding bus stops	24%	19%	21%	23%	19%	15%	12%	28%	23%	21%	10%	28%	8%	19%
Additional weekday service	20%	16%	18%	19%	30%	24%	24%	21%	26%	45%	26%	4%	8%	27%
Additional weekend service	24%	27%	26%	20%	16%	20%	32%	31%	15%	21%	12%	12%	0%	18%
Less expensive fares	37%	40%	39%	18%	11%	6%	4%	3%	10%	12%	7%	28%	8%	10%
If my employer subsidized the cost of a pass	17%	21%	20%	7%	5%	3%	8%	3%	10%	2%	5%	8%	15%	5%

Source: 2016 RFTA Passenger Survey

- "**Bus stops are adequately sheltered/accessible"** – 85 percent of Aspen riders agreed or strongly agreed with this statement, with 3 percent disagreeing and 1 percent strongly disagreeing. Riders that disagreed or strongly disagreed with this statement were more prevalent on the Cemetery Lane and Aspen-Highlands Routes (8 percent), followed by Castle/Maroon (6 percent) and Hunter Creek (5 percent)

- **"The buses are generally on time"** – Of Aspen Service riders, 89 percent either agreed or strongly agreed, while 4 percent disagreed or strongly disagreed. Riders with a negative perception on this issue were concentrated on the Castle/Maroon Route (11 percent disagreed or strongly disagreed) followed by the Hunter Creek and Cemetery Lane Routes (8 percent). Among Valley Service riders, 82 percent agreed or strongly agreed, while this figure was 87 percent among Aspen-Snowmass riders.

- **"Service (operating hours and frequency) is adequate"** – 89 percent of Aspen riders agreed or strongly agreed, with 6 percent disagreeing and 1 percent strongly disagreeing. Routes with a relatively high proportion of riders with a poor opinion on this issue were the Crosstown Shuttle (15 percent disagreed) and the Mountain Valley Dial-A-Ride (4 percent disagreed and 4 percent strongly disagreed). Of the RFTA Valley service riders, 88 percent agreed or strongly agreed, along with 95 percent of Aspen-Snowmass riders.

- **"RFTA gets me to my destination in a timely manner"** – Overall, 95 percent of Aspen Service riders agreed or strongly agreed with this statement. Three to four percent of riders disagreed or strongly disagreed with this statement on the Hunter Creek, Mountain Valley, Cemetery Lane and Castle/Maroon Routes. Rider perception of this statement was similarly very high on the Valley Services and the Aspen-Snowmass Route.

- **"I feel safe on buses and at park-and-ride lots"** – 94 percent of Aspen Service riders agreed or strongly agreed with this statement. Four percent disagreed or strongly disagreed on the Hunter Creek, Cemetery Lane, and Aspen-Highlands Routes. The other RFTA routes serving Aspen had similarly good overall perceptions.

- **"Buses are safe, comfortable and clean"** – 92 percent of Aspen Service riders agreed or strongly agreed with this statement, along with 90 percent of Valley Service riders and 96 percent of Aspen-Snowmass riders. The only route with a significant proportion of riders with a poor opinion was the Aspen-Highlands route, with 12 percent disagreeing or strongly disagreeing.

- **"Bus drivers drive safely and courteously" –** On the Aspen Services, 88 percent agreed or strongly agreed with this statement, compared with 86 percent on the Valley Services and 94 percent on the Aspen-Snowmass Route.

- **"Print and online schedules are easy to understand"** – 77 percent of Aspen Service riders agreed or strongly agreed with this statement, which is a similar proportion to the responses on the Valley Service and Aspen – Snowmass Route. Only 5 percent disagreed or strongly disagreed, while the remaining 18 percent either were neutral or didn't know.

- **"The RFTA.com website is helpful**´-- A third of Aspen Service riders responded "Don't Know," which presumably indicates no use of the website. Forty-nine percent indicated that they agreed or strongly agreed, with only four percent disagreeing or strongly disagreeing. Responses on the other routes serving Aspen were similar, except that a lower proportion (15 percent) of Valley Service riders indicated they didn't know.

Finally, respondents were asked to identify the two items that would encourage them to use the bus more, from the following list:

- Increasing public education about the bus service
- Adding bus stops
- Additional weekday service
- Additional weekend service
- Less expensive fares
- If my employer subsidized the cost of a pass

As shown in Table 23, among City Service riders as a whole, the most common response was additional weekday service, identified as one of their top two choices by 27 percent of respondents. This was followed by adding bus stops, increasing public education and additional weekend service, all of which were cited by 18 percent to 19 percent of respondents. Less expensive fares (presumably for other RFTA services) was identified by 10 percent, along with 5 percent for the employer subsidized pass.

By individual Aspen route, key findings from a review of these responses are as follows:

- On the **Hunter Creek** route, additional weekday service and increased public information were cited by a relatively high proportion (24 percent each).

- **Mountain Valley DAR** riders were most interested in additional weekend service (32 percent) followed by additional weekday service (24 percent).

- **Cemetery Lane** riders predominantly are interested in additional weekend service (31 percent) and additional bus stops (28 percent).

- Additional weekday service is the most prevalent desire among **Castle/Maroon** riders (26 percent) followed by 23 percent for additional bus stops. These ridership are more likely to indicate a neutral or poor opinion regarding schedule adherence and the convenience of service.

- **Burlingame** passengers had a relatively strong preference for additional weekday service (45 percent) with additional bus stops and additional weekend service both cited by 21 percent.

- Less expensive fares and additional bus stops were the most prevalent responses among ridership of the **Aspen-Highlands** route, with 28 percent each.

- **Crosstown Shuttle** riders were most interested in additional weekday service (26 percent), while the few **Galena Street Shuttle** rider respondents were most interested in increased public education (23 percent).

On the **Valley Services**, riders were most interested in lower fares (39 percent) and additional weekend service (26 percent), and relatively less interested in expanded weekday service (18 percent). Desire for improvements on the **Aspen-Snowmass** service was spread relatively evenly over all responses, with the exception of a low (7 percent) level of interest in employer pass subsidy.

Existing Transit Fleet

Between 2017 and 2020 Aspen plans to replace five of its diesel buses and seven of its cutaways. As shown in Table 24, four of the cutaways will be replaced in 2017, three in 2020 and one in 2021. Of the diesel buses, one each are scheduled in in 2017 and three in 2019. Table 25 shows the existing fleet.

Table 24: City of Aspen Bus Replacement Plan

			2017	2018	2019	2020	2021	TOTAL
City Replacement Plan	Buses	Diesel	1	1	3	0	0	5
City Capital Fund	Cutaways		4	0	0	3	1	7
	Total		**5**	**1**	**3**	**3**		**12**
Vehicle Numbers								
Replacement Vehicle #	*Bus #*			*271*	*272*			*2*
Replacement Vehicle #	*Bus #*				*273*			*1*
Replacement Vehicle #	*Bus #*				*274*			*1*
Replacement Vehicle #	*Cutaway #*		*S-15*			*S-19*	*S-22*	*3*
Replacement Vehicle #	*Cutaway #*		*S-16*			*S-20*		*2*
Replacement Vehicle #	*Cutaway #*		*S-17*			*S-21*		*2*
Replacement Vehicle #	*Cutaway #*		*S-18*					*1*
	Total		***4***	***1***	***3***	***3***	***1***	***12***

Source: City of Aspen, 2017

Table 25: Aspen Fleet and Typical Vehicle Assignment

Unit Number	Year	Manufacturer	Make	# Passengers (seated)
271	2005	New Flyer	D401 Invero Hybrid Bus	39
272	2006	New Flyer	D401 Invero Hybrid Bus	39
273	2006	New Flyer	D401 Invero Hybrid Bus	39
274	2006	New Flyer	D401 Invero Hybrid Bus	39
281	2012	Gillig	Low Floor	35
282	2017	Gillig	Low Floor	35
283	2017	Gillig	Low Floor	35
284	2017	Gillig	Low Floor	35
S14	2006	Ford/El Dorado	Aerotech Bus 200	15
S15	2009	Ford	Starcraft Allstar	14
S16	2009	Ford	Starcraft Allstar	14
S17	2009	Ford	Starcraft Allstar	14
S18	2009	Ford	Starcraft Allstar	14
S19	2014	Ford	Startrans	14
S20	2014	Ford	Startrans	14
S21	2014	Ford	Startrans	14
S22	2015	Ford	Glavel	14

Typical Vehicle Assignment

Route	Winter/Summer	Offseason
Castle/Maroon	New Flyer	Gillig
Hunter Creek	Gillig	Gillig
Cemetery Lane	Gillig	Ford Starcraft Allstar
Burlingame Hwy 82	Gillig	Ford Starcraft Allstar
Mountain Valley DAR	Ford Starcraft Allstar	Ford Starcraft Allstar
Aspen-Highlands	New Flyer	Gillig
Galena Street	Ford Starcraft Allstar	Ford Starcraft Allstar
Crosstown Shuttle	Ford Starcraft Allstar	Ford Starcraft Allstar
MAA Shuttle	New Flyer	Gillig

Source: RFTA, Fleet list as of Spring 2017

Note: For routes that use the Neoplan buses, in case of breakdown, the older New Flyer Invero Hybrid Buses are used as a backup. Also, in the summer of 2017 RFTA received three new Gillig buses which will replace the older Neoplans. The capacity of these buses is 31.

SUMMARY OF FINDINGS

As evidenced by the responses to the passenger survey, as a whole users of the system are very satisfied with the services offered – 95 percent of riders rank City Service as “Excellent” or “Good”, while only 5 percent rank it “Fair” or “Poor.” This high approval rating is supported in fact by the growing ridership on the system, which has seen a 36 percent increase overall in the last three years. The Aspen transit system provides convenient service, offering 10- to 30-

minute headways throughout the bulk of the day, a long span of service, and good geographic service availability – nearly all Aspen residents are within a 5-minute walk of a transit stop.

Additional system-wide findings include:

- Summer ridership is growing faster than winter ridership on three main year-round routes.
- Improvements on individual routes (BRT, Burlingame, and Downtowner) are likely contributing to increased ridership on the system as a whole.
- Lower gas prices along with the relatively high fares ($7 for a general public one-way ride between Aspen and Glenwood Springs) may be constraining the growth in ridership on the Downvalley services.

As Aspen looks to continue to improve service in the future, the following considerations on individual routes may provide guidance:

- Relatively short route distances (one to two miles) combined with relatively long wait times (30 minutes) for Crosstown and Mountain Valley Dial-A-Ride may be contributing to low performance on these routes.

- If there is a way to provide shorter wait times for these routes, ridership may improve. Or, it may be that demand for service in these areas will always be low because the walking distance is small. Service frequencies on other routes that are greater than 20 minutes may also not be high enough to provide a convenient alternative to the car, walking, or biking. These routes may also be appropriate candidates for replacement by a more flexible form of transit, such as subsidized TNC or cab service.
- Large buses on the Castle/Maroon route have elicited complaints from neighbors. While the loads on the Castle/Maroon route are generally quite high, meriting the larger buses throughout the morning and afternoon, in the offseason loads drop to 11 people after 7 pm. It may be worth examining whether a smaller bus could serve this route in off-peak periods.
- While still ranking comparatively high on the passenger survey, of all the routes Cemetery Lane seemed to attract slightly higher negative responses than other routes. Cemetery Lane is the only route that experienced a decrease in ridership in any season (this decrease took place in the winter). The negative survey responses were related to bus stops being adequately sheltered and accessible, and the number of stops available (Cemetery Lane riders were interested in additional bus stops, as well as additional weekend service).

While there are quite a few stops in the Cemetery Lane area (six stops within 1.3 miles), it may be worth looking more closely at needed bus stop improvements along this route.

- Some neighborhoods in or near Aspen are not served by transit (along Tiehack, Moore Road, Red Mountain, etc.). It may be possible to begin service to these areas using an on-call or shared-ride service, like the Downtowner or a transportation network company, like Uber or Lyft.
- There is no convenient direct service between Downvalley/Snowmass and the Castle Creek/Maroon Creek areas.
- To date, the Downtowner has provided service in an effective (as reflected in the passengers per vehicle-hour) and cost-efficient (as reflected in the cost per passenger-trip) manner. It also appears that Downtowner passengers have not shifted from other transit services, and thus in large part represent an expansion in overall transit ridership.

Winter Passenger Boardings -- Burlingame Route, Weekday

| Direction | Stop | Run Start Time (Inbound / Outbound) | | |

Winter Passenger Boardings -- Cemetery Lane Route, Weekday

		Run Start Time (Inbound / Outbound)																																						
		642	712	742	812	842	912	942	1112	1142	1312	1342	1412	1442	1512	1542	1612	1642	1712	1742	1812	1842	1912	2042	2112	2142	2212	2242	2312	2342	2412	2442	2512	2542						
Direction	Stop	700	730	800	830	900	930	1100	1130	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730	1800	1830	1900	2030	2100	2130	2200	2230	2300	2330	2400	2430	2500	2530	2600	Total						
INBOUND	RED BUTTE DR CEMETERY LANE	1.0	0.0	1.0	0.0	0.3	1.3	0.0	0.0	0.7	1.0	0.0	2.0	2.0	0.3	0.0	2.3	0.0	0.7	0.3	0.0	0.0	0.0	3.5	0.0	0.3	0.3	0.0	0.7	0.0	0.3	0.3	0.3	1.0	19.8						
INBOUND	CEMETERY LANE BROWN HOUSE	0.0	0.0	2.7	4.0	3.0	0.7	1.3	1.7	0.0	3.0	0.0	0.0	1.3	1.3	0.0	1.3	0.3	0.0	1.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.3						
INBOUND	CEMETERY LANE SILVER KING	5.0	0.0	2.0	0.0	1.0	1.3	1.7	0.7	1.3	1.3	1.0	2.0	0.0	0.3	2.0	1.3	1.3	2.3	0.7	0.3	1.3	1.7	0.0	0.0	0.7	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	33.0						
INBOUND	CEMETERY LANE ALTA VISTA DR	2.3	1.3	1.0	0.3	3.0	0.0	0.3	1.0	1.0	1.3	1.7	0.3	0.0	0.0	0.0	0.0	1.0	0.3	0.7	0.3	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7						
INBOUND	CEMETERY LANE CEMETERY	0.7	1.3	1.7	0.3	2.7	1.0	1.0	0.7	0.0	0.3	0.0	1.0	0.0	0.0	1.3	0.0	0.7	0.0	0.0	1.3	0.3	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	15.7						
INBOUND	CEMETERY LANE CASTLE CREEK	0.0	0.0	0.3	1.7	0.7	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.3	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0						
INBOUND	HWY 82 CEMETERY LANE	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3						
INBOUND	HALLAM ST 8TH ST	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3						
INBOUND	BLEEKER ST 7TH ST	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0						
INBOUND	MAIN ST 4TH ST	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.3	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0						
INBOUND	MAIN ST 2ND ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0						
INBOUND	MAIN ST PAEPCKE PARK	0.0	0.0	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0						
INBOUND	MAIN ST GALENA ST	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	2.0						
INBOUND	MAIN ST SPRING ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0						
INBOUND	SPRING ST COOPER AVE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3						
INBOUND	GONDOLA	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7						
INBOUND	RUBEY PARK - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0						
TOTAL		9.0	2.7	9.0	6.7	11.3	6.0	5.3	4.7	3.0	7.7	4.3	5.3	4.0	2.0	6.0	5.0	3.7	4.3	3.0	2.0	2.7	3.7	3.5	1.7	1.0	0.3	1.3	4.3	0.0	0.3	0.3	1.0	1.0							
OUTBOUND	RUBEY PARK	2.0	1.7	2.7	1.3	0.5	2.0	1.0	1.7	0.0	4.0	3.3	9.0	7.0	5.3	7.0	8.7	10.3	7.3	5.0	4.7	4.3	0.0	2.0	3.5	2.3	1.7	3.3	5.3	2.7	1.0	2.0	0.5	3.7	116.8						
OUTBOUND	MAIN ST PAEPCKE PARK	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.3	0.0	0.0	0.3	0.3	0.0	0.0	1.3	1.3	0.7	0.3	0.7	1.0	0.3	0.3	0.7	0.0	1.0	0.0	0.7	0.0	0.0	0.0	0.0	10.0						
OUTBOUND	MAIN ST 2ND ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0						
OUTBOUND	MAIN ST 4TH ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3						
OUTBOUND	MAIN ST 6TH ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3						
OUTBOUND	BLEEKER ST 7TH ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0						
OUTBOUND	HALLAM ST 8TH ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.3	0.7	1.7	0.0	0.3	1.3	0.3	1.0	0.3	0.3	0.0	0.3	0.7	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0						
OUTBOUND	CEMETERY LANE HIGHWAY 82	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0						
OUTBOUND	CEMETERY LANE POWER PLANT RD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7						
OUTBOUND	CEMETERY LANE ALTA VISTA DR	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.7						
OUTBOUND	CEMETERY LANE SILVER KING	0.0	0.3	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3						
OUTBOUND	CEMETERY LANE BROWN HOUSE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3						
OUTBOUND	RED BUTTE DR CEMETERY LA - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0						
TOTAL		2.0	2.0	2.7	1.3	0.5	2.0	1.7	2.3	1.7	4.7	4.0	10.7	7.3	6.0	9.7	10.0	12.7	9.3	6.0	5.0	5.7	2.3	2.3	3.8	3.3	3.0	4.3	5.7	3.3	1.0	2.0	0.5	3.7							

Winter Passenger Boardings -- Castle Maroon Route, Weekday

		Run Start Time (Inbound / Outbound)																															
		620	700	740	820	900	940	1000	1100	1140	1220	1300	1340	1420	1500	1522	1540	1620	1700	1740	1820	1840	1940	2020	2100	2140	2220	2300	2340	2420	2500	
Direction	Stop	640	720	800	840	920	1020	1040	1120	1200	1240	1320	1400	1440	1520	1600	1640	1720	1800	1900	1920	2000	2040	2120	2200	2240	2320	2400	2440	2520	2600	TOTAL
INBOUND	ASPEN HIGHLANDS	3.4	4.4	8.3	3.6	5.6	4.8	4.0	0.0	12.9	8.2	8.4	16.0	14.2	17.4	0.0	5.8	20.6	11.8	7.3	7.2	0.0	4.8	4.0	2.7	1.6	4.2	1.6	5.0	2.2	1.0	190.9
INBOUND	MAROON CREEK RD HIGHLANDS VI	0.0	0.2	0.7	0.2	0.0	0.0	0.2	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3
INBOUND	MAROON CREEK RD HIGH SCHOOL	0.0	0.0	2.6	1.0	0.6	0.2	1.0	0.0	2.6	0.6	1.8	4.0	4.8	1.2	25.0	6.0	1.2	2.2	2.2	1.8	0.0	2.0	5.2	5.2	1.2	0.0	0.0	0.0	0.0	0.0	72.4
INBOUND	MAROON CREEK RD ROUNDABOUT	0.4	1.8	1.8	4.3	0.2	2.2	0.0	0.0	2.5	0.9	1.1	3.4	0.4	0.6	0.0	1.6	2.1	2.8	1.6	0.2	0.0	1.1	0.1	0.1	3.4	0.4	0.1	1.4	0.4	0.0	35.0
INBOUND	CASTLE RIDGE	10.0	7.4	12.2	9.8	6.4	9.0	7.8	0.0	9.2	5.2	8.4	6.4	8.8	3.8	0.0	7.6	5.8	6.2	9.3	6.2	0.0	9.0	7.4	3.4	2.3	4.4	5.0	2.4	1.3	1.5	176.1
INBOUND	HALLAM ST 8TH ST	1.2	0.8	5.2	0.4	4.0	0.4	1.0	0.3	4.0	1.6	1.4	1.6	1.2	0.8	0.0	0.8	2.0	1.2	2.0	0.0	0.0	0.8	1.1	0.0	0.8	3.3	0.6	0.3	1.5	0.0	38.1
INBOUND	BLEEKER ST 7TH ST	0.0	0.2	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.2	0.2	0.0	0.0	0.2	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2
INBOUND	MAIN ST 4TH ST	0.4	0.4	0.6	2.4	2.2	0.0	0.4	1.4	0.8	0.0	0.0	0.6	0.0	0.4	0.0	0.4	0.2	0.0	0.0	0.8	0.0	0.0	0.8	2.5	0.0	0.3	0.0	0.0	0.0	0.0	14.5
INBOUND	MAIN ST 2ND ST	0.0	0.0	0.0	0.0	1.0	0.4	0.0	0.0	0.8	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
INBOUND	MAIN ST PAEPCKE PARK	0.2	0.0	0.8	2.2	0.2	1.0	0.0	0.0	2.4	1.0	0.4	1.4	0.8	1.0	0.0	2.0	1.6	2.2	3.6	0.0	0.0	0.0	2.0	0.5	0.5	3.3	0.8	1.3	1.0	0.3	30.3
INBOUND	MAIN ST GALENA ST	0.2	0.4	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.4	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6
INBOUND	MAIN ST SPRING ST	0.0	0.0	0.0	0.0	1.0	0.0	0.2	0.6	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
INBOUND	SPRING ST COOPER AVE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.4	0.0	0.2	0.2	0.0	0.6	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	2.2
INBOUND	GONDOLA	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6
INBOUND	RUBEY PARK - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL		15.8	15.6	32.4	23.9	21.2	18.0	15.0	2.3	35.2	18.5	21.9	33.8	30.4	25.6	25.0	25.4	34.1	26.6	26.6	16.5	0.0	18.2	20.6	14.5	9.7	15.8	8.1	10.3	6.4	2.8	
OUTBOUND	RUBEY PARK	7.6	3.8	4.6	4.4	3.2	6.0	2.2	11.0	7.0	7.4	7.2	6.0	9.8	12.4	14.0	12.8	16.0	12.4	11.3	11.0	7.8	9.4	13.8	7.8	10.4	13.4	8.0	3.8	3.0	9.8	257.2
OUTBOUND	MAIN ST PAEPCKE PARK	0.2	0.6	2.8	5.6	2.8	0.6	1.6	1.6	0.8	1.4	0.6	3.0	1.4	1.0	1.2	1.2	3.6	3.2	1.0	9.0	2.0	0.6	1.6	1.2	2.1	4.4	4.8	1.3	10.0	6.0	77.1
OUTBOUND	MAIN ST 2ND ST	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.4	0.0	0.2	0.0	0.2	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	2.0
OUTBOUND	MAIN ST 4TH ST	0.6	0.8	0.4	0.2	1.4	0.0	0.6	0.6	0.2	0.4	0.4	0.4	0.2	0.2	0.8	0.4	0.2	0.2	0.0	0.0	0.8	0.3	0.3	0.5	0.0	0.3	0.5	0.0	0.0	0.0	10.5
OUTBOUND	MAIN ST 6TH ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3
OUTBOUND	BLEEKER ST 7TH ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6
OUTBOUND	HALLAM ST 8TH ST	0.8	1.0	0.8	0.4	2.4	1.4	0.8	0.2	1.8	0.4	2.0	0.4	0.6	1.6	2.6	0.4	1.6	2.0	0.5	1.0	0.0	0.4	0.8	1.2	1.0	0.7	0.0	3.0	0.0	0.0	29.8
OUTBOUND	HIGHWAY 82 CEMETERY LANE	0.2	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
OUTBOUND	MAROON CREEK RD ROUNDABOUT	1.0	1.0	0.4	0.3	1.0	1.2	2.5	0.9	0.8	1.1	1.4	2.3	1.8	1.9	2.2	1.1	2.5	1.8	0.4	0.2	0.2	0.5	0.0	0.2	7.0	0.0	0.1	1.8	0.0	0.7	36.2
OUTBOUND	MAROON CREEK RD ASPEN REC	0.0	0.0	0.2	0.0	0.0	0.0	0.0	1.8	0.2	0.0	0.6	1.8	0.0	0.4	0.6	0.4	0.6	0.2	0.3	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.7
OUTBOUND	MAROON CREEK RD HIGHLAND - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL		10.4	7.2	9.2	12.5	10.8	9.2	7.7	16.3	11.8	11.1	12.6	13.9	14.0	17.5	21.4	16.5	24.5	19.8	14.0	21.2	10.8	12.7	16.5	11.1	20.5	18.8	13.4	9.8	13.0	16.5	

Winter Passenger Boardings -- Hunter Creek Route, Weekday

Direction	Stop	Run Start Time (Outbound / Inbound)																															
		OUTBOUND		640	700	720	740	800	820	840	900	920	940	1000	1020	1040	1100	1120	1140	1200	1220	1240	1300	1320	1340	1400	1420	1440	1500	1520	1540		
		INBOUND	625	648	708	728	748	808	828	848	908	928	948	1008	1028	1048	1108	1128	1148	1208	1228	1248	1308	1328	1348	1408	1428	1448	1508	1528	1548		
OUTBOUND	RUBEY PARK		0.4	1.4	1.4	1.8	1.8	1.6	2.8	2.2	1.4	2.0	2.6	3.4	3.0	2.4	3.4	3.6	6.4	5.2	3.8	5.0	6.0	8.2	7.2	8.0	9.0	11.6	11.8	9.2		
OUTBOUND	MILL STREET HYMAN AVE		0.0	0.0	0.0	0.4	0.0	0.2	0.2	0.8	1.0	0.2	0.4	0.4	0.6	0.6	0.4	0.8	1.2	1.2	2.2	2.2	0.8	0.6	0.6	1.4	0.4	0.8	1.6	2.4		
OUTBOUND	MILL STREET		0.0	0.0	0.2	0.0	0.2	0.6	0.6	0.4	0.0	0.2	0.0	0.4	0.4	0.4	0.4	1.4	1.2	0.8	0.4	2.0	1.2	0.8	3.8	1.6	1.2	1.8	1.8	2.0		
OUTBOUND	LONE PINE RD HUNTER CREEK		3.0	0.6	1.2	5.4	1.6	2.0	3.8	2.2	1.2	1.2	0.2	0.8	1.4	0.0	1.8	1.2	1.8	1.2	2.0	0.6	0.0	0.0	0.2	0.0	0.6	0.6	0.6	0.4		
OUTBOUND	LONE PINE RD HUNTER CREEK 2		1.6	1.6	1.8	4.0	2.4	2.6	2.6	3.2	1.8	0.8	1.2	0.4	1.2	0.4	1.4	0.6	0.4	0.4	0.8	0.0	0.0	0.4	0.0	0.4	1.6	1.4	0.2	0.6		
OUTBOUND	PARK CIRCLE SMUGGLER		0.6	2.2	2.4	4.8	3.0	2.8	2.8	2.8	1.6	4.8	4.0	1.2	3.4	2.0	1.4	2.0	1.4	2.8	2.4	1.4	1.2	1.8	1.0	1.6	2.4	1.6	1.2	1.8		
OUTBOUND	PARK CIRCLE CENTENNIAL - EOL		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
TOTAL			5.6	5.8	7.0	16.4	9.0	9.8	12.8	11.6	7.0	9.2	8.4	6.6	10.0	5.8	8.8	9.6	12.4	11.6	11.6	11.2	9.2	11.8	12.8	13.0	15.2	17.8	17.2	16.4		
INBOUND	PARK CIRCLE CENTENNIAL	0.0	2.0	1.6	3.8	9.6	6.2	5.8	8.2	4.2	6.8	4.8	5.8	4.0	3.8	2.8	4.8	3.2	2.6	4.0	2.8	2.8	0.6	5.2	1.6	1.8	2.2	2.2	2.2	5.6		
INBOUND	PARK CIRCLE PARK AVE	1.8	1.2	2.0	3.2	10.8	6.2	5.0	11.0	3.6	8.2	9.0	5.0	6.0	7.0	3.4	5.2	7.4	4.6	2.2	5.6	3.8	3.4	2.0	3.4	4.4	4.4	7.0	4.8	3.8		
INBOUND	COOPER AVE CHATEAU ROARING F	0.6	0.0	1.4	0.6	0.2	2.6	1.6	4.4	3.4	3.4	1.2	0.0	1.8	0.6	0.8	3.2	0.8	1.4	3.6	2.6	0.2	1.0	0.8	0.0	0.4	1.4	0.8	1.6	1.0		
INBOUND	SPRING ST COOPER AVE	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.8	0.0	0.0	0.4	0.2	1.2	0.0	1.2	0.0	0.4	0.0	0.4	0.0		
INBOUND	RUBEY PARK - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
INBOUND	SPRING ST COOPER AVE	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.8	0.0	0.0	0.4	0.2	1.2	0.0	1.2	0.0	0.4	0.0	0.4	0.0		
INBOUND	GONDOLA	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
INBOUND	RUBEY PARK - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
TOTAL		2.4	3.2	5.0	8.4	20.6	15.0	12.4	23.6	12.0	18.4	15.0	10.8	11.8	11.4	7.0	14.4	13.0	8.6	9.8	11.8	7.2	7.4	8.0	7.4	6.6	8.8	10.0	9.4	10.4		

Direction	Stop																																
		OUTBOUND	1600	1620	1640	1700	1720	1740	1800	1820	1940	2000	2020	2040	2100	2120	2140	2200	2220	2240	2300	2320	2340	2400	2420	2440	2500	2520	2540	2600		
		INBOUND	1608	1628	1648	1708	1728	1748	1808	1828	1948	2008	2028	2048	2108	2128	2148	2208	2228	2248	2308	2328	2348	2408	2428	2448	2508	2528	2548			TOTAL
OUTBOUND	RUBEY PARK		6.8	8.0	5.8	10.4	14.2	12.0	7.4	8.4	4.8	6.4	9.2	6.0	4.4	5.8	8.8	4.2	6.8	7.0	5.2	7.0	6.4	5.0	4.4	6.0	2.8	5.6	3.6	5.6		314.6
OUTBOUND	MILL STREET HYMAN AVE		1.8	1.0	2.8	4.0	3.6	3.8	4.2	1.8	4.5	4.4	4.0	4.8	2.2	2.6	6.4	3.6	5.0	4.4	8.4	7.2	4.2	4.2	6.0	6.6	7.2	5.4	5.4	10.0		150.9
OUTBOUND	MILL STREET		3.6	2.8	2.0	4.6	1.4	2.6	3.8	3.0	3.0	2.4	1.6	0.4	1.2	1.6	1.2	3.2	2.6	3.6	3.4	4.0	1.4	1.8	0.6	1.8	0.0	0.4	0.6	1.0		83.4
OUTBOUND	LONE PINE RD HUNTER CREEK		0.4	1.5	1.0	0.6	2.4	1.6	1.6	1.4	1.0	0.4	2.0	0.6	1.2	1.0	0.6	1.0	0.6	0.6	0.4	0.0	0.4	0.0	0.2	0.0	0.0	0.0	0.6	0.0		56.7
OUTBOUND	LONE PINE RD HUNTER CREEK 2		0.8	0.0	0.8	0.6	1.0	1.2	1.6	1.2	1.8	0.6	1.2	0.4	0.4	0.6	2.2	0.6	0.8	0.2	0.6	0.6	0.4	0.4	0.2	0.0	0.0	0.0	0.0	0.0		52.0
OUTBOUND	PARK CIRCLE SMUGGLER		2.4	1.5	2.4	1.6	1.2	3.2	1.8	1.0	1.8	2.6	2.2	0.8	2.0	1.4	1.4	2.6	0.8	1.0	0.0	1.2	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.2		95.9
OUTBOUND	PARK CIRCLE CENTENNIAL - EOL		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
TOTAL			15.8	14.8	14.8	21.8	23.8	24.4	20.4	16.8	16.8	16.8	20.2	13.0	11.4	13.0	20.6	15.2	16.6	16.8	18.0	20.0	12.8	11.4	11.4	14.4	10.2	11.6	10.2	16.8		
INBOUND	PARK CIRCLE CENTENNIAL		3.2	2.8	3.2	4.6	1.0	1.8	3.4	2.0	6.8	2.4	3.6	6.2	1.4	2.8	1.6	2.0	1.6	1.8	3.6	1.2	1.6	0.6	1.6	1.6	3.2	1.2	3.2			181.0
INBOUND	PARK CIRCLE PARK AVE		2.4	5.5	4.8	4.0	7.6	3.0	2.2	0.4	5.0	2.2	3.8	0.8	0.0	0.2	1.6	3.0	1.2	1.6	1.4	4.2	2.0	0.0	0.0	0.0	0.0	0.8	0.0			203.1
INBOUND	COOPER AVE CHATEAU ROARING F		1.0	0.0	0.2	0.0	1.6	2.2	0.0	1.4	0.2	0.0	0.6	0.0	0.2	0.0	2.0	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			52.0
INBOUND	SPRING ST COOPER AVE		0.2	3.4	1.4	2.0	0.6	0.0	1.6	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0			17.2
INBOUND	RUBEY PARK - EOL		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.3
INBOUND	SPRING ST COOPER AVE		0.2	3.4	1.4	2.0	0.6	0.0	1.6	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0			17.2
INBOUND	GONDOLA		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0
INBOUND	RUBEY PARK - EOL		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.3
TOTAL			7.0	15.1	11.0	12.6	11.4	7.0	8.8	6.1	12.0	4.6	8.0	7.0	1.6	3.0	5.2	5.0	2.8	4.6	6.2	5.4	3.6	1.8	1.6	1.6	3.2	2.0	3.2			

Winter Passenger Boardings -- Highlands Direct Route, Weekday

		Run Start Time (Outbound / Inbound)																								
		645	715	745	813	846	913	946	1013	1130	1210	1250	1330	1410	1443	1516	1543	1616	1645	1715	1745	1815	1845	1915	1945	
Direction	Stop	700	730	800	823	856	923	956	1023	1150	1230	1310	1350	1433	1506	1533	1606	1633	1700	1730	1800	1830	1900	1930	2000	TOTAL
OUTBOUND	RUBEY PARK	3.5	6.5	9.5	0.5	24.5	5.5	12.0	7.5	21.5	17.0	11.5	6.5	9.5	1.5	5.0	6.0	3.0	8.0	5.0	2.5	8.5	5.5	5.0	0.5	186.0
OUTBOUND	MAIN ST PAEPCKE PARK	0.5	4.0	0.5	0.0	3.5	7.5	6.5	3.5	1.0	0.0	2.5	0.0	0.0	0.0	0.0	1.0	0.0	0.5	2.0	1.0	0.5	0.0	0.0	0.0	34.5
OUTBOUND	MAIN ST 2ND ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	2.5
OUTBOUND	MAIN ST 4TH ST	0.0	0.0	0.5	0.0	0.5	0.0	2.5	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0
OUTBOUND	MAIN ST 6TH ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	BLEEKER ST 7TH ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	HALLAM ST 8TH ST	0.0	1.5	0.5	0.0	0.0	0.5	0.5	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.5	0.5	0.0	0.0	0.0	0.5	0.0	10.0
OUTBOUND	HIGHWAY 82 CEMETERY LANE	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
OUTBOUND	MAROON CREEK RD ROUNDABOUT	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	2.5	0.5	0.0	0.0	0.0	13.0
OUTBOUND	MAROON CREEK RD ASPEN REC	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.5	0.0	8.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	14.0
OUTBOUND	MAROON CREEK RD HIGHLANDS VI	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	ASPEN HIGHLANDS - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL		4.0	12.0	11.0	2.5	29.5	14.5	21.5	22.0	22.5	18.5	15.0	6.5	10.0	1.5	13.0	8.0	7.0	9.0	10.0	6.0	9.5	5.5	6.5	0.5	
INBOUND	ASPEN HIGHLANDS	7.5	0.0	1.0	5.0	4.0	1.0	3.0	2.5	12.0	11.0	9.5	11.5	15.0	20.5	17.5	21.0	22.0	15.5	17.5	2.5	0.5	3.5	2.5	2.5	208.5
INBOUND	MAROON CREEK RD HIGHLANDS VI	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5
INBOUND	MAROON CREEK RD HIGH SCHOOL	0.5	2.5	1.0	0.0	1.0	0.0	1.5	0.0	0.0	1.0	0.0	1.0	0.0	0.0	4.0	0.5	0.5	0.0	2.5	0.5	1.5	0.0	0.0	0.0	18.0
INBOUND	MAROON CREEK RD ROUNDABOUT	1.0	0.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	3.0	0.0	0.5	0.0	4.5	0.0	0.0	0.0	0.0	0.0	11.0
INBOUND	HALLAM ST 8TH ST	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	7.5
INBOUND	MAIN ST 4TH ST	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.5	1.5	0.0	5.5
INBOUND	GARMISCH HOPKINS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5
INBOUND	LIFT 1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	RUBEY PARK - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL		9.5	2.5	4.5	5.0	5.5	2.0	4.5	2.5	12.0	12.0	9.5	12.5	15.0	21.0	26.5	21.5	24.0	15.5	26.5	6.0	2.0	4.0	6.0	2.5	

Winter Passenger Boardings -- Galena Street Shuttle, Weekday

Direction	Stop	Run Start Time (Outbound / Inbound)																													
		OUTBOUND	815	825	835	845	855	905	915	925	935	945	955	1005	1015	1025	1035	1045	1055	1105	1115	1125	1135	1145	1205	1225	1242				
		INBOUND	828	848	908	938	948	958	1008	1018	1028	1038	1048	1058	1108	1118	1128	1138	1158	1218	1238	1308	1328	1348	1408	1418	1448				
OUTBOUND	RIO GRANDE PARKING GARAGE		3.3	0.4	2.2	1.3	1.9	0.6	1.0	1.2	0.7	2.2	4.0	3.8	7.7	4.8	0.7	6.6	0.0	0.8	0.3	1.8	0.7	1.6	3.8	2.2	0.5	0.0	0.0	0.0	
OUTBOUND	MILL STREET		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
OUTBOUND	RIO GRANDE PARKING GARAG - EOL		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
OUTBOUND	LONE PINE RD HUNTER CREEK		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0	
OUTBOUND	LONE PINE RD HUNTER CREEK 2		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.0	
OUTBOUND	LITTLE NELL		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.5	0.0	0.0	0.0	4.5	0.0	0.8	0.0	2.8	0.0	2.0	0.0	0.0	0.0	0.0	
OUTBOUND	LITTLE NELL - EOL		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
TOTAL			3.3	0.4	2.2	1.3	1.9	0.6	1.0	1.2	0.7	2.2	4.0	7.8	7.7	5.3	0.7	6.6	0.0	5.3	0.3	2.6	0.7	4.4	3.8	4.2	2.8				
INBOUND	RIO GRANDE PARKING GARAGE		1.0	1.0	1.3	0.7	5.0	1.0	0.0	3.0	1.0	1.0	1.8	1.4	3.0	0.2	1.5	2.3	1.2	1.0	0.4	1.0	0.5	0.5	0.0	3.8	2.0	0.0	0.0	0.0	
INBOUND	MILL STREET		0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.3	0.6	0.7	0.4	0.3	1.4	0.4	0.2	0.2	0.0	0.7	0.0	0.3	0.0	0.0	0.0	0.0	0.0	
INBOUND	LONE PINE RD HUNTER CREEK		1.0	2.7	3.3	1.8	0.0	1.4	1.7	1.8	0.7	3.6	3.0	3.4	0.3	2.0	2.0	1.2	1.6	0.8	1.8	1.3	0.7	1.3	1.7	0.8	0.7	0.0	0.0	0.0	
INBOUND	LONE PINE RD HUNTER CREEK 2		2.3	1.3	3.3	2.4	0.5	2.2	3.7	1.8	2.3	2.6	0.3	1.6	0.0	0.2	0.3	1.2	1.2	0.8	1.0	0.0	0.0	0.0	0.7	0.6	1.3	0.0	0.0	0.0	
TOTAL			4.3	5.0	8.0	4.9	6.2	4.6	5.3	6.6	4.0	7.2	5.3	7.0	4.0	2.8	4.2	6.1	4.4	2.8	3.4	2.3	1.8	1.8	2.7	5.2	4.0				

Direction	Stop																														TOTAL
		OUTBOUND	1245	1255	1315	1335	1352	1355	1405	1415	1425	1435	1445	1455	1505	1515	1525	1535	1545	1555	1605	1615	1625	1635	1645	1655					
		INBOUND	1458	1508	1518	1528	1538	1548	1558	1608	1618	1628	1638	1648	1658	1708															
OUTBOUND	RIO GRANDE PARKING GARAGE		1.0	3.3	0.3	0.7	0.9	0.0	5.4	0.3	2.2	0.0	1.4	0.3	3.0	1.0	3.4	0.7	2.4	1.0	0.4	2.7	1.2	1.0	2.5	1.0	0.0	0.0	0.0	0.0	90.3
OUTBOUND	MILL STREET		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	RIO GRANDE PARKING GARAG - EOL		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	LONE PINE RD HUNTER CREEK		0.0	0.0	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.1
OUTBOUND	LONE PINE RD HUNTER CREEK 2		0.0	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9
OUTBOUND	LITTLE NELL		0.0	0.0	0.0	2.0	0.8	2.0	0.0	2.5	0.0	1.5	2.0	0.0	3.0	4.0	3.3	2.0	1.3	6.0	3.8	0.0	1.0	2.3	1.5	1.5	0.0	0.0	0.0	0.0	55.1
OUTBOUND	LITTLE NELL - EOL		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL			1.0	3.3	0.3	2.7	5.3	2.0	5.4	2.8	2.2	1.5	3.4	0.3	6.0	5.0	6.7	2.7	3.7	7.0	4.2	2.7	2.2	3.3	4.0	2.5	0.0				
INBOUND	RIO GRANDE PARKING GARAGE		0.6	1.5	3.3	0.8	4.8	0.5	3.0	2.3	1.8	1.0	1.2	0.7	2.6	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	61.3
INBOUND	MILL STREET		0.8	1.3	0.2	0.3	0.8	0.0	0.6	0.7	0.6	3.0	1.2	1.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.3
INBOUND	LONE PINE RD HUNTER CREEK		3.4	1.3	0.6	1.0	1.2	0.7	0.8	2.0	1.0	2.7	1.0	0.0	0.8	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	58.3
INBOUND	LONE PINE RD HUNTER CREEK 2		0.4	1.0	1.6	2.7	0.6	0.7	0.8	2.0	1.0	0.0	0.2	1.3	0.6	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	45.6
TOTAL			5.2	5.2	5.7	4.8	7.4	1.8	5.2	7.0	4.4	6.7	3.6	3.0	4.6	4.0															

Winter Passenger Boardings -- Crosstown Route, Weekday and Saturday

		Run Start Time (Outbound / Inbound)																									
		754	830	900	930	1000	1030	1200	1230	1300	1330	1400	1430	1530	1600	1630	1700	1730	1800	1830	1900	1930	2000	2030			
Direction	Stop	815	845	915	945	1015	1045	1136	1215	1245	1315	1345	1415	1445	1506	1545	1615	1645	1715	1745	1815	1845	1915	1945	2015	2045	TOTAL
WEEKDAY																											
OUTBOUND	ASPEN CLUB	0.8	0.2	0.4	0.0	1.0	0.6	1.3	0.4	0.2	0.7	0.0	0.0	0.2	1.6	0.2	0.4	0.6	0.2	0.2	0.0	0.8	0.0	0.2			10.0
OUTBOUND	RUBEY PARK	0.7	0.4	1.6	0.2	0.6	0.6	1.6	0.8	0.6	0.8	2.4	2.4	1.8	0.8	0.2	0.6	0.8	0.4	0.2	1.4	0.4	0.2	0.4			19.9
OUTBOUND	MUSIC TENT - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0
TOTAL		1.5	0.6	2.0	0.2	1.6	1.2	2.9	1.2	0.8	1.5	2.4	2.4	2.0	2.4	0.4	1.0	1.4	0.6	0.4	1.4	1.2	0.2	0.6			
INBOUND	MUSIC TENT	1.6	2.5	1.2	0.2	0.8	2.4	1.6	2.2	2.6	1.7	1.0	0.6	1.2	0.4	1.6	0.0	0.6	0.4	1.6	0.4	1.0	2.6	1.4	0.0	0.6	30.1
INBOUND	RUBEY PARK	0.0	0.0	0.2	0.4	0.2	0.0	0.4	1.0	0.8	0.2	0.4	0.6	0.6	2.1	1.6	0.0	0.8	0.6	0.2	0.4	0.4	0.6	0.2	0.2	0.0	11.9
INBOUND	ASPEN CLUB - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL		1.6	2.5	1.4	0.6	1.0	2.4	2.0	3.2	3.4	1.8	1.4	1.2	1.8	2.5	3.2	0.0	1.4	1.0	1.8	0.8	1.4	3.2	1.6	0.2	0.6	
SATURDAY																											
OUTBOUND	ASPEN CLUB	0.0	0.0	0.0	0.0	3.0	0.0	0.0	1.0	0.0	0.0	2.0	1.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			9.0
OUTBOUND	RUBEY PARK	0.0	0.0	2.0	0.0	0.0	1.0	0.0	1.0	0.0	4.0	0.0	2.0	3.0	3.0	2.0	0.0	2.0	7.0	1.0	0.0	0.0	0.0	8.0			36.0
OUTBOUND	MUSIC TENT - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0
TOTAL		0.0	0.0	2.0	0.0	3.0	1.0	0.0	2.0	0.0	4.0	2.0	3.0	3.0	3.0	2.0	2.0	2.0	7.0	1.0	0.0	0.0	0.0	8.0			
INBOUND	MUSIC TENT	0.0	11.0	4.0	1.0	0.0	4.0	0.5	0.0	0.0	0.0	2.0	0.0	1.0	0.0	1.0	4.0	0.0	1.0	0.0	2.0	4.0	0.0	2.0	4.0	4.0	45.5
INBOUND	RUBEY PARK	1.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	2.0	1.0	1.0	0.0	1.0	0.0	1.0	0.0	2.0	0.0	10.2
INBOUND	ASPEN CLUB - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL		1.0	11.0	4.0	1.0	0.0	4.0	0.7	0.0	0.0	0.0	3.0	0.0	1.0	0.0	1.0	6.0	1.0	2.0	0.0	3.0	4.0	1.0	2.0	6.0	4.0	

Winter Passenger Boarding -- Highlands Direct Tripper, Weekday

		Run Start Time (Outbound / Inbound)																				
		806	833	906	933	1006	1033	1110	1150	1230	1310	1350	1420	1436	1456	1503	1523	1536	1556	1603	1623	
Direction	Stop	816	843	916	943	1016	1043	1130	1210	1250	1330	1410	1426	1446	1453	1513	1526	1546	1553	1613	1626	1645	TOTAL
OUTBOUND	RUBEY PARK	4.3	9.3	20.7	18.0	24.3	4.7	6.3	7.7	3.3	5.8	5.5	2.0	3.0	2.8	2.0	2.0	6.3	1.3	1.3	4.3	0.0	134.8
OUTBOUND	MAIN ST PAEPCKE PARK	2.7	6.7	2.0	1.0	4.0	1.7	1.3	1.0	6.8	1.0	0.0	1.0	1.0	0.3	0.7	0.0	1.3	0.5	1.0	0.0	0.0	33.8
OUTBOUND	MAIN ST 2ND ST	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2
OUTBOUND	MAIN ST 4TH ST	0.0	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
OUTBOUND	MAIN ST 6TH ST	2.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7
OUTBOUND	BLEEKER ST 7TH ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	HALLAM ST 8TH ST	0.0	1.7	0.3	0.0	1.0	1.0	1.7	0.0	3.3	0.0	0.0	0.0	0.0	0.3	0.3	0.0	0.7	0.3	0.0	0.0	0.0	10.4
OUTBOUND	HIGHWAY 82 CEMETERY LANE	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
OUTBOUND	MAROON CREEK RD ROUNDABOUT	4.3	3.7	2.3	8.3	0.0	0.3	0.3	2.3	0.3	1.5	0.0	0.3	0.0	0.0	0.3	0.3	0.3	2.3	0.0	0.8	0.0	27.6
OUTBOUND	MAROON CREEK RD ASPEN REC	0.3	0.7	0.0	0.0	0.3	1.3	0.0	0.0	0.0	0.8	4.8	0.0	0.0	1.3	1.0	0.5	0.0	0.0	0.0	0.5	0.0	11.4
OUTBOUND	MAROON CREEK RD HIGHLANDS VI	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	ASPEN HIGHLANDS - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL		14.3	23.0	25.7	27.3	29.7	9.7	9.7	11.0	13.8	9.3	11.3	3.3	4.0	4.5	4.3	2.8	8.7	4.3	2.3	5.5	0.0	
INBOUND	ASPEN HIGHLANDS	1.7	3.0	2.7	4.3	1.3	3.0	4.7	3.7	5.8	4.8	14.0	14.3	14.3	25.0	11.3	14.0	25.8	15.3	27.3	7.5	16.8	220.2
INBOUND	MAROON CREEK RD HIGHLANDS VI	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.5
INBOUND	MAROON CREEK RD HIGH SCHOOL	0.3	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.8	2.8	2.0	4.0	0.5	1.3	2.3	6.0	1.0	2.3	1.8	1.5	0.5	32.9
INBOUND	MAROON CREEK RD ROUNDABOUT	0.0	0.3	0.3	0.3	0.0	0.7	0.0	0.3	0.0	0.0	1.8	0.0	0.0	0.0	0.8	0.0	0.3	0.3	0.5	0.0	0.0	5.5
INBOUND	HALLAM ST 8TH ST	0.0	0.0	0.3	0.0	0.3	1.0	0.0	0.0	0.5	0.0	0.0	3.3	0.3	0.0	0.3	0.0	0.0	2.7	0.3	0.0	0.0	8.9
INBOUND	MAIN ST 4TH ST	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.7	0.5	0.0	0.0	0.3	0.5	0.0	0.3	0.0	0.0	2.9
INBOUND	GARMISCH HOPKINS	0.0	1.7	0.0	0.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.5	4.1
INBOUND	LIFT 1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	RUBEY PARK - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL		2.0	5.0	3.3	5.0	2.0	5.0	4.7	10.3	7.3	7.5	17.8	22.3	15.8	26.3	14.8	20.3	27.5	21.4	30.0	9.0	17.8	

Winter Passenger Boardings -- Mountain Valley DAR, Weekday

Direction	Stop	Run Start Time (Outbound / Inbound)																			
	INBOUND	630	700	730	800	830	900	930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600
	OUTBOUND	645	715	745	815	845	915	945	1015	1045	1115	1145	1215	1245	1315	1345	1415	1445	1515	1545	1615
INBOUND	LUPINE	0.0	0.0	0.0	4.0	6.0	2.0	5.0	6.0	4.0	5.0	1.0			0.0	2.0	2.0	2.0	2.0	0.0	0.0
INBOUND	MCSKIMMING	0.0	0.0	0.0	0.0	3.0	3.0	9.0	0.0	5.0	0.0	0.0			1.0	1.0	0.0	1.0	0.0	3.0	5.0
INBOUND	COOPER AVE CHATEAU ROARING F	0.0	0.0	0.0	1.0	8.0	6.0	0.0	0.0	0.0	0.0	1.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL		0.0	0.0	0.0	5.0	17.0	11.0	14.0	6.0	9.0	5.0	2.0			1.0	3.0	3.0	3.0	2.0	3.0	5.0
OUTBOUND	CITY MARKET	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0			4.0	1.0	3.0	4.0	8.0	2.0	5.0	5.0
OUTBOUND	RUBEY	1.0	1.0	1.0	0.0	2.0	3.0	0.0	3.0	0.0	2.0			0.0	2.0	8.0	3.0	5.0	3.0	5.0	4.0
OUTBOUND	ASPEN CLUB	0.0	0.0	0.0	1.0	0.0	0.0	0.0	2.0	0.0	0.0			0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
TOTAL		1.0	1.0	1.0	1.0	2.0	3.0	0.0	5.0	3.0	2.0			4.0	3.0	13.0	7.0	13.0	5.0	10.0	9.0

	INBOUND	1630	1700	1730	1800	1830	1900	1930	2000	2030	2100	2130	2200	2230	2300	2330	2400	2430	2500	
	OUTBOUND	1645	1715	1745	1815	1845	1915	1945	2015	2045	2115	2145	2215	2245	2315	2345	2415	2445	2515	Total
INBOUND	CITY MARKET	0.0	1.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	60.0
INBOUND	LUPINE	1.0	0.0	1.0	0.0	0.0	1.0			1.0	2.0		0.0	0.0	0.0	0.0	3.0	1.0	1.0	52.0
INBOUND	MCSKIMMING	1.0	4.0	0.0	1.0	3.0	1.0			1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	42.0
TOTAL		2.0	5.0	1.0	1.0	3.0	2.0	0.0	0.0	2.0	2.0	1.0	0.0	0.0	3.0	0.0	3.0	1.0	1.0	
OUTBOUND	CITY MARKET	1.0	3.0	2.0	1.0	1.0			2.0	2.0	2.0	5.0	2.0	0.0	0.0	0.0	0.0	0.0	3.0	
OUTBOUND	RUBEY	9.0	3.0	0.0	1.0	3.0			5.0	2.0	1.0	2.0	1.0	4.0	1.0	6.0	2.0	4.0	3.0	90.0
OUTBOUND	ASPEN CLUB	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0
TOTAL		10.0	6.0	2.0	2.0	4.0	0.0	0.0	7.0	4.0	3.0	7.0	3.0	4.0	1.0	6.0	2.0	4.0	6.0	

Summer Passenger Boardings -- Burlingame Route, Weekday

| Direction | Stop | Run Start Time (Inbound / Outbound) | | |

Summer Passenger Boardings -- Cemetery Lane Route, Weekday

		Run Start Time (Inbound / Outbound)																																						
		642	712	742	812	842	912	942	1112	1142	1312	1342	1412	1442	1512	1542	1612	1642	1712	1742	1812	1842	1912	2042	2112	2142	2212	2242	2312	2342	2412	2442	2512	2542	
Direction	Stop	700	730	800	830	900	930	1100	1130	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730	1800	1830	1900	2030	2100	2130	2200	2230	2300	2330	2400	2430	2500	2530	2600	Total
INBOUND	RED BUTTE DR CEMETERY LANE	0.0	0.0	0.0	0.0	0.0	0.0	1.0	6.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	1.0	1.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	21.0
INBOUND	CEMETERY LANE BROWN HOUSE	0.0	0.0	3.0	2.0	0.0	1.0	0.0	1.0	0.0	0.0	0.0	2.0	1.0	0.0	0.0	0.0	1.0	0.0	3.0	1.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.0
INBOUND	CEMETERY LANE SILVER KING	1.0	2.0	3.0	1.0	3.0	0.0	2.0	0.0	3.0	0.0	3.0	1.0	0.0	2.0	2.0	0.0	2.0	4.0	0.0	1.0	0.0	2.0	0.0	0.0	4.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	37.0
INBOUND	CEMETERY LANE ALTA VISTA DR	0.0	0.0	1.0	0.0	0.0	0.0	1.0	1.0	5.0	0.0	0.0	3.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0
INBOUND	CEMETERY LANE CEMETERY	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	1.0	0.0	2.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0
INBOUND	CEMETERY LANE CASTLE CREEK	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0
INBOUND	HWY 82 CEMETERY LANE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
INBOUND	HALLAM ST 8TH ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	BLEEKER ST 7TH ST	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
INBOUND	MAIN ST 4TH ST	2.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0
INBOUND	MAIN ST 2ND ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	MAIN ST PAEPCKE PARK	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	MAIN ST GALENA ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	MAIN ST SPRING ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	SPRING ST COOPER AVE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	GONDOLA	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	RUBEY PARK - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL		3.0	3.0	9.0	3.0	3.0	1.0	5.0	9.0	8.0	1.0	3.0	6.0	2.0	3.0	7.0	1.0	7.0	9.0	5.0	9.0	4.0	3.0	0.0	10.0	4.0	2.0	1.0	1.0	0.0	0.0	0.0	0.0	3.0	
OUTBOUND	RUBEY PARK TRANSIT CENTER	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	6.0	7.0	4.0	1.0	0.0	3.0	7.0	15.0	6.0	3.0	0.0	5.0	0.0	4.0	6.0	6.0	2.0	0.0	0.0	2.0	1.0	1.0	3.0	2.0	87.0
OUTBOUND	MAIN ST PAEPCKE PARK	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	3.0	2.0	0.0	0.0	0.0	1.0	0.0	0.0	2.0	2.0	3.0	0.0	0.0	1.0	2.0	0.0	0.0	0.0	20.0
OUTBOUND	MAIN ST 2ND ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	MAIN ST 4TH ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0
OUTBOUND	MAIN ST 6TH ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	BLEEKER ST 7TH ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	HALLAM ST 8TH ST	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
OUTBOUND	CEMETERY LANE HIGHWAY 82	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	CEMETERY LANE POWER PLANT RD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	CEMETERY LANE ALTA VISTA DR	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	CEMETERY LANE SILVER KING	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	CEMETERY LANE BROWN HOUSE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
OUTBOUND	RED BUTTE DR CEMETERY LA - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL		0.0	0.0	0.0	0.0	1.0	0.0	0.0	3.0	0.0	6.0	7.0	8.0	1.0	1.0	3.0	10.0	17.0	6.0	3.0	2.0	6.0	0.0	4.0	8.0	8.0	5.0	0.0	0.0	4.0	3.0	1.0	3.0	2.0	

Summer Passenger Boardings -- Castle Maroon Route, Weekday

		Run Start Time (Inbound / Outbound)																															
		620	700	740	820	900	940	1000	1100	1140	1220	1300	1340	1420	1500	1522	1540	1620	1700	1740	1820	1840	1940	2020	2100	2140	2220	2300	2340	2420	2500	
Direction	Stop	640	720	800	840	920	1020	1040	1120	1200	1240	1320	1400	1440	1520	1600	1640	1720	1800	1900	1920	2000	2040	2120	2200	2240	2320	2400	2440	2520	2600	TOTAL
INBOUND	ASPEN HIGHLANDS	0.7	0.0	2.7	1.7	3.0	5.7	7.3	1.7	4.7	9.7	7.3	8.0	7.3	8.7	0.0	18.3	6.0	16.4	7.8	5.2	0.0	0.0	2.9	1.6	2.8	6.8	3.2	0.6	2.4	1.2	143.4
INBOUND	MAROON CREEK RD HIGHLANDS VI	0.7	0.0	1.3	0.0	0.0	0.0	0.3	0.3	0.0	0.0	0.3	0.0	2.3	0.3	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0
INBOUND	MAROON CREEK RD HIGH SCHOOL	0.0	0.0	1.7	3.0	1.3	1.7	5.5	2.3	14.3	13.3	3.3	4.0	3.0	5.3	0.0	2.3	8.0	3.8	3.4	2.2	0.0	0.0	1.2	1.8	2.0	1.6	0.2	0.4	0.0	0.0	85.8
INBOUND	MAROON CREEK RD ROUNDABOUT	0.7	1.0	1.2	1.6	0.3	5.0	10.0	0.0	1.8	1.5	0.5	2.5	1.0	0.0	0.0	0.5	0.8	0.6	0.7	1.4	0.2	0.0	0.6	0.0	0.3	0.0	0.0	1.2	0.0	0.0	33.2
INBOUND	CASTLE RIDGE	1.7	3.0	6.7	5.7	1.7	5.0	1.5	0.0	3.7	9.3	2.7	4.0	2.7	2.0	0.0	6.0	7.2	2.6	5.4	12.2	0.0	0.0	1.8	0.8	2.4	3.2	0.0	2.8	0.0	0.0	93.9
INBOUND	HALLAM ST 8TH ST	1.0	1.0	0.6	2.3	2.5	1.5	0.0	0.0	0.7	2.6	0.0	2.0	1.3	2.3	0.0	1.1	1.2	0.5	0.0	1.0	0.4	0.0	0.4	2.0	0.0	1.2	1.0	0.0	0.0	0.0	26.5
INBOUND	BLEEKER ST 7TH ST	0.0	0.7	0.0	0.0	0.3	0.3	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7
INBOUND	MAIN ST 4TH ST	0.0	0.8	0.0	2.4	0.0	0.6	0.0	0.0	0.0	3.8	0.6	0.0	0.7	1.1	0.0	0.0	0.5	0.2	0.5	0.2	0.4	1.0	1.0	2.0	1.5	0.5	0.4	0.0	0.5	0.0	18.5
INBOUND	MAIN ST 2ND ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
INBOUND	MAIN ST PAEPCKE PARK	0.0	0.0	0.5	6.0	2.5	1.0	0.0	0.0	4.0	0.8	2.0	3.8	1.7	6.0	0.0	1.3	2.0	1.0	3.7	5.2	1.2	1.5	0.0	5.0	2.0	8.5	1.0	0.0	0.0	1.0	61.5
INBOUND	MAIN ST GALENA ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.3	0.0	0.3	0.0	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.1
INBOUND	MAIN ST SPRING ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	SPRING ST COOPER AVE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.2	0.4	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.1
INBOUND	GONDOLA	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	RUBEY PARK - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL		4.7	6.4	14.6	22.7	11.6	20.7	24.5	5.0	29.8	41.2	16.8	25.3	20.0	26.0	0.0	30.1	25.9	25.9	21.9	27.4	2.2	2.5	8.1	13.2	11.0	21.8	5.8	5.0	2.9	2.2	
OUTBOUND	RUBEY PARK	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	MAIN ST PAEPCKE PARK	0.3	2.3	1.0	3.7	3.7	2.8	9.7	1.3	1.7	0.3	5.0	0.5	4.3	8.6	4.0	0.8	2.4	2.9	0.0	0.0	1.0	0.4	0.8	1.4	2.4	1.0	1.2	0.0	0.4	0.6	64.2
OUTBOUND	MAIN ST 2ND ST	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	3.0
OUTBOUND	MAIN ST 4TH ST	0.3	0.0	0.7	1.0	1.3	0.0	1.2	0.0	0.6	0.0	0.0	0.0	1.3	0.8	0.2	0.2	1.1	0.0	0.0	0.0	0.2	0.0	0.2	1.0	0.0	0.5	0.0	0.0	0.0	0.2	10.6
OUTBOUND	MAIN ST 6TH ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1
OUTBOUND	BLEEKER ST 7TH ST	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8
OUTBOUND	HALLAM ST 8TH ST	1.6	1.9	1.8	1.2	0.3	3.0	1.7	1.0	2.0	0.3	1.8	0.0	5.3	0.6	0.9	0.2	1.0	0.4	0.0	0.0	0.3	0.0	0.6	0.2	0.0	1.0	0.0	0.0	0.0	0.0	27.1
OUTBOUND	HIGHWAY 82 CEMETERY LANE	0.0	0.3	0.7	0.7	0.0	2.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.2	0.0	0.6	0.0	0.0	0.0	5.3
OUTBOUND	MAROON CREEK RD ROUNDABOUT	1.0	0.9	1.1	2.8	1.2	0.1	2.9	0.2	0.4	3.0	2.3	0.7	5.8	1.8	1.2	3.5	4.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	34.1
OUTBOUND	MAROON CREEK RD ASPEN REC	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.3	7.3	1.0	1.3	0.0	0.0	0.0	0.8	0.2	0.2	0.8	0.0	0.0	0.5	0.0	0.2	0.6	0.0	0.0	0.0	0.0	0.0	0.0	13.6
OUTBOUND	MAROON CREEK RD HIGHLAND - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL		3.1	6.0	5.2	10.3	7.4	8.4	15.8	2.8	12.0	4.6	10.8	1.7	16.7	11.8	7.3	5.1	8.7	4.4	0.7	0.0	2.2	0.4	2.2	3.2	2.6	2.9	1.8	0.6	0.4	0.8	

Summer Passenger Boardings -- Hunter Creek Route, Weekday

Direction	Stop	Run Start Time (Outbound / Inbound)																														
		OUTBOUND		640	700	720	740	800	820	840	900	920	940	1000	1020	1040	1100	1120	1140	1200	1220	1240	1300	1320	1340	1400	1420	1440	1500	1520	1540
		INBOUND	625	648	708	728	748	808	828	848	908	928	948	1008	1028	1048	1108	1128	1148	1208	1228	1248	1308	1328	1348	1408	1428	1448	1508	1528	1548
OUTBOUND	RUBEY PARK			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	MILL STREET HYMAN AVE			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.7	0.3	0.0	0.0	0.0	0.7	1.3	0.0	1.3	0.7	3.0	3.0	1.5	0.8	0.8	2.0	1.0	2.3
OUTBOUND	MILL STREET			0.0	0.0	0.3	0.0	0.3	0.0	0.3	0.0	0.0	0.3	1.0	0.7	0.0	0.0	0.0	2.0	2.3	2.3	1.3	0.3	3.7	1.7	2.5	2.3	3.5	2.0	3.5	2.3
OUTBOUND	LONE PINE RD HUNTER CREEK			1.3	0.7	1.0	0.3	0.0	2.3	0.3	0.0	1.0	4.7	0.0	0.0	0.0	0.0	0.0	2.7	2.3	1.7	0.3	0.3	0.3	2.0	0.8	2.0	1.3	1.8	1.0	0.3
OUTBOUND	LONE PINE RD HUNTER CREEK 2			1.7	0.0	1.3	2.0	2.3	4.0	3.3	2.0	0.7	4.0	2.7	2.7	0.0	0.0	0.0	2.3	0.7	1.0	2.0	0.7	4.0	0.3	1.3	2.3	1.8	2.3	2.0	1.8
OUTBOUND	PARK CIRCLE SMUGGLER			0.7	0.7	1.0	1.7	0.3	1.7	2.0	0.3	1.7	1.7	0.3	0.3	0.0	0.0	0.0	1.3	0.0	1.0	0.0	0.0	0.3	0.3	1.8	0.0	1.0	0.5	1.5	1.3
OUTBOUND	PARK CIRCLE CENTENNIAL - EOL			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL				3.7	1.3	3.7	4.0	3.0	8.0	6.0	2.3	3.3	12.0	4.7	4.0	0.0	0.0	0.0	9.0	6.7	6.0	5.0	2.0	11.3	7.3	7.8	7.3	8.3	8.5	9.0	7.8
INBOUND	PARK CIRCLE CENTENNIAL		1.3	1.7	0.7	2.7	2.3	3.7	1.0	3.3	3.0	5.0	3.0	4.3	3.3	0.0	0.0	0.0	4.7	1.7	2.0	1.7	2.3	6.7	1.7	2.5	4.3	2.0	5.3	3.8	1.0
INBOUND	PARK CIRCLE PARK AVE		0.7	1.0	0.7	1.3	0.0	0.7	5.0	6.0	0.7	0.0	6.7	1.3	0.0	0.0	0.0	0.0	0.7	2.0	3.7	0.0	1.7	0.0	0.0	1.5	2.5	3.8	2.8	3.8	1.8
INBOUND	COOPER AVE CHATEAU ROARING F		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	1.7	0.3	0.0	0.0	0.0	1.0	2.0	0.7	0.0	0.0	2.7	0.0	0.3	1.0	0.0	4.0	0.0	2.3
INBOUND	SPRING ST COOPER AVE		0.0	0.0	1.0	1.7	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.3	0.0	0.0	0.3
INBOUND	RUBEY PARK - EOL		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	SPRING ST COOPER AVE		0.0	0.0	1.0	1.7	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.3	0.0	0.0	0.3
INBOUND	GONDOLA		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	RUBEY PARK - EOL		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL			2.0	2.7	3.3	7.3	2.3	4.3	7.3	9.3	3.7	5.0	15.7	7.3	3.7	0.0	0.0	0.0	6.3	5.7	6.3	1.7	4.0	11.3	1.7	4.3	7.8	6.3	12.0	7.5	5.5

		OUTBOUND	1600	1620	1640	1700	1720	1740	1800	1820	1940	2000	2020	2040	2100	2120	2140	2200	2220	2240	2300	2320	2340	2400	2420	2440	2500	2520	2540	2600	
		INBOUND	1608	1628	1648	1708	1728	1748	1808	1828	1948	2008	2028	2048	2108	2128	2148	2208	2228	2248	2308	2328	2348	2408	2428	2448	2508	2528	2548		TOTAL
OUTBOUND	RUBEY PARK		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	MILL STREET HYMAN AVE		1.0	1.5	3.3	2.8	2.8	2.0	4.3	1.8	2.0	6.8	3.0	1.3	1.5	1.5	3.0	5.0	3.5	3.8	4.5	3.0	6.3	2.3	5.3	3.8	3.8	4.0	4.5	3.0	111.3
OUTBOUND	MILL STREET		0.3	1.3	1.3	3.3	5.3	2.3	3.0	2.5	3.0	1.5	2.5	1.0	0.5	2.0	2.3	2.5	2.5	2.3	1.3	2.0	0.3	2.0	0.8	0.8	0.0	0.3	0.3	0.0	79.3
OUTBOUND	LONE PINE RD HUNTER CREEK		1.0	1.0	2.0	0.3	1.3	1.0	2.0	0.0	0.0	2.0	0.3	1.8	0.0	0.0	1.0	0.3	0.0	0.0	0.3	1.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.5	44.3
OUTBOUND	LONE PINE RD HUNTER CREEK 2		2.0	0.8	0.5	0.3	3.3	2.8	0.3	3.5	0.0	2.5	1.8	1.3	1.8	0.8	1.0	0.5	0.5	0.3	2.5	0.0	0.0	0.0	0.8	0.0	0.3	0.0	0.0	0.0	75.9
OUTBOUND	PARK CIRCLE SMUGGLER		1.0	1.3	1.5	1.8	0.8	1.3	0.3	1.3	1.0	1.0	1.5	0.5	0.5	0.3	0.5	0.0	1.0	0.5	0.3	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.3	0.0	38.1
OUTBOUND	PARK CIRCLE CENTENNIAL - EOL		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL			5.3	5.8	8.5	8.3	13.3	9.3	9.8	9.0	6.0	13.8	9.0	5.8	4.3	4.5	7.8	8.3	7.5	6.8	8.8	6.3	6.5	4.5	7.3	4.5	4.0	4.3	5.0	3.5	
INBOUND	PARK CIRCLE CENTENNIAL		3.0	3.0	3.5	0.8	3.8	4.5	3.5	1.0	2.0	8.3	0.5	1.8	1.3	2.5	2.8	2.8	2.3	2.0	1.5	2.5	2.3	2.3	2.3	3.0	2.8	1.3	0.3		141.8
INBOUND	PARK CIRCLE PARK AVE		1.0	0.0	2.0	1.5	0.0	2.5	4.8	2.5	0.0	0.8	0.0	0.3	1.0	0.0	0.0	0.0	0.0	2.0	2.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0		68.8
INBOUND	COOPER AVE CHATEAU ROARING F		0.0	0.0	0.0	2.0	1.5	0.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	1.8	1.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		29.8
INBOUND	SPRING ST COOPER AVE		0.0	1.5	0.0	0.0	1.5	0.0	0.3	1.8	1.0	0.3	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		14.6
INBOUND	RUBEY PARK - EOL		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
INBOUND	SPRING ST COOPER AVE		0.0	1.5	0.0	0.0	1.5	0.0	0.3	1.8	1.0	0.3	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		14.6
INBOUND	GONDOLA		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
INBOUND	RUBEY PARK - EOL		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
TOTAL			4.0	6.0	5.5	4.3	8.3	7.0	9.0	7.3	4.0	9.5	0.5	2.0	2.3	2.5	4.5	5.8	3.5	4.0	8.8	2.5	2.3	2.5	2.3	3.0	2.8	1.3	0.3		

Summer Passenger Boardings -- Crosstown Route, Weekday and Saturday

		Run Start Time (Outbound / Inbound)																									
		754	830	900	930	1000	1030	1200	1230	1300	1330	1400	1430	1530	1600	1630	1700	1730	1800	1830	1900	1930	2000	2030			
Direction	Stop	815	845	915	945	1015	1045	1136	1215	1245	1315	1345	1415	1445	1506	1545	1615	1645	1715	1745	1815	1845	1915	1945	2015	2045	TOTAL
WEEKDAY																											
OUTBOUND	ASPEN CLUB	0.0	0.0	0.0	0.3	0.3	0.0	0.0	0.0	1.3	0.3	0.7	0.8	0.8	0.0	0.0	0.8	2.0	0.3	0.0	0.0	0.8	0.0	0.5			8.5
OUTBOUND	RUBEY PARK	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0
OUTBOUND	MUSIC TENT - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0
TOTAL		0.0	0.0	0.0	0.3	0.3	0.0	0.0	0.0	1.3	0.3	0.7	0.8	0.8	0.0	0.0	0.8	2.0	0.3	0.0	0.0	0.8	0.0	0.5			
INBOUND	MUSIC TENT	0.0	1.5	1.3	2.5	2.0	1.8	0.0	0.0	0.0	1.6	3.5	2.5	2.0	4.0	3.5	4.0	2.0	3.0	1.8	4.8	0.0	0.0	8.0	8.3	3.0	60.8
INBOUND	RUBEY PARK	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	ASPEN CLUB - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL		0.0	1.5	1.3	2.5	2.0	1.8	0.0	0.0	0.0	1.6	3.5	2.5	2.0	4.0	3.5	4.0	2.0	3.0	1.8	4.8	0.0	0.0	8.0	8.3	3.0	
SATURDAY																											
OUTBOUND	ASPEN CLUB	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	3.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			11.0
OUTBOUND	RUBEY PARK	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0
OUTBOUND	MUSIC TENT - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0
TOTAL		0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	3.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
INBOUND	MUSIC TENT	0.0	0.0	3.0	1.0	2.0	5.0	0.0	0.0	0.0	0.0	0.0	1.0	2.0	0.0	0.0	1.0	4.0	8.0	14.0	19.0	0.0	0.0	0.0	0.0	1.0	61.0
INBOUND	RUBEY PARK	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	ASPEN CLUB - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL		0.0	0.0	3.0	1.0	2.0	5.0	0.0	0.0	0.0	0.0	0.0	1.0	2.0	0.0	0.0	1.0	4.0	8.0	14.0	19.0	0.0	0.0	0.0	0.0	1.0	

Summer Passenger Boardings -- Mountain Valley DAR, Weekday

Direction	Stop	Run Start Time (Outbound / Inbound)																			
	INBOUND	630	700	730	800	830	900	930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600
	OUTBOUND	645	715	745	815	845	915	945	1015	1045	1115	1145	1215	1245	1315	1345	1415	1445	1515	1545	1615
INBOUND	LUPINE	3.0	1.2	0.2	1.2	0.6	1.0	2.2	0.0	2.0	1.2	2.0			1.5	0.9	2.9	0.5	0.6	0.8	0.8
INBOUND	MCSKIMMING	0.0	0.0	0.0	0.0	0.6	0.0	0.2	0.8	0.3	0.2	1.0			0.0	0.4	0.1	0.0	0.1	0.6	0.2
INBOUND	COOPER AVE CHATEAU ROARING F	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.2	0.0	0.0	0.0			0.0	0.0	0.0	0.2	0.2	0.0	0.0
TOTAL		3.0	1.2	0.2	1.2	1.3	1.0	2.4	2.0	2.7	2.7	3.8			1.5	1.3	3.0	1.3	0.9	2.4	1.0
OUTBOUND	CITY MARKET	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.4	1.2			0.3	1.8	0.6	0.3	0.0	0.8	0.4	0.4
OUTBOUND	RUBEY	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	ASPEN CLUB	0.0	0.0	0.0	0.2	0.4	0.6	0.0	0.6	0.0	0.0			0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.4
TOTAL		0.0	0.0	0.0	0.2	0.6	0.6	0.0	0.6	0.4	1.2			0.3	3.2	0.6	0.3	0.0	0.8	0.4	0.8

	INBOUND	1630	1700	1730	1800	1830	1900	1930	2000	2030	2100	2130	2200	2230	2300	2330	2400	2430	2500	
	OUTBOUND	1645	1715	1745	1815	1845	1915	1945	2015	2045	2115	2145	2215	2245	2315	2345	2415	2445	2515	Total
INBOUND	CITY MARKET	0.0	0.6	0.0	0.0	0.0	0.2			0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.4
INBOUND	LUPINE	0.5	2.0	3.0	1.6	0.4	1.5			0.0	0.0		0.8	0.8	0.8	1.7	0.6	0.0	0.7	36.8
INBOUND	MCSKIMMING	0.8	0.0	0.9	0.0	1.2	0.8			0.0	0.0	0.2	0.0	0.0	0.2	0.0	0.0	0.0	0.0	8.6
TOTAL		1.5	3.4	3.9	1.6	1.6	2.5	0.0	0.0	0.0	0.0	1.2	0.8	0.8	1.0	1.7	0.6	0.6	0.7	
OUTBOUND	CITY MARKET	0.2	2.6	1.2	0.4	0.2			0.0	0.0	1.1	0.7	1.4	0.0	0.0	0.0	0.0	0.0	0.4	
OUTBOUND	RUBEY	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	ASPEN CLUB	0.0	0.2	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	4.0
TOTAL		0.2	2.8	1.2	0.4	0.2	0.0	0.0	0.0	0.0	1.1	0.7	1.4	0.2	0.0	0.0	0.0	0.0	0.4	

Offseason Passenger Boardings -- Burlingame Route, Weekday

| Direction | Stop | Run Start Time (Inbound / Outbound) | | |

Offseason Passenger Boardings -- Cemetery Lane Route, Weekday

		Run Start Time (Inbound / Outbound)																																		
		642	712	742	812	842	912	942	1112	1142	1312	1342	1412	1442	1512	1542	1612	1642	1712	1742	1812	1842	1912	2042	2112	2142	2212	2242	2312	2342	2412	2442	2512	2542	
Direction	Stop	700	730	800	830	900	930	1100	1130	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730	1800	1830	1900	2030	2100	2130	2200	2230	2300	2330	2400	2430	2500	2530	2600	Total
INBOUND	RED BUTTE DR CEMETERY LANE	0.0	0.0	0.7	0.3	1.0	0.3	0.7	0.0	1.0	0.3	0.0	0.3	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.5	0.3	0.0	0.7	0.0	0.0	0.3	0.0	0.0	0.0	0.0	8.8
INBOUND	CEMETERY LANE BROWN HOUSE	0.0	0.0	1.0	1.0	3.0	0.7	0.7	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.7	2.0	0.3	0.3	0.0	0.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.7
INBOUND	CEMETERY LANE SILVER KING	0.0	0.0	0.3	0.0	1.7	1.7	0.0	1.7	1.0	0.0	1.5	0.0	0.0	0.7	2.0	1.0	2.7	0.7	1.0	1.3	0.7	0.7	1.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	19.8
INBOUND	CEMETERY LANE ALTA VISTA DR	0.0	0.0	0.3	0.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.3	0.3	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.7
INBOUND	CEMETERY LANE CEMETERY	0.0	0.0	1.3	0.0	1.0	0.7	0.0	0.7	0.0	0.0	2.0	0.7	0.0	0.0	0.3	0.0	0.0	0.7	0.0	0.0	0.7	0.0	0.0	0.0	0.7	0.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	9.3
INBOUND	CEMETERY LANE CASTLE CREEK	0.0	0.0	0.7	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.3
INBOUND	HWY 82 CEMETERY LANE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3
INBOUND	HALLAM ST 8TH ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3
INBOUND	BLEEKER ST 7TH ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
INBOUND	MAIN ST 4TH ST	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.7
INBOUND	MAIN ST 2ND ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	MAIN ST PAEPCKE PARK	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3
INBOUND	MAIN ST GALENA ST	0.0	0.0	1.3	2.7	1.7	0.7	0.7	0.8	0.3	2.3	1.7	0.7	4.3	4.7	0.7	2.3	3.7	3.3	3.0	2.0	0.7	3.0	2.3	1.0	1.7	3.0	1.0	0.7	2.0	0.0	0.0	0.0	0.0	52.1
INBOUND	RUBEY PARK - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL		0.0	0.0	7.7	5.3	9.0	4.3	2.0	3.8	2.3	2.7	5.2	3.7	5.0	7.3	3.7	4.7	8.7	5.3	5.3	4.3	2.3	8.3	3.8	2.0	2.3	4.0	1.3	0.7	2.7	0.0	0.0	0.0	0.0	
OUTBOUND	RUBEY PARK	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	2.0	1.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	13.5
OUTBOUND	MAIN ST PAEPCKE PARK	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.3	1.3	0.7	0.7	0.3	0.3	0.0	0.0	0.5	0.0	1.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	6.7
OUTBOUND	MAIN ST 2ND ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.3	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3
OUTBOUND	MAIN ST 4TH ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	MAIN ST 6TH ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
OUTBOUND	BLEEKER ST 7TH ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	HALLAM ST 8TH ST	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7
OUTBOUND	CEMETERY LANE HIGHWAY 82	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	CEMETERY LANE POWER PLANT RD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	CEMETERY LANE ALTA VISTA DR	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	CEMETERY LANE SILVER KING	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5
OUTBOUND	CEMETERY LANE BROWN HOUSE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.5
OUTBOUND	RED BUTTE DR CEMETERY LA - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL		1.5	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	2.0	0.0	0.0	0.0	0.0	1.0	1.3	1.3	0.7	1.3	3.3	0.0	2.0	1.5	0.5	1.0	0.5	4.5	0.0	0.0	0.0	0.0	0.0	

Offseason Passenger Boardings -- Castle Maroon Route, Weekday

		Run Start Time (Inbound / Outbound)																													
		620	700	740	820	900	940	1000	1100	1140	1220	1300	1340	1420	1500	1522	1540	1620	1700	1740	1820	1840	1940	2020	2100	2140	2220	2300	2340	
Direction	Stop	640	720	800	840	920	1020	1040	1120	1200	1240	1320	1400	1440	1520	1600	1640	1720	1800	1900	1920	2000	2040	2120	2200	2240	2320	2400	2440	TOTAL
INBOUND	ASPEN HIGHLANDS	0.0	1.0	7.0	6.0	3.0	0.0	0.0	0.0	0.0	1.0	0.0	2.0	5.0	2.0	0.0	4.0	2.0	4.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	39.0
INBOUND	MAROON CREEK RD HIGHLANDS VI	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
INBOUND	MAROON CREEK RD HIGH SCHOOL	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	3.0	34.0	7.0	4.0	0.0	1.0	9.0	2.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	64.0
INBOUND	MAROON CREEK RD ROUNDABOUT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	2.0	0.0	0.0	8.0	0.0	0.0	0.0	6.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.0
INBOUND	CASTLE RIDGE	0.0	0.0	5.0	1.0	6.0	2.0	2.0	3.0	1.0	2.0	3.0	0.0	2.0	1.0	0.0	2.0	6.0	2.0	2.0	4.0	0.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	46.0
INBOUND	HALLAM ST 8TH ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
INBOUND	BLEEKER ST 7TH ST	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
INBOUND	MAIN ST 4TH ST	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
INBOUND	MAIN ST 2ND ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	MAIN ST PAEPCKE PARK	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	MAIN ST GALENA ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	10.0
INBOUND	RUBEY PARK - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL		0.0	1.0	12.0	8.0	10.0	2.0	5.0	5.0	2.0	6.0	6.0	36.0	22.0	7.0	0.0	8.0	23.0	9.0	6.0	11.0	0.0	1.0	1.0	1.0	1.0	0.0	3.0	0.0	
OUTBOUND	RUBEY PARK	0.0	1.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	2.0	1.0	2.0	7.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0
OUTBOUND	MAIN ST PAEPCKE PARK	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	MAIN ST 2ND ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
OUTBOUND	MAIN ST 4TH ST	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
OUTBOUND	MAIN ST 6TH ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	BLEEKER ST 7TH ST	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0
OUTBOUND	HALLAM ST 8TH ST	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
OUTBOUND	HIGHWAY 82 CEMETERY LANE	0.0	1.0	2.0	2.0	2.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.0
OUTBOUND	MAROON CREEK RD ROUNDABOUT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0
OUTBOUND	MAROON CREEK RD ASPEN REC	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	MAROON CREEK RD HIGHLAND - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL		0.0	2.0	2.0	5.0	4.0	0.0	1.0	0.0	6.0	4.0	2.0	0.0	3.0	1.0	6.0	8.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Offseason Passenger Boardings -- Hunter Creek Route, Weekday

Direction	Stop	Run Start Time (Outbound / Inbound)																														
	OUTBOUND		640	700	720	740	800	820	840	900	920	940	1000	1020	1040	1100	1120	1140	1200	1220	1240	1300	1320	1340	1400	1420	1440	1500	1520	1540		
	INBOUND	625	648	708	728	748	808	828	848	908	928	948	1008	1028	1048	1108	1128	1148	1208	1228	1248	1308	1328	1348	1408	1428	1448	1508	1528	1548		
OUTBOUND	RUBEY PARK		0.0	1.0	1.0	1.0	0.0	1.5	1.0	1.5	2.0	0.5	1.0	1.5	0.0	1.0	1.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
OUTBOUND	MILL STREET HYMAN AVE		0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	1.0	2.0	1.0	0.0	3.0	2.0	5.0	1.0		
OUTBOUND	MILL STREET		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	1.0	2.0	1.0	0.0	1.0	3.0		
OUTBOUND	LONE PINE RD HUNTER CREEK		0.0	0.5	0.0	0.5	0.0	0.5	1.5	1.5	1.5	0.0	0.5	0.5	0.0	0.0	0.0	1.0	1.0	0.0	2.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	1.0	1.0		
OUTBOUND	LONE PINE RD HUNTER CREEK 2		0.0	0.0	0.5	0.5	0.0	0.0	1.0	1.0	1.0	3.0	3.5	0.0	0.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	1.0	0.0	2.0	0.0	0.0	0.0		
OUTBOUND	PARK CIRCLE SMUGGLER		0.0	0.0	0.0	0.5	1.0	1.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	3.0		
OUTBOUND	PARK CIRCLE CENTENNIAL - EOL		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
TOTAL			0.0	1.5	1.5	3.0	1.0	3.0	3.5	4.5	4.5	5.0	5.0	2.5	0.0	2.0	1.0	3.5	1.0	0.0	2.0	2.0	4.0	4.0	3.0	3.0	7.0	2.0	7.0	8.0		
INBOUND	PARK CIRCLE CENTENNIAL	0.0	0.0	1.0	1.5	2.0	2.5	3.0	3.5	3.5	2.0	0.5	0.0	1.5	0.0	2.0	0.0	4.0	1.0	1.0	2.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	1.0	4.0		
INBOUND	PARK CIRCLE PARK AVE	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.5	2.5	0.0	0.0	2.0	0.0	3.0	0.0	3.0	0.0	2.0	1.0	0.0	2.0	2.0	0.0	0.0	1.0	1.0	1.0	0.0	0.0		
INBOUND	COOPER AVE CHATEAU ROARING F	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
INBOUND	SPRING ST COOPER AVE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
INBOUND	RUBEY PARK - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
INBOUND	SPRING ST COOPER AVE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
INBOUND	GONDOLA	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
INBOUND	RUBEY PARK - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
TOTAL		0.0	0.0	1.0	4.0	2.0	2.5	3.0	4.0	6.0	2.0	0.5	2.0	2.0	3.0	2.0	4.0	4.0	3.0	2.0	2.0	2.0	2.0	0.0	2.0	3.0	1.0	1.0	1.0	4.0		

Direction	Stop																															
	OUTBOUND	1600	1620	1640	1700	1720	1740	1800	1820	1940	2000	2020	2040	2100	2120	2140	2200	2220	2240	2300	2320	2340	2400	2420	2440	2500	2520	2540	2600		
	INBOUND	1608	1628	1648	1708	1728	1748	1808	1828	1948	2008	2028	2048	2108	2128	2148	2208	2228	2248	2308	2328	2348	2408	2428	2448	2508	2528	2548			TOTAL
OUTBOUND	RUBEY PARK	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			14.5
OUTBOUND	MILL STREET HYMAN AVE	2.0	0.0	2.0	0.0	4.0	6.0	3.0	8.0	0.0	1.0	0.0	3.0	1.0	3.0	0.0	3.0	3.0	0.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			60.0
OUTBOUND	MILL STREET	1.0	0.0	2.0	0.0	1.0	1.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			18.0
OUTBOUND	LONE PINE RD HUNTER CREEK	2.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			20.0
OUTBOUND	LONE PINE RD HUNTER CREEK 2	1.0	0.0	1.0	1.0	0.0	0.0	1.0	1.0	0.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			27.5
OUTBOUND	PARK CIRCLE SMUGGLER	0.0	0.0	0.0	1.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			13.5
OUTBOUND	PARK CIRCLE CENTENNIAL - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0
TOTAL		6.0	0.0	8.0	2.0	5.0	7.0	4.0	13.0	0.0	4.0	1.0	4.0	1.0	3.0	0.0	3.0	4.0	1.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
INBOUND	PARK CIRCLE CENTENNIAL	0.0	2.0	0.0	0.0	4.0	2.0	0.0	1.0	0.0	0.0	0.0	0.0	2.0	3.0	1.0	2.0	0.0	0.0	2.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0				61.0
INBOUND	PARK CIRCLE PARK AVE	1.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				26.5
INBOUND	COOPER AVE CHATEAU ROARING F	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				0.5
INBOUND	SPRING ST COOPER AVE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				0.5
INBOUND	RUBEY PARK - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				0.0
INBOUND	SPRING ST COOPER AVE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				0.5
INBOUND	GONDOLA	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				0.0
INBOUND	RUBEY PARK - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				0.0
TOTAL		1.0	2.0	0.0	0.0	5.0	2.0	0.0	1.0	0.0	1.0	0.0	0.0	2.0	3.0	1.0	2.0	0.0	0.0	2.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0				

Offseason Passenger Boardings -- Mountain Valley DAR, Weekday

Direction	Stop	Run Start Time (Outbound / Inbound)																			
	INBOUND	630	700	730	800	830	900	930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600
	OUTBOUND	645	715	745	815	845	915	945	1015	1045	1115	1145	1215	1245	1315	1345	1415	1445	1515	1545	1615
INBOUND	LUPINE	0.0	1.0	0.0	1.0	3.0	2.0	0.0	0.0	2.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	1.0	2.0	1.0	0.0
INBOUND	MCSKIMMING	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	COOPER AVE CHATEAU ROARING F	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL		0.0	1.0	0.0	1.0	3.0	2.0	0.0	0.0	2.0	2.0	2.0	1.0	0.0	0.0	0.0	0.0	1.0	2.0	1.0	0.0
OUTBOUND	CITY MARKET	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
OUTBOUND	RUBEY	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	ASPEN CLUB	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0

	INBOUND	1630	1700	1730	1800	1830	1900	1930	2000	2030	2100	2130	2200	2230	2300	2330	2400	2430	2500	
	OUTBOUND	1645	1715	1745	1815	1845	1915	1945	2015	2045	2115	2145	2215	2245	2315	2345	2415	2445	2515	Total
INBOUND	CITY MARKET	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.2
INBOUND	LUPINE	1.0	1.0	1.0	0.5	0.0	1.5	2.0	0.5	0.0	0.5	0.5	0.0	0.5	0.0	0.0	0.0	0.0	0.0	26.0
INBOUND	MCSKIMMING	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL		1.0	1.0	1.0	0.5	0.0	1.5	2.0	0.5	0.0	0.5	0.5	0.0	0.5	0.0	0.0	0.0	0.0	0.0	
OUTBOUND	CITY MARKET	1.0	0.0	3.0	0.7	0.0	0.0	0.5	0.0	0.0	1.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
OUTBOUND	RUBEY	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	ASPEN CLUB	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL		1.0	0.0	3.0	0.7	0.0	0.0	0.5	0.0	0.0	1.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Winter Passenger Load -- Burlingame Route, Weekday

| Direction | Stop | Run Start Time (Inbound / Outbound) | | |

Winter Passenger Load -- Burlingame Route, Saturday

Direction	Stop	Run Start Time (Inbound / Outbound)																																									
		635	705	735	805	835	905	935	1005	1035	1105	1135	1205	1235	1305	1335	1405	1435	1505	1535	1605	1635	1705	1735	1805	1835	1905	1935	2005	2035	2105	2135	2205	2235	2305	2335	
			720	750	820	850	920	950	1020	1050	1120	1150	1220	1250	1320	1350	1420	1450	1520	1550	1620	1650	1720	1750	1820	1850	1920	1950	2020	2050	2120	2150	2220	2250	2320	2350	2420					
INBOUND	FORGE RD HARMONY RD	3	2	3	2	5	15	3	2	8	2	2	6	3	4	5	3	1	2	4	3	3	4	3	0	2	8	3	1	3	2	3	3	0	0	0							
INBOUND	HARMONY RD	5	4	9	8	11	17	5	10	9	4	3	7	11	7	6	5	1	4	9	6	4	8	3	4	4	10	9	3	4	2	4	3	0	3	0							
INBOUND	HIGHWAY 82 BUTTERMILK	6	5	10	7	11	9	5	10	10	4	3	4	11	7	6	5	1	9	6	6	9	6	3	4	4	10	9	3	4	3	5	3	0	3	0							
INBOUND	HIGHWAY 82 ASPEN COUNTRY INN	6	5	10	7	11	9	5	10	10	4	3	4	11	7	6	5	1	9	7	6	9	7	3	4	4	10	9	3	4	3	5	3	0	3	0							
INBOUND	HIGHWAY 82 TRUSCOTT	6	6	10	9	11	9	7	10	11	4	3	5	12	7	6	5	1	10	7	6	9	7	4	4	4	10	9	3	4	2	5	3	0	3	0							
INBOUND	HIGHWAY 82 MAROON CREEK ROUN	6	6	10	9	11	9	7	10	11	4	3	5	12	7	6	5	1	10	7	6	9	7	4	4	4	10	9	3	4	2	5	3	0	3	0							
INBOUND	HALLAM ST 8TH ST	6	4	8	9	10	12	6	10	7	4	3	5	10	7	6	5	1	9	7	6	9	7	4	4	4	10	9	5	4	2	3	3	0	3	0							
INBOUND	BLEEKER ST 7TH ST	6	4	8	9	9	12	6	10	7	4	4	5	10	7	6	5	1	5	7	6	9	7	4	4	4	10	9	5	4	2	3	3	0	3	0							
INBOUND	MAIN ST 4TH ST	6	3	8	9	9	12	6	8	7	4	4	5	10	7	7	5	2	5	7	6	9	6	4	4	4	3	9	5	4	2	3	3	0	3	1							
INBOUND	MAIN ST 2ND ST	6	3	8	9	9	12	6	8	7	4	6	5	10	7	7	5	2	5	7	6	5	6	4	4	4	3	9	5	4	2	3	3	0	3	1							
INBOUND	MAIN ST PAEPCKE PARK	7	3	8	8	9	10	6	6	7	4	6	5	10	7	7	5	2	5	7	4	4	6	2	4	4	3	9	5	4	2	3	3	0	3	1							
INBOUND	MAIN ST GALENA ST	6	3	6	6	5	7	2	6	5	1	5	4	4	6	3	4	2	3	6	3	4	4	1	2	4	1	2	1	3	2	2	3	9	3	0							
INBOUND	MAIN ST SPRING ST	3	3	6	6	5	7	2	1	5	1	4	2	4	6	3	4	2	2	6	3	4	4	0	2	4	1	2	1	3	2	2	1	9	3	0							
INBOUND	RUBEY PARK - EOL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
OUTBOUND	RUBEY PARK		0	0	0	2	1	2	0	1	3	6	0	4	2	7	3	9	2	4	3	5	10	6	5	6	8	3.5	10	7	4	3	4	3	0	8	7						
OUTBOUND	SPRING ST MAIN ST		0	0	0	2	1	2	0	1	3	6	1	4	2	7	3	9	2	4	4	5	10	7	7	7	10	3.5	10	7	4	3	5	3	0	8	7						
OUTBOUND	MAIN ST GALENA ST		0	0	0	2	1	2	0	1	3	6	1	4	2	7	3	9	2	4	4	5	10	7	7	7	10	7	10	7	4	3	5	3	0	8	7						
OUTBOUND	MAIN ST PAEPCKE PARK		1	0	0	2	1	2	0	1	4	8	3	5	2	7	3	9	2	4	4	5	10	8	7	7	10	7	10	7	4	7	5	4	0	9	10						
OUTBOUND	MAIN ST 2ND ST		1	0	0	2	1	2	0	1	4	8	3	5	2	7	3	9	2	4	4	5	10	8	7	6	10	7	10	7	4	7	5	4	0	8	10						
OUTBOUND	MAIN ST 4TH ST		1	0	0	2	1	2	0	1	4	8	3	4	2	7	3	9	2	4	4	4	10	5	7	6	10	5	10	7	4	7	5	4	0	8	10						
OUTBOUND	MAIN ST 6TH ST		1	0	0	2	1	2	0	1	4	8	3	4	2	7	3	9	2	4	4	4	10	5	5	6	10	5	10	7	4	5	5	4	0	8	10						
OUTBOUND	BLEEKER ST 7TH ST		1	0	0	2	1	2	0	1	4	8	3	4	2	7	3	9	2	4	4	4	10	5	5	6	10	5	10	7	4	5	5	4	0	8	10						
OUTBOUND	HALLAM ST 8TH ST		1	0	0	2	1	2	0	1	4	8	3	4	2	7	6	11	2	4	5	4	10	5	5	7	10	5	10	7	4	5	5	4	0	8	10						
OUTBOUND	HIGHWAY 82 CEMETERY LANE		1	0	0	2	1	2	0	1	4	8	3	4	2	7	6	11	2	4	5	4	10	5	5	7	10	5	10	7	4	5	5	4	0	8	10						
OUTBOUND	HIGHWAY 82 MAROON CREEK ROUN		1	0	0	2	1	2	1	1	4	8	3	4	2	7	6	12	2	4	5	4	10	5	5	6	8	5	10	7	4	5	5	4	0	8	10						
OUTBOUND	HIGHWAY 82 TRUSCOTT		1	0	0	2	1	2	1	1	4	7	2	4	2	7	6	12	2	4	4	4	8	5	4	5	8	4	8	5	4	4	5	4	0	7	9						
OUTBOUND	HIGHWAY 82 ASPEN COUNTRY INN		1	0	0	2	1	2	1	1	4	7	2	4	2	7	6	11	2	5	4	4	7	5	4	5	8	4	8	5	4	4	5	3	0	7	9						
OUTBOUND	HIGHWAY 82 BUTTERMILK		0	0	0	2	1	2	1	1	3	6	2	4	2	7	6	12	3	5	4	3	7	5	3	7	9	4	8	5	4	4	5	3	8	7	9						
OUTBOUND	HARMONY RD		0	0	0	2	1	0	1	0	3	3	2	2	2	4	5	8	2	3	4	0	3	4	2	4	3	1	4	3	4	0	3	2	5	5	4						
OUTBOUND	FORGE RD HARMONY RD - EOL		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0						
	Maximum Inbound Load	7	6	10	9	11	17	7	10	11	4	6	7	12	7	7	5	2	10	9	6	9	8	4	4	4	10	9	5	4	3	5	3	9	3	1							
	Maximum Outbound Load		1	0	0	2	1	2	1	1	4	8	3	5	2	7	6	12	3	5	5	5	10	8	7	7	10	7	10	7	4	7	5	4	8	9	10						

Winter Passenger Load -- Burlingame Route, Sunday

| Direction | Stop | Run Start Time (Inbound / Outbound) | | |

Winter Passenger Load -- Cemetery Lane Route, Weekday

		Run Start Time (Inbound / Outbound)																																		
		642	712	742	812	842	912	942	1112	1142	1312	1342	1412	1442	1512	1542	1612	1642	1712	1742	1812	1842	1912	2042	2112	2142	2212	2242	2312	2342	2412	2442	2512	2542
Direction	Stop	700	730	800	830	900	930	1100	1130	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730	1800	1830	1900	2030	2100	2130	2200	2230	2300	2330	2400	2430	2500	2530	2600		
INBOUND	RED BUTTE DR CEMETERY LANE	1.0	0.0	1.3	0.0	0.3	1.3	0.0	0.0	0.7	1.0	0.0	2.0	2.0	0.3	0.0	2.3	0.0	0.7	0.3	0.0	0.0	0.0	3.5	0.0	0.3	0.3	0.0	0.7	0.0	0.3	0.3	0.3	1.0		
INBOUND	CEMETERY LANE BROWN HOUSE	1.0	0.0	4.0	4.0	3.3	2.0	1.3	1.7	0.7	4.0	0.0	2.0	3.3	1.7	0.0	3.3	0.3	0.7	1.3	0.0	0.0	0.7	2.3	0.0	0.3	0.3	0.0	0.7	0.0	0.3	0.3	0.3	1.0		
INBOUND	CEMETERY LANE SILVER KING	6.0	0.0	6.0	4.0	4.3	3.3	3.0	2.3	2.0	5.3	1.0	4.0	3.3	1.7	2.0	4.7	1.7	3.0	2.0	0.3	1.3	2.3	2.3	0.0	1.0	0.3	0.0	4.3	0.0	0.3	0.3	0.3	1.0		
INBOUND	CEMETERY LANE ALTA VISTA DR	8.3	1.3	7.0	4.3	7.3	3.3	3.3	3.3	3.0	6.7	2.7	4.3	3.3	1.7	2.0	4.7	2.7	3.3	2.7	0.7	1.3	3.0	2.3	0.0	1.0	0.3	0.0	4.3	0.0	0.3	0.3	0.3	1.0		
INBOUND	CEMETERY LANE CEMETERY	9.0	2.7	8.7	4.7	9.7	4.3	4.3	4.0	3.0	7.0	2.7	5.3	3.3	1.7	3.3	4.7	3.3	3.3	2.7	2.0	1.7	3.0	2.3	0.0	1.0	0.3	1.3	4.3	0.0	0.3	0.3	0.3	1.0		
INBOUND	CEMETERY LANE CASTLE CREEK	9.0	2.7	9.0	6.3	10.3	4.3	4.3	4.0	3.0	7.0	3.3	5.3	3.7	1.7	3.3	4.7	3.3	3.3	3.0	2.0	2.7	3.0	2.3	0.0	1.0	0.3	1.3	4.3	0.0	0.3	0.3	0.3	1.0		
INBOUND	HWY 82 CEMETERY LANE	8.7	2.0	8.0	6.7	7.0	4.0	4.3	4.0	3.0	6.7	3.3	5.3	3.7	1.7	2.7	4.7	3.3	3.3	3.0	2.0	2.7	3.0	2.3	0.0	1.0	0.3	1.3	4.3	0.0	0.3	0.3	0.3	1.0		
INBOUND	HALLAM ST 8TH ST	6.7	2.0	8.0	6.7	6.7	4.0	5.3	3.0	3.0	6.7	3.7	4.7	3.7	1.3	2.7	3.7	3.3	4.3	3.0	2.0	2.7	3.0	2.3	0.0	1.0	0.3	1.3	4.3	0.0	0.3	0.3	0.3	1.0		
INBOUND	BLEEKER ST 7TH ST	6.7	2.0	8.0	6.7	6.7	5.0	5.3	3.0	3.0	6.7	4.3	4.7	3.7	1.3	2.7	3.7	3.3	4.3	3.0	2.0	2.7	3.3	2.3	0.0	1.0	0.3	1.3	4.3	0.0	0.3	0.3	0.3	1.0		
INBOUND	MAIN ST 4TH ST	6.7	2.0	8.0	6.7	7.0	5.0	5.3	3.0	3.0	7.3	4.3	4.7	4.0	1.0	4.0	3.7	3.3	4.3	3.0	2.0	2.7	3.7	2.3	1.0	1.0	0.3	1.3	4.3	0.0	0.3	0.3	0.3	1.0		
INBOUND	MAIN ST 2ND ST	6.7	2.0	7.3	6.7	7.0	5.0	5.3	3.0	3.0	7.3	4.3	4.7	4.0	1.0	4.0	3.7	3.3	4.3	3.0	2.0	2.7	3.7	2.3	1.0	1.0	0.3	1.3	4.3	0.0	0.3	0.3	0.3	1.0		
INBOUND	MAIN ST PAEPCKE PARK	6.7	1.7	6.7	5.3	6.3	5.0	5.3	2.3	3.0	7.3	4.3	4.7	4.0	0.7	4.7	3.7	3.0	4.3	3.0	2.0	2.3	3.0	2.3	1.0	1.0	0.3	1.3	1.7	0.0	0.3	0.3	0.3	1.0		
INBOUND	MAIN ST GALENA ST	5.3	1.7	4.0	4.7	5.3	2.7	4.3	1.7	3.0	5.7	3.0	4.0	3.3	0.7	2.3	2.7	1.3	2.0	2.0	1.0	1.7	2.0	2.3	0.7	1.0	0.3	1.3	1.7	0.0	0.3	0.3	0.7	1.0		
INBOUND	MAIN ST SPRING ST	5.3	1.7	4.0	4.7	5.3	2.7	4.3	1.0	3.0	5.7	3.0	4.0	2.0	0.7	2.3	2.7	1.3	2.0	2.0	1.0	1.7	1.3	2.3	0.0	1.0	0.3	1.3	1.7	0.0	0.3	0.5	0.0	1.0		
INBOUND	SPRING ST COOPER AVE	2.7	1.0	2.7	4.0	3.3	2.3	3.3	0.3	2.3	5.7	2.7	3.7	2.0	0.7	2.3	2.7	1.3	1.3	2.0	1.0	1.0	0.3	1.7	0.0	1.0	0.3	1.3	1.7	0.0	0.3	0.5	0.0	1.0		
INBOUND	GONDOLA	2.7	1.0	2.7	0.7	1.7	1.7	2.0	0.3	0.0	3.3	1.0	3.7	2.0	0.3	2.3	2.7	1.3	1.3	2.0	1.0	1.0	0.3	1.7	0.0	1.0	0.3	1.3	1.7	0.0	0.3	0.5	0.0	1.0		
INBOUND	RUBEY PARK - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.7	0.0		
OUTBOUND	RUBEY PARK	2.0	1.7	2.7	1.3	0.5	2.0	1.0	1.7	0.0	4.0	3.3	9.0	7.0	5.3	7.0	8.7	10.3	7.3	5.0	4.7	4.3	0.0	2.0	3.5	2.3	1.7	3.3	5.3	2.7	1.0	2.0	0.5	3.7		
OUTBOUND	MAIN ST PAEPCKE PARK	2.0	1.7	2.7	1.3	0.3	2.0	1.0	2.0	0.3	4.0	3.3	9.0	7.3	5.3	7.0	8.7	11.7	8.3	5.7	5.0	5.0	1.0	2.3	2.0	3.0	1.7	4.3	5.3	3.3	1.0	1.3	0.7	3.7		
OUTBOUND	MAIN ST 2ND ST	2.0	1.7	2.7	1.3	0.3	2.0	1.0	2.0	0.3	4.0	3.3	9.0	7.3	5.0	6.3	8.3	11.0	8.3	5.7	4.7	5.0	1.7	2.3	2.0	3.3	1.7	4.3	5.3	3.3	1.0	1.3	0.7	3.7		
OUTBOUND	MAIN ST 4TH ST	2.0	1.7	2.3	1.3	0.3	2.0	1.0	2.0	0.3	4.0	1.3	9.0	7.0	5.0	7.3	8.3	10.7	8.3	5.7	4.7	5.0	1.7	2.3	2.0	3.3	1.7	4.3	4.7	3.3	0.7	0.3	0.7	3.7		
OUTBOUND	MAIN ST 6TH ST	2.0	1.7	2.3	1.3	0.3	2.0	1.0	2.0	0.3	3.3	1.3	7.3	6.7	4.7	7.3	6.3	10.0	8.3	5.3	4.7	5.0	2.5	2.3	2.0	3.3	2.0	4.3	4.3	3.3	0.7	0.3	0.7	1.7		
OUTBOUND	BLEEKER ST 7TH ST	2.0	1.7	2.3	1.3	0.3	2.0	1.0	2.0	0.3	3.3	1.3	7.3	6.7	4.7	7.3	6.3	10.0	8.3	5.3	4.7	5.0	2.5	2.3	2.0	3.3	2.0	4.3	4.3	3.3	0.7	0.3	0.7	1.7		
OUTBOUND	HALLAM ST 8TH ST	2.0	1.0	1.3	1.3	0.3	2.0	1.0	1.7	1.0	3.3	2.0	8.3	6.7	4.7	6.7	6.3	10.0	7.3	5.7	4.7	4.7	2.3	2.3	2.0	3.3	2.3	4.0	4.3	2.3	0.7	0.3	0.3	1.7		
OUTBOUND	CEMETERY LANE HIGHWAY 82	2.0	1.0	1.3	1.3	0.3	2.0	1.0	1.7	1.0	3.3	2.0	8.3	6.7	4.7	6.7	6.3	10.0	7.3	5.7	4.7	4.7	3.5	2.3	1.7	3.3	2.3	4.0	4.3	2.3	0.7	0.3	0.3	1.7		
OUTBOUND	CEMETERY LANE POWER PLANT RD	2.0	1.0	1.3	1.3	0.3	2.0	1.0	1.3	1.0	2.7	2.0	8.0	6.3	4.7	4.7	6.3	9.7	6.3	5.7	4.7	4.7	3.5	2.3	1.7	3.3	2.3	3.3	4.3	2.3	0.7	0.3	0.3	1.7		
OUTBOUND	CEMETERY LANE ALTA VISTA DR	0.3	1.0	1.3	1.3	0.3	2.0	1.0	0.7	1.0	1.7	1.7	7.0	4.0	4.0	3.7	5.0	7.0	5.0	5.3	3.3	3.0	0.7	2.3	1.0	3.3	1.7	3.3	4.7	1.7	0.7	0.3	0.3	3.0		
OUTBOUND	CEMETERY LANE SILVER KING	0.3	1.3	0.0	1.3	0.3	0.3	1.7	0.7	0.7	1.0	0.7	0.7	1.7	2.7	1.3	0.7	4.3	1.3	1.0	1.3	0.3	0.7	0.7	0.7	1.0	1.3	1.3	3.3	0.3	0.3	0.3	0.3	3.0		
OUTBOUND	CEMETERY LANE BROWN HOUSE	0.3	1.3	0.0	1.3	0.3	0.3	1.0	0.7	0.7	0.3	0.7	0.3	1.7	1.7	0.3	0.0	0.7	0.0	1.0	0.3	0.3	0.3	0.7	0.7	0.3	1.0	1.3	0.0	0.3	0.3	0.3	0.3	3.0		
OUTBOUND	RED BUTTE DR CEMETERY LA - EOL	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
	Maximum Inbound Load	9.0	2.7	9.0	6.7	10.3	5.0	5.3	4.0	3.0	7.3	4.3	5.3	4.0	1.7	4.7	4.7	3.3	4.3	3.0	2.0	2.7	3.7	3.5	1.0	1.0	0.3	1.3	4.3	0.0	0.3	0.5	0.7	1.0		
	Maximum Outbound Load	2.0	1.7	2.7	1.3	0.5	2.0	1.7	2.0	1.0	4.0	3.3	9.0	7.3	5.3	7.3	8.7	11.7	8.3	5.7	5.0	5.0	3.5	2.3	3.5	3.3	2.3	4.3	5.3	3.3	1.0	2.0	0.7	3.7		

Winter Passenger Load -- Cemetery Lane Route, Saturday

		Run Start Time (Inbound / Outbound)																																				
		642	712	742	812	842	912	942	1112	1142	1312	1342	1412	1442	1512	1542	1612	1642	1712	1742	1812	1842	1912	2042	2112	2142	2212	2242	2312	2342	2412	2442	2512	2542
Direction	Stop	700	730	800	830	900	930	1100	1130	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730	1800	1830	1900	2030	2100	2130	2200	2230	2300	2330	2400	2430	2500	2530	2600				
INBOUND	RED BUTTE DR CEMETERY LANE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	2.0	2.0	0.0	0.0	0.0	0.0				
INBOUND	CEMETERY LANE BROWN HOUSE	0.0	0.0	0.0	1.0	12.0	0.0	0.0	1.0	0.0	0.0	2.0	0.0	1.0	0.0	0.0	0.0	0.0	2.0	0.0	2.0	2.0	2.0	1.0	0.0	1.0	0.0	1.0	2.0	2.0	0.0	0.0	0.0	0.0				
INBOUND	CEMETERY LANE SILVER KING	2.0	0.0	0.0	1.0	12.0	0.0	3.0	1.0	0.0	2.0	4.0	0.0	1.0	0.0	1.0	1.0	2.0	5.0	0.0	2.0	2.0	2.0	12.0	0.0	1.0	0.0	1.0	4.0	2.0	0.0	0.0	0.0	0.0				
INBOUND	CEMETERY LANE ALTA VISTA DR	2.0	0.0	0.0	1.0	13.0	5.0	3.0	1.0	0.0	2.0	4.0	0.0	1.0	0.0	1.0	1.0	3.0	5.0	3.0	2.0	2.0	2.0	12.0	0.0	1.0	0.0	1.0	4.0	2.0	0.0	0.0	0.0	0.0				
INBOUND	CEMETERY LANE CEMETERY	2.0	3.0	0.0	1.0	14.0	5.0	3.0	2.0	0.0	2.0	4.0	0.0	1.0	0.0	1.0	1.0	3.0	7.0	3.0	2.0	2.0	2.0	12.0	0.0	1.0	0.0	1.0	4.0	2.0	0.0	0.0	0.0	0.0				
INBOUND	CEMETERY LANE CASTLE CREEK	2.0	3.0	0.0	1.0	14.0	5.0	3.0	2.0	0.0	5.0	4.0	0.0	1.0	0.0	1.0	1.0	3.0	7.0	3.0	2.0	9.0	2.0	12.0	0.0	2.0	0.0	1.0	4.0	2.0	0.0	0.0	0.0	0.0				
INBOUND	HWY 82 CEMETERY LANE	2.0	0.0	0.0	1.0	10.0	5.0	3.0	1.0	0.0	5.0	4.0	0.0	1.0	0.0	1.0	1.0	3.0	7.0	3.0	2.0	9.0	2.0	12.0	0.0	2.0	0.0	1.0	4.0	2.0	0.0	0.0	0.0	0.0				
INBOUND	HALLAM ST 8TH ST	2.0	0.0	0.0	1.0	10.0	7.0	5.0	1.0	0.0	5.0	6.0	0.0	3.0	0.0	1.0	1.0	3.0	7.0	2.0	4.0	9.0	2.0	12.0	0.0	2.0	0.0	1.0	4.0	2.0	0.0	0.0	0.0	0.0				
INBOUND	BLEEKER ST 7TH ST	2.0	0.0	0.0	1.0	10.0	7.0	5.0	1.0	0.0	6.0	6.0	0.0	3.0	0.0	1.0	1.0	3.0	7.0	2.0	4.0	9.0	2.0	12.0	0.0	2.0	0.0	1.0	5.0	2.0	0.0	0.0	0.0	0.0				
INBOUND	MAIN ST 4TH ST	2.0	0.0	0.0	1.0	10.0	7.0	5.0	1.0	0.0	7.0	6.0	0.0	3.0	0.0	1.0	1.0	4.0	7.0	2.0	4.0	9.0	2.0	12.0	0.0	0.0	0.0	1.0	5.0	2.0	1.0	0.0	0.0	0.0				
INBOUND	MAIN ST 2ND ST	2.0	0.0	0.0	1.0	10.0	7.0	5.0	1.0	0.0	7.0	6.0	0.0	3.0	0.0	1.0	1.0	4.0	8.0	2.0	4.0	9.0	2.0	12.0	0.0	0.0	0.0	1.0	5.0	2.0	1.0	0.0	0.0	0.0				
INBOUND	MAIN ST PAEPCKE PARK	2.0	0.0	0.0	1.0	10.0	7.0	5.0	1.0	0.0	9.0	6.0	0.0	3.0	0.0	1.0	1.0	4.0	8.0	2.0	5.0	9.0	2.0	12.0	0.0	0.0	0.0	1.0	5.0	2.0	1.0	0.0	0.0	0.0				
INBOUND	MAIN ST GALENA ST	2.0	0.0	0.0	0.0	8.0	6.0	6.0	1.0	0.0	8.0	5.0	0.0	3.0	1.0	1.0	0.0	1.0	4.0	1.0	5.0	0.0	2.0	10.0	0.0	0.0	0.0	1.0	4.0	2.0	0.0	0.0	0.0	0.0				
INBOUND	MAIN ST SPRING ST	2.0	0.0	0.0	0.0	8.0	6.0	6.0	1.0	0.0	8.0	4.0	0.0	3.0	1.0	1.0	0.0	1.0	3.0	1.0	5.0	0.0	2.0	10.0	0.0	0.0	0.0	1.0	4.0	2.0	0.0	0.0	0.0	0.0				
INBOUND	SPRING ST COOPER AVE	0.0	0.0	0.0	0.0	0.0	4.0	3.0	1.0	0.0	8.0	4.0	1.0	0.0	1.0	1.0	0.0	0.0	2.0	1.0	5.0	0.0	0.0	10.0	0.0	0.0	0.0	1.0	4.0	2.0	0.0	0.0	0.0	0.0				
INBOUND	GONDOLA	0.0	0.0	0.0	0.0	0.0	0.0	2.0	1.0	0.0	5.0	4.0	1.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	10.0	0.0	0.0	0.0	1.0	4.0	2.0	0.0	0.0	0.0	0.0				
INBOUND	RUBEY PARK - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	2.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
OUTBOUND	RUBEY PARK	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	2.0	1.0	9.0	12.0	8.0	18.0	11.0	4.0	0.0	1.0	2.0	2.0	0.0	2.0	0.0	1.0	4.0	1.0	5.0	6.0	3.0	0.0	2.0	11.0				
OUTBOUND	MAIN ST PAEPCKE PARK	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	4.0	1.0	9.0	12.0	11.0	18.0	11.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0	7.0	1.0	5.0	1.0	5.0	7.0	3.0	0.0	2.0	11.0				
OUTBOUND	MAIN ST 2ND ST	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	4.0	1.0	8.0	12.0	11.0	18.0	11.0	2.0	0.0	3.0	2.0	1.0	0.0	2.0	7.0	1.0	5.0	1.0	5.0	7.0	3.0	0.0	2.0	11.0				
OUTBOUND	MAIN ST 4TH ST	0.0	0.0	0.0	1.0	0.0	0.0	0.0	2.0	0.0	4.0	1.0	8.0	9.0	9.0	18.0	8.0	2.0	0.0	2.0	2.0	1.0	0.0	2.0	7.0	1.0	5.0	1.0	4.0	7.0	3.0	0.0	2.0	11.0				
OUTBOUND	MAIN ST 6TH ST	0.0	0.0	0.0	1.0	0.0	0.0	0.0	2.0	0.0	4.0	1.0	8.0	9.0	8.0	17.0	8.0	1.0	0.0	2.0	2.0	2.0	0.0	2.0	7.0	1.0	5.0	1.0	4.0	7.0	3.0	0.0	2.0	11.0				
OUTBOUND	BLEEKER ST 7TH ST	0.0	0.0	0.0	1.0	0.0	0.0	0.0	2.0	0.0	4.0	1.0	8.0	9.0	8.0	17.0	8.0	1.0	0.0	2.0	2.0	2.0	0.0	2.0	7.0	1.0	5.0	1.0	4.0	7.0	3.0	0.0	2.0	11.0				
OUTBOUND	HALLAM ST 8TH ST	0.0	1.0	0.0	1.0	0.0	0.0	1.0	2.0	0.0	3.0	2.0	7.0	8.0	7.0	16.0	9.0	1.0	0.0	2.0	2.0	1.0	0.0	2.0	7.0	1.0	5.0	1.0	5.0	6.0	3.0	0.0	2.0	11.0				
OUTBOUND	CEMETERY LANE HIGHWAY 82	0.0	1.0	0.0	1.0	0.0	0.0	1.0	2.0	0.0	3.0	2.0	7.0	8.0	7.0	16.0	9.0	1.0	0.0	2.0	2.0	1.0	0.0	2.0	7.0	1.0	5.0	1.0	5.0	6.0	3.0	0.0	2.0	11.0				
OUTBOUND	CEMETERY LANE POWER PLANT RD	0.0	1.0	0.0	1.0	0.0	0.0	1.0	2.0	0.0	3.0	2.0	6.0	8.0	7.0	16.0	6.0	1.0	0.0	2.0	2.0	1.0	0.0	2.0	0.0	1.0	5.0	0.0	5.0	6.0	3.0	0.0	2.0	11.0				
OUTBOUND	CEMETERY LANE ALTA VISTA DR	0.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	3.0	0.0	6.0	4.0	5.0	9.0	6.0	0.0	0.0	2.0	2.0	1.0	0.0	0.0	0.0	1.0	5.0	0.0	5.0	5.0	2.0	0.0	2.0	11.0				
OUTBOUND	CEMETERY LANE SILVER KING	0.0	0.0	0.0	1.0	0.0	1.0	0.0	1.0	0.0	1.0	0.0	3.0	0.0	2.0	3.0	1.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0				
OUTBOUND	CEMETERY LANE BROWN HOUSE	0.0	0.0	0.0	1.0	0.0	1.0	0.0	1.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
OUTBOUND	RED BUTTE DR CEMETERY LA - EOL	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
	Maximum Inbound Load	2.0	3.0	0.0	1.0	14.0	7.0	6.0	2.0	0.0	9.0	6.0	1.0	3.0	1.0	1.0	1.0	4.0	8.0	3.0	5.0	9.0	2.0	12.0	0.0	2.0	0.0	1.0	5.0	2.0	1.0	0.0	0.0	0.0				
	Maximum Outbound Load	0.0	1.0	0.0	1.0	0.0	1.0	1.0	2.0	0.0	4.0	2.0	9.0	12.0	11.0	18.0	11.0	4.0	0.0	3.0	2.0	2.0	0.0	2.0	7.0	1.0	5.0	1.0	5.0	7.0	3.0	0.0	2.0	11.0				

Winter Passenger Load -- Cemetery Lane Route, Sunday

		Run Start Time (Inbound / Outbound)																														
		642	712	742	812	842	912	942	1112	1142	1312	1342	1412	1442	1512	1542	1612	1642	1712	1742	1812	1842	1912	2042	2112	2142	2212	2242	2312	2342	2412	2442	2512	2542
Direction	Stop	700	730	800	830	900	930	1100	1130	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730	1800	1830	1900	2030	2100	2130	2200	2230	2300	2330	2400	2430	2500	2530	2600
INBOUND	RED BUTTE DR CEMETERY LANE	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	2.0	1.0
INBOUND	CEMETERY LANE BROWN HOUSE	0.0	0.0	1.0	1.0	2.0	0.0	0.0	7.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	4.0	3.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	5.0	1.0	2.0	1.0
INBOUND	CEMETERY LANE SILVER KING	4.0	2.0	1.0	2.0	2.0	0.0	2.0	7.0	0.0	3.0	2.0	4.0	2.0	0.0	2.0	6.0	2.0	0.0	1.0	0.0	4.0	3.0	5.0	2.0	0.0	2.0	1.0	0.0	5.0	5.0	1.0	2.0	1.0
INBOUND	CEMETERY LANE ALTA VISTA DR	5.0	2.0	1.0	2.0	5.0	0.0	2.0	9.0	0.0	3.0	2.0	4.0	2.0	0.0	3.0	6.0	4.0	0.0	2.0	3.0	4.0	3.0	5.0	2.0	0.0	2.0	1.0	0.0	5.0	5.0	1.0	2.0	1.0
INBOUND	CEMETERY LANE CEMETERY	5.0	4.0	1.0	2.0	5.0	0.0	3.0	9.0	1.0	3.0	3.0	10.0	3.0	0.0	3.0	7.0	4.0	0.0	2.0	3.0	7.0	3.0	7.0	2.0	0.0	2.0	1.0	0.0	5.0	5.0	1.0	2.0	1.0
INBOUND	CEMETERY LANE CASTLE CREEK	5.0	4.0	1.0	2.0	5.0	2.0	3.0	9.0	1.0	3.0	3.0	10.0	3.0	0.0	3.0	7.0	5.0	0.0	2.0	3.0	7.0	3.0	7.0	2.0	0.0	2.0	1.0	0.0	7.0	5.0	1.0	2.0	1.0
INBOUND	HWY 82 CEMETERY LANE	5.0	3.0	1.0	2.0	2.0	2.0	3.0	9.0	1.0	3.0	3.0	10.0	3.0	0.0	3.0	7.0	5.0	0.0	2.0	3.0	7.0	3.0	6.0	2.0	0.0	2.0	1.0	0.0	7.0	5.0	1.0	2.0	1.0
INBOUND	HALLAM ST 8TH ST	3.0	3.0	1.0	2.0	2.0	2.0	3.0	9.0	3.0	3.0	3.0	10.0	3.0	3.0	3.0	7.0	5.0	2.0	2.0	3.0	7.0	3.0	6.0	2.0	0.0	2.0	1.0	0.0	7.0	5.0	1.0	2.0	1.0
INBOUND	BLEEKER ST 7TH ST	3.0	3.0	1.0	2.0	2.0	2.0	3.0	9.0	3.0	3.0	3.0	10.0	3.0	3.0	3.0	7.0	5.0	2.0	2.0	3.0	7.0	5.0	6.0	2.0	0.0	2.0	1.0	0.0	7.0	5.0	1.0	2.0	1.0
INBOUND	MAIN ST 4TH ST	3.0	3.0	1.0	2.0	2.0	2.0	3.0	9.0	3.0	3.0	3.0	11.0	3.0	3.0	3.0	7.0	6.0	2.0	2.0	3.0	8.0	5.0	6.0	2.0	0.0	2.0	1.0	0.0	7.0	5.0	1.0	2.0	1.0
INBOUND	MAIN ST 2ND ST	3.0	3.0	1.0	2.0	2.0	2.0	3.0	9.0	3.0	3.0	3.0	11.0	3.0	3.0	3.0	7.0	6.0	2.0	2.0	3.0	8.0	5.0	6.0	2.0	0.0	2.0	1.0	0.0	7.0	5.0	1.0	2.0	1.0
INBOUND	MAIN ST PAEPCKE PARK	3.0	3.0	1.0	2.0	2.0	2.0	3.0	9.0	3.0	3.0	3.0	11.0	3.0	3.0	3.0	7.0	6.0	2.0	2.0	2.0	8.0	5.0	3.0	2.0	0.0	0.0	1.0	0.0	5.0	5.0	1.0	2.0	1.0
INBOUND	MAIN ST GALENA ST	3.0	2.0	1.0	1.0	2.0	2.0	2.0	9.0	2.0	3.0	2.0	9.0	1.0	3.0	2.0	7.0	4.0	2.0	1.0	2.0	7.0	5.0	3.0	3.0	0.0	0.0	1.0	0.0	5.0	0.0	1.0	2.0	1.0
INBOUND	MAIN ST SPRING ST	3.0	2.0	1.0	1.0	2.0	2.0	2.0	9.0	2.0	3.0	2.0	9.0	1.0	3.0	2.0	7.0	4.0	2.0	1.0	2.0	7.0	5.0	3.0	3.0	0.0	0.0	1.0	0.0	3.0	0.0	1.0	2.0	1.0
INBOUND	SPRING ST COOPER AVE	1.0	2.0	1.0	1.0	0.0	1.0	2.0	9.0	2.0	1.0	1.0	9.0	1.0	3.0	2.0	5.0	2.0	2.0	1.0	2.0	7.0	4.0	3.0	0.0	0.0	0.0	1.0	0.0	3.0	0.0	1.0	2.0	1.0
INBOUND	GONDOLA	1.0	2.0	1.0	1.0	0.0	1.0	0.0	3.0	0.0	1.0	1.0	7.0	1.0	3.0	2.0	5.0	2.0	2.0	1.0	2.0	7.0	4.0	3.0	0.0	0.0	0.0	1.0	0.0	3.0	0.0	1.0	2.0	1.0
INBOUND	RUBEY PARK - EOL	0.0	0.0	0.0	1.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	RUBEY PARK	1.0	2.0	1.0	0.0	2.0	2.0	0.0	1.0	0.0	7.0	5.0	9.0	9.0	8.0	2.0	3.0	8.0	2.0	8.0	5.0	7.0	3.0	5.0	2.0	0.0	0.0	4.0	2.0	1.0	0.0	2.0	4.0	6.0
OUTBOUND	MAIN ST PAEPCKE PARK	1.0	2.0	1.0	0.0	2.0	2.0	0.0	1.0	2.0	8.0	6.0	9.0	9.0	8.0	2.0	4.0	8.0	3.0	8.0	5.0	7.0	3.0	5.0	4.0	0.0	1.0	4.0	2.0	1.0	2.0	2.0	4.0	6.0
OUTBOUND	MAIN ST 2ND ST	1.0	2.0	1.0	0.0	0.0	2.0	0.0	1.0	2.0	7.0	6.0	9.0	9.0	8.0	2.0	4.0	8.0	4.0	8.0	5.0	7.0	3.0	5.0	4.0	0.0	1.0	4.0	2.0	1.0	2.0	2.0	4.0	6.0
OUTBOUND	MAIN ST 4TH ST	1.0	2.0	1.0	0.0	0.0	2.0	0.0	1.0	2.0	7.0	6.0	9.0	9.0	8.0	2.0	3.0	8.0	4.0	8.0	5.0	6.0	3.0	5.0	4.0	0.0	1.0	4.0	2.0	1.0	2.0	2.0	4.0	6.0
OUTBOUND	MAIN ST 6TH ST	1.0	2.0	1.0	0.0	0.0	2.0	0.0	1.0	1.0	7.0	6.0	9.0	9.0	5.0	2.0	3.0	8.0	4.0	8.0	5.0	2.0	3.0	5.0	4.0	0.0	1.0	4.0	2.0	1.0	2.0	2.0	4.0	6.0
OUTBOUND	BLEEKER ST 7TH ST	1.0	2.0	1.0	0.0	0.0	2.0	0.0	1.0	1.0	7.0	6.0	9.0	9.0	5.0	2.0	3.0	8.0	4.0	8.0	5.0	2.0	3.0	5.0	4.0	0.0	1.0	4.0	2.0	1.0	2.0	2.0	4.0	6.0
OUTBOUND	HALLAM ST 8TH ST	1.0	2.0	1.0	0.0	0.0	2.0	0.0	1.0	1.0	8.0	6.0	9.0	9.0	3.0	2.0	1.0	8.0	4.0	9.0	2.0	2.0	2.0	5.0	3.0	0.0	1.0	4.0	2.0	1.0	2.0	2.0	3.0	6.0
OUTBOUND	CEMETERY LANE HIGHWAY 82	1.0	2.0	1.0	0.0	0.0	2.0	0.0	1.0	1.0	8.0	6.0	9.0	9.0	3.0	2.0	1.0	8.0	4.0	9.0	2.0	2.0	2.0	5.0	3.0	0.0	1.0	4.0	2.0	1.0	2.0	2.0	3.0	6.0
OUTBOUND	CEMETERY LANE POWER PLANT RD	1.0	2.0	1.0	0.0	0.0	2.0	0.0	1.0	1.0	8.0	3.0	5.0	9.0	3.0	0.0	1.0	8.0	4.0	8.0	2.0	2.0	0.0	5.0	3.0	0.0	0.0	4.0	2.0	1.0	2.0	2.0	3.0	6.0
OUTBOUND	CEMETERY LANE ALTA VISTA DR	1.0	2.0	1.0	0.0	0.0	2.0	0.0	1.0	1.0	6.0	3.0	3.0	7.0	1.0	0.0	1.0	6.0	4.0	8.0	2.0	0.0	0.0	2.0	3.0	0.0	0.0	4.0	2.0	1.0	2.0	1.0	2.0	3.0
OUTBOUND	CEMETERY LANE SILVER KING	1.0	2.0	1.0	0.0	0.0	2.0	0.0	1.0	1.0	3.0	2.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	3.0	1.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	2.0
OUTBOUND	CEMETERY LANE BROWN HOUSE	1.0	2.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	2.0	0.0
OUTBOUND	RED BUTTE DR CEMETERY LA - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Maximum Inbound Load	5.0	4.0	1.0	2.0	5.0	2.0	3.0	9.0	3.0	3.0	3.0	11.0	3.0	3.0	3.0	7.0	6.0	2.0	2.0	3.0	8.0	5.0	7.0	3.0	0.0	2.0	1.0	0.0	7.0	5.0	1.0	2.0	1.0
	Maximum Outbound Load	1.0	2.0	1.0	0.0	2.0	2.0	0.0	1.0	2.0	8.0	6.0	9.0	9.0	8.0	2.0	4.0	8.0	4.0	9.0	5.0	7.0	3.0	5.0	4.0	0.0	1.0	4.0	2.0	1.0	2.0	2.0	4.0	6.0

Winter Passenger Load -- Castle Maroon Route, Weekday

		Run Start Time (Inbound / Outbound)																														
		620	700	740	820	900	940	1000	1100	1140	1220	1300	1340	1420	1500	1522	1540	1620	1700	1740	1820	1840	1940	2020	2100	2140	2220	2300	2340	2420	2500
Direction	Stop	640	720	800	840	920	1020	1040	1120	1200	1240	1320	1400	1440	1520	1600	1640	1720	1800	1900	1920	2000	2040	2120	2200	2240	2320	2400	2440	2520	2600
INBOUND	ASPEN HIGHLANDS	3.4	4.4	8.3	3.6	5.6	4.8	4.0	0.0	6.0	8.2	8.4	16.4	14.2	17.4	0.0	6.5	21.4	13.4	7.3	7.2	0.0	4.8	4.7	3.0	1.6	4.2	1.6	5.0	2.2	1.0
INBOUND	MAROON CREEK RD HIGHLANDS VI	3.4	4.6	9.0	3.8	5.6	4.8	4.2	0.0	6.0	8.8	8.4	16.4	14.2	17.4	0.0	6.5	21.4	12.3	7.3	7.3	0.0	4.8	4.3	2.7	1.6	4.2	1.6	5.0	2.2	0.8
INBOUND	MAROON CREEK RD HIGH SCHOOL	3.4	4.6	12.4	4.4	6.2	5.0	5.2	0.0	7.6	9.2	9.8	20.0	18.6	18.2	26.0	12.6	21.2	15.4	11.0	10.4	0.0	5.5	9.8	8.2	2.8	4.2	1.6	5.0	2.2	1.0
INBOUND	MAROON CREEK RD ROUNDABOUT	3.8	4.6	12.8	4.6	6.2	5.6	5.2	34.0	8.6	9.6	10.2	20.0	19.0	18.0	26.0	13.8	23.2	16.2	10.8	10.0	0.0	6.3	9.0	8.2	6.2	4.2	1.6	6.2	1.4	1.0
INBOUND	CASTLE RIDGE	13.8	11.8	24.8	14.2	11.8	14.2	12.4	0.0	15.2	13.8	17.4	24.8	26.6	19.6	0.0	17.4	24.2	19.0	18.3	14.0	0.0	14.5	15.4	10.2	6.0	7.8	6.4	5.6	2.7	2.5
INBOUND	HALLAM ST 8TH ST	12.6	10.8	21.0	11.2	10.2	9.8	10.4	15.0	12.6	13.6	13.8	23.0	25.0	17.2	22.0	15.8	22.8	16.8	15.6	11.0	0.0	15.0	15.4	8.4	4.0	7.2	3.4	5.6	3.3	2.5
INBOUND	BLEEKER ST 7TH ST	12.6	11.0	21.0	11.2	10.2	9.8	10.6	15.0	12.6	13.8	13.8	23.0	24.4	17.4	22.0	16.0	22.8	16.8	15.4	10.8	0.0	15.0	13.2	8.4	4.0	7.2	3.4	5.6	3.3	2.5
INBOUND	MAIN ST 4TH ST	13.0	11.0	21.4	13.2	12.4	9.4	11.0	14.8	13.0	13.6	13.6	20.8	23.6	16.8	20.0	16.4	23.0	16.6	14.8	11.4	0.0	12.2	14.0	10.6	4.0	7.0	3.4	5.6	3.3	2.5
INBOUND	MAIN ST 2ND ST	13.0	11.0	21.4	13.2	13.0	9.4	11.0	14.8	13.4	13.6	13.6	20.6	21.6	16.8	20.0	16.4	23.0	16.6	14.4	11.4	0.0	12.2	14.0	10.6	4.0	7.0	3.4	5.6	3.3	2.5
INBOUND	MAIN ST PAEPCKE PARK	12.6	9.2	20.0	12.8	12.2	9.4	11.0	13.8	13.2	13.0	11.8	20.0	19.4	16.0	20.0	14.6	21.4	15.8	11.8	11.4	0.0	11.6	13.4	9.8	4.0	6.0	3.2	5.6	2.5	2.5
INBOUND	MAIN ST GALENA ST	11.6	6.6	13.8	8.8	7.4	5.2	8.2	8.6	10.6	11.8	9.6	13.4	12.6	12.2	15.0	11.2	16.2	11.6	8.4	9.0	0.0	6.2	8.2	7.8	2.2	4.8	2.2	5.4	0.8	2.5
INBOUND	MAIN ST SPRING ST	11.6	6.6	13.8	8.8	8.4	4.8	8.0	9.2	10.4	11.4	9.2	13.0	12.0	12.0	14.0	10.8	16.2	11.6	7.6	8.4	0.0	5.8	8.2	7.4	2.2	4.4	2.2	5.4	0.8	2.5
INBOUND	SPRING ST COOPER AVE	6.2	4.8	11.4	4.4	6.0	2.4	6.6	6.8	8.4	7.0	4.8	8.2	7.4	8.6	10.0	8.0	9.6	8.6	5.2	4.2	0.0	3.8	6.2	6.2	1.8	4.2	2.2	4.4	0.8	1.8
INBOUND	GONDOLA	6.0	4.4	9.4	1.6	4.0	1.8	4.6	5.6	5.8	4.6	2.6	4.6	3.8	4.6	10.0	8.0	9.6	8.4	5.2	3.4	0.0	3.8	6.2	6.2	1.8	4.2	2.2	4.4	0.8	1.8
INBOUND	RUBEY PARK - EOL	0.0	0.0	1.6	0.0	0.0	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	1.4	0.4	0.0	0.0	0.2	0.8	0.8	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	RUBEY PARK	7.6	3.8	4.8	4.4	3.2	6.0	2.2	11.0	7.0	7.4	7.2	6.0	9.8	12.4	14.0	12.8	16.0	12.6	14.3	11.5	8.0	9.4	13.8	7.8	10.4	13.4	8.0	3.8	3.0	9.8
OUTBOUND	MAIN ST PAEPCKE PARK	7.6	3.4	7.6	8.6	5.4	6.6	3.4	12.6	7.8	8.2	7.4	8.6	11.2	11.6	14.6	13.6	19.2	15.2	17.4	30.0	9.8	10.0	15.4	8.6	12.2	17.8	12.8	4.0	12.8	15.8
OUTBOUND	MAIN ST 2ND ST	7.6	3.4	7.4	9.2	5.4	6.6	3.4	12.6	8.0	8.0	7.4	8.6	9.6	11.4	13.8	13.8	19.2	14.0	16.5	28.0	9.2	9.6	15.0	8.4	11.2	17.6	12.8	4.0	12.8	15.8
OUTBOUND	MAIN ST 4TH ST	8.2	3.2	7.4	9.2	6.4	6.6	3.0	13.0	8.0	8.2	6.4	8.0	9.2	9.2	13.8	13.6	17.8	13.4	16.3	28.0	8.8	9.2	13.8	8.4	11.0	17.4	11.2	4.0	12.5	12.0
OUTBOUND	MAIN ST 6TH ST	8.2	3.2	6.6	9.2	5.6	6.6	3.0	12.8	8.6	7.8	6.2	7.6	9.2	8.6	13.2	13.2	17.4	13.4	14.0	28.0	8.2	9.2	13.4	8.4	10.4	17.0	10.6	4.0	12.5	12.0
OUTBOUND	BLEEKER ST 7TH ST	8.2	3.2	6.6	9.2	5.6	6.6	3.0	12.8	8.6	7.8	6.2	7.6	9.2	8.6	13.2	13.2	17.4	13.4	14.0	28.0	8.2	9.2	13.4	8.4	10.4	17.0	10.6	4.0	12.5	12.0
OUTBOUND	HALLAM ST 8TH ST	9.0	3.6	7.0	9.2	7.0	6.8	3.4	12.6	10.4	7.6	7.4	7.4	8.6	8.0	14.4	12.6	17.4	14.8	13.8	24.0	8.0	9.4	14.0	7.8	10.8	16.4	8.6	7.0	11.8	10.3
OUTBOUND	HIGHWAY 82 CEMETERY LANE	9.2	3.6	7.0	10.0	7.0	6.8	3.4	12.4	10.4	7.4	7.4	7.4	8.6	8.0	14.4	12.6	17.2	14.8	13.8	22.0	8.0	8.6	14.0	7.8	10.8	16.4	8.6	7.0	11.8	10.3
OUTBOUND	MAROON CREEK RD ROUNDABOUT	8.5	5.1	7.2	11.7	7.6	7.2	4.9	10.9	9.1	5.9	7.2	6.7	7.7	5.8	9.5	9.7	11.0	10.4	10.1	7.6	6.1	6.2	9.1	5.2	7.0	12.3	5.6	5.0	8.3	8.3
OUTBOUND	MAROON CREEK RD ASPEN REC	6.0	5.2	7.2	10.8	7.2	8.0	5.8	11.0	6.8	4.0	5.8	6.6	5.2	1.2	4.2	3.4	3.0	3.8	5.0	3.0	2.6	5.4	3.8	2.6	3.2	7.6	2.6	3.0	3.3	4.8
OUTBOUND	MAROON CREEK RD HIGHLAND - EOL	0.0	0.6	0.0	0.2	0.0	0.0	0.0	0.8	0.0	0.0	0.8	0.6	0.0	0.2	0.8	0.2	0.4	0.0	3.3	0.8	0.4	0.2	0.0	0.0	0.0	0.6	0.0	1.3	0.0	1.3
	Maximum Inbound Load	13.8	11.8	24.8	14.2	13.0	14.2	12.4	34.0	15.2	13.8	17.4	24.8	26.6	19.6	26.0	17.4	24.2	19.0	18.3	14.0	0.0	15.0	15.4	10.6	6.2	7.8	6.4	6.2	3.3	2.5
	Maximum Outbound Load	9.2	5.2	7.6	11.7	7.6	8.0	5.8	13.0	10.4	8.2	7.4	8.6	11.2	12.4	14.6	13.8	19.2	15.2	17.4	30.0	9.8	10.0	15.4	8.6	12.2	17.8	12.8	7.0	12.8	15.8

Winter Passenger Load -- Castle Maroon Route, Saturday

		Run Start Time (Inbound / Outbound)																												
		620	700	740	820	900	940	1000	1100	1140	1220	1300	1340	1420	1500	1522	1540	1600	1640	1720	1800	1840	2000	2020	2100	2140	2220	2300	2340	2420	2500
Direction	Stop	640	720	800	840	920	1020	1040	1120	1200	1240	1320	1400	1440	1520	1600	1640	1620	1700	1740	1820	1900	2020	2120	2200	2240	2320	2400	2440	2520	2600
INBOUND	ASPEN HIGHLANDS	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	0.0	17.0	36.0	23.0	7.0	NA	NA	NA	NA	NA	NA	NA	NA	NA
INBOUND	MAROON CREEK RD HIGHLANDS VI	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	0.0	17.0	36.0	23.0	7.0	NA	NA	NA	NA	NA	NA	NA	NA	NA
INBOUND	MAROON CREEK RD HIGH SCHOOL	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	0.0	17.0	32.0	23.0	5.0	NA	NA	NA	NA	NA	NA	NA	NA	NA
INBOUND	MAROON CREEK RD ROUNDABOUT	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	0.0	18.0	33.0	23.0	5.0	NA	NA	NA	NA	NA	NA	NA	NA	NA
INBOUND	CASTLE RIDGE	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	0.0	20.0	32.0	29.0	3.0	NA	NA	NA	NA	NA	NA	NA	NA	NA
INBOUND	HALLAM ST 8TH ST	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	0.0	15.0	31.0	18.0	4.0	NA	NA	NA	NA	NA	NA	NA	NA	NA
INBOUND	BLEEKER ST 7TH ST	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	0.0	15.0	31.0	18.0	4.0	NA	NA	NA	NA	NA	NA	NA	NA	NA
INBOUND	MAIN ST 4TH ST	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	0.0	15.0	29.0	18.0	4.0	NA	NA	NA	NA	NA	NA	NA	NA	NA
INBOUND	MAIN ST 2ND ST	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	0.0	15.0	29.0	18.0	4.0	NA	NA	NA	NA	NA	NA	NA	NA	NA
INBOUND	MAIN ST PAEPCKE PARK	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	0.0	14.0	29.0	18.0	4.0	NA	NA	NA	NA	NA	NA	NA	NA	NA
INBOUND	MAIN ST GALENA ST	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	14.0	11.0	27.0	11.0	2.0	NA	NA	NA	NA	NA	NA	NA	NA	NA
INBOUND	MAIN ST SPRING ST	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	14.0	11.0	27.0	11.0	2.0	NA	NA	NA	NA	NA	NA	NA	NA	NA
INBOUND	SPRING ST COOPER AVE	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	5.0	3.0	10.0	9.0	0.0	NA	NA	NA	NA	NA	NA	NA	NA	NA
INBOUND	GONDOLA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	5.0	3.0	10.0	9.0	0.0	NA	NA	NA	NA	NA	NA	NA	NA	NA
INBOUND	RUBEY PARK - EOL	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1.0	0.0	0.0	0.0	0.0	NA	NA	NA	NA	NA	NA	NA	NA	NA
OUTBOUND	RUBEY PARK	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	15.0	15.0	16.0	1.0	2.0	NA	NA	NA	NA	NA	NA	NA	NA	NA
OUTBOUND	MAIN ST PAEPCKE PARK	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	13.0	15.0	17.0	18.0	0.0	NA	NA	NA	NA	NA	NA	NA	NA	NA
OUTBOUND	MAIN ST 2ND ST	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	13.0	15.0	17.0	18.0	0.0	NA	NA	NA	NA	NA	NA	NA	NA	NA
OUTBOUND	MAIN ST 4TH ST	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	8.0	16.0	17.0	17.0	0.0	NA	NA	NA	NA	NA	NA	NA	NA	NA
OUTBOUND	MAIN ST 6TH ST	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	8.0	16.0	16.0	17.0	0.0	NA	NA	NA	NA	NA	NA	NA	NA	NA
OUTBOUND	BLEEKER ST 7TH ST	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	8.0	16.0	16.0	17.0	0.0	NA	NA	NA	NA	NA	NA	NA	NA	NA
OUTBOUND	HALLAM ST 8TH ST	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	9.0	19.0	17.0	17.0	0.0	NA	NA	NA	NA	NA	NA	NA	NA	NA
OUTBOUND	HIGHWAY 82 CEMETERY LANE	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	9.0	19.0	17.0	17.0	0.0	NA	NA	NA	NA	NA	NA	NA	NA	NA
OUTBOUND	MAROON CREEK RD ROUNDABOUT	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	3.5	13.5	14.0	11.5	0.0	NA	NA	NA	NA	NA	NA	NA	NA	NA
OUTBOUND	MAROON CREEK RD ASPEN REC	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	0.0	6.0	11.0	3.0	0.0	NA	NA	NA	NA	NA	NA	NA	NA	NA
OUTBOUND	MAROON CREEK RD HIGHLAND - EOL	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	0.0	0.0	0.0	0.0	0.0	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Maximum Inbound Load	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	14.0	20.0	36.0	29.0	7.0	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Maximum Outbound Load	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	15.0	19.0	17.0	18.0	2.0	NA	NA	NA	NA	NA	NA	NA	NA	NA

Winter Passenger Load -- Castle Maroon Route, Sunday

		Run Start Time (Inbound / Outbound)																												
		640	720	800	840	920	1000	1040	1200	1240	1320	1400	1440	1520	1600	1640	1720	1800	1920	2000	2040	2120	2200	2240	2320	2400	2440	2520	2340
Direction	Stop	620	700	740	820	900	940	1020	1140	1220	1300	1340	1420	1500	1540	1620	1700	1740	1900	1940	2020	2100	2140	2220	2300	2340	2420	2500	2540
INBOUND	ASPEN HIGHLANDS	2.0	2.0	1.0	0.0	0.0	3.0	8.0	0.0	8.0	13.0	19.0	7.0	8.0	18.0	32.0	37.0	9.0	8.0	3.0	4.0	2.0	4.0	0.0	3.0	33.0	2.0	2.0	0.0
INBOUND	MAROON CREEK RD HIGHLANDS VI	2.0	2.0	1.0	0.0	0.0	3.0	8.0	0.0	5.5	13.0	19.0	7.0	8.0	18.0	32.0	36.0	9.0	8.0	3.0	2.0	2.0	4.0	0.0	3.0	33.0	2.0	2.0	0.0
INBOUND	MAROON CREEK RD HIGH SCHOOL	2.0	2.0	1.0	0.0	0.0	3.0	8.0	0.0	10.0	14.0	15.0	2.0	10.0	18.0	29.0	35.0	14.0	8.0	3.0	2.0	2.0	5.0	0.0	3.0	33.0	2.0	2.0	0.0
INBOUND	MAROON CREEK RD ROUNDABOUT	2.0	2.0	1.0	0.0	2.0	2.0	8.0	0.0	12.0	13.0	15.0	3.0	10.0	20.0	29.0	37.0	14.0	8.0	3.0	2.0	4.0	5.0	5.0	3.0	32.0	2.0	2.0	0.0
INBOUND	CASTLE RIDGE	10.0	20.0	10.0	10.0	12.0	15.0	14.0	0.0	11.0	26.0	19.0	13.0	19.0	23.0	31.0	35.0	20.0	8.0	13.0	4.0	10.0	10.0	9.0	18.0	51.0	4.0	3.0	0.0
INBOUND	HALLAM ST 8TH ST	8.0	11.0	8.0	10.0	11.0	4.0	10.0	0.0	10.0	27.0	17.0	8.0	18.0	20.0	29.0	34.0	20.0	8.0	13.0	2.0	8.0	10.0	9.0	18.0	51.0	4.0	3.0	0.0
INBOUND	BLEEKER ST 7TH ST	8.0	11.0	8.0	10.0	8.0	4.0	10.0	0.0	10.0	27.0	17.0	8.0	16.0	21.0	29.0	34.0	20.0	8.0	13.0	2.0	8.0	10.0	9.0	18.0	51.0	4.0	3.0	0.0
INBOUND	MAIN ST 4TH ST	8.0	10.0	8.0	10.0	8.0	4.0	10.0	0.0	10.0	26.0	16.0	8.0	16.0	20.0	29.0	40.0	21.0	10.0	13.0	2.0	8.0	10.0	9.0	18.0	51.0	4.0	3.0	0.0
INBOUND	MAIN ST 2ND ST	8.0	10.0	8.0	10.0	8.0	4.0	10.0	0.0	10.0	26.0	16.0	8.0	16.0	20.0	29.0	40.0	21.0	10.0	13.0	2.0	8.0	10.0	9.0	18.0	51.0	4.0	3.0	0.0
INBOUND	MAIN ST PAEPCKE PARK	7.0	10.0	8.0	9.0	8.0	4.0	10.0	0.0	10.0	25.0	16.0	8.0	16.0	17.0	27.0	33.0	21.0	10.0	13.0	2.0	8.0	9.0	4.0	18.0	51.0	4.0	3.0	0.0
INBOUND	MAIN ST GALENA ST	7.0	9.0	8.0	6.0	4.0	2.0	8.0	0.0	9.0	20.0	11.0	5.0	10.0	16.0	27.0	30.0	21.0	8.0	6.0	2.0	4.0	8.0	4.0	2.0	2.0	1.0	3.0	0.0
INBOUND	MAIN ST SPRING ST	6.0	9.0	8.0	6.0	4.0	2.0	8.0	0.0	9.0	20.0	11.0	5.0	10.0	16.0	27.0	30.0	21.0	8.0	6.0	2.0	4.0	8.0	4.0	2.0	2.0	1.0	3.0	0.0
INBOUND	SPRING ST COOPER AVE	3.0	6.0	7.0	1.0	2.0	2.0	8.0	0.0	8.0	11.0	3.0	1.0	7.0	8.0	25.0	21.0	10.0	7.0	2.0	0.0	3.0	8.0	2.0	2.0	2.0	1.0	3.0	0.0
INBOUND	GONDOLA	3.0	0.0	5.0	1.0	2.0	0.0	3.0	0.0	6.0	9.0	3.0	1.0	4.0	8.0	25.0	14.0	10.0	7.0	2.0	0.0	3.0	8.0	2.0	2.0	2.0	1.0	3.0	0.0
INBOUND	RUBEY PARK - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	1.0	0.0	0.0
OUTBOUND	RUBEY PARK	2.0	2.0	0.0	2.0	6.0	3.0	0.0	1.0	7.0	11.0	11.0	7.0	8.0	6.0	17.0	10.0	10.0	17.0	11.0	0.0	16.0	6.0	16.0	7.0	5.0	10.0	6.0	23.0
OUTBOUND	MAIN ST PAEPCKE PARK	2.0	3.0	0.0	2.0	8.0	3.0	2.0	1.0	8.0	12.0	12.0	7.0	8.0	7.0	16.0	11.0	11.0	17.0	13.0	0.0	14.0	6.0	19.0	11.0	5.0	11.0	6.0	23.0
OUTBOUND	MAIN ST 2ND ST	2.0	3.0	0.0	2.0	8.0	3.0	1.0	1.0	8.0	12.0	12.0	6.0	8.0	5.0	14.0	11.0	11.0	17.0	13.0	0.0	14.0	5.0	19.0	11.0	5.0	11.0	6.0	23.0
OUTBOUND	MAIN ST 4TH ST	2.0	3.0	0.0	3.0	8.0	2.0	0.0	2.0	8.0	7.0	12.0	6.0	8.0	4.0	14.0	11.0	11.0	17.0	13.0	0.0	14.0	5.0	17.0	11.0	5.0	11.0	3.0	23.0
OUTBOUND	MAIN ST 6TH ST	2.0	3.0	0.0	3.0	8.0	2.0	0.0	2.0	8.0	7.0	12.0	5.0	8.0	4.0	14.0	10.0	8.0	17.0	9.0	0.0	14.0	5.0	17.0	11.0	5.0	8.0	3.0	22.0
OUTBOUND	BLEEKER ST 7TH ST	2.0	3.0	0.0	3.0	8.0	2.0	0.0	2.0	8.0	7.0	12.0	5.0	8.0	4.0	14.0	10.0	8.0	17.0	9.0	0.0	14.0	5.0	17.0	11.0	5.0	8.0	3.0	22.0
OUTBOUND	HALLAM ST 8TH ST	2.0	3.0	5.0	2.0	12.0	2.0	0.0	3.0	10.0	8.0	14.0	7.0	7.0	4.0	15.0	14.0	8.0	15.0	9.0	15.0	14.0	12.0	17.0	11.0	4.0	8.0	3.0	22.0
OUTBOUND	HIGHWAY 82 CEMETERY LANE	2.0	3.0	5.0	2.0	12.0	2.0	0.0	2.0	9.0	8.0	14.0	7.0	7.0	4.0	15.0	14.0	8.0	21.0	9.0	15.0	14.0	12.0	17.0	11.0	4.0	8.0	3.0	22.0
OUTBOUND	MAROON CREEK RD ROUNDABOUT	2.0	5.0	10.5	6.5	12.5	4.0	4.0	4.0	6.5	7.0	9.0	7.0	6.5	4.0	11.5	8.5	5.0	14.0	6.5	10.5	10.0	8.5	11.0	7.0	4.0	6.5	2.0	13.5
OUTBOUND	MAROON CREEK RD ASPEN REC	2.0	8.0	16.0	11.0	12.0	6.0	11.0	5.0	4.0	6.0	4.0	4.0	2.0	4.0	5.0	3.0	5.0	7.0	4.0	6.0	6.0	5.0	5.0	3.0	4.0	5.0	1.0	5.0
OUTBOUND	MAROON CREEK RD HIGHLAND - EOL	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	2.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0
	Maximum Inbound Load	10.0	20.0	10.0	10.0	12.0	15.0	14.0	0.0	12.0	27.0	19.0	13.0	19.0	23.0	32.0	40.0	21.0	10.0	13.0	4.0	10.0	10.0	9.0	18.0	51.0	4.0	3.0	0.0
	Maximum Outbound Load	2.0	8.0	16.0	11.0	12.5	6.0	11.0	5.0	10.0	12.0	14.0	7.0	8.0	7.0	17.0	14.0	11.0	21.0	13.0	15.0	16.0	12.0	19.0	11.0	5.0	11.0	6.0	23.0

Winter Passenger Load -- Hunter Creek Route, Weekday

Direction	Stop	Run Start Time (Outbound / Inbound)																														
	OUTBOUND		640	700	720	740	800	820	840	900	920	940	1000	1020	1040	1100	1120	1140	1200	1220	1240	1300	1320	1340	1400	1420	1440	1500	1520	1540
	INBOUND	625	648	708	728	748	808	828	848	908	928	948	1008	1028	1048	1108	1128	1148	1208	1228	1248	1308	1328	1348	1408	1428	1448	1508	1528	1548		
OUTBOUND	RUBEY PARK		0.4	1.4	1.4	1.8	1.8	1.6	2.8	2.2	1.4	2.0	2.6	3.4	3.0	2.4	3.4	3.6	6.4	5.2	3.8	5.0	6.0	8.2	7.2	8.0	9.0	11.6	11.8	9.2		
OUTBOUND	MILL STREET HYMAN AVE		0.4	1.4	1.4	2.2	1.2	1.8	3.0	3.0	2.4	2.2	2.8	3.8	3.2	3.0	3.8	4.4	7.6	6.4	6.0	7.0	6.6	8.6	7.8	9.2	9.4	12.4	13.4	11.4		
OUTBOUND	MILL STREET		0.4	1.4	1.6	2.2	0.2	2.4	2.6	2.6	2.4	1.6	2.8	2.4	3.6	2.8	3.8	5.0	7.0	6.4	6.0	8.0	7.4	8.8	11.0	10.4	9.6	14.0	15.0	12.4		
OUTBOUND	LONE PINE RD HUNTER CREEK		3.4	1.4	2.2	5.6	1.8	2.2	5.6	4.8	2.6	2.6	3.0	3.2	5.0	2.8	4.6	5.6	6.4	5.8	6.2	6.8	6.4	8.2	10.2	9.2	8.0	13.4	14.0	11.2		
OUTBOUND	LONE PINE RD HUNTER CREEK 2		5.0	3.0	3.8	6.2	4.0	4.0	6.4	6.2	4.4	2.2	4.2	3.6	5.8	3.2	4.4	5.8	6.4	5.2	5.8	6.0	6.0	8.4	9.2	8.2	9.2	13.0	12.2	9.6		
OUTBOUND	PARK CIRCLE SMUGGLER		5.6	5.2	6.2	10.2	5.2	6.8	9.2	8.0	6.0	7.0	6.6	4.4	8.2	4.4	2.4	4.8	6.8	6.6	7.0	5.2	5.2	6.2	7.4	7.4	6.2	6.2	8.2	5.4		
OUTBOUND	PARK CIRCLE CENTENNIAL - EOL		1.2	3.2	3.6	8.0	4.4	4.2	3.8	2.8	4.0	5.0	4.8	1.2	3.4	2.0	2.0	2.0	1.8	2.8	2.4	1.4	1.2	1.8	1.0	1.6	2.4	1.8	1.2	1.8		
INBOUND	PARK CIRCLE CENTENNIAL	0.0	3.2	4.2	6.2	14.4	9.2	9.2	11.0	7.0	8.4	9.6	10.4	5.2	7.2	4.8	6.2	5.2	4.2	6.8	5.2	4.2	1.8	7.0	2.6	3.4	4.6	4.0	3.4	7.4		
INBOUND	PARK CIRCLE PARK AVE	9.0	4.4	6.2	9.2	25.2	15.4	14.0	21.2	10.4	16.0	18.2	15.2	10.4	13.4	7.2	11.2	11.6	8.0	8.2	9.2	7.0	4.0	7.8	5.0	6.2	7.2	9.4	5.4	9.4		
INBOUND	COOPER AVE CHATEAU ROARING F	9.6	4.4	7.6	9.6	25.4	17.8	15.4	24.8	13.6	19.2	19.4	15.0	12.2	14.0	7.6	14.4	12.2	9.0	10.8	11.6	7.0	4.8	8.6	5.0	6.6	8.6	9.6	7.0	9.8		
INBOUND	SPRING ST COOPER AVE	0.0	2.6	5.4	9.0	15.6	13.6	11.4	17.2	8.2	14.2	13.4	11.2	9.8	9.8	6.2	12.0	11.2	7.2	6.8	10.4	5.4	5.8	4.4	4.6	5.4	6.4	7.2	5.8	6.6		
INBOUND	RUBEY PARK - EOL	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.4	1.0	0.0	0.8	0.4	0.0	0.0	0.8	0.0		
INBOUND	SPRING ST COOPER AVE	0.0	2.6	5.4	9.0	15.6	13.6	11.4	17.2	8.2	14.2	13.4	11.2	9.8	9.8	6.2	12.0	11.2	7.2	6.8	10.4	5.4	5.8	4.4	4.6	5.4	6.4	7.2	5.8	6.6		
INBOUND	GONDOLA	5.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
INBOUND	RUBEY PARK - EOL	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.4	1.0	0.0	0.8	0.4	0.0	0.0	0.8	0.0		
	Maximum Inbound Load	9.6	4.4	7.6	9.6	25.4	17.8	15.4	24.8	13.6	19.2	19.4	15.2	12.2	14.0	7.6	14.4	12.2	9.0	10.8	11.6	7.0	5.8	8.6	5.0	6.6	8.6	9.6	7.0	9.8		
	Maximum Outbound Load		5.6	5.2	6.2	10.2	5.2	6.8	9.2	8.0	6.0	7.0	6.6	4.4	8.2	4.4	4.6	5.8	7.6	6.6	7.0	8.0	7.4	8.8	11.0	10.4	9.6	14.0	15.0	12.4		

	OUTBOUND	1600	1620	1640	1700	1720	1740	1800	1820	1940	2000	2020	2040	2100	2120	2140	2200	2220	2240	2300	2320	2340	2400	2420	2440	2500	2520	2540	2600			
	INBOUND	1608	1628	1648	1708	1728	1748	1808	1828	1948	2008	2028	2048	2108	2128	2148	2208	2228	2248	2308	2328	2348	2408	2428	2448	2508	2528	2548				
OUTBOUND	RUBEY PARK	6.8	8.0	8.4	10.4	14.2	12.0	7.4	8.4	4.8	6.4	9.2	6.0	4.4	5.8	8.8	4.2	6.8	7.0	5.2	7.0	6.4	5.0	4.4	6.0	2.8	5.6	3.6	5.6			
OUTBOUND	MILL STREET HYMAN AVE	8.6	9.0	11.0	14.4	17.8	15.8	11.6	10.0	9.3	10.8	13.2	10.8	6.6	8.4	15.2	7.8	11.8	11.4	13.6	14.2	10.6	9.2	10.0	11.8	10.0	11.0	9.0	15.4			
OUTBOUND	MILL STREET	11.6	11.8	12.2	19.0	18.8	18.0	14.8	12.8	12.3	13.2	14.8	11.2	7.6	10.0	16.2	10.8	14.4	15.0	17.0	18.2	12.0	11.0	10.6	13.6	9.6	11.2	9.6	16.4			
OUTBOUND	LONE PINE RD HUNTER CREEK	9.2	11.8	9.4	16.4	15.8	14.8	12.0	10.6	10.0	10.8	13.6	8.2	6.8	9.0	12.4	9.4	11.6	12.8	11.8	12.0	10.2	8.0	9.0	9.4	8.2	8.2	8.2	13.4			
OUTBOUND	LONE PINE RD HUNTER CREEK 2	8.4	9.8	9.2	15.2	12.4	12.2	11.6	9.4	9.8	9.2	11.2	6.4	5.0	7.8	12.2	8.4	7.4	8.8	8.4	8.8	9.4	7.6	7.4	9.0	7.0	6.8	5.8	11.4			
OUTBOUND	PARK CIRCLE SMUGGLER	6.8	9.8	7.4	11.0	9.8	9.2	10.0	6.0	7.8	8.4	11.0	5.0	5.2	7.2	9.8	7.8	6.0	6.0	5.4	6.6	7.6	4.0	4.6	6.2	3.6	6.0	3.0	6.6			
OUTBOUND	PARK CIRCLE CENTENNIAL - EOL	2.4	1.5	2.6	1.6	1.8	3.2	2.8	2.2	6.5	3.0	3.4	1.0	2.2	2.4	3.4	3.2	1.0	1.2	0.0	1.2	0.2	0.2	0.2	0.0	0.2	0.2	0.0	0.0			
INBOUND	PARK CIRCLE CENTENNIAL	5.6	4.3	5.8	6.2	2.8	5.0	6.2	4.2	6.8	5.4	7.0	7.2	3.6	5.2	5.0	5.2	2.6	3.0	3.6	2.4	1.8	0.8	1.8	1.6	3.4	1.4	3.2				
INBOUND	PARK CIRCLE PARK AVE	5.8	8.8	7.8	6.4	8.4	6.4	6.4	2.2	11.2	7.0	8.6	6.8	3.4	4.0	5.2	7.2	3.0	3.4	2.6	6.2	3.4	0.4	1.6	0.4	1.8	1.8	2.0				
INBOUND	COOPER AVE CHATEAU ROARING F	6.8	8.0	7.6	6.2	10.0	8.4	6.0	3.4	11.4	6.8	8.6	5.2	3.6	3.6	7.2	6.6	3.0	2.8	3.4	6.0	2.8	0.4	0.8	0.4	1.8	1.4	1.8				
INBOUND	SPRING ST COOPER AVE	4.4	8.8	6.4	6.6	6.6	6.6	4.4	3.4	9.2	5.0	7.6	4.4	1.6	2.2	6.2	5.6	2.4	3.2	3.4	6.0	2.8	1.0	0.6	0.4	1.6	1.4	1.8				
INBOUND	RUBEY PARK - EOL	0.2	3.6	0.0	0.6	0.4	0.2	0.2	0.2	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	1.8	0.6	0.4	0.0	0.0	0.0	0.4	0.0				
INBOUND	SPRING ST COOPER AVE	4.4	8.8	6.4	6.6	6.6	6.6	4.4	3.4	9.2	5.0	7.6	4.4	1.6	2.2	6.2	5.6	2.4	3.2	3.4	6.0	2.8	1.0	0.6	0.4	1.6	1.4	1.8				
INBOUND	GONDOLA	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
INBOUND	RUBEY PARK - EOL	0.2	3.6	0.0	0.6	0.4	0.2	0.2	0.2	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	1.8	0.6	0.4	0.0	0.0	0.0	0.4	0.0				
	Maximum Inbound Load	6.8	8.8	7.8	6.6	10.0	8.4	6.4	4.2	11.4	7.0	8.6	7.2	3.6	5.2	7.2	7.2	3.0	3.4	3.6	6.2	3.4	1.0	1.8	1.6	3.4	1.8	3.2				
	Maximum Outbound Load	11.6	11.8	12.2	19.0	18.8	18.0	14.8	12.8	12.3	13.2	14.8	11.2	7.6	10.0	16.2	10.8	14.4	15.0	17.0	18.2	12.0	11.0	10.6	13.6	10.0	11.2	9.6	16.4			

Winter Passenger Load -- Hunter Creek Route, Saturday

Direction	Stop	Run Start Time (Outbound / Inbound)																													
	OUTBOUND		640	700	720	740	800	820	840	900	920	940	1000	1020	1040	1100	1120	1140	1200	1220	1240	1300	1320	1340	1400	1420	1440	1500	1520	1540
	INBOUND	625	648	708	728	748	808	828	848	908	928	948	1008	1028	1048	1108	1128	1148	1208	1228	1248	1308	1328	1348	1408	1428	1448	1508	1528	1548	
OUTBOUND	RUBEY PARK		0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	1.0	3.0	1.0	3.0	1.0	3.0	3.0	3.0	7.0	3.0	2.0	7.0	3.0	7.0	9.0	12.0	9.0	13.0	13.0	13.0	
OUTBOUND	MILL STREET HYMAN AVE		0.0	0.0	0.0	0.0	0.0	0.0	4.0	1.0	2.0	6.0	2.0	4.0	1.0	8.0	10.0	9.0	14.0	9.0	4.0	17.0	11.0	20.0	22.0	30.0	23.0	29.0	32.0	30.0	
OUTBOUND	MILL STREET		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
OUTBOUND	LONE PINE RD HUNTER CREEK		4.0	0.0	1.0	5.0	3.0	1.0	4.0	1.0	0.0	5.0	3.0	1.0	1.0	7.0	8.0	5.0	5.0	3.0	4.0	4.0	5.0	11.0	14.0	15.0	13.0	14.0	17.0	16.0	
OUTBOUND	LONE PINE RD HUNTER CREEK 2		5.0	1.0	3.0	10.0	5.0	3.0	7.0	3.0	1.0	7.0	5.0	1.0	2.0	10.0	5.0	6.0	6.0	3.0	7.0	5.0	4.0	10.0	13.0	15.0	13.0	14.0	15.0	10.0	
OUTBOUND	PARK CIRCLE SMUGGLER		6.0	3.0	7.0	12.0	10.0	6.0	5.0	8.0	3.0	11.0	6.0	4.0	2.0	4.0	5.0	8.0	3.0	5.0	7.0	10.0	5.0	8.0	13.0	9.0	10.0	10.0	9.0	7.0	
OUTBOUND	PARK CIRCLE CENTENNIAL - EOL		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
INBOUND	PARK CIRCLE CENTENNIAL	6.0	4.0	6.0	5.0	11.0	7.0	3.0	12.0	9.0	5.0	10.0	13.0	9.0	11.0	16.0	5.0	16.0	6.0	8.0	6.0	8.0	6.0	4.0	2.0	5.0	5.0	3.0	7.0	7.0	
INBOUND	PARK CIRCLE PARK AVE	8.0	11.0	8.0	12.0	22.0	11.0	10.0	11.0	11.0	17.0	22.0	17.0	13.0	14.0	23.0	10.0	16.0	9.0	13.0	14.0	18.0	10.0	0.0	0.0	4.0	7.0	0.0	10.0	14.0	
INBOUND	COOPER AVE CHATEAU ROARING F	14.0	19.0	13.0	20.0	40.0	22.0	24.0	35.0	37.0	38.0	40.0	27.0	29.0	22.0	36.0	17.0	34.0	12.0	13.0	21.0	25.0	14.0	5.0	0.0	9.0	18.0	0.0	23.0	24.0	
INBOUND	SPRING ST COOPER AVE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
INBOUND	RUBEY PARK - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
INBOUND	SPRING ST COOPER AVE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
INBOUND	GONDOLA	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
INBOUND	RUBEY PARK - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Maximum Inbound Load	14.0	19.0	13.0	20.0	40.0	22.0	24.0	35.0	37.0	38.0	40.0	27.0	29.0	22.0	36.0	17.0	34.0	12.0	13.0	21.0	25.0	14.0	5.0	2.0	9.0	18.0	3.0	23.0	24.0	
	Maximum Outbound Load		6.0	3.0	7.0	12.0	10.0	6.0	7.0	8.0	3.0	11.0	6.0	4.0	2.0	10.0	10.0	9.0	14.0	9.0	7.0	17.0	11.0	20.0	22.0	30.0	23.0	29.0	32.0	30.0	

	OUTBOUND	1600	1620	1640	1700	1720	1740	1800	1820	1940	2000	2020	2040	2100	2120	2140	2200	2220	2240	2300	2320	2340	2400	2420	2440	2500	2520	2540	2600		
	INBOUND	1608	1628	1648	1708	1728	1748	1808	1828	1948	2008	2028	2048	2108	2128	2148	2208	2228	2248	2308	2328	2348	2408	2428	2448	2508	2528	2548			
OUTBOUND	RUBEY PARK	14.0	13.0	4.0	14.0	16.0	4.0	8.0	4.0	12.0	11.0	12.0	5.0	5.0	7.0	2.0	13.0	5.0	3.0	11.0	9.0	3.0	2.0	7.0	3.0	10.0	2.0	5.0	3.0		
OUTBOUND	MILL STREET HYMAN AVE	37.0	35.0	10.0	39.0	30.0	10.0	27.0	22.0	29.0	29.0	27.0	15.0	16.0	26.0	11.0	36.0	33.0	14.0	36.0	30.0	26.0	13.0	23.0	23.0	32.0	18.0	34.0	35.0		
OUTBOUND	MILL STREET	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
OUTBOUND	LONE PINE RD HUNTER CREEK	15.0	11.0	6.0	19.0	8.0	6.0	14.0	12.0	8.0	15.0	12.0	4.0	8.0	12.0	5.0	19.0	12.0	8.0	19.0	10.0	9.0	6.0	8.0	11.0	15.0	6.0	13.0	17.0		
OUTBOUND	LONE PINE RD HUNTER CREEK 2	10.0	10.0	8.0	19.0	7.0	9.0	13.0	11.0	8.0	15.0	5.0	2.0	8.0	6.0	6.0	19.0	8.0	8.0	14.0	8.0	5.0	5.0	7.0	10.0	14.0	5.0	13.0	17.0		
OUTBOUND	PARK CIRCLE SMUGGLER	7.0	7.0	7.0	11.0	6.0	5.0	7.0	5.0	6.0	4.0	0.0	3.0	5.0	8.0	5.0	5.0	7.0	8.0	10.0	8.0	18.0	4.0	6.0	10.0	7.0	3.0	5.0	11.0		
OUTBOUND	PARK CIRCLE CENTENNIAL - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
INBOUND	PARK CIRCLE CENTENNIAL	6.0	5.0	3.0	5.0	10.0	9.0	6.0	4.0	3.0	7.0	2.0	6.0	3.0	6.0	3.0	11.0	3.0	0.0	0.0	5.0	15.0	1.0	1.0	5.0	1.0	1.0	0.0			
INBOUND	PARK CIRCLE PARK AVE	5.0	16.0	5.0	2.0	11.0	10.0	5.0	4.0	4.0	9.0	8.0	12.0	0.0	5.0	2.0	12.0	0.0	3.0	0.0	3.0	16.0	1.0	1.0	4.0	0.0	1.0	3.0			
INBOUND	COOPER AVE CHATEAU ROARING F	8.0	25.0	9.0	7.0	20.0	17.0	6.0	8.0	8.0	14.0	14.0	24.0	13.0	8.0	3.0	23.0	0.0	6.0	18.0	4.0	32.0	2.0	1.0	8.0	0.0	2.0	6.0			
INBOUND	SPRING ST COOPER AVE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
INBOUND	RUBEY PARK - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
INBOUND	SPRING ST COOPER AVE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
INBOUND	GONDOLA	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
INBOUND	RUBEY PARK - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
	Maximum Inbound Load	8.0	25.0	9.0	7.0	20.0	17.0	6.0	8.0	8.0	14.0	14.0	24.0	13.0	8.0	3.0	23.0	3.0	6.0	18.0	5.0	32.0	2.0	1.0	8.0	1.0	2.0	6.0			
	Maximum Outbound Load	37.0	35.0	10.0	39.0	30.0	10.0	27.0	22.0	29.0	29.0	27.0	15.0	16.0	26.0	11.0	36.0	33.0	14.0	36.0	30.0	26.0	13.0	23.0	23.0	32.0	18.0	34.0	35.0		

Winter Passenger Load -- Hunter Creek Route, Sunday

Direction	Stop	Run Start Time (Outbound / Inbound)																														
		OUTBOUND		640	700	720	740	800	820	840	900	920	940	1000	1020	1040	1100	1120	1140	1200	1220	1240	1300	1320	1340	1400	1420	1440	1500	1520	1540
		INBOUND	625	648	708	728	748	808	828	848	908	928	948	1008	1028	1048	1108	1128	1148	1208	1228	1248	1308	1328	1348	1408	1428	1448	1508	1528	1548
OUTBOUND	RUBEY PARK			2.0	1.0	1.0	1.0	1.0	1.0	2.0	3.0	1.0	1.0	2.0	4.0	4.0	3.0	5.0	4.0	5.0	3.0	7.0	12.0	7.0	8.0	5.0	6.0	5.0	13.0	9.0	8.0
OUTBOUND	MILL STREET HYMAN AVE			2.0	1.0	1.0	1.0	1.0	2.0	2.0	4.0	1.0	1.0	2.0	5.0	5.0	3.0	6.0	5.0	4.0	3.0	7.0	12.0	10.0	9.0	9.0	7.0	5.0	14.0	11.0	7.0
OUTBOUND	MILL STREET			2.0	1.0	1.0	2.0	1.0	2.0	3.0	1.0	1.0	1.0	2.0	1.0	5.0	3.0	6.0	3.0	7.0	4.0	8.0	13.0	10.0	10.0	9.0	10.0	5.0	15.0	11.0	7.0
OUTBOUND	LONE PINE RD HUNTER CREEK			4.0	1.0	2.0	6.0	2.0	2.0	7.0	5.0	1.0	4.0	2.0	2.0	5.0	3.0	6.0	4.0	4.0	4.0	6.0	13.0	7.0	9.0	10.0	7.0	2.0	12.0	10.0	7.0
OUTBOUND	LONE PINE RD HUNTER CREEK 2			5.0	1.0	5.0	6.0	5.0	5.0	4.0	12.0	1.0	9.0	4.0	3.0	9.0	3.0	4.0	0.0	4.0	5.0	5.0	12.0	6.0	4.0	7.0	10.0	5.0	11.0	10.0	6.0
OUTBOUND	PARK CIRCLE SMUGGLER			5.0	3.0	6.0	9.0	5.0	7.0	4.0	10.0	3.0	14.0	7.0	4.0	6.0	7.0	3.0	2.0	4.0	5.0	3.0	8.0	4.0	7.0	4.0	4.0	3.0	7.0	4.0	2.0
OUTBOUND	PARK CIRCLE CENTENNIAL - EOL			3.0	2.0	4.0	3.0	3.0	5.0	4.0	10.0	2.0	10.0	3.0	4.0	4.0	7.0	1.0	2.0	0.0	0.0	0.0	0.0	2.0	4.0	0.0	4.0	1.0	0.0	1.0	2.0
INBOUND	PARK CIRCLE CENTENNIAL		8.0	4.0	3.0	5.0	5.0	5.0	9.0	6.0	11.0	4.0	14.0	6.0	7.0	7.0	9.0	6.0	7.0	3.0	7.0	9.0	6.0	5.0	8.0	6.0	4.0	1.0	6.0	3.0	6.0
INBOUND	PARK CIRCLE PARK AVE		11.0	6.0	5.0	5.0	11.0	9.0	13.0	15.0	16.0	9.0	22.0	10.0	11.0	11.0	9.0	9.0	14.0	7.0	5.0	9.0	8.0	5.0	6.0	5.0	0.0	6.0	8.0	2.0	9.0
INBOUND	COOPER AVE CHATEAU ROARING F		11.0	6.0	5.0	5.0	11.0	9.0	13.0	15.0	16.0	11.0	27.0	13.0	20.0	16.0	9.0	10.0	16.0	7.0	5.0	9.0	8.0	4.0	6.0	5.0	0.0	6.0	9.0	6.0	9.0
INBOUND	SPRING ST COOPER AVE		0.0	4.0	3.0	0.0	6.0	5.0	11.0	5.0	2.0	11.0	15.0	2.0	18.0	4.0	6.0	8.0	11.0	6.0	4.0	7.0	8.0	4.0	4.0	7.0	0.0	5.0	5.0	6.0	7.0
INBOUND	RUBEY PARK - EOL		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	SPRING ST COOPER AVE		0.0	4.0	3.0	0.0	6.0	5.0	11.0	5.0	2.0	11.0	15.0	2.0	18.0	4.0	6.0	8.0	11.0	6.0	4.0	7.0	8.0	4.0	4.0	7.0	0.0	5.0	5.0	6.0	7.0
INBOUND	GONDOLA		7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	RUBEY PARK - EOL		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Maximum Inbound Load		11.0	6.0	5.0	5.0	11.0	9.0	13.0	15.0	16.0	11.0	27.0	13.0	20.0	16.0	9.0	10.0	16.0	7.0	7.0	9.0	8.0	5.0	8.0	7.0	4.0	6.0	9.0	6.0	9.0
	Maximum Outbound Load			5.0	3.0	6.0	9.0	5.0	7.0	7.0	12.0	3.0	14.0	7.0	5.0	9.0	7.0	6.0	5.0	7.0	5.0	8.0	13.0	10.0	10.0	10.0	10.0	5.0	15.0	11.0	8.0

		OUTBOUND	1600	1620	1640	1700	1720	1740	1800	1820	1940	2000	2020	2040	2100	2120	2140	2200	2220	2240	2300	2320	2340
		INBOUND	1608	1628	1648	1708	1728	1748	1808	1828	1948	2008	2028	2048	2108	2128	2148	2208	2228	2248	2308	2328	
OUTBOUND	RUBEY PARK		6.0	7.0	3.0	9.0	15.0	9.0	11.0	5.0	0.0	6.0	3.0	4.0	0.0	2.0	3.0	5.0	14.0	7.0	6.0	2.0	3.0
OUTBOUND	MILL STREET HYMAN AVE		6.0	11.0	9.0	9.0	18.0	10.0	17.0	6.0	2.0	10.0	3.0	4.0	3.0	8.0	3.0	10.0	21.0	12.0	10.0	5.0	3.0
OUTBOUND	MILL STREET		7.0	9.0	9.0	11.0	19.0	11.0	17.0	7.0	4.0	10.0	3.0	4.0	3.0	10.0	3.0	11.0	23.0	12.0	12.0	7.0	0.0
OUTBOUND	LONE PINE RD HUNTER CREEK		7.0	8.0	3.0	11.0	11.0	10.0	10.0	4.0	15.0	8.0	3.0	5.0	0.0	9.0	5.0	11.0	15.0	13.0	10.0	6.0	0.0
OUTBOUND	LONE PINE RD HUNTER CREEK 2		6.0	8.0	6.0	12.0	7.0	7.0	9.0	4.0	15.0	5.0	2.0	6.0	0.0	8.0	5.0	4.0	14.0	7.0	7.0	6.0	0.0
OUTBOUND	PARK CIRCLE SMUGGLER		2.0	4.0	5.0	9.0	7.0	6.0	5.0	4.0	15.0	6.0	0.0	7.0	1.0	6.0	5.0	4.0	3.0	4.0	3.0	5.0	0.0
OUTBOUND	PARK CIRCLE CENTENNIAL - EOL		2.0	0.0	0.0	0.0	2.0	2.0	2.0	1.0	0.0	4.0	0.0	1.0	1.0	4.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0
INBOUND	PARK CIRCLE CENTENNIAL		4.0	4.0	2.0	4.0	3.0	3.0	2.0	1.0	15.0	5.0	2.0	1.0	4.0	4.0	10.0	4.0	4.0	2.0	3.0	0.0	
INBOUND	PARK CIRCLE PARK AVE		2.0	5.0	9.0	3.0	9.0	2.0	1.0	0.0	14.0	2.0	1.0	6.0	4.0	7.0	9.0	3.0	1.0	7.0	3.0	6.0	
INBOUND	COOPER AVE CHATEAU ROARING F		2.0	5.0	12.0	3.0	9.0	2.0	1.0	0.0	14.0	2.0	3.0	8.0	4.0	7.0	9.0	3.0	1.0	7.0	3.0	6.0	
INBOUND	SPRING ST COOPER AVE		1.0	5.0	7.0	1.0	8.0	1.0	1.0	0.0	10.0	2.0	3.0	8.0	4.0	7.0	7.0	3.0	1.0	7.0	1.0	6.0	
INBOUND	RUBEY PARK - EOL		0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	3.0	
INBOUND	SPRING ST COOPER AVE		1.0	5.0	7.0	1.0	8.0	1.0	1.0	0.0	10.0	2.0	3.0	8.0	4.0	7.0	7.0	3.0	1.0	7.0	1.0	6.0	
INBOUND	GONDOLA		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
INBOUND	RUBEY PARK - EOL		0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	3.0	
	Maximum Inbound Load		4.0	5.0	12.0	4.0	9.0	3.0	2.0	1.0	15.0	5.0	3.0	8.0	4.0	7.0	10.0	4.0	4.0	7.0	3.0	6.0	
	Maximum Outbound Load		7.0	11.0	9.0	12.0	19.0	11.0	17.0	7.0	15.0	10.0	3.0	7.0	3.0	10.0	5.0	11.0	23.0	13.0	12.0	7.0	3.0

Winter Passenger Load -- Highlands Direct Route, Weekday

		Run Start Time (Outbound / Inbound)																							
		645	715	745	813	846	913	946	1013	1130	1210	1250	1330	1410	1443	1516	1543	1616	1645	1715	1745	1815	1845	1915	1945
Direction	Stop	700	730	800	823	856	923	956	1023	1150	1230	1310	1350	1433	1506	1533	1606	1633	1700	1730	1800	1830	1900	1930	2000
OUTBOUND	RUBEY PARK	3.5	6.5	9.5	0.5	24.5	5.5	12.0	7.5	21.5	17.0	11.5	6.5	9.5	1.5	5.0	6.0	3.0	8.0	5.0	2.5	8.5	5.5	5.0	0.5
OUTBOUND	MAIN ST PAEPCKE PARK	4.0	10.5	10.0	0.5	28.0	13.0	17.5	11.0	22.5	16.0	14.0	6.5	9.5	0.5	5.0	6.0	3.0	6.0	7.0	3.5	9.0	5.5	5.0	0.5
OUTBOUND	MAIN ST 2ND ST	4.0	10.5	10.0	0.5	28.0	13.0	17.5	11.0	22.5	16.0	14.0	6.5	9.5	0.5	4.0	5.0	3.0	6.0	8.5	3.5	9.0	5.5	5.0	0.5
OUTBOUND	MAIN ST 4TH ST	4.0	10.5	10.5	0.5	28.5	13.0	20.0	11.0	22.5	15.5	13.0	6.5	9.0	0.5	4.0	4.0	2.5	6.0	8.5	3.5	7.5	5.5	4.0	0.5
OUTBOUND	MAIN ST 6TH ST	4.0	10.5	10.5	0.5	28.5	13.0	20.0	11.0	22.5	15.5	13.0	6.5	9.0	0.5	4.0	4.0	2.5	6.0	8.5	2.5	7.5	5.5	4.0	0.5
OUTBOUND	BLEEKER ST 7TH ST	4.0	10.5	10.5	0.5	28.5	13.0	20.0	11.0	22.5	15.5	13.0	6.5	9.0	0.5	4.0	4.0	2.5	6.0	8.5	2.5	7.5	5.5	4.0	0.5
OUTBOUND	HALLAM ST 8TH ST	4.0	12.0	11.0	0.5	28.0	13.0	20.0	16.0	22.5	15.5	10.5	6.0	7.5	0.5	4.0	4.0	2.5	5.5	8.5	2.5	7.5	5.5	4.5	0.5
OUTBOUND	HIGHWAY 82 CEMETERY LANE	4.0	12.0	11.0	0.5	29.0	14.0	20.0	16.0	22.5	15.5	10.5	6.0	7.5	0.5	4.0	4.0	2.5	5.5	8.0	2.5	7.5	5.5	4.5	0.5
OUTBOUND	MAROON CREEK RD ROUNDABOUT	4.0	12.0	11.0	2.5	29.0	14.0	20.0	18.0	22.5	16.5	11.0	6.0	7.5	0.5	4.0	3.5	6.5	5.5	8.0	4.5	8.0	5.5	4.5	0.5
OUTBOUND	MAROON CREEK RD ASPEN REC	4.0	9.0	7.0	2.0	27.5	14.0	20.0	20.5	22.5	16.5	10.0	6.0	7.5	0.5	12.0	3.5	6.5	4.0	7.5	3.0	7.0	4.0	5.5	0.5
OUTBOUND	MAROON CREEK RD HIGHLANDS VI	4.0	9.0	7.0	2.0	27.5	14.0	20.0	20.5	22.5	16.5	10.0	6.0	7.5	0.5	10.5	2.5	6.0	4.0	7.0	3.0	7.0	4.0	5.5	0.5
OUTBOUND	ASPEN HIGHLANDS - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	ASPEN HIGHLANDS	7.5	0.0	1.0	5.0	4.0	1.0	3.0	2.5	12.0	11.0	9.5	11.5	15.0	20.5	17.5	21.0	22.0	15.5	17.5	2.5	0.5	3.5	2.5	2.5
INBOUND	MAROON CREEK RD HIGHLANDS VI	7.5	0.0	1.5	5.0	4.0	1.0	3.0	2.5	12.0	11.0	9.5	11.5	15.0	20.5	17.5	21.0	23.0	15.5	17.5	2.5	0.5	3.5	2.5	2.5
INBOUND	MAROON CREEK RD HIGH SCHOOL	8.0	2.5	2.5	5.0	5.0	1.0	4.5	2.5	12.0	11.5	9.5	12.5	15.0	20.5	21.5	21.5	22.0	15.5	20.0	3.0	2.0	3.5	2.5	2.5
INBOUND	MAROON CREEK RD ROUNDABOUT	9.0	2.5	2.5	5.0	5.0	2.0	4.5	1.5	12.0	11.0	9.5	12.5	15.0	21.0	24.5	21.5	22.5	15.5	24.5	3.0	2.0	3.5	2.5	2.5
INBOUND	HALLAM ST 8TH ST	8.5	2.5	4.5	5.0	5.0	2.0	4.5	1.5	9.0	11.0	9.5	11.5	12.5	21.0	25.0	21.0	20.5	14.0	17.0	3.0	2.0	3.0	4.5	4.0
INBOUND	MAIN ST 4TH ST	9.0	2.5	4.5	5.0	5.0	2.0	4.5	1.5	8.5	11.0	9.5	11.5	12.5	21.0	24.5	17.5	19.5	14.0	16.5	5.5	2.0	3.5	6.0	4.0
INBOUND	GARMISCH HOPKINS	9.0	2.5	2.0	5.0	4.5	1.5	3.5	1.5	8.5	10.5	9.5	10.0	12.5	20.0	24.0	17.0	17.5	11.5	13.5	2.5	2.0	3.5	5.5	3.0
INBOUND	LIFT 1	9.0	2.5	2.0	5.0	4.5	1.5	3.5	1.5	8.5	10.5	9.5	10.0	10.0	19.5	23.0	17.0	15.5	11.0	12.5	2.5	1.0	3.5	5.0	1.0
INBOUND	RUBEY PARK - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Maximum Inbound Load	9.0	2.5	4.5	5.0	5.0	2.0	4.5	2.5	12.0	11.5	9.5	12.5	15.0	21.0	25.0	21.5	23.0	15.5	24.5	5.5	2.0	3.5	6.0	4.0
	Maximum Outbound Load	4.0	12.0	11.0	2.5	29.0	14.0	20.0	20.5	22.5	17.0	14.0	6.5	9.5	1.5	12.0	6.0	6.5	8.0	8.5	4.5	9.0	5.5	5.5	0.5

Winter Passenger Load -- Highlands Direct Route, Saturday

		Run Start Time (Outbound / Inbound)																						
		645	715	745	813	846	913	946	1013	1130	1210	1250	1330	1410	1443	1516	1543	1616	1645	1715	1745	1815	1845	1915	1945
Direction	Stop	700	730	800	823	856	923	956	1023	1150	1230	1310	1350	1433	1506	1533	1606	1633	1700	1730	1800	1830	1900	1930	2000
OUTBOUND	RUBEY PARK	2.0	2.0	5.0	1.0	42.0	14.0	46.0	12.0	16.0	18.0	14.0	9.0	6.0	4.0	11.0	2.0	6.0	4.0	13.0	4.0	7.0	2.0	7.0	2.0
OUTBOUND	MAIN ST PAEPCKE PARK	2.0	4.0	6.0	1.0	42.0	14.0	46.0	19.0	16.0	20.0	14.0	10.0	7.0	4.0	11.0	4.0	11.0	4.0	13.0	4.0	8.0	2.0	7.0	2.0
OUTBOUND	MAIN ST 2ND ST	2.0	4.0	6.0	1.0	42.0	14.0	46.0	19.0	16.0	20.0	14.0	10.0	7.0	4.0	11.0	4.0	11.0	4.0	11.0	2.0	8.0	2.0	7.0	2.0
OUTBOUND	MAIN ST 4TH ST	2.0	4.0	6.0	3.0	42.0	14.0	46.0	21.0	17.0	20.0	14.0	10.0	7.0	4.0	11.0	4.0	11.0	4.0	11.0	2.0	8.0	2.0	7.0	2.0
OUTBOUND	MAIN ST 6TH ST	3.0	4.0	6.0	3.0	42.0	14.0	46.0	21.0	17.0	20.0	14.0	10.0	7.0	4.0	11.0	4.0	11.0	4.0	11.0	2.0	8.0	2.0	7.0	2.0
OUTBOUND	BLEEKER ST 7TH ST	3.0	4.0	6.0	3.0	42.0	14.0	46.0	21.0	17.0	20.0	14.0	10.0	7.0	4.0	11.0	4.0	11.0	4.0	11.0	2.0	8.0	2.0	7.0	2.0
OUTBOUND	HALLAM ST 8TH ST	3.0	6.0	6.0	5.0	42.0	14.0	46.0	22.0	17.0	20.0	14.0	10.0	10.0	4.0	12.0	4.0	11.0	4.0	11.0	0.0	8.0	2.0	7.0	1.0
OUTBOUND	HIGHWAY 82 CEMETERY LANE	3.0	6.0	6.0	5.0	42.0	16.0	46.0	22.0	17.0	20.0	14.0	10.0	10.0	4.0	12.0	4.0	11.0	4.0	11.0	0.0	8.0	2.0	7.0	1.0
OUTBOUND	MAROON CREEK RD ROUNDABOUT	2.0	6.0	6.0	7.0	42.0	16.0	46.0	22.0	17.0	20.0	14.0	10.0	10.0	4.0	12.0	4.0	13.0	4.0	10.0	0.0	8.0	4.0	7.0	1.0
OUTBOUND	MAROON CREEK RD ASPEN REC	2.0	6.0	6.0	7.0	42.0	12.0	44.0	21.0	16.0	20.0	14.0	10.0	9.0	4.0	11.0	4.0	11.0	4.0	9.0	0.0	8.0	3.0	5.0	1.0
OUTBOUND	MAROON CREEK RD HIGHLANDS VI	2.0	6.0	6.0	7.0	42.0	12.0	44.0	21.0	16.0	19.0	13.0	10.0	9.0	4.0	9.0	4.0	11.0	4.0	9.0	0.0	8.0	3.0	5.0	1.0
OUTBOUND	ASPEN HIGHLANDS - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	ASPEN HIGHLANDS	6.0	2.0	1.0	9.0	3.0	4.0	9.0	4.0	19.0	6.0	4.0	9.0	19.0	19.0	33.0	24.0	45.0	11.0	20.0	17.0	2.0	3.0	2.0	7.0
INBOUND	MAROON CREEK RD HIGHLANDS VI	6.0	2.0	1.0	9.0	3.0	4.0	10.0	4.0	19.0	6.0	4.0	9.0	19.0	19.0	33.0	24.0	45.0	11.0	20.0	17.0	2.0	3.0	2.0	7.0
INBOUND	MAROON CREEK RD HIGH SCHOOL	6.0	2.0	1.0	9.0	3.0	4.0	11.0	4.0	19.0	6.0	3.0	9.0	19.0	20.0	31.0	26.0	45.0	11.0	19.0	17.0	2.0	3.0	1.0	18.0
INBOUND	MAROON CREEK RD ROUNDABOUT	6.0	1.0	1.0	9.0	3.0	4.0	11.0	4.0	18.0	6.0	3.0	8.0	18.0	20.0	32.0	26.0	45.0	11.0	19.0	17.0	2.0	3.0	3.0	18.0
INBOUND	HALLAM ST 8TH ST	6.0	1.0	3.0	9.0	3.0	4.0	10.0	4.0	20.0	9.0	3.0	8.0	18.0	18.0	27.0	24.0	41.0	11.0	19.0	16.0	2.0	2.0	3.0	17.0
INBOUND	MAIN ST 4TH ST	6.0	1.0	3.0	9.0	3.0	4.0	10.0	4.0	20.0	9.0	3.0	8.0	18.0	17.0	25.0	24.0	39.0	11.0	19.0	16.0	2.0	2.0	5.0	17.0
INBOUND	GARMISCH HOPKINS	5.0	1.0	3.0	9.0	4.0	4.0	13.0	4.0	20.0	8.0	3.0	7.0	18.0	14.0	24.0	23.0	34.0	11.0	19.0	16.0	2.0	2.0	5.0	16.0
INBOUND	LIFT 1	5.0	1.0	3.0	9.0	4.0	4.0	13.0	2.0	18.0	8.0	2.0	7.0	16.0	13.0	22.0	21.0	34.0	11.0	19.0	15.0	2.0	2.0	5.0	15.0
INBOUND	RUBEY PARK - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
	Maximum Inbound Load	6.0	2.0	3.0	9.0	4.0	4.0	13.0	4.0	20.0	9.0	4.0	9.0	19.0	20.0	33.0	26.0	45.0	11.0	20.0	17.0	2.0	3.0	5.0	18.0
	Maximum Outbound Load	3.0	6.0	6.0	7.0	42.0	16.0	46.0	22.0	17.0	20.0	14.0	10.0	10.0	4.0	12.0	4.0	13.0	4.0	13.0	4.0	8.0	4.0	7.0	2.0

Winter Passenger Load -- Highlands Direct Route, Sunday

		Run Start Time (Outbound / Inbound)																							
		645	715	745	813	846	913	946	1013	1130	1210	1250	1330	1410	1443	1516	1543	1616	1645	1715	1745	1815	1845	1915	1945
Direction	Stop	700	730	800	823	856	923	956	1023	1150	1230	1310	1350	1433	1506	1533	1606	1633	1700	1730	1800	1830	1900	1930	2000
OUTBOUND	RUBEY PARK	1.0	0.0	0.0	2.0	11.0	9.0	0.0	7.0	9.0	0.0	16.0	9.0	9.0	2.0	2.0	3.0	0.0	4.0	5.0	2.0	6.0	3.0	1.0	5.0
OUTBOUND	MAIN ST PAEPCKE PARK	1.0	5.0	1.0	4.0	11.0	9.0	8.0	16.0	23.0	0.0	16.0	9.0	9.0	2.0	0.0	3.0	0.0	4.0	7.0	2.0	7.0	3.0	1.0	5.0
OUTBOUND	MAIN ST 2ND ST	1.0	5.0	1.0	4.0	11.0	9.0	8.0	16.0	23.0	0.0	16.0	9.0	9.0	2.0	0.0	3.0	2.0	4.0	7.0	2.0	7.0	3.0	0.0	5.0
OUTBOUND	MAIN ST 4TH ST	1.0	5.0	1.0	4.0	11.0	9.0	8.0	16.0	22.0	0.0	24.0	9.0	9.0	2.0	0.0	3.0	2.0	4.0	7.0	2.0	6.0	3.0	0.0	5.0
OUTBOUND	MAIN ST 6TH ST	1.0	5.0	1.0	4.0	11.0	9.0	8.0	16.0	22.0	0.0	24.0	9.0	9.0	2.0	0.0	3.0	2.0	4.0	7.0	2.0	6.0	3.0	0.0	5.0
OUTBOUND	BLEEKER ST 7TH ST	1.0	5.0	1.0	4.0	11.0	9.0	8.0	16.0	22.0	0.0	24.0	9.0	9.0	2.0	0.0	3.0	2.0	4.0	7.0	2.0	6.0	3.0	0.0	5.0
OUTBOUND	HALLAM ST 8TH ST	1.0	5.0	2.0	4.0	11.0	9.0	14.0	17.0	26.0	13.0	24.0	9.0	8.0	2.0	0.0	3.0	2.0	5.0	7.0	2.0	6.0	3.0	0.0	5.0
OUTBOUND	HIGHWAY 82 CEMETERY LANE	1.0	5.0	2.0	4.0	11.0	11.0	14.0	17.0	25.0	13.0	24.0	9.0	8.0	2.0	0.0	3.0	2.0	5.0	7.0	2.0	6.0	3.0	0.0	5.0
OUTBOUND	MAROON CREEK RD ROUNDABOUT	1.0	5.0	3.0	4.0	11.0	11.0	16.0	17.0	25.0	26.0	24.0	9.0	8.0	2.0	0.0	3.0	3.0	5.0	7.0	2.0	6.0	4.0	0.0	5.0
OUTBOUND	MAROON CREEK RD ASPEN REC	1.0	5.0	4.0	4.0	11.0	13.0	16.0	17.0	25.0	21.0	24.0	9.0	8.0	1.0	1.0	3.0	2.0	5.0	8.0	2.0	2.0	4.0	0.0	5.0
OUTBOUND	MAROON CREEK RD HIGHLANDS VI	1.0	5.0	4.0	4.0	11.0	13.0	16.0	17.0	25.0	19.0	20.0	9.0	8.0	1.0	1.0	3.0	2.0	5.0	7.0	2.0	2.0	4.0	0.0	5.0
OUTBOUND	ASPEN HIGHLANDS - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	ASPEN HIGHLANDS	3.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	7.0	3.0	6.0	17.0	17.0	6.0	13.0	9.0	15.0	6.0	3.0	5.0	0.0	3.0	3.0
INBOUND	MAROON CREEK RD HIGHLANDS VI	3.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	7.0	3.0	6.0	17.0	17.0	6.0	13.0	9.0	15.0	6.0	3.0	5.0	0.0	3.0	3.0
INBOUND	MAROON CREEK RD HIGH SCHOOL	3.0	2.0	0.0	0.0	0.0	1.0	4.0	0.0	0.0	7.0	3.0	10.0	17.0	17.0	6.0	13.0	9.0	14.0	6.0	3.0	5.0	0.0	3.0	4.0
INBOUND	MAROON CREEK RD ROUNDABOUT	3.0	3.0	0.0	0.0	0.0	1.0	4.0	0.0	0.0	6.0	3.0	10.0	18.0	17.0	7.0	13.0	9.0	14.0	6.0	3.0	3.0	0.0	3.0	4.0
INBOUND	HALLAM ST 8TH ST	3.0	3.0	0.0	0.0	0.0	1.0	4.0	0.0	0.0	6.0	3.0	9.0	18.0	15.0	7.0	13.0	9.0	14.0	5.0	3.0	5.0	0.0	8.0	3.0
INBOUND	MAIN ST 4TH ST	3.0	3.0	0.0	0.0	0.0	1.0	4.0	0.0	0.0	6.0	2.0	9.0	18.0	15.0	7.0	13.0	9.0	14.0	5.0	3.0	5.0	2.0	8.0	3.0
INBOUND	GARMISCH HOPKINS	3.0	3.0	0.0	0.0	0.0	1.0	4.0	3.0	0.0	6.0	2.0	9.0	17.0	12.0	7.0	12.0	9.0	14.0	4.0	3.0	5.0	1.0	9.0	3.0
INBOUND	LIFT 1	2.0	3.0	0.0	0.0	0.0	1.0	4.0	3.0	0.0	3.0	2.0	9.0	14.0	10.0	7.0	7.0	9.0	14.0	4.0	3.0	3.0	1.0	9.0	3.0
INBOUND	RUBEY PARK - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Maximum Inbound Load	3.0	3.0	0.0	0.0	0.0	1.0	4.0	3.0	0.0	7.0	3.0	10.0	18.0	17.0	7.0	13.0	9.0	15.0	6.0	3.0	5.0	2.0	9.0	4.0
	Maximum Outbound Load	1.0	5.0	4.0	4.0	11.0	13.0	16.0	17.0	26.0	26.0	24.0	9.0	9.0	2.0	2.0	3.0	3.0	5.0	8.0	2.0	7.0	4.0	1.0	5.0

Winter Passenger Load -- Galena Street Shuttle, Weekday

Direction	Stop	Run Start Time (Outbound / Inbound)																												
		OUTBOUND	815	825	835	845	855	905	915	925	935	945	955	1005	1015	1025	1035	1045	1055	1105	1115	1125	1135	1145	1205	1225	1242			
		INBOUND	828	848	908	938	948	958	1008	1018	1028	1038	1048	1058	1108	1118	1128	1138	1158	1218	1238	1308	1328	1348	1408	1418	1448			
OUTBOUND	RIO GRANDE PARKING GARAGE		3.3	0.4	3.9	1.3	2.3	0.6	1.2	1.8	3.3	3.4	4.0	3.8	7.7	4.8	2.0	6.6	1.7	1.0	0.3	1.8	0.7	2.0	5.8	2.4	0.9	0.0	0.0	0.0
OUTBOUND	MILL STREET		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	RIO GRANDE PARKING GARAG - EOL		0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	2.7	0.0	0.0	0.8	0.0	0.2	0.0	0.0	0.0	1.6	0.0	0.0	0.0	2.0	3.0	1.0	0.0	0.0	0.0	0.0
OUTBOUND	LONE PINE RD HUNTER CREEK		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0
OUTBOUND	LONE PINE RD HUNTER CREEK 2		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	0.0
OUTBOUND	LITTLE NELL		0.0	0.0	0.0	0.3	0.0	0.0	0.3	1.0	0.0	0.0	0.0	4.0	0.5	0.5	2.0	0.0	0.0	4.5	0.0	0.8	0.0	3.0	0.0	2.0	0.0	0.0	0.0	0.0
OUTBOUND	LITTLE NELL - EOL		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	RIO GRANDE PARKING GARAGE		1.0	1.0	1.3	0.7	7.5	1.0	0.0	3.0	1.0	1.2	1.8	1.4	3.0	0.2	1.5	2.3	1.2	1.0	0.6	1.0	0.5	1.7	0.0	3.8	2.0	0.0	0.0	0.0
INBOUND	MILL STREET		1.0	1.3	1.3	0.7	1.3	0.2	0.0	3.0	0.7	1.2	2.0	1.8	2.7	0.6	1.3	2.8	1.6	0.8	0.8	1.0	1.0	2.0	0.3	3.8	1.7	0.0	0.0	0.0
INBOUND	LONE PINE RD HUNTER CREEK		2.0	4.0	4.7	2.8	2.0	1.6	1.7	3.8	1.0	4.6	4.7	3.6	2.3	2.4	3.3	3.2	1.8	1.6	1.8	1.7	1.3	2.8	2.0	2.0	1.7	0.0	0.0	0.0
INBOUND	LONE PINE RD HUNTER CREEK 2		4.3	5.3	8.0	4.8	2.5	3.4	5.3	4.6	3.3	7.2	4.7	4.6	0.7	2.4	2.7	4.4	2.6	1.8	2.8	1.7	1.0	2.0	2.0	1.2	2.0	0.0	0.0	0.0
	Maximum Outbound Load		3.3	0.4	3.9	1.3	2.3	0.6	1.2	1.8	3.3	3.4	4.0	4.0	7.7	4.8	2.0	6.6	1.7	4.5	0.3	1.8	0.7	3.0	5.8	2.4	2.3	0.0	0.0	0.0
	Maximum Inbound Load		4.3	5.3	8.0	4.8	7.5	3.4	5.3	4.6	3.3	7.2	4.7	4.6	3.0	2.4	3.3	4.4	2.6	1.8	2.8	1.7	1.3	2.8	2.0	3.8	2.0	0.0	0.0	0.0

		OUTBOUND	1245	1255	1315	1335	1352	1355	1405	1415	1425	1435	1445	1455	1505	1515	1525	1535	1545	1555	1605	1615	1625	1635	1645	1655				
		INBOUND	1458	1508	1518	1528	1538	1548	1558	1608	1618	1628	1638	1648	1658	1708														
OUTBOUND	RIO GRANDE PARKING GARAGE		1.0	6.5	1.3	0.7	2.3	0.0	9.8	1.0	2.2	0.0	1.4	1.0	3.0	1.0	3.4	0.7	2.4	1.0	0.4	3.7	1.2	1.0	2.5	1.0	0.0	0.0	0.0	0.0
OUTBOUND	MILL STREET		0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	RIO GRANDE PARKING GARAG - EOL		0.0	0.0	0.0	0.7	0.0	0.3	0.0	0.7	0.0	0.3	0.2	0.0	0.6	1.3	0.4	1.3	0.8	1.0	1.0	0.0	0.0	0.3	1.4	0.3	0.0	0.0	0.0	0.0
OUTBOUND	LONE PINE RD HUNTER CREEK		0.0	0.0	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	LONE PINE RD HUNTER CREEK 2		0.0	0.0	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	LITTLE NELL		0.0	0.0	0.0	2.0	0.8	2.0	4.0	2.0	1.0	1.5	3.0	0.0	3.0	4.0	3.3	2.0	1.3	6.0	3.8	0.0	1.0	3.3	3.5	3.0	0.0	0.0	0.0	0.0
OUTBOUND	LITTLE NELL - EOL		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	RIO GRANDE PARKING GARAGE		0.6	1.5	3.8	0.8	4.8	1.0	3.0	2.3	1.8	1.3	1.8	0.7	3.9	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
INBOUND	MILL STREET		1.4	3.3	4.6	1.3	4.6	0.8	3.0	3.0	2.4	4.7	3.0	1.7	4.8	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
INBOUND	LONE PINE RD HUNTER CREEK		3.6	3.7	1.8	1.7	4.6	1.3	3.2	4.3	1.6	7.0	3.0	0.3	3.8	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
INBOUND	LONE PINE RD HUNTER CREEK 2		3.2	3.3	1.6	4.3	2.2	1.7	3.0	3.7	2.0	6.7	3.0	1.3	3.2	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Maximum Outbound Load		1.0	6.5	1.3	2.0	3.2	2.0	9.8	2.0	2.2	1.5	3.0	1.0	3.0	4.0	3.4	2.0	2.4	6.0	3.8	3.7	1.2	3.3	3.5	3.0	0.0	0.0	0.0	0.0
	Maximum Inbound Load		3.6	3.7	4.6	4.3	4.8	1.7	3.2	4.3	2.4	7.0	3.0	1.7	4.8	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Winter Passenger Load -- Galena Street Shuttle, Saturday

Direction	Stop	Run Start Time (Outbound / Inbound)																												
		OUTBOUND	815	825	835	845	855	905	915	925	935	945	955	1005	1015	1025	1035	1045	1055	1105	1115	1125	1135	1145	1205	1225	1242			
		INBOUND	828	848	908	938	948	958	1008	1018	1028	1038	1048	1058	1108	1118	1128	1138	1158	1218	1238	1308	1328	1348	1408	1418	1448			
OUTBOUND	RIO GRANDE PARKING GARAGE		0.0	1.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	4.0	10.0	3.0	0.0	2.0	1.0	14.0	0.0	2.0	4.0	3.0	2.0	5.0	2.0	0.0	0.0	0.0
OUTBOUND	MILL STREET		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0
OUTBOUND	RIO GRANDE PARKING GARAG - EOL		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	LONE PINE RD HUNTER CREEK		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0
OUTBOUND	LONE PINE RD HUNTER CREEK 2		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0
OUTBOUND	LITTLE NELL		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0
OUTBOUND	LITTLE NELL - EOL		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	RIO GRANDE PARKING GARAGE		0.0	1.0	0.0	0.0	0.0	0.0	2.0	1.0	1.0	1.0	0.0	2.0	3.0	4.0	0.0	3.5	1.0	0.0	2.0	0.0	1.0	0.0	0.0	4.0	0.5	0.0	0.0	0.0
INBOUND	MILL STREET		0.0	0.0	0.0	0.0	0.0	0.0	2.0	1.0	1.0	1.0	0.0	2.0	3.0	4.0	0.0	5.5	1.0	1.0	2.0	0.0	1.0	0.0	0.0	4.0	1.0	0.0	0.0	0.0
INBOUND	LONE PINE RD HUNTER CREEK		2.0	0.0	7.0	0.0	5.0	2.0	0.0	1.0	2.0	3.0	2.0	8.0	3.0	1.0	0.0	8.0	3.0	0.0	7.0	2.0	1.0	1.0	0.0	1.0	3.0	0.0	0.0	0.0
INBOUND	LONE PINE RD HUNTER CREEK 2		4.0	1.0	8.0	5.0	7.0	4.0	4.0	4.0	3.0	3.0	6.0	9.0	3.0	3.0	0.0	9.0	3.0	2.0	9.0	0.0	1.0	2.0	3.0	1.0	3.0	0.0	0.0	0.0
	Maximum Outbound Load		0.0	1.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	4.0	10.0	3.0	2.0	2.0	1.0	14.0	0.0	2.0	8.0	3.0	2.0	5.0	4.0	0.0	0.0	0.0
	Maximum Inbound Load		4.0	1.0	8.0	5.0	7.0	4.0	4.0	4.0	3.0	3.0	6.0	9.0	3.0	4.0	0.0	9.0	3.0	2.0	9.0	2.0	1.0	2.0	3.0	4.0	3.0	0.0	0.0	0.0

Direction	Stop																													
		OUTBOUND	1245	1255	1315	1335	1352	1355	1405	1415	1425	1435	1445	1455	1505	1515	1525	1535	1545	1555	1605	1615	1625	1635	1645	1655				
		INBOUND	1458	1508	1518	1528	1538	1548	1558	1608	1618	1628	1638	1648	1658	1708														
OUTBOUND	RIO GRANDE PARKING GARAGE		0.0	0.0	2.0	0.0	5.0	0.0	14.5	1.0	0.0	2.0	0.0	2.0	0.0	4.0	0.0	2.0	0.0	6.0	0.0	3.0	2.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
OUTBOUND	MILL STREET		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	RIO GRANDE PARKING GARAG - EOL		0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	6.0	0.0	2.0	0.0	2.0	0.0	4.0	0.0	4.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	LONE PINE RD HUNTER CREEK		0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	LONE PINE RD HUNTER CREEK 2		0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	LITTLE NELL		0.0	0.0	0.0	0.0	0.0	6.0	0.0	1.0	5.0	0.0	6.0	0.0	2.0	0.0	8.0	2.0	6.0	0.0	4.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	LITTLE NELL - EOL		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	RIO GRANDE PARKING GARAGE		0.0	0.0	0.0	6.0	0.0	0.0	0.0	4.3	0.0	0.0	0.0	0.0	8.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	MILL STREET		5.0	1.0	0.0	6.0	0.0	0.0	0.0	4.0	0.0	2.0	0.0	0.0	8.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	LONE PINE RD HUNTER CREEK		1.0	3.0	3.0	4.0	3.0	5.0	0.0	2.0	5.0	2.0	0.0	2.0	5.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	LONE PINE RD HUNTER CREEK 2		1.0	3.0	3.0	0.0	4.0	4.0	0.0	2.0	3.0	1.0	2.0	2.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Maximum Outbound Load		0.0	0.0	2.0	0.0	5.0	6.0	14.5	1.0	5.0	2.0	6.0	2.0	2.0	4.0	8.0	2.0	6.0	6.0	4.0	3.0	2.0	0.0	3.0	3.0	0.0	0.0	0.0	0.0
	Maximum Inbound Load		5.0	3.0	3.0	6.0	4.0	5.0	0.0	4.3	5.0	2.0	2.0	2.0	8.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Winter Passenger Load -- Galena Street Shuttle, Sunday

Direction	Stop	Run Start Time (Outbound / Inbound)																												
		OUTBOUND	815	825	835	845	855	905	915	925	935	945	955	1005	1015	1025	1035	1045	1055	1105	1115	1125	1135	1145	1205	1225	1242				
		INBOUND	828	848	908	938	948	958	1008	1018	1028	1038	1048	1058	1108	1118	1128	1138	1158	1218	1238	1308	1328	1348	1408	1418	1448				
OUTBOUND	RIO GRANDE PARKING GARAGE		0.0	3.0	4.0	1.0	8.0	0.0	3.0	7.0	0.0	0.0	0.0	0.0	1.0	1.0	4.0	0.0	1.0	0.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0	0.0	0.0
OUTBOUND	MILL STREET		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	RIO GRANDE PARKING GARAG - EOL		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0
OUTBOUND	LONE PINE RD HUNTER CREEK		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	LONE PINE RD HUNTER CREEK 2		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0
OUTBOUND	LITTLE NELL		0.0	0.0	1.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	1.0	0.0	0.0	3.0	0.0	0.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	LITTLE NELL - EOL		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	RIO GRANDE PARKING GARAGE		0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	5.0	0.0	2.0	2.0	2.0	1.0	2.0	6.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
INBOUND	MILL STREET		0.0	1.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	7.0	0.0	2.0	2.0	2.0	1.0	2.0	6.0	0.0	2.0	2.0	1.0	2.0	2.0	2.0	0.0	0.0	0.0
INBOUND	LONE PINE RD HUNTER CREEK		4.0	4.0	1.0	0.0	0.0	2.0	1.0	1.0	3.0	4.0	2.0	1.0	5.0	0.0	4.0	1.0	3.0	6.0	2.0	2.0	0.0	1.0	0.0	1.0	2.0	0.0	0.0	0.0
INBOUND	LONE PINE RD HUNTER CREEK 2		4.0	7.0	0.0	0.0	0.0	3.0	4.0	1.0	6.0	4.0	3.0	4.0	5.0	0.0	1.0	1.0	4.0	7.0	2.0	2.0	1.0	2.0	0.0	1.0	3.0	0.0	0.0	0.0
	Maximum Outbound Load		0.0	3.0	4.0	1.0	8.0	0.0	3.0	7.0	2.0	0.0	0.0	2.0	1.0	1.0	4.0	3.0	1.0	0.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0	0.0
	Maximum Inbound Load		4.0	7.0	1.0	0.0	0.0	3.0	4.0	1.0	6.0	4.0	7.0	4.0	5.0	2.0	4.0	1.0	4.0	7.0	2.0	2.0	2.0	2.0	2.0	2.0	3.0	0.0	0.0	0.0

Direction	Stop																													
		OUTBOUND	1245	1255	1315	1335	1352	1355	1405	1415	1425	1435	1445	1455	1505	1515	1525	1535	1545	1555	1605	1615	1625	1635	1645	1655				
		INBOUND	1458	1508	1518	1528	1538	1548	1558	1608	1618	1628	1638	1648	1658	1708														
OUTBOUND	RIO GRANDE PARKING GARAGE		0.0	18.7	0.0	0.0	1.0	0.0	1.0	1.0	1.0	0.0	4.0	0.0	3.0	2.0	4.0	0.0	2.0	0.0	1.0	0.0	1.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	MILL STREET		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	RIO GRANDE PARKING GARAG - EOL		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	LONE PINE RD HUNTER CREEK		0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	LONE PINE RD HUNTER CREEK 2		0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	LITTLE NELL		0.0	0.0	0.0	0.0	0.0	2.0	1.0	1.0	0.0	1.0	4.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	LITTLE NELL - EOL		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	RIO GRANDE PARKING GARAGE		0.0	0.0	0.0	3.0	3.0	0.0	4.0	0.0	3.0	0.5	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
INBOUND	MILL STREET		0.0	0.0	0.0	3.0	3.0	0.0	4.0	1.0	3.0	1.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
INBOUND	LONE PINE RD HUNTER CREEK		0.0	0.0	3.0	2.0	4.0	0.0	7.0	1.0	2.0	0.0	4.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
INBOUND	LONE PINE RD HUNTER CREEK 2		4.0	1.0	6.0	2.0	2.0	0.0	4.0	0.0	0.0	0.0	7.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Maximum Outbound Load		0.0	18.7	0.0	0.0	1.0	2.0	1.0	1.0	1.0	1.0	4.0	3.0	3.0	2.0	4.0	0.0	2.0	0.0	1.0	0.0	1.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
	Maximum Inbound Load		4.0	1.0	6.0	3.0	4.0	0.0	7.0	1.0	3.0	1.0	7.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Winter Passenger Load -- Crosstown Route, Weekday

		Run Start Time (Outbound / Inbound)																								
		754	830	900	930	1000	1030	1200	1230	1300	1330	1400	1430	1530	1600	1630	1700	1730	1800	1830	1900	1930	2000	2030		
Direction	Stop	815	845	915	945	1015	1045	1136	1215	1245	1315	1345	1415	1445	1506	1545	1615	1645	1715	1745	1815	1845	1915	1945	2015	2045
OUTBOUND	ASPEN CLUB	1.0	0.2	0.4	0.0	1.0	0.6	1.6	0.4	0.2	0.7	0.0	0.0	0.4	1.6	0.2	0.4	0.6	0.2	0.2	0.0	0.8	0.0	0.2		
OUTBOUND	RUBEY PARK	2.1	0.6	1.6	0.2	0.8	0.8	2.3	0.8	0.6	0.8	2.4	2.4	2.2	1.4	0.4	1.0	0.8	0.4	0.2	1.4	0.6	0.4	0.6		
OUTBOUND	MUSIC TENT - EOL	0.6	0.0	0.8	0.0	0.0	0.0	1.4	0.0	0.2	0.2	0.4	0.6	0.2	0.2	0.0	0.2	0.0	0.0	0.2	0.0	0.0	0.2	0.0		
INBOUND	MUSIC TENT	1.6	3.7	1.2	0.2	0.8	2.4	3.1	2.2	2.6	1.8	1.0	0.6	1.2	2.4	1.6	0.0	0.6	0.4	1.6	0.4	1.0	2.6	1.4	0.0	0.6
INBOUND	RUBEY PARK	0.0	0.0	0.4	0.6	0.2	1.0	4.8	1.0	1.4	0.3	0.4	0.6	1.4	6.5	1.6	0.2	0.8	0.8	0.2	0.4	0.4	0.6	0.4	0.2	0.0
INBOUND	ASPEN CLUB - EOL	0.0	0.0	0.2	0.4	0.0	0.0	0.0	0.8	0.4	0.2	0.2	0.6	0.0	2.7	0.8	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
	Maximum Outbound Load	2.1	0.6	1.6	0.2	1.0	0.8	2.3	0.8	0.6	0.8	2.4	2.4	2.2	1.6	0.4	1.0	0.8	0.4	0.2	1.4	0.8	0.4	0.6		
	Maximum Inbound Load	1.6	3.7	1.2	0.6	0.8	2.4	4.8	2.2	2.6	1.8	1.0	0.6	1.4	6.5	1.6	0.2	0.8	0.8	1.6	0.4	1.0	2.6	1.4	0.2	0.6

Winter Passenger Load -- Crosstown Route, Saturday

		Run Start Time (Outbound / Inbound)																								
		754	830	900	930	1000	1030	1200	1230	1300	1330	1400	1430	1530	1600	1630	1700	1730	1800	1830	1900	1930	2000	2030		
Direction	Stop	815	845	915	945	1015	1045	1136	1215	1245	1315	1345	1415	1445	1506	1545	1615	1645	1715	1745	1815	1845	1915	1945	2015	2045
OUTBOUND	ASPEN CLUB	0.0	0.0	0.0	0.0	3.0	0.0	0.0	1.0	0.0	0.0	2.0	1.0	1.5	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
OUTBOUND	RUBEY PARK	0.0	0.0	2.0	0.0	0.0	1.0	0.0	1.0	0.0	4.0	2.0	2.0	4.5	3.0	2.0	1.0	2.0	7.0	1.0	0.0	0.0	0.0	8.0		
OUTBOUND	MUSIC TENT - EOL	0.0	0.0	2.0	0.0	0.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
INBOUND	MUSIC TENT	0.0	11.0	4.0	1.0	0.0	4.0	6.0	0.0	0.0	0.0	2.0	0.0	1.0	0.0	1.0	4.0	0.0	1.0	0.0	2.0	4.0	0.0	2.0	4.0	4.0
INBOUND	RUBEY PARK	1.0	0.0	0.0	0.0	0.0	0.0	14.3	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	2.0	1.0	1.0	0.0	1.0	0.0	1.0	0.0	2.0	0.0
INBOUND	ASPEN CLUB - EOL	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	2.0	0.0
	Maximum Outbound Load	0.0	0.0	2.0	0.0	3.0	1.0	0.0	1.0	0.0	4.0	2.0	2.0	4.5	3.0	2.0	2.0	2.0	7.0	1.0	0.0	0.0	0.0	8.0		
	Maximum Inbound Load	1.0	11.0	4.0	1.0	0.0	4.0	14.3	0.0	0.0	0.0	3.0	0.0	1.0	0.0	1.0	4.0	1.0	1.0	0.0	2.0	4.0	1.0	2.0	4.0	4.0

Winter Passenger Load -- Crosstown Route, Sunday

		Run Start Time (Outbound / Inbound)																								
		754	830	900	930	1000	1030	1200	1230	1300	1330	1400	1430	1530	1600	1630	1700	1730	1800	1830	1900	1930	2000	2030		
Direction	Stop	815	845	915	945	1015	1045	1136	1215	1245	1315	1345	1415	1445	1506	1545	1615	1645	1715	1745	1815	1845	1915	1945	2015	2045
OUTBOUND	ASPEN CLUB	0.0	0.0	0.0	0.0	0.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
OUTBOUND	RUBEY PARK	0.0	0.0	1.0	0.0	1.0	0.0	3.0	4.0	0.0	4.0	1.0	3.0	0.0	0.0	1.0	3.0	0.0	1.0	0.0	0.0	0.0	0.0	2.0		
OUTBOUND	MUSIC TENT - EOL	0.0	0.0	0.0	0.0	1.0	0.0	3.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
INBOUND	MUSIC TENT	0.0	3.0	1.0	0.0	0.0	3.0	10.0	2.0	0.0	0.0	0.0	1.0	1.0	2.0	4.0	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0
INBOUND	RUBEY PARK	0.0	0.0	0.0	2.0	0.0	0.0	48.0	0.0	0.0	3.0	1.0	0.0	0.0	21.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0
INBOUND	ASPEN CLUB - EOL	0.0	0.0	0.0	2.0	0.0	0.0	5.0	0.0	0.0	0.0	1.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Maximum Outbound Load	0.0	0.0	1.0	0.0	1.0	2.0	3.0	4.0	0.0	4.0	1.0	3.0	3.0	0.0	1.0	3.0	0.0	1.0	0.0	0.0	0.0	0.0	2.0		
	Maximum Inbound Load	0.0	3.0	1.0	2.0	0.0	3.0	48.0	2.0	0.0	3.0	1.0	1.0	1.0	21.0	4.0	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	1.0

Winter Passenger Load -- Highlands Direct Tripper, Weekday

		Run Start Time (Outbound / Inbound)																				
		806	833	906	933	1006	1033	1110	1150	1230	1310	1350	1420	1436	1456	1503	1523	1536	1556	1603	1623	
Direction	Stop	816	843	916	943	1016	1043	1130	1210	1250	1330	1410	1426	1446	1453	1513	1526	1546	1553	1613	1626	1645
OUTBOUND	RUBEY PARK	4.3	9.3	20.7	18.0	24.3	4.7	6.3	7.7	3.3	5.8	5.5	2.0	3.0	2.8	2.0	2.0	6.3	1.3	1.3	4.3	0.0
OUTBOUND	MAIN ST PAEPCKE PARK	7.0	15.7	22.7	19.0	28.3	6.3	7.7	8.7	10.0	6.8	5.3	3.0	4.0	3.0	2.7	2.0	7.7	1.8	2.3	4.3	0.0
OUTBOUND	MAIN ST 2ND ST	7.7	15.7	22.7	19.0	28.3	6.3	7.7	8.7	10.3	7.0	4.8	3.0	4.0	3.0	2.7	2.0	7.7	1.8	2.3	4.3	0.0
OUTBOUND	MAIN ST 4TH ST	7.7	16.0	23.0	19.0	28.3	6.3	7.7	8.0	10.0	6.8	5.8	2.5	4.0	3.0	2.3	2.0	6.3	1.8	1.7	4.3	0.0
OUTBOUND	MAIN ST 6TH ST	9.7	16.0	23.0	19.0	28.3	7.0	7.7	8.0	10.0	6.3	5.8	2.5	4.0	3.0	2.3	1.8	6.3	1.8	1.7	4.3	0.0
OUTBOUND	BLEEKER ST 7TH ST	9.7	16.0	23.0	19.0	28.3	7.0	7.7	8.0	10.0	6.3	5.8	2.5	4.0	3.0	2.3	1.8	6.3	1.8	1.7	4.3	0.0
OUTBOUND	HALLAM ST 8TH ST	9.7	17.7	23.3	19.0	29.3	8.0	9.0	8.0	13.3	6.3	5.3	2.5	4.0	3.3	2.3	1.8	7.0	2.0	1.3	4.3	0.0
OUTBOUND	HIGHWAY 82 CEMETERY LANE	9.7	18.0	23.3	19.0	29.3	8.0	9.0	8.0	13.3	6.3	5.3	2.5	4.0	3.3	2.0	1.8	7.0	2.0	1.3	4.3	0.0
OUTBOUND	MAROON CREEK RD ROUNDABOUT	14.0	21.7	25.7	27.3	29.3	8.3	9.3	10.3	13.5	7.8	5.3	2.8	4.0	3.3	2.3	2.0	7.3	4.3	1.3	5.0	0.0
OUTBOUND	MAROON CREEK RD ASPEN REC	13.0	21.7	24.7	26.0	29.0	9.3	9.0	10.3	12.8	4.3	9.0	2.8	3.7	4.0	2.7	2.5	5.7	4.0	0.0	5.3	0.0
OUTBOUND	MAROON CREEK RD HIGHLANDS VI	13.0	21.7	24.7	26.0	29.0	9.3	9.0	10.3	12.8	4.3	9.0	2.5	3.7	4.0	2.7	2.5	5.7	4.0	0.0	5.3	0.0
OUTBOUND	ASPEN HIGHLANDS - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.3	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	ASPEN HIGHLANDS	1.7	3.0	2.7	4.3	1.3	3.0	4.7	3.7	5.8	4.8	14.0	14.3	14.3	25.0	11.3	14.0	25.8	16.0	27.3	7.5	16.8
INBOUND	MAROON CREEK RD HIGHLANDS VI	1.7	3.0	2.7	4.3	1.3	3.0	4.7	3.7	6.0	4.8	14.0	14.3	14.3	25.0	11.5	14.0	25.8	16.0	27.3	7.5	16.8
INBOUND	MAROON CREEK RD HIGH SCHOOL	2.0	2.7	2.7	4.3	1.3	0.3	4.7	9.7	6.8	7.0	15.8	17.3	14.5	26.3	13.3	19.3	26.8	18.3	29.0	7.5	17.0
INBOUND	MAROON CREEK RD ROUNDABOUT	2.0	3.0	3.0	4.7	1.3	1.0	4.7	9.0	6.8	6.8	17.5	17.0	14.0	26.0	13.5	19.0	27.0	18.5	29.5	7.5	17.0
INBOUND	HALLAM ST 8TH ST	2.0	3.0	2.7	4.3	1.0	2.0	4.3	8.0	7.0	4.3	13.5	15.7	13.0	23.7	12.3	17.3	23.3	25.7	28.5	7.5	16.3
INBOUND	MAIN ST 4TH ST	2.0	3.0	2.7	4.7	1.0	2.0	4.3	8.3	6.8	4.3	12.8	16.0	12.8	20.3	12.3	17.0	23.3	24.3	28.8	7.5	13.8
INBOUND	GARMISCH HOPKINS	2.0	4.7	2.7	4.0	1.3	2.3	3.7	7.7	6.8	3.8	10.5	12.0	10.3	18.3	11.3	16.0	18.8	22.3	26.5	4.0	14.0
INBOUND	LIFT 1	1.7	4.7	2.7	4.0	1.3	2.3	3.7	5.7	5.8	2.5	9.5	10.3	10.3	17.3	11.0	16.0	18.3	20.0	25.5	4.0	13.8
INBOUND	RUBEY PARK - EOL	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Maximum Inbound Load	2.0	4.7	3.0	4.7	1.3	3.0	4.7	9.7	7.0	7.0	17.5	17.3	14.5	26.3	13.5	19.3	27.0	25.7	29.5	7.5	17.0
	Maximum Outbound Load	14.0	21.7	25.7	27.3	29.3	9.3	9.3	10.3	13.5	7.8	9.0	3.0	4.0	4.0	2.7	2.5	7.7	4.3	2.3	5.3	

Winter Passenger Load -- Highlands Direct Tripper, Saturday

		Run Start Time (Outbound / Inbound)							
		1230	1310	1350	1420	1456	1523	1556	1623
Direction	Stop	1250	1330	1410	1446	1513	1546	1613	1645
OUTBOUND	RUBEY PARK	9.0	4.0	5.0	16.0	0.0	5.0	1.0	1.0
OUTBOUND	MAIN ST PAEPCKE PARK	9.0	5.0	6.0	16.0	0.0	5.0	1.0	2.0
OUTBOUND	MAIN ST 2ND ST	9.0	5.0	6.0	16.0	0.0	5.0	1.0	2.0
OUTBOUND	MAIN ST 4TH ST	10.0	5.0	2.0	16.0	0.0	5.0	1.0	2.0
OUTBOUND	MAIN ST 6TH ST	10.0	5.0	2.0	16.0	0.0	5.0	1.0	2.0
OUTBOUND	BLEEKER ST 7TH ST	10.0	5.0	2.0	16.0	0.0	5.0	1.0	2.0
OUTBOUND	HALLAM ST 8TH ST	11.0	5.0	2.0	16.0	0.0	4.0	1.0	2.0
OUTBOUND	HIGHWAY 82 CEMETERY LANE	11.0	5.0	2.0	16.0	0.0	4.0	1.0	2.0
OUTBOUND	MAROON CREEK RD ROUNDABOUT	11.0	8.0	2.0	16.0	1.0	4.0	2.0	2.0
OUTBOUND	MAROON CREEK RD ASPEN REC	11.0	0.0	2.0	16.0	1.0	6.0	5.0	2.0
OUTBOUND	MAROON CREEK RD HIGHLANDS VI	11.0	0.0	2.0	16.0	1.0	6.0	5.0	2.0
OUTBOUND	ASPEN HIGHLANDS - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	ASPEN HIGHLANDS	8.0	12.0	11.0	38.0	32.0	12.0	22.0	13.0
INBOUND	MAROON CREEK RD HIGHLANDS VI	8.0	12.0	11.0	38.0	32.0	12.0	22.0	13.0
INBOUND	MAROON CREEK RD HIGH SCHOOL	10.0	12.0	11.0	35.0	32.0	12.0	22.0	13.0
INBOUND	MAROON CREEK RD ROUNDABOUT	10.0	12.0	11.0	35.0	32.0	12.0	22.0	13.0
INBOUND	HALLAM ST 8TH ST	8.0	5.0	11.0	34.0	31.0	11.0	21.0	13.0
INBOUND	MAIN ST 4TH ST	6.0	5.0	11.0	32.0	25.0	9.0	21.0	13.0
INBOUND	GARMISCH HOPKINS	6.0	4.0	11.0	32.0	16.0	8.0	20.0	13.0
INBOUND	LIFT 1	6.0	4.0	0.0	30.0	12.0	8.0	19.0	13.0
INBOUND	RUBEY PARK - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Maximum Inbound Load	10.0	12.0	11.0	38.0	32.0	12.0	22.0	13.0
	Maximum Outbound Load	11.0	8.0	6.0	16.0	1.0	6.0	5.0	2.0

Winter Passenger Load -- Highlands Direct Tripper, Sunday

		Run Start Time (Outbound / Inbound)																				
		806	833	906	933	1006	1033	1110	1150	1230	1310	1350	1420	1436	1456	1503	1523	1536	1556	1603	1623	
Direction	Stop	816	843	916	943	1016	1043	1130	1210	1250	1330	1410	1426	1446	1453	1513	1526	1546	1553	1613	1626	1645
OUTBOUND	RUBEY PARK	0.0	9.0	17.0	19.0	26.0	10.0	4.0	15.0	9.0	4.0	5.0	16.0	5.0	0.0	5.0	5.0	2.0	1.0	2.0	1.0	0.0
OUTBOUND	MAIN ST PAEPCKE PARK	0.0	10.0	23.0	21.0	28.0	13.0	5.0	13.0	9.0	5.0	6.0	16.0	5.0	0.0	5.0	5.0	2.0	1.0	2.0	2.0	0.0
OUTBOUND	MAIN ST 2ND ST	0.0	13.0	23.0	20.0	28.0	10.0	5.0	13.0	9.0	5.0	6.0	16.0	5.0	0.0	4.0	5.0	2.0	1.0	2.0	2.0	0.0
OUTBOUND	MAIN ST 4TH ST	0.0	15.0	24.0	21.0	29.0	10.0	5.0	13.0	10.0	5.0	2.0	16.0	3.0	0.0	3.0	5.0	2.0	1.0	1.0	2.0	0.0
OUTBOUND	MAIN ST 6TH ST	0.0	15.0	24.0	21.0	29.0	10.0	5.0	13.0	10.0	5.0	2.0	16.0	3.0	0.0	3.0	5.0	2.0	1.0	1.0	2.0	0.0
OUTBOUND	BLEEKER ST 7TH ST	0.0	15.0	24.0	21.0	29.0	10.0	5.0	13.0	10.0	5.0	2.0	16.0	3.0	0.0	3.0	5.0	2.0	1.0	1.0	2.0	0.0
OUTBOUND	HALLAM ST 8TH ST	0.0	17.0	26.0	29.0	31.0	10.0	5.0	14.0	11.0	5.0	2.0	16.0	3.0	0.0	2.0	4.0	2.0	1.0	1.0	2.0	0.0
OUTBOUND	HIGHWAY 82 CEMETERY LANE	0.0	17.0	25.0	29.0	31.0	10.0	5.0	14.0	11.0	5.0	2.0	16.0	3.0	0.0	2.0	4.0	2.0	1.0	1.0	2.0	0.0
OUTBOUND	MAROON CREEK RD ROUNDABOUT	0.0	27.0	25.0	29.0	32.0	11.0	5.0	14.0	11.0	8.0	2.0	16.0	3.0	1.0	2.0	4.0	3.0	2.0	1.0	2.0	0.0
OUTBOUND	MAROON CREEK RD ASPEN REC	0.0	22.0	24.0	31.0	30.0	11.0	5.0	13.0	11.0	0.0	2.0	16.0	2.0	1.0	3.0	6.0	5.0	5.0	1.0	2.0	0.0
OUTBOUND	MAROON CREEK RD HIGHLANDS VI	0.0	22.0	24.0	31.0	30.0	11.0	5.0	13.0	11.0	0.0	2.0	16.0	2.0	1.0	3.0	6.0	5.0	5.0	1.0	2.0	0.0
OUTBOUND	ASPEN HIGHLANDS - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	ASPEN HIGHLANDS	0.0	0.0	5.0	3.0	1.0	1.0	4.0	9.0	8.0	12.0	11.0	32.0	38.0	23.0	32.0	5.0	12.0	14.0	22.0	26.0	13.0
INBOUND	MAROON CREEK RD HIGHLANDS VI	0.0	0.0	5.0	3.0	1.0	1.0	4.0	9.0	8.0	12.0	11.0	32.0	38.0	23.0	32.0	5.0	12.0	14.0	22.0	26.0	13.0
INBOUND	MAROON CREEK RD HIGH SCHOOL	0.0	0.0	5.0	5.0	1.0	4.0	4.0	9.0	10.0	12.0	11.0	32.0	35.0	23.0	32.0	5.0	12.0	16.0	22.0	26.0	13.0
INBOUND	MAROON CREEK RD ROUNDABOUT	0.0	0.0	5.0	5.0	1.0	4.0	4.0	9.0	10.0	12.0	11.0	31.0	35.0	22.0	32.0	5.0	12.0	16.0	22.0	22.0	13.0
INBOUND	HALLAM ST 8TH ST	0.0	0.0	5.0	5.0	1.0	4.0	4.0	6.0	8.0	5.0	11.0	25.0	34.0	19.0	31.0	5.0	11.0	15.0	21.0	11.0	13.0
INBOUND	MAIN ST 4TH ST	0.0	0.0	6.0	7.0	1.0	4.0	4.0	6.0	6.0	5.0	11.0	24.0	32.0	19.0	25.0	5.0	9.0	12.0	21.0	11.0	13.0
INBOUND	GARMISCH HOPKINS	0.0	3.0	6.0	7.0	1.0	4.0	6.0	6.0	6.0	4.0	11.0	20.0	32.0	17.0	16.0	5.0	8.0	11.0	20.0	16.0	13.0
INBOUND	LIFT 1	0.0	3.0	6.0	7.0	1.0	4.0	6.0	6.0	6.0	4.0	0.0	16.0	30.0	17.0	12.0	5.0	8.0	11.0	19.0	10.0	13.0
INBOUND	RUBEY PARK - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Maximum Inbound Load	0.0	3.0	6.0	7.0	1.0	4.0	6.0	9.0	10.0	12.0	11.0	32.0	38.0	23.0	32.0	5.0	12.0	16.0	22.0	26.0	13.0
	Maximum Outbound Load	0.0	27.0	26.0	31.0	32.0	13.0	5.0	15.0	11.0	8.0	6.0	16.0	5.0	1.0	5.0	6.0	5.0	5.0	2.0	2.0	

Winter Passenger Load -- Mountain Valley DAR, Weekday

Direction	Stop	Run Start Time (Outbound / Inbound)																			
	INBOUND	630	700	730	800	830	900	930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600
	OUTBOUND	645	715	745	815	845	915	945	1015	1045	1115	1145	1215	1245	1315	1345	1415	1445	1515	1545	1615
INBOUND	CITY MARKET	0.0	0.0	0.0	5.0	13.0	11.0	14.0	6.0	9.0	5.0	2.0			1.0	3.0	1.0	3.0	1.0	3.0	5.0
INBOUND	LUPINE	0.0	0.0	0.0	4.0	6.5	2.5	6.0	6.0	4.5	2.5	1.0			0.0	2.0	2.0	2.0	1.5	1.0	0.0
INBOUND	MCSKIMMING	0.0	0.0	0.0	4.0	8.0	4.0	10.5	6.0	7.0	2.5	1.0			1.0	3.0	2.0	3.0	1.0	2.5	2.5
INBOUND	COOPER AVE CHATEAU ROARING F	0.0	0.0	0.0	5.0	17.0	11.0	14.0	6.0	9.0	5.0	2.0			1.0	3.0	2.0	3.0	1.0	3.0	5.0
INBOUND	GONDOLA	0.0	0.0	0.0	2.0	8.0	3.0	7.0	2.0	3.0	1.0	0.0			0.0	0.0	2.0	2.0	1.0	1.0	4.0
INBOUND	RUBEY - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0			0.0	0.0	0.0	0.0	1.0	0.0	2.0
OUTBOUND	CITY MARKET	1.0	0.0	1.0	0.0	2.0	3.0	0.0	3.0	3.0	2.0			3.7	3.0	5.0	5.0	11.0	5.0	10.0	8.0
OUTBOUND	RUBEY	1.0	1.0	1.0	0.0	2.0	3.0	0.0	3.0	0.0	2.0			2.7	2.0	4.5	3.0	5.0	3.0	5.0	4.0
OUTBOUND	ASPEN CLUB	1.0	0.0	1.0	1.0	2.0	3.0	0.0	2.0	3.0	0.0			2.5	2.0	1.0	3.0	3.0	5.0	2.0	6.0
OUTBOUND	LUPINE - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0			2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
	Maximum Inbound Load	0.0	0.0	0.0	5.0	17.0	11.0	14.0	6.0	9.0	5.0	2.0	0.0	0.0	1.0	3.0	2.0	3.0	1.5	3.0	5.0
	Maximum Outbound Load	1.0	1.0	1.0	1.0	2.0	3.0	0.0	3.0	3.0	2.0	0.0	0.0	3.7	3.0	5.0	5.0	11.0	5.0	10.0	8.0

	INBOUND	1630	1700	1730	1800	1830	1900	1930	2000	2030	2100	2130	2200	2230	2300	2330	2400	2430	2500
	OUTBOUND	1645	1715	1745	1815	1845	1915	1945	2015	2045	2115	2145	2215	2245	2315	2345	2415	2445	2515
INBOUND	CITY MARKET	0.0	4.0	1.0	1.0	3.0	2.0			2.0	2.0	1.0	0.0	0.0	3.0	0.0	2.0	1.0	1.0
INBOUND	LUPINE	1.0	1.0	1.0	0.0	0.0	0.5			1.0	2.0		0.0	0.0	0.0	0.0	1.5	0.5	1.0
INBOUND	MCSKIMMING	2.0	3.0	1.0	1.0	3.0	1.0			2.0	2.0	0.0	0.0	0.0	0.0	0.0	1.5	0.5	1.0
INBOUND	COOPER AVE CHATEAU ROARING F	2.0	4.0	1.0	1.0	3.0	2.0			2.0	2.0	1.0	0.0	0.0	3.0	0.0	2.0	1.0	1.0
INBOUND	GONDOLA	0.0	4.0	1.0	1.0	3.0	2.0		0.0	2.0	2.0	1.0	0.0	0.0	3.0	0.0	2.0	1.0	1.0
INBOUND	RUBEY - EOL	0.0	0.0	0.0	0.0	0.0	2.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	1.0
OUTBOUND	CITY MARKET	5.0	3.0	2.0	2.0	4.0			6.3	4.0	3.0	7.0	3.0	4.0	1.0	6.0	2.0	2.0	6.0
OUTBOUND	RUBEY	9.0	3.0	0.0	1.0	3.0			5.7	2.0	1.0	2.0	1.0	4.0	1.0	6.0	2.0	2.0	3.0
OUTBOUND	ASPEN CLUB	4.0	1.0	1.0	2.0	2.0			5.3	2.0	0.0	5.0	2.0	2.0	1.0	3.0	2.0	2.0	3.0
OUTBOUND	LUPINE - EOL	0.0	0.0	0.0	0.0	0.0			5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Maximum Inbound Load	2.0	4.0	1.0	1.0	3.0	2.0	0.0	0.0	2.0	2.0	1.0	0.0	0.0	3.0	0.0	2.0	1.0	1.0
	Maximum Outbound Load	9.0	3.0	2.0	2.0	4.0	0.0	0.0	6.3	4.0	3.0	7.0	3.0	4.0	1.0	6.0	2.0	2.0	6.0

Winter Passenger Load -- Mountain Valley DAR, Saturday

Direction	Stop	Run Start Time (Inbound/Outbound)																			
	INBOUND	630	700	730	800	830	900	930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600
	OUTBOUND	645	715	745	815	845	915	945	1015	1045	1115	1145	1215	1245	1315	1345	1415	1445	1515	1545	1615
INBOUND	CITY MARKET	0.0	0.0	0.0	5.0	2.0	2.0	8.0	10.0	0.0	4.0	0.0			4.0	1.0	6.0	3.0	0.0	4.0	2.0
INBOUND	LUPINE	0.0	0.0	0.0	1.5	0.0	1.0	5.0	12.0	0.0	0.0	4.0			5.0	2.0	2.0	1.5	0.0	2.0	2.5
INBOUND	MCSKIMMING	0.0	0.0	0.0	1.5	2.0	2.0	8.0	12.0	2.0	2.0	4.0			5.5	1.0	5.0	1.5	0.0	2.0	2.5
INBOUND	COOPER AVE CHATEAU ROARING F	0.0	0.0	0.0	5.0	2.0	2.0	10.0	12.0	2.0	8.0	4.0			6.0	2.0	6.0	3.0	0.0	5.0	3.0
INBOUND	GONDOLA	0.0	0.0	0.0	5.0	2.0	2.0	6.0	0.0	0.0	2.0	0.0			0.0	0.0	1.0	2.0	0.0	0.0	2.0
OUTBOUND	CITY MARKET	0.0	0.0	0.0	2.0	2.0	1.0	1.0	0.0	0.0	0.0			2.3	1.0	3.0	3.0	7.0	10.0	8.0	11.0
OUTBOUND	RUBEY	0.0	0.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0			2.3	0.5	0.0	0.0	0.0	7.0	2.0	6.0
OUTBOUND	ASPEN CLUB	0.0	0.0	0.0	1.0	2.0	0.0	1.0	0.0	0.0	0.0			2.0	0.0	1.0	1.0	7.0	5.0	3.0	7.0
OUTBOUND	LUPINE - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			3.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
	Maximum Inbound Load	0.0	0.0	0.0	5.0	2.0	2.0	10.0	12.0	2.0	8.0	4.0	0.0	0.0	6.0	2.0	6.0	3.0	0.0	5.0	3.0
	Maximum Outbound Load	0.0	0.0	0.0	2.0	2.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0	1.0	3.0	3.0	7.0	10.0	8.0	11.0

Direction	Stop																			
	INBOUND	1630	1700	1730	1800	1830	1900	1930	2000	2030	2100	2130	2200	2230	2300	2330	2400	2430	2500	2530
	OUTBOUND	1645	1715	1745	1815	1845	1915	1945	2015	2045	2115	2145	2215	2245	2315	2345	2415	2445	2515	2545
INBOUND	CITY MARKET	2.0	2.0	3.0	4.0	4.0	2.0			2.0	3.0	6.0	0.0	2.0	4.0	1.0	5.0	11.0	6.0	5.0
INBOUND	LUPINE	3.0	0.0	4.0	3.0	0.0	1.0			2.0	3.0	7.0	0.0	1.3	2.0	1.0	1.7	0.0	3.0	2.5
INBOUND	MCSKIMMING	3.0	2.0	3.0	4.0	0.5	1.0			2.0	3.0	6.0	0.0	1.3	2.0	1.0	3.3	3.7	6.0	5.0
INBOUND	COOPER AVE CHATEAU ROARING F	3.0	2.0	4.0	4.0	4.0	2.0			2.0	3.0	6.0	0.0	2.0	4.0	1.0	5.0	11.0	6.0	5.0
INBOUND	GONDOLA	2.0	2.0	3.0	4.0	4.0	1.0			2.0	3.0	6.0	0.0	2.0	4.0	1.0	5.0	11.0	6.0	5.0
INBOUND	RUBEY - EOL	0.0	0.0	2.0	0.0	1.0	1.0	13.0	7.0	2.0	3.0	0.0	0.0	2.0	0.0	0.0	5.0	2.0	0.0	0.0
OUTBOUND	CITY MARKET	3.0	19.0	2.0	4.0	4.0		0.0	4.0	4.0	9.0	1.0	2.0	8.0	3.0	5.0	19.0	3.0	1.0	3.0
OUTBOUND	RUBEY	2.0	4.0	1.0	2.0	1.0	11.0	3.0	3.9	2.0	8.0	1.0	1.0	8.0	4.0	5.0	19.0	3.0	1.0	3.0
OUTBOUND	ASPEN CLUB	1.0	13.0	0.0	3.0	3.0			3.7	0.0	6.0	1.0	2.0	7.0	2.0	5.0	19.0	3.0	1.0	1.0
OUTBOUND	LUPINE - EOL	1.0	4.0	0.0	0.0	0.0			15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Maximum Inbound Load	3.0	2.0	4.0	4.0	4.0	2.0	13.0	7.0	2.0	3.0	7.0	0.0	2.0	4.0	1.0	5.0	11.0	6.0	5.0
	Maximum Outbound Load	3.0	19.0	2.0	4.0	4.0	11.0	3.0	15.0	4.0	9.0	1.0	2.0	8.0	4.0	5.0	19.0	3.0	1.0	3.0

Winter Passenger Load -- Mountain Valley DAR, Sunday

Direction	Stop	Run Start Time (Inbound/Outbound)																			
	INBOUND	630	700	730	800	830	900	930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600
	OUTBOUND	645	715	745	815	845	915	945	1015	1045	1115	1145	1215	1245	1315	1345	1415	1445	1515	1545	1615
INBOUND	CITY MARKET	0.0	0.0	0.0	5.3	8.5	10.3	18.3	10.8	5.5	6.8	3.3		4.0	2.3	2.8	4.8	2.5	1.8	2.8	5.0
INBOUND	LUPINE	0.0	0.0	0.0	3.3	6.2	5.2	10.7	5.8	2.0	4.7	1.8			1.0	2.1	3.0	2.8	1.2	1.8	5.0
INBOUND	MCSKIMMING	0.0	0.0	0.0	5.8	7.3	8.0	15.5	6.7	4.5	6.2	3.3			1.6	2.7	4.0	2.8	1.6	2.2	3.8
INBOUND	COOPER AVE CHATEAU ROARING F	0.0	0.0	0.0	5.3	8.5	10.3	18.5	10.8	5.5	7.0	3.3			2.3	3.5	5.3	2.5	2.3	2.8	5.3
INBOUND	GONDOLA	0.0	0.0	0.0	1.3	3.0	4.3	5.0	1.5	1.0	2.5	1.8		4.0	0.8	1.8	3.0	2.5	0.8	2.5	4.8
INBOUND	RUBEY - EOL	0.0	0.0	0.0	0.0	0.3	0.0	0.5	0.3	0.0	0.0	0.0	4.5	7.5	0.3	1.3	0.0	1.0	0.3	1.3	4.0
OUTBOUND	CITY MARKET	0.5	0.0	0.3	1.3	0.5	0.8	2.0	0.5	2.5	0.8		0.0	6.3	5.8	7.0	8.0	7.0	5.0	10.0	6.0
OUTBOUND	RUBEY	0.5	0.0	0.0	0.5	0.0	0.8	1.5	0.5	1.5	0.3	13.0	0.5	5.1	3.4	2.8	1.5	5.8	3.3	7.0	2.0
OUTBOUND	ASPEN CLUB	0.5	0.0	0.3	1.0	0.3	0.8	2.0	0.5	2.0	0.0			4.9	2.2	2.8	5.8	4.3	3.3	4.8	3.0
OUTBOUND	LUPINE - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			6.3	1.5	0.3	1.0	0.0	0.0	1.8	0.3
	Maximum Inbound Load	0.0	0.0	0.0	5.8	8.5	10.3	18.5	10.8	5.5	7.0	3.3	4.5	7.5	2.3	3.5	5.3	2.8	2.3	2.8	5.3
	Maximum Outbound Load	0.5	0.0	0.3	1.3	0.5	0.8	2.0	0.5	2.5	0.8	13.0	0.5	6.3	5.8	7.0	8.0	7.0	5.0	10.0	6.0

	INBOUND	1630	1700	1730	1800	1830	1900	1930	2000	2030	2100	2130	2200	2230	2300	2330	2400	2430	2500	2530
	OUTBOUND	1645	1715	1745	1815	1845	1915	1945	2015	2045	2115	2145	2215	2245	2315	2345	2415	2445	2515	2545
INBOUND	CITY MARKET	4.3	2.5	4.0	0.8	1.3	2.5		0.0	3.3	4.3	1.8	1.8	1.0	1.3	2.0	1.3	1.0	0.3	0.3
INBOUND	LUPINE	3.4	0.4	0.8	1.3	1.5	0.8			1.7	3.4	1.4	1.8	0.3	0.4	1.3	0.2	1.2	0.2	0.4
INBOUND	MCSKIMMING	4.3	1.8	3.4	1.3	1.8	1.8			2.7	3.4	2.0	1.8	0.7	0.7	1.4	1.0	1.2	0.2	0.4
INBOUND	COOPER AVE CHATEAU ROARING F	4.3	2.3	4.3	1.3	1.8	2.5			3.3	4.3	2.3	1.8	1.0	1.3	2.0	1.3	1.0	0.3	0.3
INBOUND	GONDOLA	4.3	2.5	4.0	0.8	0.5	2.5		0.0	3.3	4.3	1.8	1.8	1.0	1.3	1.8	1.3	1.0	0.3	0.3
INBOUND	RUBEY - EOL	2.8	1.3	2.8	0.0	0.0	0.0	7.5	3.5	0.5	0.3	0.3	0.5	0.5	0.3	1.5	0.5	0.8	0.0	0.3
OUTBOUND	CITY MARKET	7.8	5.0	4.5	4.3	1.3	0.0	0.0	6.6	5.8	3.0	3.8	1.8	1.5	4.0	4.5	5.0	0.8	2.3	0.8
OUTBOUND	RUBEY	2.5	3.8	3.5	0.5	0.0	9.3	6.6	4.8	3.5	1.3	2.5	1.3	1.3	3.0	4.5	5.0	0.8	2.3	0.8
OUTBOUND	ASPEN CLUB	4.0	2.3	1.5	2.3	1.3			5.1	4.8	3.0	1.8	1.5	0.5	3.8	2.3	3.8	0.5	2.3	1.0
OUTBOUND	LUPINE - EOL	0.0	0.0	0.0	0.0	0.0			6.3	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Maximum Inbound Load	4.3	2.5	4.3	1.3	1.8	2.5	7.5	3.5	3.3	4.3	2.3	1.8	1.0	1.3	2.0	1.3	1.2	0.3	0.4
	Maximum Outbound Load	7.8	5.0	4.5	4.3	1.3	9.3	6.6	6.6	5.8	3.0	3.8	1.8	1.5	4.0	4.5	5.0	0.8	2.3	1.0

Summer Passenger Load -- Burlingame Route, Weekday

| Direction | Stop | Run Start Time (Inbound / Outbound) | | |

Summer Passenger Load -- Burlingame Route, Saturday

| Direction | Stop | Run Start Time (Inbound / Outbound) | | |

Summer Passenger Load -- Burlingame Route, Sunday

| Direction | Stop | Run Start Time (Inbound / Outbound) | | |

Summer Passenger Load -- Cemetery Lane Route, Weekday

		Run Start Time (Inbound / Outbound)																																		
		642	712	742	812	842	912	942	1112	1142	1312	1342	1412	1442	1512	1542	1612	1642	1712	1742	1812	1842	1912	2042	2112	2142	2212	2242	2312	2342	2412	2442	2512	2542
Direction	Stop	700	730	800	830	900	930	1100	1130	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730	1800	1830	1900	2030	2100	2130	2200	2230	2300	2330	2400	2430	2500	2530	2600		
INBOUND	RED BUTTE DR CEMETERY LANE	0.0	0.0	0.0	0.0	0.0	0.0	1.0	6.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	1.0	1.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0		
INBOUND	CEMETERY LANE BROWN HOUSE	0.0	0.0	3.0	2.0	0.0	1.0	1.0	7.0	2.0	1.0	0.0	2.0	1.0	0.0	0.0	1.0	1.0	1.0	4.0	8.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0		
INBOUND	CEMETERY LANE SILVER KING	1.0	2.0	6.0	3.0	3.0	1.0	3.0	7.0	5.0	1.0	3.0	3.0	1.0	2.0	2.0	1.0	3.0	5.0	4.0	9.0	3.0	3.0	0.0	0.0	4.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	3.0		
INBOUND	CEMETERY LANE ALTA VISTA DR	1.0	2.0	7.0	3.0	3.0	1.0	4.0	8.0	10.0	1.0	3.0	6.0	1.0	2.0	3.0	1.0	4.0	6.0	4.0	9.0	3.0	3.0	0.0	10.0	4.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	3.0		
INBOUND	CEMETERY LANE CEMETERY	1.0	2.0	8.0	3.0	3.0	1.0	4.0	9.0	10.0	1.0	3.0	6.0	2.0	2.0	4.0	1.0	6.0	6.0	4.0	9.0	4.0	3.0	0.0	10.0	4.0	2.0	0.0	1.0	0.0	0.0	0.0	0.0	3.0		
INBOUND	CEMETERY LANE CASTLE CREEK	1.0	2.0	9.0	3.0	3.0	1.0	4.0	9.0	10.0	1.0	3.0	6.0	2.0	3.0	5.0	1.0	6.0	9.0	4.0	9.0	4.0	3.0	0.0	10.0	4.0	2.0	0.0	1.0	0.0	0.0	0.0	0.0	3.0		
INBOUND	HWY 82 CEMETERY LANE	1.0	2.0	8.0	3.0	3.0	1.0	4.0	9.0	10.0	1.0	3.0	6.0	2.0	3.0	5.0	1.0	7.0	9.0	4.0	9.0	4.0	3.0	0.0	10.0	4.0	2.0	1.0	1.0	0.0	0.0	0.0	0.0	3.0		
INBOUND	HALLAM ST 8TH ST	1.0	2.0	8.0	2.0	3.0	1.0	4.0	7.0	10.0	1.0	3.0	5.0	2.0	3.0	5.0	1.0	7.0	9.0	4.0	9.0	4.0	3.0	0.0	10.0	4.0	2.0	1.0	1.0	0.0	0.0	0.0	0.0	3.0		
INBOUND	BLEEKER ST 7TH ST	1.0	3.0	8.0	2.0	3.0	1.0	4.0	7.0	10.0	1.0	3.0	5.0	2.0	3.0	5.0	1.0	7.0	9.0	4.0	9.0	4.0	3.0	0.0	10.0	4.0	2.0	1.0	1.0	0.0	0.0	0.0	0.0	3.0		
INBOUND	MAIN ST 4TH ST	3.0	3.0	8.0	2.0	3.0	1.0	5.0	7.0	10.0	1.0	3.0	5.0	2.0	3.0	6.0	1.0	7.0	9.0	5.0	9.0	4.0	3.0	0.0	10.0	4.0	2.0	1.0	1.0	0.0	0.0	0.0	0.0	3.0		
INBOUND	MAIN ST 2ND ST	3.0	3.0	8.0	2.0	3.0	1.0	5.0	7.0	10.0	1.0	3.0	5.0	2.0	3.0	6.0	1.0	7.0	9.0	5.0	9.0	4.0	3.0	0.0	10.0	4.0	2.0	1.0	1.0	0.0	0.0	0.0	0.0	3.0		
INBOUND	MAIN ST PAEPCKE PARK	3.0	3.0	8.0	2.0	3.0	1.0	5.0	7.0	9.0	1.0	3.0	0.0	1.0	2.0	5.0	1.0	7.0	7.0	4.0	9.0	4.0	3.0	0.0	10.0	4.0	2.0	1.0	1.0	0.0	0.0	0.0	0.0	3.0		
INBOUND	MAIN ST GALENA ST	3.0	2.0	2.0	2.0	0.0	1.0	3.0	1.0	8.0	1.0	3.0	0.0	0.0	0.0	4.0	1.0	3.0	6.0	2.0	0.0	0.0	2.0	0.0	10.0	2.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0		
INBOUND	MAIN ST SPRING ST	3.0	2.0	2.0	2.0	0.0	1.0	3.0	1.0	8.0	1.0	3.0	0.0	0.0	0.0	4.0	1.0	3.0	6.0	0.0	0.0	0.0	2.0	0.0	10.0	2.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0		
INBOUND	SPRING ST COOPER AVE	2.0	2.0	0.0	1.0	0.0	0.0	3.0	1.0	7.0	1.0	3.0	0.0	0.0	0.0	1.0	1.0	3.0	4.0	0.0	0.0	0.0	1.0	0.0	10.0	2.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0		
INBOUND	GONDOLA	2.0	1.0	0.0	1.0	0.0	0.0	0.0	1.0	2.0	1.0	3.0	0.0	0.0	0.0	1.0	0.0	2.0	4.0	0.0	0.0	0.0	1.0	0.0	10.0	2.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0		
INBOUND	RUBEY PARK - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
OUTBOUND	RUBEY PARK TRANSIT CENTER	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	6.0	7.0	4.0	1.0	0.0	3.0	7.0	15.0	6.0	3.0	0.0	5.0	0.0	4.0	6.0	6.0	2.0	0.0	0.0	2.0	1.0	1.0	3.0	2.0		
OUTBOUND	MAIN ST PAEPCKE PARK	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	6.0	7.0	8.0	1.0	0.0	3.0	9.0	17.0	6.0	3.0	0.0	6.0	0.0	4.0	8.0	8.0	5.0	0.0	0.0	3.0	3.0	1.0	3.0	2.0		
OUTBOUND	MAIN ST 2ND ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	6.0	7.0	8.0	1.0	0.0	3.0	9.0	17.0	6.0	3.0	0.0	6.0	0.0	4.0	8.0	8.0	5.0	0.0	0.0	3.0	3.0	1.0	3.0	2.0		
OUTBOUND	MAIN ST 4TH ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	6.0	7.0	7.0	1.0	0.0	2.0	9.0	17.0	6.0	3.0	0.0	6.0	0.0	4.0	8.0	8.0	5.0	0.0	0.0	4.0	3.0	1.0	3.0	2.0		
OUTBOUND	MAIN ST 6TH ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	6.0	7.0	7.0	1.0	0.0	2.0	9.0	17.0	6.0	3.0	0.0	6.0	0.0	4.0	8.0	8.0	5.0	0.0	0.0	4.0	3.0	1.0	3.0	2.0		
OUTBOUND	BLEEKER ST 7TH ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	6.0	7.0	7.0	1.0	0.0	2.0	9.0	17.0	6.0	3.0	0.0	6.0	0.0	4.0	8.0	8.0	5.0	0.0	0.0	4.0	3.0	1.0	3.0	2.0		
OUTBOUND	HALLAM ST 8TH ST	0.0	0.0	0.0	0.0	1.0	0.0	0.0	3.0	0.0	6.0	5.0	7.0	1.0	0.0	2.0	9.0	17.0	6.0	3.0	2.0	5.0	0.0	4.0	8.0	6.0	4.0	0.0	0.0	4.0	3.0	1.0	3.0	2.0		
OUTBOUND	CEMETERY LANE HIGHWAY 82	0.0	0.0	0.0	0.0	1.0	0.0	0.0	3.0	0.0	6.0	5.0	7.0	1.0	0.0	2.0	9.0	17.0	4.0	3.0	2.0	5.0	0.0	4.0	8.0	6.0	4.0	0.0	0.0	4.0	3.0	1.0	3.0	2.0		
OUTBOUND	CEMETERY LANE POWER PLANT RD	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	4.0	5.0	7.0	1.0	0.0	2.0	9.0	16.0	4.0	3.0	2.0	3.0	0.0	4.0	5.0	6.0	4.0	0.0	0.0	3.0	3.0	1.0	2.0	2.0		
OUTBOUND	CEMETERY LANE ALTA VISTA DR	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	4.0	0.0	0.0	1.0	0.0	2.0	4.0	3.0	4.0	1.0	1.0	0.0	0.0	4.0	5.0	6.0	4.0	0.0	0.0	3.0	3.0	1.0	2.0	0.0		
OUTBOUND	CEMETERY LANE SILVER KING	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	3.0	1.0	1.0	0.0	0.0	0.0	0.0	2.0	4.0	4.0	0.0	0.0	1.0	0.0	1.0	0.0	0.0		
OUTBOUND	CEMETERY LANE BROWN HOUSE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	2.0	0.0	0.0	0.0	1.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0		
OUTBOUND	RED BUTTE DR CEMETERY LA - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
	Maximum Inbound Load	3.0	3.0	9.0	3.0	3.0	1.0	5.0	9.0	10.0	1.0	3.0	6.0	2.0	3.0	6.0	1.0	7.0	9.0	5.0	9.0	4.0	3.0	0.0	10.0	4.0	2.0	1.0	1.0	0.0	0.0	0.0	0.0	3.0		
	Maximum Outbound Load	0.0	0.0	0.0	0.0	1.0	0.0	0.0	3.0	0.0	6.0	7.0	8.0	1.0	1.0	3.0	9.0	17.0	6.0	3.0	2.0	6.0	0.0	4.0	8.0	8.0	5.0	0.0	0.0	4.0	3.0	1.0	3.0	2.0		

Summer Passenger Load -- Cemetery Lane Route, Saturday

		Run Start Time (Inbound / Outbound)																																		
		642	712	742	812	842	912	942	1112	1142	1312	1342	1412	1442	1512	1542	1612	1642	1712	1742	1812	1842	1912	2042	2112	2142	2212	2242	2312	2342	2412	2442	2512	2542
Direction	Stop	700	730	800	830	900	930	1100	1130	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730	1800	1830	1900	2030	2100	2130	2200	2230	2300	2330	2400	2430	2500	2530	2600		
INBOUND	RED BUTTE DR CEMETERY LANE	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	1.0		
INBOUND	CEMETERY LANE BROWN HOUSE	0.0	0.0	1.0	1.0	0.0	6.0	2.0	2.0	0.0	0.0	0.0	0.0	3.0	0.0	4.0	1.0	0.0	3.0	0.0	2.0	6.0	3.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	1.0		
INBOUND	CEMETERY LANE SILVER KING	2.0	0.0	2.0	1.0	0.0	7.0	5.0	7.0	1.0	4.0	0.0	2.0	7.0	2.0	5.0	3.0	0.0	5.0	1.0	5.0	10.0	4.0	0.0	0.0	0.0	7.0	1.0	0.0	3.0	0.0	0.0	1.0	1.0		
INBOUND	CEMETERY LANE ALTA VISTA DR	2.0	0.0	2.0	1.0	2.0	9.0	10.0	7.0	1.0	4.0	1.0	2.0	9.0	2.0	5.0	5.0	3.0	5.0	1.0	7.0	13.0	6.0	0.0	0.0	0.0	7.0	1.0	0.0	3.0	0.0	0.0	1.0	1.0		
INBOUND	CEMETERY LANE CEMETERY	2.0	0.0	2.0	1.0	2.0	9.0	10.0	9.0	1.0	4.0	1.0	3.0	9.0	2.0	5.0	5.0	3.0	5.0	3.0	7.0	13.0	6.0	0.0	0.0	0.0	7.0	1.0	0.0	3.0	0.0	0.0	1.0	1.0		
INBOUND	CEMETERY LANE CASTLE CREEK	2.0	0.0	2.0	1.0	2.0	9.0	12.0	9.0	1.0	4.0	1.0	6.0	9.0	3.0	5.0	5.0	5.0	5.0	4.0	10.0	13.0	6.0	0.0	0.0	0.0	7.0	1.0	1.0	3.0	0.0	0.0	1.0	1.0		
INBOUND	HWY 82 CEMETERY LANE	2.0	0.0	2.0	1.0	2.0	9.0	12.0	9.0	1.0	6.0	1.0	6.0	8.0	3.0	5.0	5.0	5.0	5.0	4.0	10.0	13.0	3.0	0.0	0.0	0.0	7.0	1.0	1.0	3.0	0.0	0.0	1.0	1.0		
INBOUND	HALLAM ST 8TH ST	2.0	0.0	2.0	0.0	2.0	9.0	12.0	9.0	1.0	5.0	1.0	6.0	8.0	3.0	5.0	5.0	5.0	5.0	4.0	10.0	13.0	3.0	0.0	0.0	0.0	7.0	1.0	1.0	3.0	0.0	0.0	1.0	1.0		
INBOUND	BLEEKER ST 7TH ST	2.0	0.0	2.0	0.0	2.0	9.0	12.0	9.0	1.0	5.0	1.0	6.0	8.0	3.0	5.0	5.0	5.0	5.0	4.0	10.0	13.0	3.0	0.0	0.0	0.0	7.0	1.0	1.0	3.0	0.0	0.0	1.0	1.0		
INBOUND	MAIN ST 4TH ST	2.0	0.0	2.0	0.0	2.0	9.0	12.0	9.0	4.0	5.0	1.0	6.0	8.0	3.0	6.0	5.0	5.0	5.0	4.0	10.0	12.0	3.0	0.0	0.0	0.0	6.0	1.0	1.0	3.0	0.0	0.0	1.0	1.0		
INBOUND	MAIN ST 2ND ST	2.0	0.0	2.0	0.0	2.0	9.0	12.0	9.0	4.0	5.0	1.0	6.0	8.0	3.0	6.0	5.0	5.0	5.0	4.0	10.0	12.0	3.0	0.0	0.0	0.0	6.0	1.0	1.0	3.0	0.0	0.0	1.0	1.0		
INBOUND	MAIN ST PAEPCKE PARK	2.0	0.0	2.0	0.0	2.0	9.0	12.0	9.0	4.0	4.0	1.0	6.0	8.0	3.0	6.0	5.0	5.0	5.0	4.0	9.0	12.0	2.0	0.0	0.0	0.0	0.0	1.0	1.0	3.0	0.0	0.0	1.0	1.0		
INBOUND	MAIN ST GALENA ST	2.0	0.0	1.0	0.0	0.0	3.0	1.0	7.0	4.0	2.0	1.0	1.0	4.0	0.0	3.0	2.0	3.0	5.0	3.0	3.0	1.0	2.0	0.0	0.0	0.0	0.0	1.0	1.0	3.0	0.0	0.0	1.0	1.0		
INBOUND	MAIN ST SPRING ST	2.0	0.0	1.0	0.0	0.0	3.0	1.0	7.0	4.0	2.0	1.0	1.0	4.0	0.0	3.0	2.0	3.0	5.0	3.0	3.0	1.0	2.0	0.0	0.0	0.0	0.0	1.0	1.0	3.0	0.0	0.0	1.0	1.0		
INBOUND	SPRING ST COOPER AVE	2.0	0.0	1.0	0.0	0.0	3.0	1.0	7.0	4.0	2.0	1.0	0.0	2.0	0.0	0.0	2.0	3.0	2.0	1.0	0.0	1.0	2.0	0.0	0.0	0.0	0.0	1.0	1.0	3.0	0.0	0.0	1.0	1.0		
INBOUND	GONDOLA	2.0	0.0	1.0	0.0	0.0	3.0	0.0	6.0	4.0	2.0	1.0	0.0	2.0	0.0	0.0	1.0	3.0	2.0	1.0	0.0	1.0	2.0	0.0	0.0	0.0	0.0	1.0	1.0	3.0	0.0	0.0	1.0	1.0		
INBOUND	RUBEY PARK - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
OUTBOUND	RUBEY PARK TRANSIT CENTER	0.0	1.0	0.0	0.0	0.0	1.0	2.0	4.0	8.0	0.0	7.0	0.0	0.0	7.0	0.0	6.0	5.0	1.0	3.0	3.0	6.0	0.0	0.0	0.0	4.0	8.0	10.0	10.0	4.0	6.0	0.0	5.0	4.0		
OUTBOUND	MAIN ST PAEPCKE PARK	1.0	1.0	0.0	0.0	2.0	1.0	1.0	4.0	8.0	9.0	7.0	6.0	5.0	7.0	2.0	6.0	5.0	2.0	4.0	9.0	6.0	0.0	0.0	0.0	6.0	9.0	10.0	12.0	6.0	6.0	2.0	6.0	4.0		
OUTBOUND	MAIN ST 2ND ST	1.0	1.0	0.0	0.0	2.0	1.0	1.0	4.0	8.0	9.0	7.0	6.0	5.0	7.0	2.0	6.0	5.0	2.0	4.0	9.0	6.0	0.0	0.0	0.0	6.0	9.0	10.0	12.0	6.0	6.0	2.0	6.0	4.0		
OUTBOUND	MAIN ST 4TH ST	1.0	1.0	0.0	0.0	2.0	1.0	0.0	4.0	8.0	8.0	7.0	6.0	5.0	7.0	2.0	6.0	5.0	1.0	4.0	9.0	6.0	0.0	0.0	0.0	6.0	9.0	11.0	12.0	5.0	5.0	3.0	6.0	4.0		
OUTBOUND	MAIN ST 6TH ST	1.0	1.0	0.0	0.0	2.0	1.0	0.0	4.0	5.0	8.0	7.0	6.0	5.0	7.0	2.0	6.0	5.0	1.0	4.0	9.0	6.0	0.0	0.0	0.0	6.0	9.0	11.0	12.0	5.0	5.0	3.0	6.0	4.0		
OUTBOUND	BLEEKER ST 7TH ST	1.0	1.0	0.0	0.0	2.0	1.0	0.0	4.0	5.0	8.0	7.0	6.0	5.0	7.0	2.0	6.0	5.0	1.0	4.0	9.0	6.0	0.0	0.0	0.0	6.0	9.0	11.0	12.0	5.0	5.0	3.0	6.0	4.0		
OUTBOUND	HALLAM ST 8TH ST	1.0	0.0	0.0	0.0	2.0	1.0	0.0	4.0	4.0	10.0	7.0	3.0	5.0	6.0	2.0	6.0	5.0	1.0	3.0	9.0	6.0	0.0	0.0	0.0	3.0	8.0	11.0	12.0	4.0	5.0	3.0	5.0	4.0		
OUTBOUND	CEMETERY LANE HIGHWAY 82	1.0	0.0	0.0	0.0	2.0	1.0	0.0	4.0	4.0	10.0	7.0	3.0	5.0	6.0	2.0	6.0	5.0	1.0	3.0	9.0	6.0	0.0	0.0	0.0	3.0	8.0	11.0	12.0	4.0	5.0	3.0	5.0	4.0		
OUTBOUND	CEMETERY LANE POWER PLANT RD	1.0	0.0	0.0	0.0	2.0	1.0	0.0	2.0	4.0	9.0	7.0	3.0	5.0	5.0	2.0	3.0	5.0	1.0	3.0	9.0	4.0	0.0	0.0	0.0	2.0	8.0	9.0	12.0	3.0	5.0	3.0	5.0	1.0		
OUTBOUND	CEMETERY LANE ALTA VISTA DR	1.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0	6.0	6.0	3.0	5.0	4.0	2.0	3.0	3.0	1.0	1.0	6.0	4.0	0.0	0.0	0.0	0.0	8.0	9.0	12.0	2.0	4.0	3.0	3.0	1.0		
OUTBOUND	CEMETERY LANE SILVER KING	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	5.0	0.0	0.0	4.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	3.0	4.0	2.0	0.0	0.0	1.0	0.0		
OUTBOUND	CEMETERY LANE BROWN HOUSE	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	3.0	1.0	0.0	0.0	0.0	1.0	0.0		
OUTBOUND	RED BUTTE DR CEMETERY LA - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
	Maximum Inbound Load	2.0	0.0	2.0	1.0	2.0	9.0	12.0	9.0	4.0	6.0	1.0	6.0	9.0	3.0	6.0	5.0	5.0	5.0	4.0	10.0	13.0	6.0	0.0	0.0	0.0	7.0	1.0	1.0	3.0	0.0	0.0	1.0	1.0		
	Maximum Outbound Load	1.0	1.0	0.0	0.0	2.0	1.0	2.0	4.0	8.0	10.0	7.0	6.0	5.0	7.0	2.0	6.0	5.0	2.0	4.0	9.0	6.0	0.0	0.0	0.0	6.0	9.0	11.0	12.0	6.0	6.0	3.0	6.0	4.0		

Summer Passenger Load -- Cemetery Lane Route, Sunday

		Run Start Time (Inbound / Outbound)																																		
		642	712	742	812	842	912	942	1112	1142	1312	1342	1412	1442	1512	1542	1612	1642	1712	1742	1812	1842	1912	2042	2112	2142	2212	2242	2312	2342	2412	2442	2512	2542
Direction	Stop	700	730	800	830	900	930	1100	1130	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730	1800	1830	1900	2030	2100	2130	2200	2230	2300	2330	2400	2430	2500	2530	2600		
INBOUND	RED BUTTE DR CEMETERY LANE	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0		
INBOUND	CEMETERY LANE BROWN HOUSE	2.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	1.0	0.0	0.0	3.0	0.0	0.0	0.0	1.0	6.0	0.0	0.0	6.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0		
INBOUND	CEMETERY LANE SILVER KING	2.0	0.0	1.0	1.0	1.0	0.0	5.0	1.0	2.0	0.0	0.0	3.0	0.0	0.0	0.0	2.0	11.0	0.0	0.0	10.0	5.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0		
INBOUND	CEMETERY LANE ALTA VISTA DR	2.0	0.0	1.0	1.0	1.0	0.0	6.0	1.0	2.0	1.0	0.0	10.0	0.0	0.0	1.0	2.0	11.0	0.0	0.0	10.0	5.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0		
INBOUND	CEMETERY LANE CEMETERY	2.0	0.0	1.0	1.0	1.0	0.0	6.0	1.0	2.0	1.0	0.0	10.0	1.0	0.0	1.0	2.0	11.0	0.0	0.0	10.0	5.0	1.0	0.0	2.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0		
INBOUND	CEMETERY LANE CASTLE CREEK	2.0	0.0	1.0	2.0	1.0	0.0	7.0	1.0	2.0	1.0	0.0	10.0	1.0	1.0	1.0	3.0	11.0	0.0	0.0	10.0	5.0	1.0	0.0	2.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0		
INBOUND	HWY 82 CEMETERY LANE	2.0	0.0	0.0	2.0	1.0	0.0	7.0	1.0	2.0	1.0	0.0	10.0	1.0	1.0	1.0	3.0	11.0	0.0	0.0	10.0	5.0	1.0	0.0	2.0	1.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0		
INBOUND	HALLAM ST 8TH ST	2.0	0.0	0.0	1.0	2.0	0.0	5.0	1.0	1.0	1.0	0.0	10.0	2.0	0.0	1.0	2.0	11.0	0.0	0.0	10.0	5.0	1.0	0.0	2.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0		
INBOUND	BLEEKER ST 7TH ST	2.0	0.0	0.0	1.0	2.0	0.0	5.0	1.0	1.0	1.0	0.0	10.0	2.0	2.0	1.0	2.0	11.0	0.0	0.0	10.0	5.0	1.0	0.0	2.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0		
INBOUND	MAIN ST 4TH ST	2.0	0.0	1.0	1.0	2.0	0.0	5.0	1.0	1.0	1.0	0.0	10.0	2.0	2.0	1.0	2.0	11.0	0.0	0.0	10.0	5.0	1.0	0.0	2.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0		
INBOUND	MAIN ST 2ND ST	2.0	0.0	1.0	1.0	2.0	0.0	5.0	1.0	1.0	1.0	0.0	10.0	2.0	2.0	1.0	2.0	11.0	0.0	0.0	10.0	5.0	1.0	0.0	2.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0		
INBOUND	MAIN ST PAEPCKE PARK	2.0	0.0	1.0	1.0	2.0	0.0	5.0	1.0	1.0	1.0	0.0	9.0	1.0	2.0	1.0	2.0	9.0	0.0	0.0	10.0	5.0	1.0	0.0	2.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0		
INBOUND	MAIN ST GALENA ST	0.0	0.0	1.0	1.0	1.0	0.0	5.0	1.0	0.0	0.0	0.0	6.0	0.0	0.0	1.0	0.0	3.0	0.0	0.0	9.0	4.0	1.0	0.0	2.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0		
INBOUND	MAIN ST SPRING ST	0.0	0.0	1.0	1.0	1.0	0.0	5.0	1.0	0.0	0.0	0.0	6.0	0.0	0.0	1.0	0.0	3.0	0.0	0.0	9.0	4.0	0.0	0.0	2.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0		
INBOUND	SPRING ST COOPER AVE	0.0	0.0	0.0	1.0	0.0	0.0	5.0	1.0	0.0	0.0	0.0	3.0	0.0	0.0	1.0	0.0	3.0	0.0	0.0	9.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0		
INBOUND	GONDOLA	0.0	0.0	0.0	1.0	0.0	0.0	5.0	1.0	0.0	0.0	0.0	3.0	0.0	0.0	1.0	0.0	3.0	0.0	0.0	9.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0		
INBOUND	RUBEY PARK - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
OUTBOUND	RUBEY PARK TRANSIT CENTER	0.0	1.0	0.0	2.0	0.0	0.0	0.0	1.0	2.0	1.0	8.0	1.0	3.0	0.0	0.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0	5.0	3.0	13.0	1.0	0.0	0.0	0.0	0.0	0.0		
OUTBOUND	MAIN ST PAEPCKE PARK	0.0	1.0	0.0	2.0	1.0	1.0	0.0	1.0	3.0	2.0	8.0	1.0	3.0	7.0	0.0	1.0	0.0	1.0	6.0	0.0	7.0	0.0	0.0	3.0	5.0	3.0	13.0	2.0	2.0	0.0	0.0	1.0	0.0		
OUTBOUND	MAIN ST 2ND ST	0.0	1.0	0.0	2.0	1.0	1.0	0.0	1.0	3.0	2.0	8.0	1.0	3.0	7.0	0.0	1.0	0.0	1.0	6.0	0.0	7.0	0.0	0.0	3.0	5.0	3.0	13.0	2.0	2.0	0.0	0.0	1.0	0.0		
OUTBOUND	MAIN ST 4TH ST	0.0	1.0	0.0	2.0	1.0	1.0	0.0	1.0	3.0	2.0	8.0	1.0	3.0	7.0	0.0	1.0	0.0	1.0	6.0	0.0	7.0	0.0	0.0	3.0	5.0	3.0	13.0	3.0	1.0	0.0	0.0	1.0	0.0		
OUTBOUND	MAIN ST 6TH ST	0.0	1.0	0.0	2.0	1.0	1.0	0.0	1.0	3.0	2.0	8.0	1.0	3.0	7.0	0.0	1.0	0.0	1.0	6.0	0.0	7.0	0.0	0.0	3.0	5.0	3.0	13.0	3.0	1.0	0.0	0.0	1.0	0.0		
OUTBOUND	BLEEKER ST 7TH ST	0.0	1.0	0.0	2.0	1.0	1.0	0.0	1.0	3.0	2.0	8.0	1.0	3.0	7.0	0.0	1.0	0.0	1.0	6.0	0.0	7.0	0.0	0.0	3.0	5.0	3.0	13.0	3.0	1.0	0.0	0.0	1.0	0.0		
OUTBOUND	HALLAM ST 8TH ST	0.0	0.0	0.0	2.0	1.0	0.0	0.0	0.0	3.0	1.0	8.0	1.0	3.0	6.0	3.0	1.0	3.0	1.0	5.0	4.0	6.0	0.0	4.0	3.0	6.0	3.0	11.0	3.0	1.0	0.0	0.0	1.0	0.0		
OUTBOUND	CEMETERY LANE HIGHWAY 82	0.0	0.0	0.0	2.0	1.0	0.0	0.0	0.0	3.0	0.0	8.0	1.0	3.0	6.0	3.0	1.0	3.0	1.0	5.0	4.0	6.0	0.0	3.0	3.0	6.0	3.0	11.0	3.0	1.0	0.0	0.0	0.0	0.0		
OUTBOUND	CEMETERY LANE POWER PLANT RD	0.0	0.0	0.0	2.0	1.0	0.0	0.0	0.0	3.0	0.0	8.0	1.0	3.0	6.0	3.0	1.0	2.0	0.0	5.0	4.0	6.0	0.0	3.0	3.0	6.0	3.0	11.0	3.0	1.0	0.0	0.0	0.0	0.0		
OUTBOUND	CEMETERY LANE ALTA VISTA DR	0.0	0.0	0.0	2.0	1.0	0.0	0.0	0.0	3.0	0.0	5.0	1.0	1.0	3.0	3.0	1.0	2.0	0.0	3.0	3.0	6.0	0.0	3.0	3.0	6.0	3.0	10.0	3.0	1.0	0.0	0.0	0.0	0.0		
OUTBOUND	CEMETERY LANE SILVER KING	0.0	0.0	0.0	2.0	1.0	0.0	0.0	0.0	2.0	0.0	1.0	0.0	0.0	2.0	3.0	1.0	0.0	0.0	0.0	2.0	5.0	0.0	2.0	0.0	1.0	2.0	3.0	2.0	0.0	0.0	0.0	0.0	0.0		
OUTBOUND	CEMETERY LANE BROWN HOUSE	0.0	0.0	0.0	2.0	1.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	3.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
OUTBOUND	RED BUTTE DR CEMETERY LA - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
	Maximum Inbound Load	2.0	0.0	1.0	2.0	2.0	0.0	7.0	1.0	2.0	1.0	0.0	10.0	2.0	2.0	1.0	3.0	11.0	0.0	0.0	10.0	5.0	1.0	0.0	2.0	1.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0		
	Maximum Outbound Load	0.0	1.0	0.0	2.0	1.0	1.0	0.0	1.0	3.0	2.0	8.0	1.0	3.0	7.0	3.0	1.0	3.0	1.0	6.0	4.0	7.0	0.0	6.0	3.0	6.0	3.0	13.0	3.0	2.0	0.0	0.0	1.0	0.0		

Summer Passenger Load -- Castle Maroon Route, Weekday

		Run Start Time (Inbound / Outbound)																														
		620	700	740	820	900	940	1000	1100	1140	1220	1300	1340	1420	1500	1522	1540	1620	1700	1740	1820	1840	1940	2020	2100	2140	2220	2300	2340	2420	2500
Direction	Stop	640	720	800	840	920	1020	1040	1120	1200	1240	1320	1400	1440	1520	1600	1640	1720	1800	1900	1920	2000	2040	2120	2200	2240	2320	2400	2440	2520	2600
INBOUND	ASPEN HIGHLANDS	0.7	1.0	2.7	1.7	3.0	5.7	7.3	1.7	6.0	9.7	7.3	8.0	7.3	8.7	0.0	19.7	6.2	16.6	7.8	5.2	0.0	0.0	2.9	1.6	2.8	6.8	3.2	0.6	2.4	1.2
INBOUND	MAROON CREEK RD HIGHLANDS VI	2.3	3.8	8.8	10.4	10.3	15.9	7.5	2.0	13.2	16.2	19.4	24.0	16.2	19.0	0.0	22.7	8.7	32.6	10.5	5.2	2.8	5.5	8.9	5.6	9.3	19.8	7.2	5.6	4.9	3.7
INBOUND	MAROON CREEK RD HIGH SCHOOL	1.3	1.0	5.7	4.3	4.3	4.7	13.0	4.3	18.7	22.7	10.7	13.5	11.7	14.3	0.0	22.0	13.6	20.0	11.0	7.0	0.0	0.0	5.0	3.4	4.6	8.2	3.2	1.0	2.4	1.2
INBOUND	MAROON CREEK RD ROUNDABOUT	3.8	4.5	10.3	19.3	14.1	25.1	22.5	4.3	34.3	44.9	24.3	28.8	28.8	33.3	0.0	26.8	23.2	39.3	16.2	8.2	7.2	5.8	13.9	12.9	17.9	30.3	10.7	10.5	6.1	5.7
INBOUND	CASTLE RIDGE	3.0	4.0	11.0	7.7	5.3	14.0	21.5	3.7	18.7	29.7	10.7	15.5	12.7	14.0	0.0	26.3	16.6	19.4	14.0	19.4	0.0	0.0	6.4	3.0	5.8	10.4	3.2	5.0	2.0	1.2
INBOUND	HALLAM ST 8TH ST	3.9	6.2	14.4	21.6	15.8	27.1	20.5	3.0	37.0	51.8	24.0	28.3	30.3	33.1	0.0	31.3	29.0	37.9	21.5	18.8	9.2	8.0	15.1	15.5	25.6	43.4	13.2	16.5	6.0	7.7
INBOUND	BLEEKER ST 7TH ST	2.9	5.8	14.4	19.6	14.7	26.2	20.5	3.0	36.7	50.9	24.0	28.3	30.7	31.3	0.0	31.3	33.0	39.9	23.3	18.6	9.0	8.0	15.1	13.5	26.6	42.4	12.2	16.5	6.0	9.2
INBOUND	MAIN ST 4TH ST	2.9	5.8	14.4	17.9	13.7	25.6	19.5	3.0	36.7	50.3	23.2	26.8	31.0	30.7	0.0	31.0	32.8	39.9	22.1	18.2	9.4	8.5	16.1	13.5	26.6	42.4	12.6	16.5	7.0	9.2
INBOUND	MAIN ST 2ND ST	2.9	5.1	14.9	16.2	13.7	25.3	19.5	3.0	36.7	48.5	22.9	27.0	31.7	29.5	0.0	31.0	33.3	40.4	21.6	18.2	9.0	8.0	16.1	11.5	25.1	42.3	12.6	16.5	7.0	9.2
INBOUND	MAIN ST PAEPCKE PARK	2.9	5.1	13.3	15.3	13.7	22.7	15.5	3.0	34.3	36.8	22.9	25.5	30.3	29.2	0.0	27.0	31.9	39.0	20.4	32.2	9.0	8.5	15.3	10.9	24.5	41.5	12.6	16.5	7.0	9.7
INBOUND	MAIN ST GALENA ST	1.7	3.7	4.0	3.0	2.3	3.7	12.0	1.7	13.7	11.7	6.3	8.5	7.7	6.3	0.0	12.3	8.8	12.6	7.0	8.8	0.0	0.0	6.8	2.0	4.8	9.0	2.0	4.8	2.0	1.2
INBOUND	MAIN ST SPRING ST	1.7	3.3	4.0	3.0	2.3	3.7	11.8	1.7	13.7	11.7	5.3	8.0	7.7	6.3	0.0	12.3	8.6	12.4	7.0	8.6	0.0	0.0	6.6	2.0	4.8	9.0	2.0	4.8	2.0	1.2
INBOUND	SPRING ST COOPER AVE	1.3	0.3	1.0	1.0	1.0	2.3	10.3	2.0	5.3	7.7	5.3	7.5	6.7	4.0	0.0	7.0	7.0	9.8	5.8	7.4	8.0	0.0	6.2	1.8	4.2	7.8	2.0	4.8	1.8	1.2
INBOUND	GONDOLA	1.3	0.3	1.0	1.0	0.7	2.0	10.0	2.0	5.3	7.7	5.3	7.5	4.7	4.0	0.0	7.0	7.0	9.8	5.4	7.4	8.0	0.0	5.6	1.8	4.2	7.8	2.0	4.8	1.8	1.2
INBOUND	RUBEY PARK - EOL	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.2	0.0	7.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	RUBEY PARK	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	MAIN ST PAEPCKE PARK	4.8	9.5	4.7	12.6	16.2	7.8	38.5	8.0	22.1	33.8	25.8	27.2	41.8	43.2	19.7	24.7	37.1	14.8	6.8	4.0	19.5	8.2	19.7	18.1	12.6	12.3	9.6	10.3	7.5	7.6
OUTBOUND	MAIN ST 2ND ST	4.6	9.8	4.9	14.3	21.4	7.8	38.7	8.0	23.8	38.8	27.8	28.2	43.3	44.9	20.9	24.7	37.9	13.8	7.2	4.0	19.3	8.7	19.7	21.1	12.6	12.7	9.6	10.1	7.5	7.6
OUTBOUND	MAIN ST 4TH ST	4.6	9.8	5.8	15.3	21.4	7.8	39.3	8.0	24.4	36.8	27.8	28.8	43.3	44.8	20.9	24.3	38.1	13.8	6.8	4.0	18.7	9.2	19.9	21.9	12.4	12.7	9.2	10.1	7.5	7.8
OUTBOUND	MAIN ST 6TH ST	1.3	3.0	2.3	8.3	4.7	7.8	29.3	7.7	12.7	10.3	12.3	7.5	10.3	19.0	14.2	17.0	16.0	6.8	0.0	0.0	10.2	7.2	14.8	13.4	9.4	8.8	7.0	5.6	5.0	7.8
OUTBOUND	BLEEKER ST 7TH ST	4.3	10.0	6.6	16.8	21.2	7.8	38.8	7.7	24.2	37.1	28.6	29.2	43.1	45.3	22.2	24.5	42.0	13.8	7.2	4.0	18.8	9.2	20.3	21.9	12.4	12.3	9.0	10.1	7.5	7.8
OUTBOUND	HALLAM ST 8TH ST	5.7	11.2	7.9	16.4	21.2	10.8	40.5	8.3	25.8	37.0	28.7	29.2	47.4	44.9	22.3	23.9	42.6	14.0	7.2	4.0	18.3	8.2	19.9	21.9	11.6	12.1	8.4	10.1	7.3	7.8
OUTBOUND	HIGHWAY 82 CEMETERY LANE	2.7	5.0	4.3	9.3	4.7	13.0	31.3	8.0	14.3	10.0	12.7	7.5	14.7	18.7	14.0	16.2	16.6	7.0	16.0	0.0	10.0	6.2	14.0	13.4	8.4	8.4	7.0	4.8	4.8	7.8
OUTBOUND	MAROON CREEK RD ROUNDABOUT	4.0	9.7	11.7	17.2	11.1	13.8	38.2	6.5	29.9	35.6	28.8	27.3	46.6	31.8	20.4	23.2	37.0	11.0	20.0	6.0	18.3	8.9	13.3	18.2	10.9	6.3	7.1	8.6	6.4	6.3
OUTBOUND	MAROON CREEK RD ASPEN REC	2.7	2.7	3.7	8.7	1.7	10.3	18.3	3.7	14.7	10.3	10.0	1.5	9.7	8.0	8.0	9.2	7.2	3.6	10.0	0.0	5.5	2.6	6.0	5.0	5.4	2.2	3.4	1.6	1.6	4.0
OUTBOUND	MAROON CREEK RD HIGHLAND - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Maximum Inbound Load	3.9	6.2	14.9	21.6	15.8	27.1	22.5	4.3	37.0	51.8	24.3	28.8	31.7	33.3	0.0	31.3	33.3	40.4	23.3	32.2	9.4	8.5	16.1	15.5	26.6	43.4	13.2	16.5	7.0	9.7
	Maximum Outbound Load	5.7	11.2	11.7	17.2	21.4	13.8	40.5	8.3	29.9	38.8	28.8	29.2	47.4	45.3	22.3	24.7	42.6	14.8	20.0	6.0	19.5	9.2	20.3	21.9	12.6	12.7	9.6	10.3	7.5	7.8

Summer Passenger Load -- Castle Maroon Route, Saturday

		Run Start Time (Inbound / Outbound)																														
		620	700	740	820	900	940	1000	1100	1140	1220	1300	1340	1420	1500	1522	1540	1600	1640	1720	1800	1840	2000	2020	2100	2140	2220	2300	2340	2420	2500
Direction	Stop	640	720	800	840	920	1020	1040	1120	1200	1240	1320	1400	1440	1520	1600	1640	1620	1700	1740	1820	1900	2020	2120	2200	2240	2320	2400	2440	2520	2600
INBOUND	ASPEN HIGHLANDS	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	13.0	4.0	0.0	5.5	3.0	4.0	3.0	9.0	8.0	1.0	4.0	4.0
INBOUND	MAROON CREEK RD HIGHLANDS VI	0.0	1.0	4.0	8.0	0.0	6.0	4.0	0.0	20.0	10.0	13.0	9.0	16.0	4.0	0.0	8.0	0.0	6.0	14.0	9.0	4.0	8.0	11.0	9.0	6.0	19.0	8.0	3.0	9.0	6.0
INBOUND	MAROON CREEK RD HIGH SCHOOL	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	14.0	15.0	6.0	0.0	5.0	3.0	4.0	3.0	13.0	8.0	1.0	4.0	4.0
INBOUND	MAROON CREEK RD ROUNDABOUT	0.0	1.0	4.0	6.5	2.0	3.5	4.0	0.0	20.0	29.0	21.0	9.5	19.5	8.5	0.0	12.5	14.0	20.0	21.0	12.0	9.5	13.5	12.0	7.0	14.0	25.5	14.5	5.0	9.5	7.0
INBOUND	CASTLE RIDGE	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	12.0	15.0	5.0	0.0	7.0	11.0	4.0	7.0	10.0	8.0	1.0	4.0	4.0
INBOUND	HALLAM ST 8TH ST	0.0	0.0	2.0	5.0	4.0	1.0	4.0	0.0	20.0	37.0	16.0	6.0	21.0	6.0	0.0	13.0	15.0	18.0	26.0	12.0	12.0	16.0	22.0	11.0	22.0	25.0	20.0	7.0	10.0	8.0
INBOUND	BLEEKER ST 7TH ST	2.0	0.0	2.0	6.0	4.0	1.0	4.0	0.0	19.0	39.0	16.0	7.0	21.0	6.0	0.0	14.0	14.0	17.0	29.0	12.0	12.0	17.0	24.0	11.0	22.0	25.0	20.0	7.0	11.0	8.0
INBOUND	MAIN ST 4TH ST	2.0	0.0	2.0	6.0	4.0	1.0	4.0	0.0	19.0	39.0	16.0	7.0	21.0	6.0	0.0	14.0	14.0	17.0	29.0	12.0	12.0	17.0	24.0	11.0	22.0	26.0	20.0	7.0	11.0	8.0
INBOUND	MAIN ST 2ND ST	2.0	0.0	1.0	5.0	4.0	1.0	4.0	0.0	19.0	39.0	16.0	7.0	21.0	6.0	0.0	14.0	15.0	17.0	29.0	12.0	10.0	17.0	23.0	11.0	22.0	26.0	20.0	7.0	11.0	8.0
INBOUND	MAIN ST PAEPCKE PARK	1.0	0.0	1.0	5.0	4.0	1.0	9.0	0.0	19.0	39.0	16.0	5.0	21.0	6.0	0.0	14.0	14.0	17.0	28.0	12.0	11.0	17.0	20.0	11.0	22.0	26.0	17.0	7.0	11.0	8.0
INBOUND	MAIN ST GALENA ST	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	10.0	10.0	3.0	0.0	4.0	6.0	6.0	6.0	10.0	2.0	1.0	4.0	4.0
INBOUND	MAIN ST SPRING ST	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	10.0	6.0	3.0	0.0	4.0	6.0	6.0	6.0	10.0	2.0	1.0	4.0	4.0
INBOUND	SPRING ST COOPER AVE	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	8.0	6.0	6.0	0.0	4.0	6.0	5.0	6.0	10.0	2.0	1.0	4.0	4.0
INBOUND	GONDOLA	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	8.0	1.0	6.0	0.0	4.0	6.0	3.0	6.0	10.0	2.0	1.0	4.0	4.0
INBOUND	RUBEY PARK - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	RUBEY PARK	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	MAIN ST PAEPCKE PARK	2.0	6.0	5.0	12.0	7.0	6.0	3.0	0.0	18.0	11.0	5.0	8.0	10.0	11.0	14.0	17.0	24.0	35.0	29.0	13.0	17.0	20.0	14.0	21.0	10.0	14.0	10.0	18.0	12.0	16.0
OUTBOUND	MAIN ST 2ND ST	2.0	7.0	5.0	12.0	7.0	6.0	3.0	0.0	18.0	13.0	6.0	9.0	11.0	11.0	15.0	17.0	26.0	36.0	36.0	13.0	17.0	23.0	15.0	22.0	10.0	14.0	10.0	18.0	12.0	16.0
OUTBOUND	MAIN ST 4TH ST	2.0	7.0	5.0	12.0	7.0	6.0	3.0	0.0	18.0	13.0	6.0	9.0	11.0	11.0	14.0	17.0	26.0	35.0	39.0	13.0	16.0	24.0	17.0	24.0	10.0	14.0	10.0	18.0	12.0	15.0
OUTBOUND	MAIN ST 6TH ST	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0	5.0	7.0	8.0	15.0	0.0	6.0	11.0	17.0	21.0	9.0	11.0	9.0	17.0	12.0	15.0
OUTBOUND	BLEEKER ST 7TH ST	2.0	8.0	5.0	13.0	8.0	6.0	3.0	0.0	18.0	13.0	6.0	9.0	11.0	10.0	14.0	17.0	26.0	36.0	39.0	16.0	16.0	24.0	23.0	23.0	10.0	14.0	10.0	18.0	12.0	15.0
OUTBOUND	HALLAM ST 8TH ST	2.0	8.0	5.0	13.0	8.0	6.0	3.0	0.0	18.0	13.0	6.0	9.0	11.0	10.0	15.0	18.0	26.0	33.0	39.0	16.0	16.0	22.0	22.0	23.0	10.0	14.0	10.0	15.0	12.0	14.0
OUTBOUND	HIGHWAY 82 CEMETERY LANE	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	6.0	7.0	5.0	15.0	0.0	7.0	10.0	16.0	21.0	9.0	11.0	9.0	14.0	12.0	14.0
OUTBOUND	MAROON CREEK RD ROUNDABOUT	1.0	0.0	5.0	5.0	3.0	4.5	0.0	0.0	13.0	11.0	3.0	8.0	17.0	14.0	14.0	20.0	20.5	29.0	38.5	6.0	11.5	12.0	12.5	15.5	7.0	10.0	5.5	10.5	9.0	10.5
OUTBOUND	MAROON CREEK RD ASPEN REC	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	5.0	3.0	4.0	0.0	2.0	8.0	7.0	8.0	5.0	9.0	3.0	4.0	6.0	7.0
OUTBOUND	MAROON CREEK RD HIGHLAND - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Maximum Inbound Load	2.0	1.0	4.0	8.0	4.0	6.0	9.0	0.0	20.0	39.0	21.0	9.5	21.0	8.5	0.0	14.0	15.0	20.0	29.0	12.0	12.0	17.0	24.0	11.0	22.0	26.0	20.0	7.0	11.0	8.0
	Maximum Outbound Load	2.0	8.0	5.0	13.0	8.0	6.0	3.0	0.0	18.0	13.0	6.0	9.0	17.0	14.0	15.0	20.0	26.0	36.0	39.0	16.0	17.0	24.0	23.0	24.0	10.0	14.0	10.0	18.0	12.0	16.0

Summer Passenger Load -- Castle Maroon Route, Sunday

		Run Start Time (Inbound / Outbound)																											
		640	720	800	840	920	1000	1040	1200	1240	1320	1400	1440	1520	1600	1640	1720	1800	1920	2000	2040	2120	2200	2240	2320	2400	2440	2520	2340
Direction	Stop	620	700	740	820	900	940	1020	1140	1220	1300	1340	1420	1500	1540	1620	1700	1740	1900	1940	2020	2100	2140	2220	2300	2340	2420	2500	2540
INBOUND	ASPEN HIGHLANDS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	MAROON CREEK RD HIGHLANDS VI	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	6.0	0.0	5.0	0.0	2.0	2.0	3.0	2.0	0.0	4.0	4.0	0.0
INBOUND	MAROON CREEK RD HIGH SCHOOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	MAROON CREEK RD ROUNDABOUT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.5	12.0	0.0	7.0	3.0	4.5	4.0	5.0	3.0	2.0	12.0	10.0	0.0
INBOUND	CASTLE RIDGE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
INBOUND	HALLAM ST 8TH ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.0	0.0	9.0	3.0	6.0	5.0	7.0	4.0	4.0	18.0	16.0	1.0
INBOUND	BLEEKER ST 7TH ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.0	0.0	14.0	3.0	6.0	10.0	7.0	5.0	4.0	19.0	16.0	1.0
INBOUND	MAIN ST 4TH ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.0	0.0	14.0	3.0	6.0	10.0	7.0	5.0	5.0	19.0	16.0	1.0
INBOUND	MAIN ST 2ND ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.0	0.0	15.0	3.0	8.0	10.0	7.0	4.0	5.0	19.0	16.0	1.0
INBOUND	MAIN ST PAEPCKE PARK	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.0	0.0	16.0	3.0	8.0	8.0	7.0	4.0	5.0	19.0	16.0	1.0
INBOUND	MAIN ST GALENA ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
INBOUND	MAIN ST SPRING ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
INBOUND	SPRING ST COOPER AVE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
INBOUND	GONDOLA	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
INBOUND	RUBEY PARK - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	RUBEY PARK	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	MAIN ST PAEPCKE PARK	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	4.0	0.0	4.0	5.0	1.0	7.0	3.0	1.0	3.0	3.0	1.0
OUTBOUND	MAIN ST 2ND ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	4.0	0.0	6.0	5.0	1.0	7.0	3.0	1.0	3.0	3.0	1.0
OUTBOUND	MAIN ST 4TH ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	4.0	0.0	6.0	5.0	1.0	7.0	3.0	1.0	3.0	3.0	1.0
OUTBOUND	MAIN ST 6TH ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	BLEEKER ST 7TH ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	4.0	0.0	6.0	5.0	1.0	6.0	3.0	1.0	3.0	3.0	1.0
OUTBOUND	HALLAM ST 8TH ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	4.0	0.0	6.0	5.0	1.0	6.0	3.0	1.0	3.0	3.0	1.0
OUTBOUND	HIGHWAY 82 CEMETERY LANE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	MAROON CREEK RD ROUNDABOUT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	6.0	4.0	0.0	2.0	0.0	4.0	2.0	3.0	0.0	0.0	3.0	2.0
OUTBOUND	MAROON CREEK RD ASPEN REC	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	MAROON CREEK RD HIGHLAND - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Maximum Inbound Load	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	5.5	16.0	0.0	16.0	3.0	8.0	10.0	7.0	5.0	5.0	19.0	16.0	2.0
	Maximum Outbound Load	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	6.0	4.0	0.0	6.0	5.0	4.0	7.0	3.0	1.0	3.0	3.0	2.0

Summer Passenger Load -- Hunter Creek Route, Weekday

Direction	Stop	Run Start Time (Outbound / Inbound)																													
		OUTBOUND		640	700	720	740	800	820	840	900	920	940	1000	1020	1040	1100	1120	1140	1200	1220	1240	1300	1320	1340	1400	1420	1440	1500	1520	1540
		INBOUND	625	648	708	728	748	808	828	848	908	928	948	1008	1028	1048	1108	1128	1148	1208	1228	1248	1308	1328	1348	1408	1428	1448	1508	1528	1548
OUTBOUND	RUBEY PARK			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	MILL STREET HYMAN AVE			0.7	0.3	2.0	1.0	0.7	2.3	1.3	1.7	1.3	2.7	5.0	4.0	0.0	0.0	0.0	0.7	1.7	3.0	3.3	4.0	6.0	6.3	4.3	5.5	5.0	7.5	6.0	6.0
OUTBOUND	MILL STREET			0.7	0.3	1.0	1.0	0.7	2.3	1.7	0.3	1.3	3.0	5.3	4.3	0.0	0.0	0.0	2.7	4.0	5.3	3.7	4.0	8.7	6.7	6.5	7.3	7.8	7.8	9.3	7.5
OUTBOUND	LONE PINE RD HUNTER CREEK			2.0	1.0	1.0	0.7	0.7	4.7	2.0	0.3	1.0	6.0	2.7	2.3	0.0	0.0	0.0	5.3	5.7	5.0	2.3	3.0	4.7	8.0	6.3	7.5	7.3	8.5	8.8	7.0
OUTBOUND	LONE PINE RD HUNTER CREEK 2			3.7	1.0	2.3	2.7	3.0	8.3	5.3	2.3	1.7	8.0	5.0	4.3	0.0	0.0	0.0	7.3	5.0	5.3	4.3	1.7	7.3	7.7	5.0	4.5	5.8	7.8	7.8	6.8
OUTBOUND	PARK CIRCLE SMUGGLER			4.3	1.7	3.3	4.3	3.3	5.7	5.0	1.3	3.3	9.7	4.0	4.0	0.0	0.0	0.0	8.7	4.3	2.7	3.7	1.3	3.3	6.3	6.0	3.8	5.5	7.0	5.0	6.5
OUTBOUND	PARK CIRCLE CENTENNIAL - EOL			1.3	1.0	3.3	3.3	2.3	3.7	2.0	1.0	3.0	4.7	1.0	1.7	0.0	0.0	0.0	0.0	3.0	1.0	2.3	0.7	1.0	1.7	2.5	1.8	2.5	1.5	2.0	3.3
INBOUND	PARK CIRCLE CENTENNIAL		3.0	3.0	1.3	4.3	5.7	6.0	4.7	5.3	3.3	7.0	5.3	5.0	5.0	0.0	0.0	0.0	4.7	4.0	3.0	4.0	3.0	7.3	3.3	4.8	6.0	3.8	6.5	5.8	4.0
INBOUND	PARK CIRCLE PARK AVE		3.7	4.0	2.0	5.7	5.7	6.7	9.7	11.3	4.0	6.7	11.0	6.0	4.3	0.0	0.0	0.0	4.7	6.0	5.7	3.0	4.0	6.0	2.3	6.0	8.3	6.5	8.5	8.0	5.0
INBOUND	COOPER AVE CHATEAU ROARING F		3.7	4.0	2.0	5.7	5.7	6.7	9.7	11.0	3.7	6.7	15.3	7.3	4.7	0.0	0.0	0.0	5.7	8.0	6.3	3.0	3.7	8.7	3.0	6.0	9.3	6.0	12.3	8.0	7.0
INBOUND	SPRING ST COOPER AVE		0.0	1.3	2.7	5.3	3.0	5.7	7.3	8.7	1.7	2.0	9.3	5.7	2.3	0.0	0.0	0.0	4.7	5.3	3.7	2.3	2.7	5.7	2.3	4.3	6.0	3.5	7.8	6.3	4.0
INBOUND	RUBEY PARK - EOL		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0
INBOUND	SPRING ST COOPER AVE		0.0	1.3	2.7	5.3	3.0	5.7	7.3	8.7	1.7	2.0	9.3	5.7	2.3	0.0	0.0	0.0	4.7	5.3	3.7	2.3	2.7	5.7	2.3	4.3	6.0	3.5	7.8	6.3	4.0
INBOUND	GONDOLA		2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	RUBEY PARK - EOL		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0
	Maximum Inbound Load		3.7	4.0	2.7	5.7	5.7	6.7	9.7	11.3	4.0	7.0	15.3	7.3	5.0	0.0	0.0	0.0	5.7	8.0	6.3	4.0	4.0	8.7	3.3	6.0	9.3	6.5	12.3	8.0	7.0
	Maximum Outbound Load			4.3	1.7	3.3	4.3	3.3	8.3	5.3	2.3	3.3	9.7	5.3	4.3	0.0	0.0	0.0	8.7	5.7	5.3	4.3	4.0	8.7	8.0	6.5	7.5	7.8	8.5	9.3	7.5

		OUTBOUND	1600	1620	1640	1700	1720	1740	1800	1820	1940	2000	2020	2040	2100	2120	2140	2200	2220	2240	2300	2320	2340	2400	2420	2440	2500	2520	2540	2600
		INBOUND	1608	1628	1648	1708	1728	1748	1808	1828	1948	2008	2028	2048	2108	2128	2148	2208	2228	2248	2308	2328	2348	2408	2428	2448	2508	2528	2548	
OUTBOUND	RUBEY PARK		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	MILL STREET HYMAN AVE		5.0	3.5	8.8	8.0	6.8	10.3	9.3	6.8	5.0	6.8	8.8	5.3	3.8	6.3	6.5	11.3	10.8	9.0	11.3	9.5	12.5	4.5	7.5	7.3	7.0	6.0	6.0	4.0
OUTBOUND	MILL STREET		5.3	4.8	10.0	10.8	12.0	11.3	11.0	8.3	8.0	8.3	11.3	6.3	4.3	8.3	8.8	13.8	13.3	11.0	12.5	11.5	12.8	6.5	8.3	8.0	7.0	6.3	6.3	4.0
OUTBOUND	LONE PINE RD HUNTER CREEK		5.0	3.8	8.8	6.8	10.5	10.3	10.5	6.0	8.0	8.5	8.0	6.3	3.5	5.3	8.5	11.8	11.8	9.8	8.0	10.8	11.3	5.3	4.5	5.5	6.0	4.0	5.3	3.5
OUTBOUND	LONE PINE RD HUNTER CREEK 2		4.0	3.0	6.5	4.5	11.8	7.3	8.5	8.3	6.0	9.3	6.3	5.8	4.0	3.8	8.3	7.0	7.5	4.8	4.8	5.8	8.5	4.3	3.3	4.3	4.0	3.3	5.0	2.3
OUTBOUND	PARK CIRCLE SMUGGLER		2.0	2.3	5.3	5.3	9.5	5.5	7.8	7.8	1.0	8.3	5.8	5.0	3.5	3.5	8.3	5.0	5.5	2.5	4.0	4.5	6.5	2.8	3.0	2.3	2.0	2.3	4.5	1.5
OUTBOUND	PARK CIRCLE CENTENNIAL - EOL		2.0	1.5	1.5	2.0	0.8	1.3	0.3	4.3	1.0	0.0	1.5	1.8	1.5	0.5	1.0	0.3	1.0	0.5	0.5	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.3	0.0	
INBOUND	PARK CIRCLE CENTENNIAL		5.0	4.3	5.0	2.8	4.5	5.8	3.8	5.3	3.0	8.3	2.0	3.5	2.5	3.0	3.8	3.0	3.3	2.5	1.8	2.8	2.3	2.5	2.3	3.0	2.8	1.3	0.5		
INBOUND	PARK CIRCLE PARK AVE		5.7	3.0	6.3	2.8	3.8	7.8	7.3	7.5	1.0	8.5	2.0	3.8	3.5	2.5	3.0	1.8	1.8	4.0	3.5	2.3	1.3	2.8	2.0	2.0	1.5	0.8	0.3		
INBOUND	COOPER AVE CHATEAU ROARING F		5.0	3.0	5.5	4.8	5.3	7.8	7.5	7.8	1.0	8.3	1.8	3.8	3.3	2.5	4.5	2.5	3.0	3.5	3.0	1.5	0.8	2.5	1.5	1.0	1.3	0.8	0.0		
INBOUND	SPRING ST COOPER AVE		2.3	3.0	4.8	4.8	6.5	6.3	5.3	8.0	1.0	6.5	1.0	2.3	3.0	2.3	3.3	3.3	3.0	3.3	4.8	1.5	0.5	2.3	1.5	1.0	1.3	0.8	0.0		
INBOUND	RUBEY PARK - EOL		0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.8	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
INBOUND	SPRING ST COOPER AVE		2.3	3.0	4.8	4.8	6.5	6.3	5.3	8.0	1.0	6.5	1.0	2.3	3.0	2.3	3.3	3.3	3.0	3.3	4.8	1.5	0.5	2.3	1.5	1.0	1.3	0.8	0.0		
INBOUND	GONDOLA		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
INBOUND	RUBEY PARK - EOL		0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.8	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
	Maximum Inbound Load		5.7	4.3	6.3	4.8	6.5	7.8	7.5	8.0	3.0	8.5	2.0	3.8	3.5	3.0	4.5	3.3	3.3	4.0	4.8	2.8	2.3	2.8	2.3	3.0	2.8	1.3	0.5		
	Maximum Outbound Load		5.3	4.8	10.0	10.8	12.0	11.3	11.0	8.3	8.0	9.3	11.3	6.3	4.3	8.3	8.8	13.8	13.3	11.0	12.5	11.5	12.8	6.5	8.3	8.0	7.0	6.3	6.3	4.0	

Summer Passenger Load -- Hunter Creek Route, Saturday

Direction	Stop	Run Start Time (Outbound / Inbound)																												
		OUTBOUND		640	700	720	740	800	820	840	900	920	940	1000	1020	1040	1100	1120	1140	1200	1220	1240	1300	1320	1340	1400	1420	1440	1500	1520	1540
		INBOUND	625	648	708	728	748	808	828	848	908	928	948	1008	1028	1048	1108	1128	1148	1208	1228	1248	1308	1328	1348	1408	1428	1448	1508	1528	1548
OUTBOUND	RUBEY PARK			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	MILL STREET HYMAN AVE			0.0	3.0	2.0	3.0	1.0	2.0	1.0	0.0	1.0	3.0	0.0	1.0	0.0	0.0	0.0	21.0	5.0	13.0	3.0	4.0	4.0	5.0	5.0	6.0	6.0	11.0	8.0	4.0
OUTBOUND	MILL STREET			0.0	3.0	2.0	3.0	2.0	2.0	1.0	1.0	2.0	3.0	0.0	2.0	0.0	0.0	0.0	21.0	5.0	11.0	8.0	6.0	4.0	2.0	6.0	6.0	10.0	10.0	9.0	4.0
OUTBOUND	LONE PINE RD HUNTER CREEK			2.0	2.0	2.0	3.0	1.0	0.0	1.0	1.0	2.0	4.0	2.0	2.0	0.0	0.0	0.0	17.0	7.0	7.0	8.0	5.0	2.0	2.0	5.0	4.0	5.0	10.0	8.0	6.0
OUTBOUND	LONE PINE RD HUNTER CREEK 2			1.0	2.0	2.0	3.0	2.0	0.0	2.0	4.0	5.0	5.0	3.0	3.0	0.0	0.0	0.0	16.0	11.0	8.0	9.0	6.0	0.0	4.0	8.0	2.0	5.0	7.0	6.0	9.0
OUTBOUND	PARK CIRCLE SMUGGLER			1.0	2.0	2.0	4.0	4.0	1.0	5.0	4.0	5.0	6.0	4.0	4.0	0.0	0.0	0.0	15.0	5.0	0.0	3.0	6.0	0.0	6.0	7.0	0.0	4.0	8.0	3.0	10.0
OUTBOUND	PARK CIRCLE CENTENNIAL - EOL			1.0	2.0	0.0	1.0	4.0	1.0	3.0	0.0	0.0	6.0	1.0	1.0	0.0	0.0	0.0	3.0	3.0	0.0	1.0	1.0	0.0	6.0	5.0	0.0	0.0	2.0	3.0	1.0
INBOUND	PARK CIRCLE CENTENNIAL		0.0	1.0	4.0	2.0	3.0	6.0	3.0	4.0	9.0	6.0	3.0	3.0	3.0	0.0	0.0	0.0	6.0	4.0	5.0	1.0	2.0	0.0	6.0	6.0	6.0	7.0	7.0	6.0	8.0
INBOUND	PARK CIRCLE PARK AVE		1.0	1.0	4.0	2.0	5.0	10.0	3.0	4.0	9.0	5.0	3.0	7.0	11.0	0.0	0.0	0.0	6.0	4.0	6.0	0.0	3.0	0.0	13.0	6.0	6.0	9.0	7.0	4.0	16.0
INBOUND	COOPER AVE CHATEAU ROARING F		1.0	1.0	4.0	2.0	5.0	10.0	3.0	4.0	10.0	5.0	3.0	7.0	10.0	0.0	0.0	0.0	6.0	23.0	6.0	0.0	3.0	0.0	13.0	6.0	6.0	9.0	7.0	3.0	16.0
INBOUND	SPRING ST COOPER AVE		0.0	0.0	4.0	5.0	3.0	8.0	3.0	4.0	8.0	3.0	2.0	7.0	10.0	0.0	0.0	0.0	4.0	22.0	6.0	0.0	0.0	2.0	6.0	6.0	5.0	4.0	7.0	2.0	12.0
INBOUND	RUBEY PARK - EOL		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	SPRING ST COOPER AVE		0.0	0.0	4.0	5.0	3.0	8.0	3.0	4.0	8.0	3.0	2.0	7.0	10.0	0.0	0.0	0.0	4.0	22.0	6.0	0.0	0.0	2.0	6.0	6.0	5.0	4.0	7.0	2.0	12.0
INBOUND	GONDOLA		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	RUBEY PARK - EOL		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Maximum Inbound Load		1.0	1.0	4.0	5.0	5.0	10.0	3.0	4.0	10.0	6.0	3.0	7.0	11.0	0.0	0.0	0.0	6.0	23.0	6.0	1.0	3.0	2.0	13.0	6.0	6.0	9.0	7.0	6.0	16.0
	Maximum Outbound Load			2.0	3.0	2.0	4.0	4.0	2.0	5.0	4.0	5.0	6.0	4.0	4.0	0.0	0.0	0.0	21.0	11.0	13.0	9.0	6.0	4.0	6.0	8.0	6.0	10.0	11.0	9.0	10.0

Direction	Stop																													
		OUTBOUND	1600	1620	1640	1700	1720	1740	1800	1820	1940	2000	2020	2040	2100	2120	2140	2200	2220	2240	2300	2320	2340	2400	2420	2440	2500	2520	2540	2600
		INBOUND	1608	1628	1648	1708	1728	1748	1808	1828	1948	2008	2028	2048	2108	2128	2148	2208	2228	2248	2308	2328	2348	2408	2428	2448	2508	2528	2548	
OUTBOUND	RUBEY PARK		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	MILL STREET HYMAN AVE		5.0	4.0	0.0	7.0	9.0	9.0	10.0	12.0	0.0	1.0	9.0	17.0	8.0	3.0	10.0	8.0	6.0	8.0	13.0	14.0	11.0	7.0	6.0	4.0	13.0	6.0	7.0	5.0
OUTBOUND	MILL STREET		3.0	7.0	4.0	10.0	9.0	11.0	10.0	13.0	0.0	2.0	9.0	17.0	8.0	7.0	12.0	8.0	6.0	8.0	15.0	18.0	12.0	10.0	19.0	5.0	14.0	6.0	9.0	5.0
OUTBOUND	LONE PINE RD HUNTER CREEK		0.0	5.0	6.0	10.0	6.0	12.0	9.0	12.0	0.0	0.0	5.0	17.0	2.0	5.0	10.0	6.0	7.0	7.0	9.0	15.0	11.0	9.0	14.0	4.0	7.0	6.0	7.0	3.0
OUTBOUND	LONE PINE RD HUNTER CREEK 2		0.0	5.0	6.0	12.0	6.0	7.0	6.0	10.0	0.0	2.0	8.0	12.0	3.0	3.0	6.0	4.0	4.0	5.0	10.0	11.0	12.0	5.0	9.0	3.0	5.0	3.0	6.0	3.0
OUTBOUND	PARK CIRCLE SMUGGLER		2.0	5.0	12.0	14.0	2.0	7.0	2.0	7.0	0.0	1.0	8.0	9.0	3.0	3.0	4.0	2.0	3.0	3.0	7.0	10.0	11.0	3.0	8.0	3.0	4.0	3.0	4.0	2.0
OUTBOUND	PARK CIRCLE CENTENNIAL - EOL		2.0	2.0	6.0	4.0	0.0	1.0	2.0	2.0	0.0	4.0	3.0	0.0	1.0	2.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	PARK CIRCLE CENTENNIAL		3.0	2.0	8.0	7.0	2.0	3.0	2.0	2.0	0.0	3.0	6.0	6.0	3.0	5.0	9.0	0.0	2.0	1.0	6.0	7.0	2.0	3.0	5.0	2.0	2.0	1.0	1.0	
INBOUND	PARK CIRCLE PARK AVE		5.0	2.0	8.0	6.0	2.0	9.0	2.0	2.0	0.0	2.0	9.0	7.0	3.0	6.0	8.0	0.0	0.0	0.0	4.0	4.0	2.0	3.0	2.0	0.0	1.0	1.0	0.0	
INBOUND	COOPER AVE CHATEAU ROARING F		7.0	0.0	8.0	6.0	4.0	9.0	2.0	2.0	0.0	1.0	14.0	7.0	3.0	6.0	8.0	0.0	9.0	5.0	3.0	4.0	2.0	3.0	1.0	0.0	1.0	0.0	0.0	
INBOUND	SPRING ST COOPER AVE		5.0	0.0	3.0	11.0	4.0	9.0	2.0	0.0	0.0	0.0	14.0	7.0	0.0	5.0	8.0	1.0	7.0	4.0	3.0	4.0	2.0	3.0	1.0	0.0	1.0	0.0	0.0	
INBOUND	RUBEY PARK - EOL		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
INBOUND	SPRING ST COOPER AVE		5.0	0.0	3.0	11.0	4.0	9.0	2.0	0.0	0.0	0.0	14.0	7.0	0.0	5.0	8.0	1.0	7.0	4.0	3.0	4.0	2.0	3.0	1.0	0.0	1.0	0.0	0.0	
INBOUND	GONDOLA		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
INBOUND	RUBEY PARK - EOL		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Maximum Inbound Load		7.0	2.0	8.0	11.0	4.0	9.0	2.0	2.0	0.0	3.0	14.0	7.0	3.0	6.0	9.0	1.0	9.0	5.0	6.0	7.0	2.0	3.0	5.0	2.0	2.0	1.0	1.0	
	Maximum Outbound Load		5.0	7.0	12.0	14.0	9.0	12.0	10.0	13.0	0.0	4.0	9.0	17.0	8.0	7.0	12.0	8.0	7.0	8.0	15.0	18.0	12.0	10.0	19.0	5.0	14.0	6.0	9.0	5.0

Summer Passenger Load -- Hunter Creek Route, Sunday

Direction	Stop	Run Start Time (Outbound / Inbound)																														
	OUTBOUND		640	700	720	740	800	820	840	900	920	940	1000	1020	1040	1100	1120	1140	1200	1220	1240	1300	1320	1340	1400	1420	1440	1500	1520	1540
	INBOUND	625	648	708	728	748	808	828	848	908	928	948	1008	1028	1048	1108	1128	1148	1208	1228	1248	1308	1328	1348	1408	1428	1448	1508	1528	1548		
OUTBOUND	RUBEY PARK		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
OUTBOUND	MILL STREET HYMAN AVE		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	2.0	2.0	6.0	6.0	5.0	0.0	3.0	5.0	7.0	1.0	4.0	9.0	8.0		
OUTBOUND	MILL STREET		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	0.0	0.0	2.0	3.0	5.0	6.0	5.0	4.0	3.0	5.0	13.0	4.0	6.0	9.0	7.0		
OUTBOUND	LONE PINE RD HUNTER CREEK		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	2.0	0.0	0.0	0.0	0.0	5.0	1.0	6.0	6.0	4.0	1.0	7.0	1.0	12.0	3.0	6.0	9.0	7.0		
OUTBOUND	LONE PINE RD HUNTER CREEK 2		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	3.0	2.0	0.0	0.0	0.0	8.0	3.0	9.0	5.0	4.0	1.0	9.0	3.0	13.0	4.0	5.0	9.0	4.0		
OUTBOUND	PARK CIRCLE SMUGGLER		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	3.0	3.0	0.0	0.0	0.0	10.0	6.0	7.0	5.0	5.0	0.0	2.0	3.0	1.0	3.0	6.0	9.0	5.0		
OUTBOUND	PARK CIRCLE CENTENNIAL - EOL		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	3.0	0.0	0.0	0.0	0.0	6.0	3.0	0.0	1.0	0.0	2.0	3.0	1.0	0.0	2.0	1.0	3.0		
INBOUND	PARK CIRCLE CENTENNIAL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0	3.0	5.0	0.0	0.0	0.0	7.0	7.0	6.0	2.0	2.0	2.0	2.0	7.0	5.0	12.0	4.0	2.0	5.0		
INBOUND	PARK CIRCLE PARK AVE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0	3.0	7.0	0.0	0.0	0.0	7.0	12.0	6.0	2.0	2.0	2.0	10.0	6.0	5.0	12.0	4.0	2.0	5.0		
INBOUND	COOPER AVE CHATEAU ROARING F	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0	3.0	7.0	0.0	0.0	0.0	8.0	12.0	6.0	1.0	2.0	2.0	10.0	6.0	5.0	12.0	4.0	2.0	5.0		
INBOUND	SPRING ST COOPER AVE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	3.0	0.0	0.0	0.0	0.0	7.0	10.0	3.0	1.0	2.0	2.0	3.0	4.0	0.0	10.0	3.0	2.0	1.0		
INBOUND	RUBEY PARK - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
INBOUND	SPRING ST COOPER AVE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	3.0	0.0	0.0	0.0	0.0	7.0	10.0	3.0	1.0	2.0	2.0	3.0	4.0	0.0	10.0	3.0	2.0	1.0		
INBOUND	GONDOLA	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
INBOUND	RUBEY PARK - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
	Maximum Inbound Load	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0	3.0	7.0	0.0	0.0	0.0	8.0	12.0	6.0	2.0	2.0	2.0	10.0	7.0	5.0	12.0	4.0	2.0	5.0		
	Maximum Outbound Load		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	3.0	3.0	0.0	0.0	0.0	10.0	6.0	9.0	6.0	5.0	4.0	9.0	5.0	13.0	4.0	6.0	9.0	8.0		

Direction	Stop																						
	OUTBOUND	1600	1620	1640	1700	1720	1740	1800	1820	1940	2000	2020	2040	2100	2120	2140	2200	2220	2240	2300	2320	2340	
	INBOUND	1608	1628	1648	1708	1728	1748	1808	1828	1948	2008	2028	2048	2108	2128	2148	2208	2228	2248	2308	2328		
OUTBOUND	RUBEY PARK	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
OUTBOUND	MILL STREET HYMAN AVE	7.0	2.0	5.0	4.0	9.0	5.0	5.0	6.0	0.0	0.0	6.0	5.0	4.0	11.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	
OUTBOUND	MILL STREET	8.0	4.0	3.0	5.0	10.0	7.0	2.0	6.0	0.0	0.0	8.0	6.0	4.0	17.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
OUTBOUND	LONE PINE RD HUNTER CREEK	11.0	5.0	2.0	1.0	8.0	7.0	2.0	5.0	0.0	4.0	2.0	4.0	2.0	13.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
OUTBOUND	LONE PINE RD HUNTER CREEK 2	7.0	6.0	1.0	2.0	8.0	10.0	0.0	2.0	0.0	2.0	5.0	2.0	2.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
OUTBOUND	PARK CIRCLE SMUGGLER	6.0	4.0	1.0	3.0	5.0	10.0	2.0	2.0	0.0	4.0	3.0	4.0	0.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
OUTBOUND	PARK CIRCLE CENTENNIAL - EOL	2.0	1.0	1.0	3.0	0.0	0.0	2.0	0.0	0.0	4.0	0.0	2.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
INBOUND	PARK CIRCLE CENTENNIAL	8.0	1.0	3.0	3.0	0.0	7.0	3.0	0.0	0.0	3.0	6.0	3.0	6.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0		
INBOUND	PARK CIRCLE PARK AVE	8.0	5.0	6.0	2.0	6.0	7.0	4.0	6.0	0.0	3.0	4.0	3.0	6.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0		
INBOUND	COOPER AVE CHATEAU ROARING F	13.0	5.0	6.0	2.0	6.0	7.0	4.0	6.0	0.0	3.0	4.0	3.0	6.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0		
INBOUND	SPRING ST COOPER AVE	12.0	2.0	5.0	0.0	5.0	6.0	5.0	5.0	0.0	0.0	2.0	3.0	6.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0		
INBOUND	RUBEY PARK - EOL	0.0	1.0	0.0	0.0	1.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
INBOUND	SPRING ST COOPER AVE	12.0	2.0	5.0	0.0	5.0	6.0	5.0	5.0	0.0	0.0	2.0	3.0	6.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0		
INBOUND	GONDOLA	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
INBOUND	RUBEY PARK - EOL	0.0	1.0	0.0	0.0	1.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
	Maximum Inbound Load	13.0	5.0	6.0	3.0	6.0	7.0	5.0	6.0	0.0	3.0	6.0	3.0	6.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0		
	Maximum Outbound Load	11.0	6.0	5.0	5.0	10.0	10.0	5.0	6.0	0.0	4.0	8.0	6.0	4.0	17.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	

Summer Passenger Load -- Crosstown Route, Weekday

		Run Start Time (Outbound / Inbound)																								
		754	830	900	930	1000	1030	1200	1230	1300	1330	1400	1430	1530	1600	1630	1700	1730	1800	1830	1900	1930	2000	2030		
Direction	Stop	815	845	915	945	1015	1045	1136	1215	1245	1315	1345	1415	1445	1506	1545	1615	1645	1715	1745	1815	1845	1915	1945	2015	2045
OUTBOUND	ASPEN CLUB	0.0	0.0	0.0	0.3	0.3	0.0	0.0	0.0	1.3	0.3	0.7	1.0	0.8	0.8	0.0	0.8	2.0	0.3	0.0	0.0	0.8	0.0	0.5		
OUTBOUND	RUBEY PARK	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
OUTBOUND	MUSIC TENT - EOL	0.3	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.3	0.8	0.3	1.4	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
INBOUND	MUSIC TENT	0.0	1.5	1.3	2.5	2.0	1.8	0.0	0.0	0.0	3.0	3.5	2.5	2.3	5.7	3.5	4.0	2.0	3.0	1.8	4.8	0.0	0.0	8.0	8.3	3.0
INBOUND	RUBEY PARK	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	ASPEN CLUB - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.5	0.0	1.6	0.3	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.8	0.0
	Maximum Outbound Load	0.3	0.0	0.5	0.3	0.3	0.0	0.0	0.0	1.3	0.3	0.7	1.0	0.8	1.4	1.0	0.8	2.0	0.3	0.0	0.0	0.8	0.0	0.5		
	Maximum Inbound Load	0.0	1.5	1.3	2.5	2.0	1.8	0.0	0.0	0.0	3.0	3.5	2.5	2.3	5.7	3.5	4.0	2.0	3.0	1.8	4.8	0.0	0.0	8.0	8.3	3.0

Summer Passenger Load -- Crosstown Route, Saturday

		Run Start Time (Outbound / Inbound)																							
		754	830	900	930	1000	1030	1200	1230	1300	1330	1400	1430	1530	1600	1630	1700	1730	1800	1830	1900	1930	2000	2030		
Direction	Stop	815	845	915	945	1015	1045	1136	1215	1245	1315	1345	1415	1445	1506	1545	1615	1645	1715	1745	1815	1845	1915	1945	2015	2045
OUTBOUND	ASPEN CLUB	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	3.0	2.0	0.0	0.0	2.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0		
OUTBOUND	RUBEY PARK	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
OUTBOUND	MUSIC TENT - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0		
INBOUND	MUSIC TENT	0.0	0.0	3.0	1.0	2.0	5.0	0.0	0.0	0.0	0.0	0.0	1.0	2.0	4.0	0.0	1.0	4.0	8.0	14.0	19.0	0.0	0.0	0.0	0.0	1.0
INBOUND	RUBEY PARK	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	ASPEN CLUB - EOL	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
	Maximum Outbound Load	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	3.0	2.0	0.0	1.0	2.0	3.0	0.0	0.0	0.0	0.0	1.0	0.0		
	Maximum Inbound Load	0.0	0.0	3.0	1.0	2.0	5.0	0.0	0.0	0.0	0.0	0.0	1.0	2.0	4.0	0.0	1.0	4.0	8.0	14.0	19.0	0.0	0.0	0.0	0.0	1.0

Summer Passenger Load -- Crosstown Route, Sunday

		Run Start Time (Outbound / Inbound)																							
		754	830	900	930	1000	1030	1200	1230	1300	1330	1400	1430	1530	1600	1630	1700	1730	1800	1830	1900	1930	2000	2030	
Direction	Stop	815	845	915	945	1015	1045	1136	1215	1245	1315	1345	1415	1445	1506	1545	1615	1645	1715	1745	1815	1845	1915	1945	2015	2045
OUTBOUND	ASPEN CLUB	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	3.0	1.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0		
OUTBOUND	RUBEY PARK	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
OUTBOUND	MUSIC TENT - EOL	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	1.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
INBOUND	MUSIC TENT	1.0	1.0	0.0	0.0	20.0	2.0	0.0	0.0	0.0	3.0	1.0	0.0	0.0	1.0	3.0	0.0	9.0	27.0	10.0	24.0	0.0	0.0	3.0	4.0	3.0
INBOUND	RUBEY PARK	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	ASPEN CLUB - EOL	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Maximum Outbound Load	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	1.0	1.0	2.0	0.0	3.0	1.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0		
	Maximum Inbound Load	1.0	1.0	0.0	0.0	20.0	2.0	0.0	0.0	0.0	3.0	1.0	0.0	0.0	1.0	3.0	0.0	9.0	27.0	10.0	24.0	0.0	0.0	3.0	4.0	3.0

Summer Passenger Load -- Mountain Valley DAR, Weekday

Direction	Stop	Run Start Time (Outbound / Inbound)																			
	INBOUND	630	700	730	800	830	900	930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600
	OUTBOUND	645	715	745	815	845	915	945	1015	1045	1115	1145	1215	1245	1315	1345	1415	1445	1515	1545	1615
INBOUND	CITY MARKET	3.0	1.2	0.2	1.2	2.2	0.0	2.0	0.6	1.4	3.0	2.8			1.4	2.0	1.4	1.4	0.4	1.4	1.0
INBOUND	LUPINE	3.0	1.2	0.2	1.2	1.3	1.0	2.2	0.0	2.0	1.7	2.0			2.0	1.8	3.7	0.5	0.9	0.8	0.8
INBOUND	MCSKIMMING	3.0	1.2	0.2	1.2	1.9	0.7	2.4	0.8	2.0	1.8	3.0			2.0	2.1	3.9	0.5	1.0	1.4	1.0
INBOUND	COOPER AVE CHATEAU ROARING F	3.0	1.2	0.2	1.2	2.2	0.8	2.4	1.0	2.4	1.6	3.0			1.8	2.0	4.2	0.8	1.2	1.4	1.0
INBOUND	GONDOLA	1.8	1.2	0.2	1.2	1.2	0.0	2.0	1.6	1.4	2.4	2.0			1.2	2.0	1.2	1.0	0.4	1.8	1.0
INBOUND	RUBEY - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	CITY MARKET	1.4	1.6	1.8	0.6	1.6	1.0	0.2	0.8	1.2	1.4			3.9	2.4	2.0	2.5	0.8	3.2	2.0	2.2
OUTBOUND	RUBEY	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	ASPEN CLUB	1.4	1.6	1.2	0.6	1.4	1.6	0.2	1.4	1.0	0.4			3.3	3.8	1.8	1.6	0.8	2.0	1.0	2.0
OUTBOUND	LUPINE - EOL	0.0	0.0	0.0	0.2	0.2	0.2	0.0	0.4	0.2	0.0			0.0	0.2	0.0	0.0	0.0	0.0	0.2	0.0
	Maximum Inbound Load	3.0	1.2	0.2	1.2	2.2	1.0	2.4	1.6	2.4	3.0	3.0	0.0	0.0	2.0	2.1	4.2	1.4	1.2	1.8	1.0
	Maximum Outbound Load	1.4	1.6	1.8	0.6	1.6	1.6	0.2	1.4	1.2	1.4	0.0	0.0	3.9	3.8	2.0	2.5	0.8	3.2	2.0	2.2

	INBOUND	1630	1700	1730	1800	1830	1900	1930	2000	2030	2100	2130	2200	2230	2300	2330	2400	2430	2500
	OUTBOUND	1645	1715	1745	1815	1845	1915	1945	2015	2045	2115	2145	2215	2245	2315	2345	2415	2445	2515
INBOUND	CITY MARKET	1.8	3.2	3.4	1.2	1.2	2.8			2.0	5.0	4.0	1.0	1.0	1.0	1.7	0.4	0.6	0.2
INBOUND	LUPINE	1.0	2.0	3.0	2.1	0.4	2.8			0.0	0.0		1.2	0.8	0.8	1.7	0.6	0.0	0.8
INBOUND	MCSKIMMING	1.8	2.0	3.6	2.1	1.6	3.7			0.0	5.0	3.6	1.2	0.8	1.0	1.7	0.6	0.0	0.3
INBOUND	COOPER AVE CHATEAU ROARING F	1.8	2.8	4.8	2.2	1.6	2.8			2.0	5.0	3.4	1.0	1.0	1.0	1.7	0.4	0.6	0.2
INBOUND	GONDOLA	1.8	3.2	3.4	1.2	1.2	2.2		2.0	2.0	5.0	4.0	1.0	0.8	0.8	2.0	0.4	0.6	0.2
INBOUND	RUBEY - EOL	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	CITY MARKET	1.8	5.0	2.6	1.6	0.4			2.5	0.0	3.2	3.0	4.0	2.4	1.6	1.6	0.6	1.6	1.8
OUTBOUND	RUBEY	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	ASPEN CLUB	1.4	3.2	1.2	1.6	0.4			4.0	5.0	2.3	1.8	2.8	1.8	1.6	1.2	0.6	1.3	1.6
OUTBOUND	LUPINE - EOL	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Maximum Inbound Load	1.8	3.2	4.8	2.2	1.6	3.7	0.0	2.0	2.0	5.0	4.0	1.2	1.0	1.0	2.0	0.6	0.6	0.8
	Maximum Outbound Load	1.8	5.0	2.6	1.6	0.4	0.0	0.0	4.0	5.0	3.2	3.0	4.0	2.4	1.6	1.6	0.6	1.6	1.8

Summer Passenger Load -- Mountain Valley DAR, Saturday

Direction	Stop	Run Start Time (Inbound/Outbound)																			
	INBOUND	630	700	730	800	830	900	930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600
	OUTBOUND	645	715	745	815	845	915	945	1015	1045	1115	1145	1215	1245	1315	1345	1415	1445	1515	1545	1615
INBOUND	CITY MARKET	5.0	0.0	1.0	1.0	2.0	0.0	4.0	6.0	1.0	10.0	4.0			2.0	5.0	0.0	13.0	0.0	2.0	0.0
INBOUND	LUPINE	5.0	0.0	1.0	1.0	2.0	0.0	4.0	6.0	1.0	10.0	4.0			2.0	5.0	0.0	13.0	0.0	2.0	7.0
INBOUND	MCSKIMMING	5.0	0.0	1.0	1.0	2.0	0.0	4.0	6.0	1.0	10.0	4.0			2.0	5.0	0.0	13.0	0.0	2.0	3.5
INBOUND	COOPER AVE CHATEAU ROARING F	5.0	0.0	1.0	1.0	2.0	0.0	4.0	6.0	1.0	10.0	4.0			2.0	5.0	0.0	13.0	0.0	2.0	0.0
INBOUND	GONDOLA	4.0	0.0	1.0	1.0	2.0	1.0	4.0	6.0	1.0	12.0	4.0			2.0	5.0	0.0	13.0	0.0	2.0	0.0
OUTBOUND	CITY MARKET	4.0	3.0	0.0	1.0	3.0	4.0	2.0	5.0	3.0	3.0			1.5	1.0	0.0	0.0	8.0	2.0	7.0	5.0
OUTBOUND	RUBEY	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	ASPEN CLUB	4.0	3.0	2.0	1.0	3.0	4.0	2.0	5.0	3.0	3.0			0.3	6.0	0.0	0.0	8.0	2.0	7.0	5.0
OUTBOUND	LUPINE - EOL	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0
	Maximum Inbound Load	5.0	0.0	1.0	1.0	2.0	1.0	4.0	6.0	1.0	12.0	4.0	0.0	0.0	2.0	5.0	0.0	13.0	0.0	2.0	7.0
	Maximum Outbound Load	4.0	3.0	2.0	1.0	3.0	4.0	2.0	5.0	3.0	3.0	0.0	0.0	1.5	6.0	0.0	0.0	8.0	2.0	7.0	5.0

	INBOUND	1630	1700	1730	1800	1830	1900	1930	2000	2030	2100	2130	2200	2230	2300	2330	2400	2430	2500	2530	
	OUTBOUND	1645	1715	1745	1815	1845	1915	1945	2015	2045	2115	2145	2215	2245	2315	2345	2415	2445	2515	2545	
INBOUND	CITY MARKET	0.0	0.0	4.0	0.0	2.0	7.0			0.0	0.0	0.0	2.0	2.0	11.0	0.0	0.0	0.0	0.0	0.0	
INBOUND	LUPINE	0.0	0.0	2.0	1.0	1.0	3.5			0.0	0.0	0.0	0.5	2.0	11.0	0.0	0.0	0.0	0.0	0.0	
INBOUND	MCSKIMMING	0.0	0.0	2.5	1.0	1.0	3.5			0.0	0.0	0.0	1.0	2.0	11.0	0.0	0.0	0.0	0.0	0.0	
INBOUND	COOPER AVE CHATEAU ROARING F	0.0	0.0	5.0	0.0	2.0	7.0			0.0	0.0	0.0	1.0	2.0	11.0	0.0	0.0	0.0	0.0	0.0	
INBOUND	GONDOLA	0.0	0.0	4.0	0.0	2.0	7.0			0.0	0.0	0.0	2.0	1.0	11.0	0.0	0.0	0.0	0.0	0.0	
INBOUND	RUBEY - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
OUTBOUND	CITY MARKET	2.0	5.0	1.0	1.0	5.0		1.0	0.0	0.0	1.0	3.0	2.0	0.0	2.0	1.0	2.0	0.0	0.0	2.0	
OUTBOUND	RUBEY	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
OUTBOUND	ASPEN CLUB	2.0	5.0	1.0	1.0	5.0			0.0	0.0	1.0	2.0	2.0	0.0	0.0	1.0	2.0	0.0	0.0	2.0	
OUTBOUND	LUPINE - EOL	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Maximum Inbound Load	0.0	0.0	5.0	1.0	2.0	7.0	0.0	0.0	0.0	0.0	0.0	2.0	2.0	11.0	0.0	0.0	0.0	0.0	0.0	
	Maximum Outbound Load	2.0	5.0	1.0	1.0	5.0	0.0	1.0	0.0	0.0	1.0	3.0	2.0	0.0	2.0	1.0	2.0	0.0	0.0	2.0	

Summer Passenger Load -- Mountain Valley DAR, Sunday

Direction	Stop	Run Start Time (Inbound/Outbound)																			
	INBOUND	630	700	730	800	830	900	930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600
	OUTBOUND	645	715	745	815	845	915	945	1015	1045	1115	1145	1215	1245	1315	1345	1415	1445	1515	1545	1615
INBOUND	CITY MARKET	0.0	1.0	0.0	0.0	1.0	1.0	2.0	0.0	0.0	0.0	3.0		1.0	1.0	0.0	4.0	0.0	1.0	0.0	0.0
INBOUND	LUPINE	0.0	1.0	0.0	0.0	1.0	1.0	2.0	0.0	0.0	0.0	0.0			0.0	0.0	4.0	5.0	0.5	0.0	0.0
INBOUND	MCSKIMMING	0.0	1.0	0.0	0.0	1.0	1.0	2.0	0.0	0.0	0.0	4.0			0.0	0.0	4.0	5.0	1.0	0.0	0.0
INBOUND	COOPER AVE CHATEAU ROARING F	0.0	1.0	0.0	0.0	1.0	1.0	2.0	0.0	0.0	0.0	4.0			1.0	0.0	4.0	5.0	1.0	0.0	0.0
INBOUND	GONDOLA	6.0	1.0	0.0	0.0	1.0	1.0	2.0	0.0	0.0	1.0	3.0		1.0	1.0	0.0	4.0	0.0	1.0	0.0	0.0
INBOUND	RUBEY - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	CITY MARKET	3.0	0.0	0.0	0.0	5.0	2.0	0.0	1.0	0.0	0.0		0.0	2.7	0.0	2.0	3.0	6.0	2.0	0.0	1.0
OUTBOUND	RUBEY	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	ASPEN CLUB	3.0	0.0	0.0	0.0	5.0	2.0	0.0	1.0	0.0	0.0			2.3	4.0	2.0	3.0	6.0	2.0	0.0	1.0
OUTBOUND	LUPINE - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0
	Maximum Inbound Load	6.0	1.0	0.0	0.0	1.0	1.0	2.0	0.0	0.0	1.0	4.0	0.0	1.0	1.0	0.0	4.0	5.0	1.0	0.0	0.0
	Maximum Outbound Load	3.0	0.0	0.0	0.0	5.0	2.0	0.0	1.0	0.0	0.0	0.0	0.0	2.7	4.0	2.0	3.0	6.0	2.0	0.0	1.0

	INBOUND	1630	1700	1730	1800	1830	1900	1930	2000	2030	2100	2130	2200	2230	2300	2330	2400	2430	2500	2530
	OUTBOUND	1645	1715	1745	1815	1845	1915	1945	2015	2045	2115	2145	2215	2245	2315	2345	2415	2445	2515	2545
INBOUND	CITY MARKET	6.0	2.0	0.0	0.0	0.0	0.0		1.0	0.0	0.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	1.0
INBOUND	LUPINE	4.0	4.0	0.0	3.0	0.0	1.0			0.0	0.0	0.0	0.5	2.0	0.0	2.0	0.0	0.0	0.0	1.0
INBOUND	MCSKIMMING	4.0	4.0	0.0	4.0	0.0	1.0			0.0	0.0	0.0	1.0	2.0	0.0	2.0	0.0	0.0	0.0	1.0
INBOUND	COOPER AVE CHATEAU ROARING F	6.0	4.0	0.0	5.0	0.0	1.0			0.0	0.0	0.0	1.0	2.0	0.0	2.0	0.0	0.0	0.0	1.0
INBOUND	GONDOLA	6.0	2.0	0.0	0.0	0.0	0.0		1.0	0.0	0.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	1.0
INBOUND	RUBEY - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	CITY MARKET	4.0	0.0	0.0	1.0	0.0	2.0	5.0	0.0	0.0	2.0	1.0	1.0	1.0	4.0	0.0	0.0	0.0	4.0	0.0
OUTBOUND	RUBEY	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	ASPEN CLUB	0.0	0.0	0.0	1.0	0.0			0.0	0.0	1.5	1.0	1.0	1.0	4.0	0.0	0.0	0.0	4.0	0.0
OUTBOUND	LUPINE - EOL	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Maximum Inbound Load	6.0	4.0	0.0	5.0	0.0	1.0	0.0	1.0	0.0	0.0	0.0	1.0	2.0	0.0	2.0	0.0	0.0	0.0	1.0
	Maximum Outbound Load	4.0	0.0	0.0	1.0	0.0	2.0	5.0	0.0	0.0	2.0	1.0	1.0	1.0	4.0	0.0	0.0	0.0	4.0	0.0

Offseason Passenger Load -- Burlingame Route, Weekday

| Direction | Stop | Run Start Time (Inbound / Outbound) | | |

Offseason Passenger Load -- Burlingame Route, Saturday

| Direction | Stop | Run Start Time (Inbound / Outbound) | | |

Offseason Passenger Load -- Burlingame Route, Sunday

| Direction | Stop | Run Start Time (Inbound / Outbound) | | |

Offseason Passenger Load -- Cemetery Lane Route, Weekday

		Run Start Time (Inbound / Outbound)																												
		642	712	742	812	842	912	942	1112	1142	1312	1342	1412	1442	1512	1542	1612	1642	1712	1742	1812	1842	1912	2042	2112	2142	2212	2242	2312	2342
Direction	Stop	700	730	800	830	900	930	1100	1130	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730	1800	1830	1900	2030	2100	2130	2200	2230	2300	2330	2400
INBOUND	RED BUTTE DR CEMETERY LANE	0.0	0.0	0.7	0.3	1.0	0.3	0.7	0.0	1.0	0.3	0.0	0.3	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.5	0.3	0.0	0.7	0.0	0.0	0.3
INBOUND	CEMETERY LANE BROWN HOUSE	0.0	0.0	1.7	1.3	4.0	1.0	1.3	0.0	0.5	0.3	0.0	1.0	0.0	2.0	0.0	0.7	2.0	0.3	0.3	0.3	0.3	1.0	0.3	0.3	0.0	0.7	0.0	0.0	0.3
INBOUND	CEMETERY LANE SILVER KING	0.0	0.0	2.0	1.3	5.7	2.7	1.3	1.7	1.5	0.3	1.5	1.0	0.0	2.7	2.0	1.7	4.7	1.0	1.3	1.7	1.0	1.7	1.3	0.3	0.0	0.7	0.3	0.0	0.3
INBOUND	CEMETERY LANE ALTA VISTA DR	0.0	0.0	2.3	1.3	6.0	3.0	1.3	1.7	1.5	0.3	1.5	1.0	0.0	2.7	2.0	2.0	4.7	1.3	1.7	1.7	1.0	4.3	1.3	0.3	0.0	0.7	0.3	0.0	0.3
INBOUND	CEMETERY LANE CEMETERY	0.0	0.0	3.7	1.3	7.0	3.7	1.3	2.3	1.5	0.3	3.5	1.7	0.0	2.7	2.3	2.0	4.7	2.0	1.7	1.7	1.7	4.3	1.3	0.3	0.7	1.0	0.3	0.0	0.7
INBOUND	CEMETERY LANE CASTLE CREEK	0.0	0.0	4.3	2.7	7.3	3.7	1.3	2.3	1.5	0.3	3.5	1.7	0.0	2.7	2.3	2.0	4.3	2.0	2.0	2.3	1.7	4.3	1.3	0.3	0.7	1.0	0.3	0.0	0.7
INBOUND	HWY 82 CEMETERY LANE	0.0	0.0	4.3	2.7	7.3	3.7	1.3	2.3	1.0	0.3	3.5	2.0	0.0	2.7	2.3	2.0	4.3	2.0	2.0	2.3	1.7	5.3	1.3	0.3	0.7	1.0	0.3	0.0	0.7
INBOUND	HALLAM ST 8TH ST	0.0	0.0	4.3	2.7	7.3	3.7	1.3	2.7	1.0	0.3	2.5	1.7	0.0	2.7	2.3	2.0	3.3	2.0	1.7	2.3	1.7	5.3	1.3	1.0	0.7	1.0	0.3	0.0	0.7
INBOUND	BLEEKER ST 7TH ST	0.0	0.0	4.3	2.7	7.3	3.7	1.3	2.7	1.0	0.3	2.5	1.7	0.0	2.7	2.3	2.0	3.0	2.0	2.0	2.3	1.7	5.3	1.3	1.0	0.7	1.0	0.3	0.0	0.7
INBOUND	MAIN ST 4TH ST	0.0	0.0	6.3	2.7	7.3	3.7	1.3	2.7	1.0	0.3	2.5	2.7	0.0	2.7	3.0	2.0	3.0	2.0	2.0	2.3	1.7	5.3	1.3	1.0	0.7	1.0	0.3	0.0	0.7
INBOUND	MAIN ST 2ND ST	0.0	0.0	6.3	2.7	7.3	3.7	1.3	2.7	1.0	0.3	2.5	2.7	0.0	2.7	3.0	2.0	3.0	2.0	2.0	2.3	1.7	5.3	1.3	1.0	0.7	1.0	0.3	0.0	0.7
INBOUND	MAIN ST PAEPCKE PARK	0.0	0.0	6.3	2.7	4.7	1.7	1.3	2.0	1.0	0.3	1.7	2.7	0.7	2.7	2.0	1.7	3.0	1.7	1.7	2.3	0.7	4.3	0.7	1.0	0.7	0.7	0.3	0.0	0.7
INBOUND	MAIN ST GALENA ST	0.0	0.0	1.3	2.7	1.7	0.7	0.7	1.5	0.3	2.3	1.7	0.7	4.7	4.7	0.7	2.3	3.0	3.3	3.3	2.3	0.7	2.7	2.7	1.7	1.7	3.0	1.3	0.7	2.0
INBOUND	RUBEY PARK - EOL	0.0	0.0	1.3	2.7	1.7	0.7	0.7	0.7	0.3	3.5	1.7	0.7	3.3	4.7	0.7	2.3	3.0	3.3	3.0	2.3	0.0	2.0	2.3	1.3	2.0	3.0	1.0	0.3	2.0
OUTBOUND	RUBEY PARK	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	2.0	1.0	0.0	0.0	0.0	4.0	0.0
OUTBOUND	MAIN ST PAEPCKE PARK	1.5	0.0	0.3	1.7	1.7	0.3	0.0	0.0	1.5	4.0	1.3	0.7	4.0	3.0	1.3	3.7	3.0	5.3	3.7	2.7	1.7	0.0	3.0	1.0	0.0	4.5	0.5	3.0	1.5
OUTBOUND	MAIN ST 2ND ST	1.5	0.0	0.3	1.3	1.7	0.3	0.0	0.0	1.5	3.0	1.3	0.7	4.0	3.0	1.3	4.0	3.0	5.7	3.7	3.3	1.7	0.0	3.0	1.0	0.0	4.5	0.5	3.0	1.5
OUTBOUND	MAIN ST 4TH ST	1.5	0.0	0.3	1.3	1.7	0.3	0.0	0.0	1.5	3.0	1.0	0.7	4.0	3.0	1.3	3.3	3.0	5.7	3.7	3.3	1.7	0.0	3.0	0.5	0.0	4.5	0.5	3.0	1.5
OUTBOUND	MAIN ST 6TH ST	1.5	0.0	0.3	1.3	1.7	0.3	0.0	0.0	1.0	3.0	1.0	0.7	4.0	3.0	1.3	3.3	3.0	5.7	3.7	3.7	1.7	0.0	3.0	0.5	0.0	4.5	0.5	3.0	1.5
OUTBOUND	BLEEKER ST 7TH ST	1.5	0.0	0.3	1.3	1.7	0.3	0.0	0.0	1.0	3.0	1.0	0.7	4.0	3.0	1.3	3.3	3.0	5.7	3.7	3.7	1.7	0.0	3.0	0.5	0.0	4.5	0.5	3.0	1.5
OUTBOUND	HALLAM ST 8TH ST	1.0	0.0	0.3	1.3	2.7	0.3	0.0	0.0	1.0	2.0	0.7	0.7	3.3	3.0	1.3	3.7	3.0	5.3	3.3	3.7	1.7	0.0	3.0	0.5	0.0	4.5	0.5	2.0	1.5
OUTBOUND	CEMETERY LANE HIGHWAY 82	1.5	0.0	0.3	1.3	2.7	0.3	0.0	0.0	1.0	2.0	0.7	0.7	3.3	3.0	1.3	3.7	3.0	5.0	3.3	3.7	1.7	0.0	3.0	0.5	0.0	4.5	0.5	2.0	1.5
OUTBOUND	CEMETERY LANE POWER PLANT RD	1.5	0.0	0.3	1.0	2.7	0.3	0.0	0.0	1.0	2.0	0.3	0.3	3.3	3.0	1.0	3.3	3.0	4.0	3.3	3.7	1.7	0.0	1.5	0.5	0.0	4.5	0.5	2.0	1.5
OUTBOUND	CEMETERY LANE ALTA VISTA DR	1.5	0.0	0.3	0.7	2.7	0.3	0.0	0.0	1.0	2.0	0.3	0.3	3.0	3.0	0.7	2.7	1.3	3.0	3.0	3.3	0.7	0.0	1.5	0.5	0.0	3.5	0.5	2.0	1.0
OUTBOUND	CEMETERY LANE SILVER KING	0.0	0.0	0.0	0.3	2.0	0.0	0.0	0.0	1.0	1.0	0.0	0.3	1.7	2.3	0.3	1.3	0.7	1.7	1.7	2.3	0.0	0.0	1.5	0.5	0.5	0.0	0.5	1.5	0.0
OUTBOUND	CEMETERY LANE BROWN HOUSE	0.0	0.0	0.0	0.3	2.0	0.0	0.0	0.0	1.0	0.0	0.0	0.3	1.0	1.7	0.3	1.0	0.0	1.0	1.0	2.0	0.0	0.0	0.5	0.5	0.0	0.0	1.0	0.5	0.0
OUTBOUND	RED BUTTE DR CEMETERY LA - EOL	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.7	0.3	0.0	0.0	0.0	0.7	1.0	0.3	1.0	0.0	0.7	0.7	2.0	0.0	0.3	0.7	0.7	0.0	0.0	0.7	0.7	0.0
	Maximum Inbound Load	0.0	0.0	6.3	2.7	7.3	3.7	1.3	2.7	1.5	3.5	3.5	2.7	4.7	4.7	3.0	2.3	4.7	3.3	3.3	2.3	1.7	5.3	2.7	1.7	2.0	3.0	1.3	0.7	2.0
	Maximum Outbound Load	1.5	0.0	0.3	1.7	2.7	0.3	0.0	0.7	2.0	4.0	2.0	0.7	4.0	3.0	1.3	4.0	3.0	5.7	3.7	3.7	3.0	0.3	3.0	1.0	0.5	4.5	1.0	4.0	1.5

Offseason Passenger Load -- Cemetery Lane Route, Saturday

		Run Start Time (Inbound / Outbound)																													
		642	712	742	812	842	912	942	1012	1042	1112	1142	1212	1242	1312	1342	1412	1442	1512	1542	1612	1642	1712	1742	1812	1842	1912	1942	2012	2042
Direction	Stop	700	730	800	830	900	930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730	1800	1830	1900	1930	2000	2030	2100
INBOUND	RED BUTTE DR CEMETERY LANE	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	3.0	4.0	0.0	0.0	0.0	0.0	0.0
INBOUND	CEMETERY LANE BROWN HOUSE	0.0	0.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	3.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	5.0	4.0	4.0	0.0	0.0	0.0	0.0
INBOUND	CEMETERY LANE SILVER KING	0.0	0.0	2.0	1.0	1.0	3.0	0.0	0.0	0.0	3.0	0.0	3.0	0.0	7.0	3.0	2.0	5.0	4.0	3.0	4.0	3.0	0.0	6.0	4.0	10.0	3.0	4.0	0.0	0.0
INBOUND	CEMETERY LANE ALTA VISTA DR	0.0	3.0	3.0	1.0	1.0	3.0	1.0	0.0	0.0	3.0	6.0	6.0	0.0	7.0	3.0	5.0	5.0	4.0	3.0	4.0	3.0	0.0	6.0	4.0	10.0	5.0	4.0	0.0	0.0
INBOUND	CEMETERY LANE CEMETERY	0.0	3.0	3.0	1.0	2.0	3.0	1.0	0.0	0.0	3.0	6.0	6.0	0.0	7.0	3.0	5.0	5.0	4.0	3.0	4.0	3.0	0.0	8.0	4.0	10.0	5.0	4.0	0.0	0.0
INBOUND	CEMETERY LANE CASTLE CREEK	0.0	3.0	3.0	1.0	2.0	3.0	1.0	0.0	0.0	3.0	6.0	6.0	2.0	7.0	3.0	5.0	5.0	4.0	3.0	4.0	3.0	0.0	8.0	4.0	10.0	5.0	4.0	0.0	0.0
INBOUND	HWY 82 CEMETERY LANE	0.0	3.0	3.0	1.0	2.0	3.0	1.0	0.0	0.0	3.0	6.0	6.0	2.0	7.0	3.0	5.0	5.0	4.0	3.0	3.0	3.0	0.0	8.0	4.0	10.0	5.0	4.0	0.0	0.0
INBOUND	HALLAM ST 8TH ST	0.0	3.0	3.0	1.0	3.0	3.0	1.0	0.0	0.0	3.0	6.0	6.0	2.0	7.0	3.0	3.0	5.0	4.0	3.0	3.0	3.0	5.0	8.0	3.0	10.0	5.0	4.0	0.0	0.0
INBOUND	BLEEKER ST 7TH ST	0.0	3.0	3.0	1.0	3.0	3.0	1.0	0.0	0.0	3.0	6.0	6.0	3.0	7.0	3.0	3.0	5.0	4.0	3.0	3.0	2.0	5.0	8.0	3.0	10.0	5.0	4.0	0.0	0.0
INBOUND	MAIN ST 4TH ST	0.0	3.0	2.0	1.0	3.0	3.0	1.0	0.0	0.0	3.0	6.0	6.0	3.0	7.0	3.0	3.0	5.0	4.0	3.0	7.0	2.0	5.0	8.0	2.0	10.0	5.0	4.0	0.0	0.0
INBOUND	MAIN ST 2ND ST	0.0	3.0	2.0	1.0	3.0	3.0	1.0	0.0	0.0	3.0	6.0	6.0	3.0	7.0	3.0	3.0	5.0	4.0	3.0	7.0	2.0	5.0	8.0	2.0	10.0	4.0	4.0	0.0	0.0
INBOUND	MAIN ST PAEPCKE PARK	0.0	3.0	2.0	1.0	2.0	2.0	1.0	0.0	0.0	3.0	6.0	6.0	2.0	4.0	2.0	3.0	3.0	4.0	0.0	6.0	2.0	5.0	8.0	2.0	9.0	3.0	2.0	0.0	0.0
INBOUND	MAIN ST GALENA ST	0.0	2.0	1.0	1.0	1.0	2.0	5.0	0.0	0.0	6.0	4.0	3.0	3.0	2.0	3.0	1.0	3.0	4.0	18.0	7.0	2.0	8.0	2.0	3.0	7.0	5.0	0.0	0.0	4.0
INBOUND	RUBEY PARK - EOL	0.0	2.0	1.0	1.0	1.0	2.0	0.0	0.0	0.0	6.0	4.0	3.0	3.0	2.0	3.0	1.0	3.0	4.0	16.0	7.0	2.0	8.0	2.0	3.0	7.0	5.0	0.0	0.0	4.0
OUTBOUND	RUBEY PARK	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	2.0	3.0	0.0	0.0	4.0	5.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	MAIN ST PAEPCKE PARK	1.0	1.0	0.0	0.0	1.0	2.0	0.0	0.0	0.0	5.0	0.0	3.0	2.0	2.0	3.0	0.0	1.0	4.0	5.0	3.0	2.0	5.0	2.0	3.0	3.0	6.0	0.0	0.0	0.0
OUTBOUND	MAIN ST 2ND ST	1.0	1.0	0.0	0.0	1.0	2.0	0.0	0.0	0.0	5.0	0.0	3.0	2.0	2.0	4.0	0.0	1.0	4.0	5.0	2.0	2.0	5.0	2.0	3.0	3.0	6.0	0.0	0.0	0.0
OUTBOUND	MAIN ST 4TH ST	1.0	1.0	0.0	0.0	1.0	2.0	0.0	0.0	0.0	5.0	0.0	3.0	2.0	2.0	4.0	0.0	1.0	4.0	5.0	2.0	2.0	5.0	2.0	3.0	3.0	6.0	0.0	0.0	0.0
OUTBOUND	MAIN ST 6TH ST	1.0	1.0	0.0	0.0	1.0	2.0	0.0	0.0	0.0	5.0	0.0	3.0	2.0	2.0	4.0	0.0	1.0	4.0	5.0	2.0	2.0	5.0	2.0	3.0	3.0	6.0	0.0	0.0	0.0
OUTBOUND	BLEEKER ST 7TH ST	1.0	1.0	0.0	0.0	1.0	2.0	0.0	0.0	0.0	5.0	0.0	3.0	2.0	2.0	4.0	0.0	1.0	4.0	5.0	2.0	2.0	5.0	2.0	3.0	3.0	6.0	0.0	0.0	0.0
OUTBOUND	HALLAM ST 8TH ST	1.0	1.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	5.0	0.0	4.0	2.0	2.0	4.0	0.0	1.0	4.0	5.0	2.0	1.0	5.0	2.0	3.0	2.0	4.0	0.0	0.0	0.0
OUTBOUND	CEMETERY LANE HIGHWAY 82	1.0	1.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	5.0	0.0	4.0	2.0	2.0	4.0	0.0	1.0	4.0	5.0	2.0	1.0	5.0	2.0	3.0	2.0	4.0	0.0	0.0	0.0
OUTBOUND	CEMETERY LANE POWER PLANT RD	1.0	1.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	5.0	0.0	4.0	2.0	2.0	4.0	0.0	1.0	4.0	5.0	2.0	1.0	5.0	2.0	3.0	2.0	2.0	0.0	0.0	0.0
OUTBOUND	CEMETERY LANE ALTA VISTA DR	1.0	1.0	0.0	0.0	0.0	2.0	0.0	0.0	1.0	4.0	0.0	1.0	0.0	2.0	4.0	0.0	0.0	0.0	5.0	2.0	1.0	5.0	2.0	3.0	2.0	2.0	0.0	0.0	0.0
OUTBOUND	CEMETERY LANE SILVER KING	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	4.0	0.0	1.0	0.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	1.0	3.0	0.0	1.0	0.0	0.0	0.0
OUTBOUND	CEMETERY LANE BROWN HOUSE	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	4.0	0.0	1.0	0.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	1.0	3.0	0.0	1.0	0.0	0.0	0.0
OUTBOUND	RED BUTTE DR CEMETERY LA - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	2.0	0.0	1.0	0.0	0.0	0.0
	Maximum Inbound Load	0.0	3.0	3.0	2.0	3.0	3.0	5.0	0.0	0.0	6.0	6.0	6.0	3.0	7.0	3.0	5.0	5.0	4.0	18.0	7.0	3.0	8.0	8.0	4.0	10.0	5.0	4.0	0.0	4.0
	Maximum Outbound Load	1.0	1.0	0.0	0.0	1.0	2.0	0.0	0.0	1.0	5.0	0.0	4.0	2.0	2.0	4.0	0.0	1.0	4.0	5.0	3.0	2.0	5.0	2.0	3.0	3.0	6.0	0.0	0.0	0.0

Offseason Passenger Load -- Cemetery Lane Route, Sunday

		Run Start Time (Inbound / Outbound)																											
		642	712	742	812	842	912	942	1012	1042	1112	1142	1212	1242	1312	1342	1412	1442	1512	1542	1612	1642	1712	1742	1812	1842	1912	1942	2012	2042
Direction	Stop	700	730	800	830	900	930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730	1800	1830	1900	1930	2000	2030	2100
INBOUND	RED BUTTE DR CEMETERY LANE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	2.0	1.0	0.0	0.0	1.0	3.0	3.0	0.0	0.0	0.0	0.0	0.0
INBOUND	CEMETERY LANE BROWN HOUSE	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	2.0	1.0	0.0	0.0	1.0	3.0	3.0	1.0	1.0	0.0	0.0	0.0
INBOUND	CEMETERY LANE SILVER KING	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	4.0	1.0	0.0	0.0	2.0	0.0	0.0	0.0	1.0	4.0	1.0	0.0	0.0	1.0	3.0	3.0	1.0	3.0	0.0	0.0	0.0
INBOUND	CEMETERY LANE ALTA VISTA DR	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	4.0	1.0	0.0	0.0	4.0	0.0	0.0	0.0	1.0	4.0	1.0	0.0	0.0	1.0	3.0	3.0	1.0	3.0	0.0	0.0	0.0
INBOUND	CEMETERY LANE CEMETERY	0.0	0.0	0.0	0.0	0.0	2.0	1.0	0.0	4.0	1.0	0.0	0.0	5.0	2.0	0.0	0.0	1.0	4.0	1.0	0.0	0.0	1.0	3.0	3.0	2.0	3.0	0.0	0.0	0.0
INBOUND	CEMETERY LANE CASTLE CREEK	0.0	0.0	0.0	0.0	0.0	2.0	1.0	0.0	4.0	1.0	0.0	0.0	5.0	2.0	0.0	0.0	0.0	4.0	1.0	2.0	0.0	1.0	3.0	3.0	2.0	3.0	0.0	0.0	0.0
INBOUND	HWY 82 CEMETERY LANE	0.0	0.0	0.0	0.0	0.0	2.0	1.0	0.0	4.0	1.0	0.0	0.0	5.0	2.0	0.0	0.0	0.0	4.0	1.0	2.0	0.0	1.0	3.0	3.0	2.0	3.0	0.0	0.0	0.0
INBOUND	HALLAM ST 8TH ST	0.0	0.0	0.0	0.0	0.0	2.0	1.0	0.0	4.0	1.0	0.0	0.0	5.0	2.0	0.0	0.0	0.0	4.0	1.0	2.0	0.0	0.0	2.0	3.0	2.0	3.0	0.0	0.0	1.0
INBOUND	BLEEKER ST 7TH ST	0.0	0.0	0.0	0.0	0.0	2.0	1.0	0.0	4.0	1.0	0.0	0.0	4.0	2.0	0.0	0.0	0.0	4.0	1.0	2.0	0.0	0.0	2.0	3.0	2.0	3.0	0.0	0.0	1.0
INBOUND	MAIN ST 4TH ST	0.0	0.0	0.0	0.0	0.0	2.0	1.0	0.0	4.0	1.0	0.0	0.0	4.0	2.0	0.0	0.0	0.0	4.0	1.0	3.0	2.0	0.0	2.0	3.0	2.0	3.0	0.0	0.0	1.0
INBOUND	MAIN ST 2ND ST	0.0	0.0	0.0	0.0	0.0	2.0	1.0	0.0	4.0	1.0	0.0	0.0	4.0	2.0	0.0	0.0	0.0	4.0	1.0	3.0	2.0	0.0	2.0	3.0	2.0	3.0	0.0	0.0	1.0
INBOUND	MAIN ST PAEPCKE PARK	0.0	0.0	0.0	0.0	0.0	2.0	1.0	0.0	3.0	1.0	1.0	0.0	3.0	2.0	0.0	0.0	0.0	4.0	0.0	1.0	2.0	0.0	2.0	3.0	2.0	2.0	0.0	0.0	1.0
INBOUND	MAIN ST GALENA ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	2.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	3.0	0.0
INBOUND	RUBEY PARK - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	3.0	0.0
OUTBOUND	RUBEY PARK	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
OUTBOUND	MAIN ST PAEPCKE PARK	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	1.0	0.0	0.0	2.0	3.0	0.0
OUTBOUND	MAIN ST 2ND ST	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	1.0	0.0	0.0	2.0	3.0	0.0
OUTBOUND	MAIN ST 4TH ST	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	1.0	0.0	0.0	2.0	3.0	0.0
OUTBOUND	MAIN ST 6TH ST	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	1.0	0.0	0.0	2.0	3.0	0.0
OUTBOUND	BLEEKER ST 7TH ST	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	1.0	0.0	0.0	2.0	3.0	0.0
OUTBOUND	HALLAM ST 8TH ST	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	1.0	0.0	0.0	2.0	1.0	0.0
OUTBOUND	CEMETERY LANE HIGHWAY 82	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	2.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	1.0	0.0	0.0	2.0	1.0	0.0
OUTBOUND	CEMETERY LANE POWER PLANT RD	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	2.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	1.0	0.0	0.0	2.0	1.0	0.0
OUTBOUND	CEMETERY LANE ALTA VISTA DR	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	2.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	CEMETERY LANE SILVER KING	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	CEMETERY LANE BROWN HOUSE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	RED BUTTE DR CEMETERY LA - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Maximum Inbound Load	0.0	0.0	0.0	0.0	0.0	2.0	1.0	0.0	4.0	1.0	1.0	2.0	5.0	6.0	0.0	0.0	1.0	4.0	1.0	3.0	2.0	1.0	3.0	3.0	2.0	3.0	2.0	3.0	1.0
	Maximum Outbound Load	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.0	1.0	2.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	1.0	0.0	0.0	2.0	3.0	0.0

Offseason Passenger Load -- Castle Maroon Route, Weekday

		Run Start Time (Inbound / Outbound)																										
		620	700	740	820	900	940	1000	1100	1140	1220	1300	1340	1420	1500	1522	1540	1620	1700	1740	1820	1840	1940	2020	2100	2140	2220	2300	2340
Direction	Stop	640	720	800	840	920	1020	1040	1120	1200	1240	1320	1400	1440	1520	1600	1640	1720	1800	1900	1920	2000	2040	2120	2200	2240	2320	2400	2440
INBOUND	ASPEN HIGHLANDS	0.0	1.0	7.0	6.0	3.0	0.0	0.0	0.0	0.0	1.0	0.0	2.0	5.0	2.0	0.0	4.0	2.0	4.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0
INBOUND	MAROON CREEK RD HIGHLANDS VI	0.0	1.0	7.0	6.0	3.0	0.0	2.0	0.0	0.0	1.0	0.0	2.0	5.0	2.0	0.0	4.0	2.0	4.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0
INBOUND	MAROON CREEK RD HIGH SCHOOL	0.0	1.0	4.0	5.0	3.0	0.0	2.0	0.0	0.0	2.0	3.0	36.0	12.0	6.0	0.0	5.0	11.0	6.0	1.0	1.0	0.0	0.0	1.0	0.0	1.0	0.0	0.0	0.0
INBOUND	MAROON CREEK RD ROUNDABOUT	0.0	1.0	4.0	5.0	3.0	0.0	2.0	0.0	1.0	4.0	3.0	36.0	20.0	6.0	0.0	4.0	17.0	6.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	0.0	0.0	0.0
INBOUND	CASTLE RIDGE	0.0	1.0	9.0	6.0	9.0	2.0	4.0	3.0	1.0	3.0	6.0	30.0	22.0	7.0	0.0	6.0	23.0	8.0	0.0	5.0	0.0	1.0	0.0	1.0	1.0	0.0	0.0	0.0
INBOUND	HALLAM ST 8TH ST	0.0	1.0	9.0	5.0	10.0	2.0	5.0	4.0	1.0	3.0	5.0	22.0	15.0	7.0	0.0	5.0	23.0	5.0	0.0	5.0	0.0	1.0	0.0	1.0	1.0	0.0	0.0	0.0
INBOUND	BLEEKER ST 7TH ST	0.0	1.0	9.0	5.0	11.0	2.0	5.0	4.0	1.0	3.0	4.0	22.0	15.0	7.0	0.0	5.0	21.0	5.0	0.0	5.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0
INBOUND	MAIN ST 4TH ST	0.0	1.0	8.0	5.0	11.0	2.0	6.0	4.0	1.0	3.0	4.0	21.0	15.0	7.0	0.0	6.0	21.0	5.0	0.0	4.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0
INBOUND	MAIN ST 2ND ST	0.0	1.0	8.0	5.0	11.0	2.0	6.0	4.0	1.0	3.0	4.0	21.0	15.0	7.0	0.0	6.0	21.0	5.0	0.0	4.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0
INBOUND	MAIN ST PAEPCKE PARK	0.0	1.0	5.0	2.0	7.0	2.0	4.0	3.0	1.0	3.0	4.0	18.0	15.0	7.0	0.0	5.0	16.0	0.0	0.0	4.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0
INBOUND	MAIN ST GALENA ST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	18.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
INBOUND	RUBEY PARK - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	RUBEY PARK	0.0	1.0	7.0	8.0	3.0	3.0	0.0	3.0	5.0	3.0	6.0	1.0	2.0	7.0	5.0	2.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	MAIN ST PAEPCKE PARK	0.0	2.0	7.0	8.0	5.0	3.0	0.0	3.0	5.0	2.0	8.0	1.0	4.0	8.0	7.0	9.0	12.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0
OUTBOUND	MAIN ST 2ND ST	0.0	2.0	7.0	8.0	5.0	3.0	0.0	3.0	5.0	2.0	8.0	1.0	4.0	7.0	7.0	9.0	12.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0
OUTBOUND	MAIN ST 4TH ST	0.0	2.0	7.0	6.0	5.0	3.0	0.0	3.0	4.0	3.0	8.0	1.0	4.0	6.0	7.0	9.0	12.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0
OUTBOUND	MAIN ST 6TH ST	0.0	2.0	7.0	7.0	5.0	3.0	0.0	3.0	4.0	3.0	8.0	1.0	4.0	6.0	7.0	9.0	12.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0
OUTBOUND	BLEEKER ST 7TH ST	0.0	2.0	7.0	7.0	5.0	3.0	0.0	3.0	4.0	3.0	8.0	1.0	4.0	6.0	7.0	9.0	12.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0
OUTBOUND	HALLAM ST 8TH ST	0.0	2.0	7.0	8.0	5.0	3.0	0.0	3.0	7.0	3.0	8.0	1.0	4.0	5.0	8.0	6.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
OUTBOUND	HIGHWAY 82 CEMETERY LANE	0.0	2.0	7.0	9.0	5.0	3.0	1.0	3.0	7.0	3.0	8.0	1.0	4.0	5.0	8.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
OUTBOUND	MAROON CREEK RD ROUNDABOUT	0.0	3.0	16.0	18.0	11.0	2.0	2.0	0.0	7.0	4.0	11.0	1.0	6.0	9.0	12.0	7.0	17.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
OUTBOUND	MAROON CREEK RD ASPEN REC	0.0	2.0	3.0	3.0	3.0	1.0	2.0	0.0	4.0	1.0	1.0	1.0	0.0	3.0	6.0	1.0	1.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	MAROON CREEK RD HIGHLAND - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Maximum Inbound Load	0.0	1.0	9.0	6.0	11.0	2.0	6.0	4.0	1.0	4.0	6.0	36.0	22.0	7.0	0.0	6.0	23.0	8.0	1.0	5.0	0.0	1.0	1.0	1.0	1.0	0.0	3.0	0.0
	Maximum Outbound Load	0.0	3.0	16.0	18.0	11.0	3.0	2.0	3.0	7.0	4.0	11.0	1.0	6.0	9.0	12.0	9.0	17.0	0.0	0.0	3.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0

Offseason Passenger Load -- Castle Maroon Route, Saturday

		Run Start Time (Inbound / Outbound)																								
		620	700	720	800	840	920	1000	1040	1200	1240	1320	1400	1440	1520	1600	1640	1720	1800	1840	1920	2000	2040	2120	2200	2240	2320
Direction	Stop	640	700	740	820	900	940	1020	1140	1220	1300	1500	1540	1620	1700	1740	1820	1900	1940	2020	2140	2220	2300	2340			
INBOUND	ASPEN HIGHLANDS	0.0	0.0	0.0	1.0	0.0	1.0	0.0	1.0	0.0	5.0	13.0	0.0	0.0	40.0	46.0	1.0	21.0	0.0	8.0	0.0	0.0	6.0	0.0	1.0	0.0	0.0
INBOUND	MAROON CREEK RD HIGHLANDS VI	0.0	0.0	0.0	1.0	0.0	1.0	1.0	1.0	0.0	5.0	13.0	0.0	0.0	40.0	46.0	1.0	21.0	0.0	8.0	0.0	0.0	6.0	0.0	1.0	0.0	0.0
INBOUND	MAROON CREEK RD HIGH SCHOOL	0.0	0.0	0.0	1.0	0.0	2.0	1.0	1.0	0.0	7.0	13.0	0.0	0.0	31.0	47.0	1.0	22.0	19.0	4.0	0.0	3.0	7.0	0.0	1.0	0.0	0.0
INBOUND	MAROON CREEK RD ROUNDABOUT	0.0	0.0	0.0	1.0	0.0	2.0	1.0	1.0	6.0	7.0	15.0	0.0	0.0	30.0	44.0	1.0	18.0	19.0	4.0	0.0	3.0	7.0	0.0	1.0	0.0	0.0
INBOUND	CASTLE RIDGE	0.0	0.0	2.0	3.0	4.0	2.0	6.0	2.0	0.0	11.0	19.0	0.0	0.0	31.0	47.0	2.0	18.0	37.0	5.0	1.0	11.0	9.0	0.0	1.0	1.0	0.0
INBOUND	HALLAM ST 8TH ST	0.0	0.0	2.0	2.0	4.0	2.0	6.0	2.0	0.0	10.0	20.0	0.0	0.0	25.0	47.0	5.0	18.0	36.0	5.0	2.0	11.0	7.0	0.0	2.0	1.0	0.0
INBOUND	BLEEKER ST 7TH ST	0.0	0.0	2.0	2.0	4.0	2.0	6.0	2.0	0.0	10.0	18.0	0.0	0.0	25.0	47.0	5.0	18.0	36.0	5.0	2.0	11.0	7.0	0.0	2.0	1.0	0.0
INBOUND	MAIN ST 4TH ST	0.0	0.0	1.0	2.0	4.0	2.0	6.0	2.0	0.0	9.0	18.0	0.0	0.0	25.0	47.0	5.0	14.0	36.0	5.0	2.0	11.0	7.0	0.0	2.0	1.0	0.0
INBOUND	MAIN ST 2ND ST	0.0	0.0	1.0	2.0	4.0	2.0	6.0	2.0	0.0	9.0	18.0	0.0	0.0	25.0	47.0	5.0	14.0	36.0	5.0	2.0	11.0	7.0	0.0	2.0	1.0	0.0
INBOUND	MAIN ST PAEPCKE PARK	0.0	0.0	1.0	2.0	4.0	2.0	2.0	2.0	0.0	7.0	17.0	0.0	0.0	19.0	43.0	5.0	14.0	31.0	5.0	2.0	9.0	7.0	0.0	2.0	0.0	0.0
INBOUND	MAIN ST GALENA ST	0.0	0.0	0.0	0.0	4.0	6.0	4.0	5.0	0.0	7.0	0.0	0.0	1.0	0.0	43.0	0.0	0.0	31.0	1.0	6.0	0.0	8.0	0.0	0.0	6.0	2.0
INBOUND	RUBEY PARK - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	RUBEY PARK	0.0	0.0	2.0	0.0	19.0	0.0	0.0	4.0	0.0	0.0	0.0	26.0	8.0	8.0	0.0	3.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	MAIN ST PAEPCKE PARK	0.0	0.0	2.0	0.0	19.0	0.0	0.0	7.0	0.0	0.0	0.0	27.0	12.0	8.0	0.0	3.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	MAIN ST 2ND ST	0.0	0.0	2.0	0.0	19.0	0.0	0.0	7.0	0.0	0.0	0.0	27.0	12.0	9.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	MAIN ST 4TH ST	0.0	0.0	2.0	0.0	19.0	0.0	0.0	7.0	0.0	0.0	0.0	27.0	12.0	9.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	MAIN ST 6TH ST	0.0	0.0	2.0	0.0	19.0	0.0	0.0	7.0	0.0	0.0	0.0	27.0	12.0	9.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	BLEEKER ST 7TH ST	0.0	0.0	2.0	0.0	19.0	0.0	0.0	7.0	0.0	0.0	0.0	27.0	12.0	9.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	HALLAM ST 8TH ST	0.0	0.0	2.0	0.0	19.0	0.0	0.0	7.0	0.0	0.0	0.0	27.0	12.0	9.0	4.0	2.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	HIGHWAY 82 CEMETERY LANE	0.0	0.0	2.0	0.0	19.0	0.0	0.0	7.0	0.0	14.0	0.0	27.0	12.0	9.0	3.0	2.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	MAROON CREEK RD ROUNDABOUT	0.0	0.0	3.0	0.0	19.0	0.0	3.0	13.0	0.0	14.0	1.0	52.0	19.0	12.0	3.0	2.0	0.0	1.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	MAROON CREEK RD ASPEN REC	0.0	0.0	1.0	0.0	19.0	0.0	3.0	0.0	0.0	12.0	5.0	20.0	5.0	0.0	3.0	1.0	0.0	2.0	3.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	MAROON CREEK RD HIGHLAND - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Maximum Inbound Load	0.0	0.0	2.0	3.0	4.0	6.0	6.0	5.0	6.0	11.0	20.0	0.0	1.0	40.0	47.0	5.0	22.0	37.0	8.0	6.0	11.0	9.0	0.0	2.0	6.0	2.0
	Maximum Outbound Load	0.0	0.0	3.0	0.0	19.0	0.0	3.0	13.0	0.0	14.0	5.0	52.0	19.0	12.0	4.0	4.0	0.0	2.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0

Offseason Passenger Load -- Castle Maroon Route, Sunday

		Run Start Time (Inbound / Outbound)																			
		640	720	800	840	920	1000	1040	1200	1240	1320	1400	1440	1520	1600	1640	1720	1800	1920	2000	2040	2120
Direction	Stop	620	700	740	820	900	940	1020	1140	1220	1300	1340	1420	1500	1540	1620	1700	1740	1900	1940	2020	2100
INBOUND	ASPEN HIGHLANDS	0.0	0.0	0.0	0.0	3.0	9.0	2.0	17.0	7.0	16.0	7.0	47.0	4.0	0.0	5.0	18.0	1.0	0.0	0.0	0.0	0.0
INBOUND	MAROON CREEK RD HIGHLANDS VI	0.0	0.0	0.0	0.0	3.0	9.0	2.0	17.0	7.0	16.0	7.0	47.0	4.0	0.0	5.0	18.0	1.0	0.0	0.0	0.0	0.0
INBOUND	MAROON CREEK RD HIGH SCHOOL	0.0	0.0	0.0	0.0	2.0	5.0	2.0	26.0	15.0	18.0	31.0	49.0	7.0	36.0	5.0	21.0	1.0	0.0	2.0	0.0	0.0
INBOUND	MAROON CREEK RD ROUNDABOUT	0.0	0.0	0.0	0.0	3.0	4.0	1.0	35.0	28.0	40.0	42.0	50.0	7.0	35.0	5.0	18.0	1.0	0.0	2.0	1.0	0.0
INBOUND	CASTLE RIDGE	0.0	0.0	0.0	0.0	6.0	6.0	5.0	35.0	30.0	40.0	44.0	50.0	10.0	35.0	6.0	27.0	2.0	0.0	6.0	0.0	0.0
INBOUND	HALLAM ST 8TH ST	0.0	0.0	0.0	0.0	6.0	7.0	5.0	37.0	30.0	40.0	40.0	47.0	10.0	35.0	5.0	39.0	2.0	0.0	4.0	0.0	0.0
INBOUND	BLEEKER ST 7TH ST	0.0	0.0	0.0	0.0	6.0	7.0	5.0	37.0	30.0	40.0	40.0	47.0	10.0	35.0	5.0	39.0	2.0	0.0	4.0	0.0	0.0
INBOUND	MAIN ST 4TH ST	0.0	0.0	0.0	0.0	6.0	7.0	5.0	37.0	28.0	40.0	40.0	47.0	10.0	35.0	5.0	38.0	2.0	0.0	4.0	0.0	0.0
INBOUND	MAIN ST 2ND ST	0.0	0.0	0.0	0.0	6.0	7.0	5.0	35.0	25.0	40.0	39.0	47.0	10.0	35.0	5.0	36.0	2.0	0.0	4.0	0.0	0.0
INBOUND	MAIN ST PAEPCKE PARK	0.0	0.0	0.0	0.0	6.0	5.0	5.0	28.0	25.0	40.0	31.0	46.0	9.0	34.0	5.0	33.0	1.0	0.0	3.0	0.0	0.0
INBOUND	MAIN ST GALENA ST	0.0	0.0	0.0	0.0	11.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	6.0	33.0	3.0	0.0	0.0	2.0	0.0
INBOUND	RUBEY PARK - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	RUBEY PARK	0.0	0.0	0.0	0.0	4.0	0.0	21.0	0.0	14.0	20.0	18.0	22.0	14.0	0.0	4.0	0.0	3.0	0.0	0.0	6.0	0.0
OUTBOUND	MAIN ST PAEPCKE PARK	0.0	0.0	0.0	0.0	4.0	0.0	21.0	5.0	20.0	20.0	18.0	23.0	15.0	0.0	4.0	0.0	3.0	0.0	0.0	6.0	0.0
OUTBOUND	MAIN ST 2ND ST	0.0	0.0	0.0	0.0	8.0	0.0	20.0	5.0	20.0	21.0	18.0	23.0	15.0	0.0	4.0	0.0	3.0	0.0	0.0	6.0	0.0
OUTBOUND	MAIN ST 4TH ST	0.0	0.0	0.0	0.0	8.0	0.0	18.0	5.0	24.0	21.0	18.0	23.0	15.0	0.0	4.0	0.0	3.0	0.0	0.0	6.0	0.0
OUTBOUND	MAIN ST 6TH ST	0.0	0.0	0.0	0.0	8.0	0.0	18.0	5.0	24.0	21.0	18.0	23.0	15.0	0.0	4.0	0.0	3.0	0.0	0.0	2.0	0.0
OUTBOUND	BLEEKER ST 7TH ST	0.0	0.0	0.0	0.0	8.0	0.0	18.0	5.0	24.0	21.0	18.0	23.0	15.0	0.0	4.0	0.0	3.0	0.0	0.0	2.0	0.0
OUTBOUND	HALLAM ST 8TH ST	0.0	0.0	0.0	0.0	7.0	0.0	18.0	5.0	27.0	20.0	18.0	23.0	15.0	0.0	3.0	0.0	3.0	0.0	0.0	2.0	0.0
OUTBOUND	HIGHWAY 82 CEMETERY LANE	0.0	0.0	0.0	0.0	7.0	0.0	18.0	5.0	27.0	16.0	18.0	23.0	15.0	0.0	3.0	0.0	3.0	0.0	0.0	2.0	0.0
OUTBOUND	MAROON CREEK RD ROUNDABOUT	0.0	0.0	0.0	0.0	7.0	0.0	37.0	13.0	55.0	31.0	40.0	44.0	29.0	0.0	3.0	0.0	4.0	0.0	0.0	2.0	0.0
OUTBOUND	MAROON CREEK RD ASPEN REC	0.0	0.0	0.0	0.0	7.0	0.0	17.0	6.0	15.0	12.0	24.0	20.0	14.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
OUTBOUND	MAROON CREEK RD HIGHLAND - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Maximum Inbound Load	0.0	0.0	0.0	0.0	11.0	9.0	5.0	37.0	30.0	40.0	44.0	50.0	10.0	36.0	6.0	39.0	3.0	0.0	6.0	2.0	0.0
	Maximum Outbound Load	0.0	0.0	0.0	0.0	8.0	0.0	37.0	13.0	55.0	31.0	40.0	44.0	29.0	0.0	4.0	0.0	4.0	0.0	0.0	6.0	0.0

Offseason Passenger Load -- Hunter Creek Route, Weekday

Direction	Stop	Run Start Time (Outbound / Inbound)																												
	OUTBOUND		640	700	720	740	800	820	840	900	920	940	1000	1020	1040	1100	1120	1140	1200	1220	1240	1300	1320	1340	1400	1420	1440	1500	1520	1540
	INBOUND	625	648	708	728	748	808	828	848	908	928	948	1008	1028	1048	1108	1128	1148	1208	1228	1248	1308	1328	1348	1408	1428	1448	1508	1528	1548
OUTBOUND	RUBEY PARK		0.0	1.0	1.0	1.0	0.0	1.5	1.0	1.5	2.0	0.5	1.0	1.5	0.0	1.0	1.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	MILL STREET HYMAN AVE		0.0	1.0	1.0	1.5	0.0	1.5	1.0	2.0	2.0	0.5	1.0	1.5	1.0	1.0	1.0	2.0	3.0	6.0	1.0	5.0	4.0	6.0	3.0	2.0	11.0	6.0	7.0	6.0
OUTBOUND	MILL STREET		0.0	1.0	1.0	0.5	0.0	1.5	0.5	2.0	1.5	1.0	1.0	2.0	0.0	1.0	1.0	2.0	3.0	6.0	1.0	3.0	5.0	5.0	4.0	2.0	11.0	6.0	7.0	9.0
OUTBOUND	LONE PINE RD HUNTER CREEK		0.0	1.0	0.0	1.0	0.0	2.0	2.0	2.0	3.0	1.0	1.5	2.5	0.0	1.0	1.0	3.0	4.0	6.0	3.0	3.0	6.0	5.0	4.0	2.0	8.0	6.0	8.0	8.0
OUTBOUND	LONE PINE RD HUNTER CREEK 2		0.0	1.0	0.5	1.5	0.0	2.0	3.0	2.0	4.0	3.0	3.5	2.5	0.0	2.0	1.0	1.0	3.0	6.0	3.0	3.0	7.0	5.0	2.0	2.0	10.0	5.0	7.0	8.0
OUTBOUND	PARK CIRCLE SMUGGLER		0.0	0.5	0.5	2.0	1.0	3.0	2.0	2.0	4.0	4.0	3.5	2.5	0.0	2.0	1.0	1.0	3.0	6.0	3.0	4.0	5.0	5.0	1.0	3.0	10.0	4.0	4.0	8.0
OUTBOUND	PARK CIRCLE CENTENNIAL - EOL		0.0	0.5	0.5	1.0	1.0	1.0	2.0	2.0	1.5	4.0	3.5	0.0	0.0	0.0	0.0	1.0	1.0	6.0	0.0	4.0	1.0	3.0	1.0	3.0	7.0	1.0	2.0	5.0
INBOUND	PARK CIRCLE CENTENNIAL	0.0	0.0	1.0	2.0	2.5	3.5	4.0	4.0	3.5	3.5	2.0	3.0	1.5	0.0	2.0	0.0	4.0	4.0	3.0	4.0	3.0	3.0	1.0	6.0	5.0	5.0	1.0	2.0	9.0
INBOUND	PARK CIRCLE PARK AVE	0.0	0.0	1.0	4.5	2.5	3.5	3.0	4.5	6.0	3.5	2.0	5.0	1.0	3.0	2.0	3.0	4.0	3.0	2.0	2.0	2.0	2.0	0.0	3.0	2.0	3.0	1.0	1.0	2.0
INBOUND	COOPER AVE CHATEAU ROARING F	0.0	0.0	1.0	4.5	2.5	3.5	3.0	4.5	6.0	3.5	2.0	5.0	1.5	3.0	2.0	3.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	SPRING ST COOPER AVE	0.0	0.0	1.0	4.0	0.5	2.0	2.0	3.5	4.5	2.0	1.5	4.0	0.5	2.0	0.5	1.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	RUBEY PARK - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	SPRING ST COOPER AVE	0.0	0.0	1.0	4.0	0.5	2.0	2.0	3.5	4.5	2.0	1.5	4.0	0.5	2.0	0.5	1.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	GONDOLA	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	RUBEY PARK - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Maximum Inbound Load	0.0	0.0	1.0	4.5	2.5	3.5	4.0	4.5	6.0	3.5	2.0	5.0	1.5	3.0	2.0	3.0	4.0	4.0	3.0	4.0	3.0	3.0	1.0	6.0	5.0	5.0	1.0	2.0	9.0
	Maximum Outbound Load		0.0	1.0	1.0	2.0	1.0	3.0	3.0	2.0	4.0	4.0	3.5	2.5	1.0	2.0	1.0	3.0	4.0	6.0	3.0	5.0	7.0	6.0	4.0	3.0	11.0	6.0	8.0	9.0

	OUTBOUND	1600	1620	1640	1700	1720	1740	1800	1820	1940	2000	2020	2040	2100	2120	2140	2200	2220	2240	2300	2320	2340	2400	2420	2440	2500	2520	2540	2600	
	INBOUND	1608	1628	1648	1708	1728	1748	1808	1828	1948	2008	2028	2048	2108	2128	2148	2208	2228	2248	2308	2328	2348	2408	2428	2448	2508	2528	2548		
OUTBOUND	RUBEY PARK	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
OUTBOUND	MILL STREET HYMAN AVE	11.0	8.0	11.0	2.0	9.0	13.0	6.0	13.0	0.0	1.0	5.0	5.0	3.0	10.0	2.0	6.0	8.0	1.0	4.0	3.0	4.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	
OUTBOUND	MILL STREET	11.0	7.0	9.0	2.0	10.0	14.0	6.0	15.0	0.0	1.0	5.0	5.0	3.0	10.0	2.0	4.0	8.0	1.0	4.0	3.0	4.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	
OUTBOUND	LONE PINE RD HUNTER CREEK	10.0	7.0	12.0	2.0	9.0	10.0	5.0	11.0	0.0	1.0	5.0	5.0	3.0	9.0	2.0	4.0	7.0	1.0	2.0	3.0	4.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	
OUTBOUND	LONE PINE RD HUNTER CREEK 2	10.0	7.0	12.0	3.0	8.0	7.0	5.0	6.0	0.0	3.0	6.0	5.0	3.0	9.0	2.0	3.0	6.0	2.0	0.0	3.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	
OUTBOUND	PARK CIRCLE SMUGGLER	10.0	6.0	3.0	4.0	6.0	5.0	5.0	5.0	0.0	3.0	6.0	3.0	3.0	5.0	2.0	1.0	5.0	2.0	0.0	2.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
OUTBOUND	PARK CIRCLE CENTENNIAL - EOL	8.0	5.0	3.0	2.0	3.0	0.0	1.0	3.0	0.0	3.0	6.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
INBOUND	PARK CIRCLE CENTENNIAL	3.0	2.0	1.0	4.0	9.0	3.0	2.0	4.0	0.0	7.0	2.0	2.0	4.0	5.0	1.0	3.0	2.0	2.0	2.0	1.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0		
INBOUND	PARK CIRCLE PARK AVE	2.0	0.0	0.0	2.0	5.0	1.0	1.0	0.0	0.0	4.0	1.0	1.0	2.0	2.0	0.0	1.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0		
INBOUND	COOPER AVE CHATEAU ROARING F	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
INBOUND	SPRING ST COOPER AVE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
INBOUND	RUBEY PARK - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
INBOUND	SPRING ST COOPER AVE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
INBOUND	GONDOLA	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
INBOUND	RUBEY PARK - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
	Maximum Inbound Load	3.0	2.0	1.0	4.0	9.0	3.0	2.0	4.0	0.0	7.0	2.0	2.0	4.0	5.0	1.0	3.0	2.0	2.0	2.0	1.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0		
	Maximum Outbound Load	11.0	8.0	12.0	4.0	10.0	14.0	6.0	15.0	0.0	3.0	6.0	5.0	3.0	10.0	2.0	6.0	8.0	2.0	4.0	3.0	4.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	

Offseason Passenger Load -- Hunter Creek Route, Saturday

Direction	Stop	Run Start Time (Outbound / Inbound)																													
		OUTBOUND		640	700	720	740	800	820	840	900	920	940	1000	1020	1040	1100	1120	1140	1200	1220	1240	1300	1320	1340	1400	1420	1440	1500	1520	1540
		INBOUND	625	648	708	728	748	808	828	848	908	928	948	1008	1028	1048	1108	1128	1148	1208	1228	1248	1308	1328	1348	1408	1428	1448	1508	1528	1548
OUTBOUND	RUBEY PARK			0.0	1.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	1.0	1.0	2.0	1.0	2.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	MILL STREET HYMAN AVE			0.0	1.0	2.0	2.0	0.0	2.0	0.0	0.0	2.0	1.0	1.0	2.0	1.0	2.0	2.0	7.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
OUTBOUND	MILL STREET			0.0	2.0	2.0	2.0	0.0	2.0	0.0	0.0	2.0	1.0	1.0	2.0	1.0	2.0	2.0	7.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0
OUTBOUND	LONE PINE RD HUNTER CREEK			0.0	2.0	2.0	2.0	0.0	5.0	1.0	0.0	7.0	1.0	2.0	2.0	1.0	2.0	1.0	7.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	LONE PINE RD HUNTER CREEK 2			0.0	2.0	2.0	2.0	1.0	6.0	1.0	0.0	7.0	2.0	3.0	2.0	1.0	2.0	1.0	7.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0
OUTBOUND	PARK CIRCLE SMUGGLER			0.0	2.0	2.0	2.0	1.0	6.0	1.0	0.0	7.0	2.0	5.0	2.0	1.0	2.0	1.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	PARK CIRCLE CENTENNIAL - EOL			0.0	2.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	PARK CIRCLE CENTENNIAL		0.0	0.0	0.0	1.0	0.0	0.0	4.0	0.0	0.0	5.0	3.0	3.0	1.0	6.0	0.0	4.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
INBOUND	PARK CIRCLE PARK AVE		0.0	0.0	3.0	1.0	0.0	2.0	4.0	4.0	2.0	5.0	3.0	3.0	1.0	6.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0
INBOUND	COOPER AVE CHATEAU ROARING F		0.0	0.0	3.0	1.0	0.0	2.0	4.0	4.0	2.0	5.0	3.0	3.0	3.0	6.0	0.0	4.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	11.0	0.0	0.0	0.0
INBOUND	SPRING ST COOPER AVE		0.0	0.0	2.0	1.0	0.0	2.0	4.0	4.0	1.0	5.0	3.0	2.0	3.0	6.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	RUBEY PARK - EOL		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	SPRING ST COOPER AVE		0.0	0.0	2.0	1.0	0.0	2.0	4.0	4.0	1.0	5.0	3.0	2.0	3.0	6.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	GONDOLA		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	RUBEY PARK - EOL		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Maximum Inbound Load		0.0	0.0	3.0	1.0	0.0	2.0	4.0	4.0	2.0	5.0	3.0	3.0	3.0	6.0	0.0	4.0	1.0	1.0	3.0	0.0	0.0	5.0	2.0	0.0	1.0	11.0	0.0	0.0	6.0
	Maximum Outbound Load			0.0	2.0	2.0	2.0	1.0	6.0	2.0	0.0	7.0	2.0	5.0	2.0	1.0	2.0	2.0	7.0	0.0	5.0	6.0	0.0	4.0	2.0	1.0	0.0	1.0	6.0	0.0	2.0

Direction	Stop																														
		OUTBOUND	1600	1620	1640	1700	1720	1740	1800	1820	1940	2000	2020	2040	2100	2120	2140	2200	2220	2240	2300	2320	2340	2400	2420	2440	2500	2520	2540	2600	
		INBOUND	1608	1628	1648	1708	1728	1748	1808	1828	1948	2008	2028	2048	2108	2128	2148	2208	2228	2248	2308	2328	2348	2408	2428	2448	2508	2528	2548		
OUTBOUND	RUBEY PARK		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	2.0	4.0	8.0	3.0	3.0	8.0	3.0	5.0	1.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	
OUTBOUND	MILL STREET HYMAN AVE		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	2.0	7.0	10.0	3.0	3.0	9.0	6.0	5.0	1.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	
OUTBOUND	MILL STREET		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	2.0	9.0	12.0	3.0	3.0	10.0	6.0	5.0	1.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	
OUTBOUND	LONE PINE RD HUNTER CREEK		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	3.0	9.0	12.0	3.0	3.0	10.0	5.0	5.0	1.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	
OUTBOUND	LONE PINE RD HUNTER CREEK 2		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	3.0	9.0	9.0	3.0	3.0	4.0	7.0	5.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	
OUTBOUND	PARK CIRCLE SMUGGLER		0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	3.0	9.0	3.0	3.0	3.0	4.0	7.0	5.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	
OUTBOUND	PARK CIRCLE CENTENNIAL - EOL		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
INBOUND	PARK CIRCLE CENTENNIAL		0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	3.0	5.0	4.0	5.0	2.0	3.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0		
INBOUND	PARK CIRCLE PARK AVE		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	3.0	5.0	4.0	5.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0		
INBOUND	COOPER AVE CHATEAU ROARING F		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	3.0	10.0	4.0	5.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0		
INBOUND	SPRING ST COOPER AVE		4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	3.0	10.0	4.0	5.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0		
INBOUND	RUBEY PARK - EOL		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
INBOUND	SPRING ST COOPER AVE		4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	3.0	10.0	4.0	5.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0		
INBOUND	GONDOLA		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
INBOUND	RUBEY PARK - EOL		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
	Maximum Inbound Load		4.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	3.0	10.0	4.0	5.0	2.0	3.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0		
	Maximum Outbound Load		0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	3.0	9.0	12.0	3.0	3.0	10.0	7.0	5.0	1.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	

Offseason Passenger Load -- Hunter Creek Route, Sunday

Direction	Stop	Run Start Time (Outbound / Inbound)																															
	OUTBOUND		640	700	720	740	800	820	840	900	920	940	1000	1020	1040	1100	1120	1140	1200	1220	1240	1300	1320	1340	1400	1420	1440	1500	1520	1540			
	INBOUND	625	648	708	728	748	808	828	848	908	928	948	1008	1028	1048	1108	1128	1148	1208	1228	1248	1308	1328	1348	1408	1428	1448	1508	1528	1548			
OUTBOUND	RUBEY PARK		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	1.0	1.0	2.0	0.0	2.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
OUTBOUND	MILL STREET HYMAN AVE		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	1.0	1.0	2.0	0.0	5.0	0.0	9.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0			
OUTBOUND	MILL STREET		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	1.0	1.0	3.0	1.0	5.0	1.0	9.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0			
OUTBOUND	LONE PINE RD HUNTER CREEK		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	1.0	1.0	3.0	4.0	4.0	1.0	9.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0			
OUTBOUND	LONE PINE RD HUNTER CREEK 2		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	2.0	2.0	3.0	4.0	4.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0			
OUTBOUND	PARK CIRCLE SMUGGLER		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	2.0	2.0	3.0	4.0	1.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0			
OUTBOUND	PARK CIRCLE CENTENNIAL - EOL		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0			
INBOUND	PARK CIRCLE CENTENNIAL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	2.0	1.0	0.0	7.0	3.0	5.0	2.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0			
INBOUND	PARK CIRCLE PARK AVE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	1.0	2.0	1.0	0.0	7.0	3.0	5.0	2.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0			
INBOUND	COOPER AVE CHATEAU ROARING F	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	1.0	2.0	1.0	0.0	7.0	3.0	5.0	2.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0			
INBOUND	SPRING ST COOPER AVE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	1.0	2.0	1.0	0.0	5.0	3.0	6.0	1.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	11.0	0.0	0.0	0.0			
INBOUND	RUBEY PARK - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
INBOUND	SPRING ST COOPER AVE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	1.0	2.0	1.0	0.0	5.0	3.0	6.0	1.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	11.0	0.0	0.0	0.0			
INBOUND	GONDOLA	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
INBOUND	RUBEY PARK - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
	Maximum Inbound Load	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	1.0	2.0	1.0	0.0	7.0	3.0	6.0	2.0	4.0	2.0	0.0	1.0	5.0	0.0	0.0	2.0	11.0	0.0	3.0	6.0			
	Maximum Outbound Load		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	2.0	2.0	3.0	4.0	5.0	1.0	9.0	0.0	4.0	0.0	0.0	4.0	2.0	1.0	4.0	3.0	6.0	0.0	3.0			

Direction	Stop																					
	OUTBOUND	1600	1620	1640	1700	1720	1740	1800	1820	1940	2000	2020	2040	2100	2120	2140	2200	2220	2240	2300	2320	2340
	INBOUND	1608	1628	1648	1708	1728	1748	1808	1828	1948	2008	2028	2048	2108	2128	2148	2208	2228	2248	2308	2328	
OUTBOUND	RUBEY PARK	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
OUTBOUND	MILL STREET HYMAN AVE	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
OUTBOUND	MILL STREET	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
OUTBOUND	LONE PINE RD HUNTER CREEK	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
OUTBOUND	LONE PINE RD HUNTER CREEK 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
OUTBOUND	PARK CIRCLE SMUGGLER	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
OUTBOUND	PARK CIRCLE CENTENNIAL - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
INBOUND	PARK CIRCLE CENTENNIAL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
INBOUND	PARK CIRCLE PARK AVE	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
INBOUND	COOPER AVE CHATEAU ROARING F	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
INBOUND	SPRING ST COOPER AVE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
INBOUND	RUBEY PARK - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
INBOUND	SPRING ST COOPER AVE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
INBOUND	GONDOLA	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
INBOUND	RUBEY PARK - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Maximum Inbound Load	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Maximum Outbound Load	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Offseason Passenger Load -- Mountain Valley DAR, Weekday

Direction	Stop	Run Start Time (Outbound / Inbound)																			
	INBOUND	630	700	730	800	830	900	930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600
	OUTBOUND	645	715	745	815	845	915	945	1015	1045	1115	1145	1215	1245	1315	1345	1415	1445	1515	1545	1615
INBOUND	CITY MARKET	0.0	1.0	0.0	0.0	3.0	2.0	0.0	0.0	1.0	2.0	2.0	1.0	0.0	0.0	0.0	0.0	1.0	2.0	0.0	0.0
INBOUND	LUPINE	0.0	1.0	0.0	1.0	3.0	2.0	0.0	0.0	2.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	1.0	2.0	1.0	0.0
INBOUND	MCSKIMMING	0.0	1.0	0.0	1.0	3.0	2.0	0.0	0.0	2.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	1.0	2.0	1.0	0.0
INBOUND	COOPER AVE CHATEAU ROARING F	0.0	1.0	0.0	2.0	3.0	2.0	0.0	0.0	2.0	2.0	2.0	1.0	0.0	0.0	0.0	0.0	1.0	2.0	1.0	0.0
INBOUND	GONDOLA	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	1.0	2.0	2.0	1.0	0.0	0.0	0.0	0.0	1.0	2.0	0.0	0.0
INBOUND	RUBEY - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	CITY MARKET	0.0	0.0	2.0	1.0	2.0	2.0	1.0	0.0	1.0	1.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	2.0	1.0	1.0
OUTBOUND	RUBEY	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	ASPEN CLUB	0.0	0.0	2.0	1.0	2.0	1.0	1.0	0.0	1.0	1.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	1.0
OUTBOUND	LUPINE - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Maximum Inbound Load	0.0	1.0	0.0	2.0	3.0	2.0	0.0	0.0	2.0	2.0	2.0	1.0	0.0	0.0	0.0	0.0	1.0	2.0	1.0	0.0
	Maximum Outbound Load	0.0	0.0	2.0	1.0	2.0	2.0	1.0	0.0	1.0	1.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	2.0	1.0	1.0

	INBOUND	1630	1700	1730	1800	1830	1900	1930	2000	2030	2100	2130	2200	2230	2300	2330	2400	2430	2500
	OUTBOUND	1645	1715	1745	1815	1845	1915	1945	2015	2045	2115	2145	2215	2245	2315	2345	2415	2445	2515
INBOUND	CITY MARKET	1.0	1.0	0.5	0.5	0.0	1.5	0.5	0.5	0.0	0.5	0.5	0.0	0.5	0.0	0.0	0.0	0.0	0.0
INBOUND	LUPINE	1.0	1.0	1.0	0.5	0.0	1.5	2.0	0.5	0.0	0.5	0.5	0.0	0.5	0.0	0.0	0.0	0.0	0.0
INBOUND	MCSKIMMING	1.0	1.0	0.5	0.5	0.0	1.5	2.0	0.5	0.0	0.5	0.5	0.0	0.5	0.0	0.0	0.0	0.0	0.0
INBOUND	COOPER AVE CHATEAU ROARING F	1.0	1.0	0.5	0.5	0.0	1.5	1.5	0.5	0.0	0.5	0.5	0.0	0.5	0.0	0.0	0.0	0.0	0.0
INBOUND	GONDOLA	1.0	1.0	0.5	0.5	0.0	1.5	0.5	0.5	0.0	0.5	0.5	0.0	0.5	0.0	0.0	0.0	0.0	0.0
INBOUND	RUBEY - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	CITY MARKET	2.0	1.0	4.0	2.7	0.5	0.0	1.5	1.0	0.0	3.0	1.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0
OUTBOUND	RUBEY	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	ASPEN CLUB	1.0	1.0	3.5	2.7	0.5	0.0	1.5	1.0	0.0	2.5	0.5	0.0	0.5	0.0	0.0	0.0	0.0	0.0
OUTBOUND	LUPINE - EOL	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Maximum Inbound Load	1.0	1.0	1.0	0.5	0.0	1.5	2.0	0.5	0.0	0.5	0.5	0.0	0.5	0.0	0.0	0.0	0.0	0.0
	Maximum Outbound Load	2.0	1.0	4.0	2.7	0.5	0.0	1.5	1.0	0.0	3.0	1.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0

Offseason Passenger Load -- Mountain Valley DAR, Saturday

Direction	Stop	Run Start Time (Inbound/Outbound)																			
	INBOUND	630	700	730	800	830	900	930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600
	OUTBOUND	645	715	745	815	845	915	945	1015	1045	1115	1145	1215	1245	1315	1345	1415	1445	1515	1545	1615
INBOUND	CITY MARKET	0.0	0.0	0.0	1.0	4.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	LUPINE	0.0	1.0	0.0	0.0	2.0	0.0	2.0	1.0	0.0	1.0	2.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	MCSKIMMING	0.0	1.0	0.0	1.0	4.0	0.0	2.0	1.0	0.0	1.0	2.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	COOPER AVE CHATEAU ROARING F	0.0	1.0	0.0	1.0	4.0	0.0	2.0	1.0	0.0	1.0	2.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	GONDOLA	0.0	0.0	0.0	1.0	4.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	CITY MARKET	0.0	0.0	0.0	2.0	2.0	1.0	2.0	0.0	0.0	1.0	0.0	0.0	1.7	2.0	1.0	4.0	1.0	0.0	1.0	1.0
OUTBOUND	RUBEY	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	ASPEN CLUB	0.0	0.0	0.0	2.0	2.0	1.0	2.0	0.0	0.0	1.0	0.0	0.0	1.7	2.0	0.0	4.0	1.0	0.0	1.0	0.0
OUTBOUND	LUPINE - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
	Maximum Inbound Load	0.0	1.0	0.0	1.0	4.0	0.0	2.0	1.0	0.0	1.0	2.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0
	Maximum Outbound Load	0.0	0.0	0.0	2.0	2.0	1.0	2.0	0.0	0.0	1.0	0.0	0.0	1.7	2.0	1.0	4.0	1.0	0.0	1.0	1.0

	INBOUND	1630	1700	1730	1800	1830	1900	1930	2000	2030	2100	2130	2200	2230	2300	2330	2400	2430	2500	2530
	OUTBOUND	1645	1715	1745	1815	1845	1915	1945	2015	2045	2115	2145	2215	2245	2315	2345	2415	2445	2515	2545
INBOUND	CITY MARKET	0.0	2.0	1.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	LUPINE	2.0	2.0	1.0	0.0	0.0	1.0	6.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	MCSKIMMING	2.0	2.0	1.0	0.0	0.0	1.0	5.5	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	COOPER AVE CHATEAU ROARING F	2.0	2.0	1.0	0.0	0.0	1.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	GONDOLA	0.0	2.0	1.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	RUBEY - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	CITY MARKET	0.0	1.0	2.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	1.0	2.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	RUBEY	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	ASPEN CLUB	0.0	1.0	2.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	2.0	0.0	1.0	2.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	LUPINE - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Maximum Inbound Load	2.0	2.0	1.0	0.0	0.0	1.0	6.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Maximum Outbound Load	0.0	1.0	2.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	1.0	2.0	0.0	0.0	0.0	0.0	0.0

Offseason Passenger Load -- Mountain Valley DAR, Sunday

Direction	Stop	Run Start Time (Inbound/Outbound)																			
	INBOUND	630	700	730	800	830	900	930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600
	OUTBOUND	645	715	745	815	845	915	945	1015	1045	1115	1145	1215	1245	1315	1345	1415	1445	1515	1545	1615
INBOUND	CITY MARKET	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	0.0	3.0	0.0	1.0	1.0
INBOUND	LUPINE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	1.0	1.0	0.0	0.0	3.0	0.0	1.0	4.0
INBOUND	MCSKIMMING	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	3.0	1.0	1.0	0.0	0.0	3.0	0.0	1.0	4.0
INBOUND	COOPER AVE CHATEAU ROARING F	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	3.0	1.0	1.0	0.0	0.0	3.0	0.0	1.0	4.0
INBOUND	GONDOLA	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0	0.0	3.0	0.0	1.0	1.0
INBOUND	RUBEY - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	CITY MARKET	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	2.0	1.0	2.0	3.0
OUTBOUND	RUBEY	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	ASPEN CLUB	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	2.0	1.0	2.0	1.0
OUTBOUND	LUPINE - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Maximum Inbound Load	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	3.0	1.0	1.0	0.0	0.0	3.0	0.0	1.0	4.0
	Maximum Outbound Load	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	2.0	1.0	2.0	3.0

Direction	Stop																			
	INBOUND	1630	1700	1730	1800	1830	1900	1930	2000	2030	2100	2130	2200	2230	2300	2330	2400	2430	2500	2530
	OUTBOUND	1645	1715	1745	1815	1845	1915	1945	2015	2045	2115	2145	2215	2245	2315	2345	2415	2445	2515	2545
INBOUND	CITY MARKET	0.0	0.0	3.0	0.0	0.0	0.0	4.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	LUPINE	0.0	0.0	2.0	3.0	0.0	0.0	4.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	MCSKIMMING	0.0	0.0	2.0	4.0	0.0	0.0	4.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	COOPER AVE CHATEAU ROARING F	0.0	0.0	2.0	4.0	0.0	0.0	4.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	GONDOLA	0.0	0.0	3.0	0.0	0.0	0.0	4.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
INBOUND	RUBEY - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	CITY MARKET	0.0	2.0	3.0	0.0	3.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	RUBEY	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	ASPEN CLUB	0.0	2.0	3.0	0.0	3.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OUTBOUND	LUPINE - EOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Maximum Inbound Load	0.0	0.0	3.0	4.0	0.0	0.0	4.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Maximum Outbound Load	0.0	2.0	3.0	0.0	3.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Appendix B:
Public Outreach Material



Focus Group Notes

Aspen Institute

- How do you see the potential relationship between community forum and the Mobility Plan?
- How do you see the potential relationship between community forum and the Mobility Lab?
- What community forum recommendations do you have as they relate to the Mobility Plan?
    - Review definition of induced demand

- Ride hailing and ride sharing has risen to the top
- Need sticks in addition to carrots
- Will fill out the matrix of scoring
- Will present findings from Community Forum to September 14th presented to EOTC and Aspen, Snowmass Mayors
- Citizen survey- top complaint is traffic congestion, despite the top transit system
- Will be collecting data on cars that are parking downtown- license plate data on where the car is registered
    - Over 60% of the cars parked downtown are Aspen addresses
    - not mostly down valley commuters
- Mobility Lab- controversial because of lack of support from County and Snowmass
    - Need strong support from County to have a successful project
    - Need to meet with these groups
- EOTC committed $500,000 to the upper mobility study
    - The mayor squashed some of the ideas in this
    - Position the Mobility Lab as an alternative to upper valley mobility study, but its not
- Have talked about the Lab but not the Plan with stakeholders
    - Meeting with snowmass and Pitkin county- educating on what it is and get ideas
- The cost of light rail brought interest down by the EOTC
- Feedback on Upper Valley Mobility Study
- The Grand Avenue Bridge will be an opportunity to evaluate change
- Include in scope of work
    - Air quality tool
    - Build off set of value
- Enlightenment on ride sharing
- Reference UVMS in Mobility Plan/Lab recommendations
    - Seamless set of plans
    - Part of same flow
    - Same issues, same goals, same vocabulary
- Congestion is actually poor seat utilization
    - How to increase seat utilization
- County and Snowmass can be partners if theyre interested

Aspen School District

- **What do you see as the greatest challenges to the Maroon Creek corridor? What do you see as the greatest challenges to other mobility options to/from school?**
    - Did a vehicle count of Maroon Creek specific to the school district- most vehicle traffic was accessing the school district
    - Peak hours in the morning and afternoon
    - Surprising was how steady the off-peak times were
    - Parking surveys- not as many people poaching as expected
    - The high season of viewing Aspens (mid-September to mid-October) coincides with peaks at the school district- those two things coincide and cerate pinch points
    - Don't hear a lot of concern from folks coming up valley accessing maroon creek
    - The concern is mainly coming from Aspen to maroon Creek
    - Pinch point is mostly getting to the roundabout
    - In the afternoon- the first half mile of the corridor is a pinch point because all the buses are leaving at once
        - Have a staff person present
        - 14 of the 15 buses head down to the roundabout at the same time
        - In the winter, have ski traffic as well
        - 3:30-3:45 is the worst
        - Point of discussion for staggered starts but there are challenges
    - Education and communication
    - An afternoon bus for staff- experimenting with that
- **How do you perceive the relationship between school routes and City routes?**
    - Havent heard any complaints
    - Did a survey of families and stakeholders about how they access campus
    - Not many families access RFTA- school bus services are more effective, more convenient stops
    - Handful who use Aspen routes
    - Some high school kids who start not in the first period
    - Not much conflict
    - Use RFTA for field trips
    - Haven't run the numbers are consolidating forces
        - If the school buses need to add a route- they can do so quicker than RFTA can add a route
- **Are there any TDM strategies (incentives or disincentives) offered to minimize the single occupant vehicles?**
    - Already have 60% ridership on buses and adding more buses to the fleet
    - Afternoon peak congestion with all the buses entering the roundabout at once
    - Havent built any disincentives except for natural pinch points
    - Incentives- create a really strong bus system- added a bus to the fleet each year
    - Don't know if 60% is the saturation point or not
    - Survey- ask parents if they do drive their kid to school why
        - 70% said already headed that direction and was convenient
        - Have duties at the school district

- **Discuss the quality and quantity of connections from Highway 82 up.**
    - The RFTA artery works well however they either walk up the school or wait for the bus but that bus is only 20 minutes- not many kids do that
    - Most people using RFTA are coming from town not down valley
    - Address the last half mile
- **How well does City service address after-school activity travel? What are opportunities for improvements?**
    - The opportunity for additional services exist
    - Two after-school activities buses- ABC and red brick
    - Could better educate families about RFTA- the frequency and routes
    - The biggest hurdle is kids hauling equipment- less convenient with RFTA
    - No late bus that leave from the school- not enough riders
        - High school release times vary between 6:30 and 8:30, elementary and middle closer to 5
        - Difficult to identify a time slot
        - Haven't been able to get a lot of riders
        - RFTA is probably more convenient
        - About 50/50 buses and parent pick ups
    - Parking lot fills in the afternoon with high school drivers- they go home and then come back for practice
- **How can the City assist with school traffic concerns?**
    - Been really helpful and responsive
    - Nothing on top of head
    - Uniformity in how think about parking- Tiehack, ARC, ABCS clubhouse etc- lots that the community uses
        - Comprehensive parking strategies
        - Easy to send messages about parking
- **Other**
    - About 40 seniors parking per day
    - 80 seniors have permits
    - Staff
        - Considering own ride hail app for staff
            - Interested in a more sophisticated sharing app to encourage carpooling
        - What is the price point at which what people pay for parking space vs paid to not park
        - Looks like people are willing to pay more to park than be paid to not park
        - Staff bus: have 5 different routes for staff that are free (2 staggered- start in Glenwood that are very full, 2 small buses from Snowmass that are staggered that are spottier, big bus from Carbondale varies between 30-70)- 20% bus ride at the low end, almost doubles on snowy days; afternoon- only the Glenwood springs bus is staggered
    - Have never charged for lots before
    - Have vehicles on campus for staff to use
        - Would consider having a CAR TO GO vehicle and give staff free memberships

Car to go

- Department is 6 people
- Don't have the capacity to help each other out
- Staff management issue
- 9 vehicles
- Timing with vehicle maintenance
- Financial system that the city has- billing client is a process- takes a week to process one month billing
- Orientations to member
    - 60-90 minutes
    - Barrier to people using the program
    - Things customers do before
- Model is more sustainable long term memberships
- Don't see a lot of interest from people who are here for the weekend
- Second home owners and seasonals
- Peer to peer car sharing
    - Platform through the software company
    - Colorado would need to pass regulation
- The one way is not supportive of goal- causes extra trip
- Only municipally run car share programs- adapt into more technology use
    - Each member has access to lock box
    - More software use
    - Electric cars- vhicle type
    - Location
- TOP and car to go
    - Initial sign up fee is waved
    - Subsidize trips
    - People used to use more but less now
    - Group orientations
- Susan Shaheen has great data on car share
    - More likely to use transit if you are a car share member than if youre not
    - Changes peoples mindset
- Do a survey once a year
    - Question about reduced vehicle ownership
- Can add another question to TOP and car to go questions
- INtegration between modes
    - Trip planning
    - Fare payment
    - The same pass for everything
    - Can see all of your options
    - Record all mileage and time
    - Not car to
- Locations

    - Not as much demand for out of town vehicles
    - Most demand at core- seasonals, businesses (architects),
    - Second set of demand is right outside the core
    - Potentially take the car from the out of town
- Average reservation is 2 hours
- Have one truck in the middle of town
- One SUV on outside of core, SUV outside of core
- Pets in cars
    - Pet friendly (5 vehicles) and pet free (4 vehicles)
    - Pet friendly, need to be in a crate
- Members- 240 members
- Annual use- 50,000 miles, 2,000 trips
- Peakiness: July-September are busiest, usage changes with weather
-

Castle Creek, Maroon Creek corridors: school, music, forest svc, county, highlands

- What are the primary challenges to providing alternative transportation options in this corridor?
    - A lot of crowds at Maroon Bells
    - Maroon bells customer survey
        - 17% of people are coming from Aspen –
        - ACRA survey
    - Communicating with people how to bets travel
    - Very peaky, most of the time its not a problem, but when it's a problem it's a huge problem
    - Most of the traffic their seeing is from Denver or Nebraska, etc
    - These aren't SOVs
    - Working with CDOT to do education with the variable messaging services to affect people's behavior, parking at buttermilk, etc
- Do you think there is too much transit service or not enough in this corridor?
- Have you heard/do you have concerns about the number of buses staging/loading at AVH or Highlands?
- How can the City of Aspen assist with your transportation goals (be they related to the Maroon Bells, Highlands ski area, hospital access, etc)?
- There are a variety of studies and initial efforts underway in this corridor, what is the best way to coordinate with your staff?
- Discuss the quality and quantity of connections from Down-valley to Castle/Maroon.
- Serving Castle Valley (Hospital) is a frustration to Maroon Valley residents (increased travel /time). What are possible strategies to address this?

- Short term-
    - In town services
- Hospital-
    - They don't stop from down valley- you have to go to aspen and then back again
    - Would just have to stop at the roundabout then people could walk
- People who work at highlands
    - Also have to go past to then backtrack
- Demand from intercept lot up those corridors
    - Yes, that would be helpful
- WE-cycle
    - The hills on castle creek and maroon creek are a barrier
    - A pedal assist e-bike would be helpful
- Matt
    - Getting past the end of any bus service
    - Music school- does a bike library program
    - Consider we-cycle memberships
    - A small section of roadway- under 4,000 feet that is really the problem- gap after the trail ends

    - Theyre looking at doing a trail there to fill in the gap between the existing trail and the music school
    - The MMA bus is every 15 minutes
- Bus stops
    - Lots at highlands fill up and causes traffic back up
        - People lining up to buy their tickets also accrues
        - The forest service ideally would like to provide additional services while people wait in line
        - Crowd control at Highlands
        - Highlands as become a transit center- be more like Rubey Park, more transit feel and design
        - More shade
        - Noise and air pollution of idling buses near housing
        - Once people get on the bus they love it, but comments about the wait
        - Confusion in the first 20-30 yards
    - Hospital
        - People are confused
    - Shelter at ARC and marron creek, schools
- Hospital
    - Incentives- preferential parking
    - Bus passes at discounted rate are really effective
    - Carpooling is toug h because people are on different schedules
    - Wellness program- step program
- People parking at hospital, church and HHS to go ski
- Morning traffic for schools
    - Low hanging fruit
    - Good bus ridership on buses but still a lot of people left driving
    - Schools have 50% ridership
- Highlands
    - The direct bus is great even if its less frequent- Matt
    - John- need more service
- App and real time information would be great
- Trying to explain transfers is too complicated- just take a cab
- Need more physical infrastructure to help people connect- a kiss n ride with someone there to provide guidance
    - Instead 8th street stop ends up as an ad hoc stop
    - Need more infrastructure and people helping guide
- Other services to run better
    - Information technology
    - Use intercept lot more as a transfer spot
        - Make it more of a hub
        - Moving the parking kiosk out will help
        - More than just a big field
    - Connections up castle creek and maroon creek

- Bike paths do not connect, not intuitive
    - Highlands to town
    - Signs are really small
    - Wayfinding
    - A better trail system for maroon creek and castle creek
- School district
    - 5-10 years:
    - Internal education of parents and students to continue to ride the bus and carpool
    - Run a teacher bus form Carbondale bus that gets quite a bit of use
    - Have emergency ride home
    - Most gains in education
- Maroon bells
    - Share information
    - data collection
- innovation in coordination in routes
- In-town hub
- More bike parking

Castle Creek, Maroon Creek corridors: school, music, forest svc, county, highlands

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- Very seasonal
    - September is the main peak- school, foliage
    - During weeks in September- major backups near Aspen highlands that visitors and buses get stuck in
    - Delays service to and from Aspen highlands
    - Schools- effects things closer to the roundabout in the first mile of the corridor
- This plan isn't looking at the winter months
- Issues on the road and on the parking deck
    - People looking for parking spots
    - This causes the congestion on the road
- There are some folks that want to go past highlands- residents- homeowners caucus
- Conflict with bicyclists along the roadway
    - Charlier is looking at traffic and congestion study improving access to ARC
- Bus frequency
    - Try to respond to demand
- September
    - Pilot bus from buttermilk to highlands
    - Will be free
- Queueing of buses- another potential pinch point
- ARCA survey- ask maroon bells visitors where they come from
    - Maybe we just need better bus service from rubey hill
- Variable message sign
- Solutions
    - They'll have some ideas in the next month
    - Reversing the flow of shuttles on the highlands deck
        - When they circle out they get stuck on the road
        - Exit at the upper/southern end
    - Would have to have people board on the other side
- Staff member up there might be helpful

Downtowner

- How is the current relationship working between downtowner and the City (pros and cons)?
- How should downtowner relate to existing transit services?
- How should downtowner relate to new forms of service (uber/lyft)?
- How can you see yourself participating in the Mobility Lab?
- During the Mobility Lab, would you have capacity to offer new/innovative services during the mobility lab timeframe?
- Do you see Downtowner as having the ability to accommodate wheelchair users?
- Do you have the ability to serve areas with steep roadways (Lift 1? Red Mountain?)?

- New software
    - Automatically combine rides with similar origin/destination but still door to door
    - Run routes in down time where we see more traffic
- The city will approve of a shared feature and the city can determine if they want to rider to be able to opt out of the shared ride
    - Could be an additional fee for a private ride but free for shared ride
- Try to find drivers who have worked in hospitality
- Current vehicles perform well but want to switch to more economical vehicles Chevy Bolts Tesla Model X
- Need to increase drivers if expand service area
- In off season barely in demand; need 1-2 more drivers in season given current demand
- Switch vehicles then don't need 2 vehilces for every one person
- Rent other electric vehicles during the peak
    - Average 20-30 requests an hour
- The city said that they only want to run a service year round
- Downtowner goes to Rubey Park or Car to Go
    - A lot of rubey park rides in the winter
- Don't need to rent cars now
- Would be interested in integrating into trip planning
- Has wheelchair accessible vehicles
- Have a cell phone number to call if youre blind

RFTA

- What do you perceive as being the current operational issues -- running delays, ability to provide adequate driver breaks, potential safety issues, problematic bus stops, etc.?
- How do you assess passenger overloading -- route, season, time of day, direction, etc.?
- Are current vehicles the right size? If not, what route/season/time of day has different vehicles than are warranted?
- How can Down-valley and the City of Aspen services be better coordinated? In particular, how can transit travel between Castle/Maroon area and Down-vally be improved?
- What is your perception of battery electric buses on City routes?
- The current on-time performance data does not give a clear picture of buses departing early -- how can this be improved?
- How do you perceive the current contractual arrangement between the City and RFTA -- Perfect? Or is there need for modification? If so, how?
- Let's ask the same question as above about the Rubey Park relationship.
- RFTA would like to discuss ADA service provision, let's save time for that.

- Castle maroon
    - Cant keep consistent schedule because of predictable traffic
    - Add another bus into the mix when they can
    - True year round
- Mountain Valley dial a ride
    - Neighborhood demand increasing so much recently that cant keep a schedule
    - On a seasonal level
- Hard to find extra drivers so sometimes throw off schedule
- MMA bus
    - Music kids takes the castle maroon bus instead of music buses and they fill up the bus
    - This hurts the castle maroon
    - Instead of a $100,000 that just goes into a black box route, have more control over the coordination
    - RFTA takes the hit for inefficiencies in these buses because it's a RFTA service
    - Have a shelter at the music tent
- An extra hunter creek bus to two buses would help too, enough ridership
- Helps the whole system if people ride the corrct bus
    - People are taking BRT on 8th street to go to 4th street
    - They should be riding the city bus
    - Makes the BRT stop more frequently
    - Could have more signage to clarify what stops people should be using
    - Tourists are the biggest problems
    - A sign that says outbound buses pick up only
- Touch screen informational kiosks throughout town
    - Have kiosk at the music tent
    -

- RFTA is working to update their myRFTA app
- 4 ADA trips a day
    - Have been billing ADAs to senior van
    - Build in the ADA component
    - People are aging in place
    - In glenwood springs, they outsource that to Travelers
- Crosstown shuttle
    - Has the lowest ridership
    - Gets hits during special events only
- Make the bus lane on Main Street that is currently 3-6 pm 24/7
    - Towing people a couple of times a week
    - 24/7 makes it more intuitive
    - Likely has the support of parking
- Data
    - Less about the delay, but more about variation in delay
- Dial a ride fighting congestion at Durrant at the gondola
- Main onto Garmish is a tricky turn
- Skis in the vehicles or on the racks
- Special events

Safety, infrastructure and cycling

- Do you have input about our transit routes from a safety and/or infrastructure perspective?
- Do you have input on what ped/bike services the City should offer/improve?
- In addition to the locations already identified (8th, Garmisch), where can we improve bus stop/passenger safety and comfort?
- How can we better interact with bikes and pedestrians from a transit perspective?
- Are there other services we should be providing based on your contact with citizens?
- How do you perceive the bikes on buses issue? What solutions do you propose?
- Do you think there is a need for additional secure, covered bike parking (lockers/cages/pods)?
- What has your experience been with MMLOS?
- Have there been infrastructure improvements implemented as a result of the TIA process?

- Working on wayfinding- getting to and from the trails
    - Budget getting approved for 2019 implementation
- Winters
    - Bike to work Day in winter had 4 people
    - Winter trail snow removal is better than streets snow removal
    - Plow a trail 2-3 times a day
    - Plowed by 11 am
- Topography is an impediment to bicycling being form of transportation for citizen
    - E-bikes opening up some avenues
    - Look at opportunities to leveling topography through electornic assist
- Inbound and outbound drop off points for rapid transit
    - Large portion of town requires a transfer
    - Aren't serviced by bike share
- Cant load bikes on buses at night
- Don't hear complaints of bikes on buses of local routes- only RFTA
- Connection to ARC challenging by bike
- Trail connection through campus will likely get closed down because of security reasons
    - Going to need to form new connection
- Jurisdictional line- going to need to work with county, city, RFTA to make flowing
    - Trail use, road use, maintenance, security
- Pedestrians
    - Solutions to accommodate bikes and e-bikes on trails
    - Delineate where should be walking vs biking
    - 40 crosswalks in downtown- all wide, limited bulb outs
    - Get shutdown on bulbouts from political forces
    - Dark skies initiative- don't want flashing beacons
- Education and engineering and political decisions
- Corridor from Rio Grande to theater aspen- used all summer long and no lights to date
- Bus stop amenities
    - ADA stuff

    - 3 bus stops that are particularly bad- pedestrian crossings
        - Park circle
        - 82 for hunter creek just past the river
    - Snow removal
        - Consider having pads snow melted
        - RFTA starts plowing in glenwood and works up
            - After the Aspen peak commute time
        - Challenges with multi-jurisdictions
        - Inbound 8th street bus stop is dangerous
        - 1-2 complaints a week
        - Should the city take over that responsibility?
            - Hold RFTA accountable- change the way they do their operations
            - Just handing it off to parks isn't effective
            - Either up amount of contract to RFTA or take away contract and do ourselves
    - Garmish- needs more facilities- like a second transit hub
    -
- Personal safety
    - Addressed a lot of safety issues
    - Pedestrian mall intersection with streets: Mill and Hyman, at the Wheeler
    - Interaction with buses is tough
    - Cemetery lane trail crossing
    - 7th and Main bus stop
    - Crossing at 6th and main: jaywalking
    - RRFB: compliance from drivers has been pretty good, 99%
        - Fewer complaints about lamost getting hit have decreased
    - Crossing at hospital
        - Speed tables have helped
        - The shelters run out of space
- Bikes on-street
    - Calls about interactions of bike/ped because there aren't sidewalks
    - Sharrows have been really successful
    - Use existing infrastructure in town
    - 4th Street: took all parking on one side of street and 6-9' striped walkway
        - Not a huge backlash in taking away pakring mostly residential
    - Pilots have worked well
    - Tried to propose piloting painted bulb outs and mini roundabout and brought down
    - Bulb out- not a lot of political support, need tp rebrand
- Parklets
    - Potential to pilot during mobility lab
- Hopkins
    - Small transit- something unique
    - Would have limited service hours
    - Lynn- gets complaints about there not being service there

- Disconnect from Rio to the gondola
- Safety at the transit center
    - The private security is good
    - Mode secure bike parking
    - More lighting
    - Just the cost of doing business
    - Could step up with enforcement and security
    - Liability and ordinance which doesn't necessarily restrict people from being there
    - Safety between buses and peds is good
- Maroon Creek/Castle Creek
    - Walks missing near schools
    - The downhill grade- the fence near the school gets wiped out
- Run overflow buses out of buttermilk in September as a test
- WE-cycle
    - 3-4 private bike racks on the ends of stations
- Increasing bike parking

Taxi, shuttles

- How do current taxi/shuttle services work within the city? What are the biggest challenges and opportunities?
- How many taxis are currently operating in Aspen? What hours do they operate? What is the area of service?
- How can you see yourself participating in the Mobility Lab?
- During the Mobility Lab, would you have capacity to offer new/innovative services during the Mobility Lab timeframe?
- How do you envision the relationship between traditional taxi/shuttle services and newer forms of service such as Uber/Lyft?
- Barry and John: discuss the next bid for downtown on-demand service and encourage participation

High Mountain Taxi

- Back up along Cemetery Lane because no one is addressing the problem with a real solution
- Until congestion is resolved- to and from the airport- they cant do their jobs
- Go up to school and observe in the fall
- Summer season- 16, winter- 30, off season- 8
- 24 hours a day
- Go as far as glewood
- Want additional spaces for Taxis to park
    - Used to have spaces near wagner park
    - Used to have one at Elks Club- at the end of the mall
    - No place near rubey park to stage
    - Outside Belly Up
    - Just during certain hours
    - On Hopkins
- Serve late night in off season
- Work with RFTA on the Durrant street- east end dial a ride
    - Typical trip that would relieve congestion
- Opportunities
    - Roundabout at cemetery lane
    - Integrate payment with RFTA
    - Cohesive with enxt step to their destination
- Shared rides
    - Do from the airport currently
        - Split if going to the same destination
    - 20% off if different destination
- Have wanted to use bus lanes

Philip Sullivan

- Near popcorn wagon- sign that says taxis and shuttles, used by private cars, downtowner, hotel shuttles
- No definition of taxi
- After 11 pm the services are: high mountain, Phil,
- Uber cost between 15-80 to get to snowmass
- No ride is available late night

TOP/ACRA (employer group)

- Introductions
    - Employee's commutes
    - Matt- Aspen Ski co, Hanna Itzler- CORe, Sherri Blue Green, school district, transportation dept/starbucks, aspen country day school, HR director at Fryers Properties
- What transportation challenges and barriers do employees face? Is first/last mile a challenge?
    - Traffic
    - Connections downvalley (the first mile) to get to the transit stop/station
    - Transfers, timing of transfers
    - Complicated directions- not intuitive, interpreting the schedule
        - The Transit schedule
    - Transit reliability
    - The local route does not run frequently, but the BRT runs more frequently but is mostly empty
    - Price of RFTA
        - Paying for a leg of a trip that is free within the boundaries
    - Convenience, adds too much time
    - Want to be on BRT because its more predictable but the other routes are not reliable
    - Teachers- they have free bus passes but the time and service hours
        - Teacher staff bus leaves at 4 which is too early for most, too early for some
        - 70% live down valley
    - Down valley to snowmass bus is great; down valley to marron creek would be great
    - The Transit app is helpful but often not correct
    - Aspen Ski co gives free WE-cycle passes but employees don't use it
        - During work for meetings
    - Charge for bike on buses is a deterrent- not a lot of return
    - Bike racks on Aspen buses- would be helpful, allows for more flexibility
    - Capacity of bikes on buses- not a guarantee, traveling in groups
    - RFTA driver customer service could be better
    - CAR TO GO- have to park at the location that you picked it up-
    - Low threshold to standing is low
        - As you can further up valley to bus is standing only
    - Paying for multiple children on the bus- might as well drive
    - Down valley concentration for RFTA
        - Spring valley RFTA stop, parking is bad
- What types of services should the city provide to address employee/employer needs?
    - RFTA should put bike racks on earlier in the year
    - Stops with on-time arrival is really helpful
    - Better transfers
    - Downtowner
        - Can be helpful
        - But long wait times, uncertainty- more vehicles would be helpful
        - Starts too late- extending hours
        - Potential to replace a cross town shuttle

        - Expand service area
    - CAR TO GO
        - Park anywhere
        - Would even pay an extra fee
        - To have the first last mile flexibility
    - Burley share- trailer for goods
    - BRT system is great- frequency, signage, stations
    - Mobile ticketing would be huge
    - E-bikes
        - E-bike share
        - Would help with ABC
        - Would allow more flexibility
    - Discounts to encourage off-peak travel time
- What are the strengths and weaknesses of the current employer services provided?
- What new/innovative services should the city consider to further reduce single occupant vehicle trips
    - Reload pass with iphone, have your buss pass on your phone
    - Carpool app
    - Make bus as seamless as possible
    - Try out autonomous vehilces
    - On time arrival information reader board- expansion of those timings- information on bus stops
    - Kiosk touch screen with information at bus stops to interact and learn more about
- How important is it that new/innovative services be fare free or subsidized?
    - Huge, aspen ski co- lowers the barriers to using
- Are there areas of Aspen or outlying that need to be served by transit or other services?
- As a City of Aspen-funded program, Where should TOP be focusing its dollars related to city boundaries vs. areas of traffic congestion?
- What's working and/or not working with the TOP grant program?
    - The TOP program is great and hope it continues into the future
    - Like the flexibility
    - Helps if you take the bus into work but have an off-site meeting during the work day
    - Stabilizers to walk in the snow and ice
    - Keep the focus beyond just the congested zones
    - Satellite offices down valley are not eligible for passes
    - Aspens TOP program can be a model for other jurisdictions in the valley

WE-cycle

- How is the current relationship working between WE-cycle and the City (pros and cons)?
    - Independent non-profit
    - The EOTC is a funder- City of Aspen, Pitkin County and Snowmass Village is collectively a funder
    - The City has committed funding but its been limited, mostly through CMAQ dollars
        - The City has made space available
    - Other in-kind partnerships
    - Challenge is defining that relationship and getting the City to provide funding
    - Providing funds to other modes at a proportionate rate
    - Investing in all of modes equally
    - The city wants WE-cycle to be a vendor that they contract with
    - No multi-year funding commitments
    - Sustainability is the big challenge
    - Not get caught up in emerging things but commit funds to services that are already on the ground and working and make them long-term commitments
    - Having made one of the drive less perks is important
        - Incentives funded through parking fees, which includes a free WE-cycle pass
    - Trying to get the City to speak collectively as transportation options; the more fragment options of the city the harder it is to travel
    - In most cities, bike share is the most cost effective, however in aspen transit and downtowner are free
        - Hardest part for WE-cycle is having free competitors
    - Adoption of new modes will dilute aggregation of modes
- How should WE-cycle relate to existing transit services?
    - Transfer from one mode seamlessly to the other
    - In order to do so, create integration, ease of communication and reduce frictions between mode shift
    - Crate parody between service costs
    - WE-cycle has worked well with RFTA and created bike-bus pass: one media for bike share and bus
        - Seasonal zone pass can be used for we-cycle pass
    - Integration is critical to creating adoption of new modes
    - Check out bike remotely through Transit app- check out bike and get real time transit schedules
- How should WE-cycle relate to new forms of service (Uber/Lyft)?
    - People have experiences in other major cities and want to access them in the same way which reduces barriers to entry
    - Don’t have to create approaches from scratch to modes
- How can you see yourself participating in the Mobility Lab? During the Mobility Lab, would you have capacity to offer new/innovative services during the Mobility Lab timeframe?
    - If WE-cycle is to be involved, needs to be this Fall
    - Opportunity for E-cycle to grow tis impact and reach, expand stations in downtown that are too small and add new stations

    - Provide enhanced service to neighborhoods that are underserved
    - Free service and funding
    - Manufacturers does have e-bikes but there are challenges to pricing and charging but this could be explored for a pilot
        - Need time to explore implementation
    - Find ways to integrate aspects to dockless
    - Doesn't make sense to bring in a competitor bike share given the size of the market
    - Wants to be a partner- bring in new modes but also celebrate existing infrastructure, seamless integration
    - Through mobility lab, work with new modes
- Other
    - Anyone applying to RFP has to integrate with, further and enhance and seamlessly connect with existing services
    - Must engage more people to use some kind of transit
    - Who are we not serving and why and what services could serve the constituency
    - Consider that if we-cycle is free it will negatively affect bike shops, and instead provide free we-cycle to locals
    - Establish benchmarks and facts
    - Consider surrounding jurisdictions and Pitkin County, EOTC
    - Ways tying business licenses with mode shift

CITY OF ASPEN MOBILITY PLAN

THE CITY OF ASPEN

PUBLIC OPEN HOUSE

AUGUST 3, 2017

Name	Address	Email and/or Phone Number
D. Bruce	224 Vine Aspen	Slbruce2011@gmail
M. Weiss	250 Draw Drive	(318) 458-1686
Heather Rydell	Box 446 Woody Creek	heather8401@yahoo.com
Scott Hoffman	501 West Hallam	sch@crestonebuilding.com
J. Winter	185 Forge #105	jeffrey.winter@cityofaspen.com
Mike Fisher	0496 McLain Flats RD	mfisher@ricedowntown.com
Michelle Freiberg	0496 McLain Flats Rd	michelle.freiberg12@gmail
EVAN WYLY	419 E. HYMAN	E@EWYLY.COM
Paul Schultz	360 Peregrine Dr #104	Dr.Paul.Schultz@gmail.com
MICHELLE HOLDER	206 CASTLE REEF	MICHELLE.HOLDER@CITYOFASPEN.com
R. PRYOR	455 Doolittle Dr	
TOM COGGINS	520 W MAIN ST	TOMCOGGINS@HOTMAIL.COM
Ashley Perl	4412 Pargole Drive	
Candice Olson	1022 East Hyman	candicecarpenterolson@gmail.com
Laura Armstrong	840 Cemetery Lane	laura.armstrong@cityofaspen.com
Casey Ward Spencer	137 Aspen Village	casey_j_ward@hotmail.com
TONI KRONBERG	P.O. 4554 Aspen	toni.waterbabies@gmail.com
JACKIE KASABACH	BOX 4166 ASE	ON FILE

CITY OF ASPEN MOBILITY PLAN

THE CITY OF ASPEN

PUBLIC OPEN HOUSE

AUGUST 3, 2017

Name	Address	Email and/or Phone Number
Jannette Whitcomb	917 Cowen Dr. Carbondale	274-2416
SPENCER MCKNIGHT	403 PARK AVE #10 81611	SPENCER.MCKNIGHT@GMAIL.COM

CITY OF ASPEN MOBILITY PLAN

THE CITY OF ASPEN

STAKEHOLDER MEETING

AUGUST 2017

Name	Position/Affiliation	Email and/or Phone Number
Kent Blackmer	R.F.T.A.	kblackmer@rfta.com
Gordon Shaw	CE	gordonshaw@sstelecom
Carly Sieff		
Ann Bowers		
John Hocker	RFTA	JHocker@RFTA.com

CITY OF ASPEN MOBILITY PLAN

THE CITY OF ASPEN

STAKEHOLDER MEETING

AUGUST 2017

Castle Creek / Maroon Creek

Name	Position/Affiliation	Email and/or Phone Number
Jannette Whitamb	Senior Env. Health Specialist City of Aspen	jannette.whitamb@cityofaspen.com
Erin Carey	Deputy Ranger Aspen-Sopris White River Natl Forest	ebcarey@fs.fed.us
Carolyn Morris	Transportation Coordinator/ Aspen Valley Hospital	Cmorris@aspenhospital.org
Matt Bergdahl	Music Festival	mbergdahl@aspenmusic.org
Brian Childress	Aspen School District	bchildress@aspenk12.net

CITY OF ASPEN MOBILITY PLAN

THE CITY OF ASPEN

STAKEHOLDER MEETING

Taxis / Shuttles

AUGUST 2017

Name	Position/Affiliation	Email and/or Phone Number
Tod Gardner	High Mtn Taxi	tod@highmtntaxi.com
Gretchen Dowling	High Mtn Taxi	gretchen@highmtntaxi.com
Phil Sullivan		

Polling Results

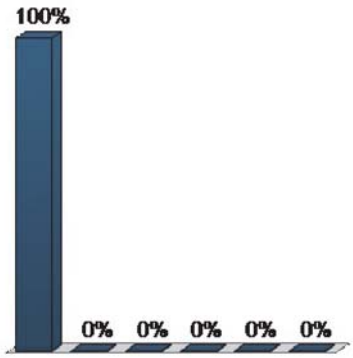
Session Name: 8-3-2017 4-45 PM_v1 (1)

Date Created: 8/3/2017 4:12:40 PM **Active Participants:** 6 of 6
Average Score: 0.00% **Questions:** 6

Results by Question

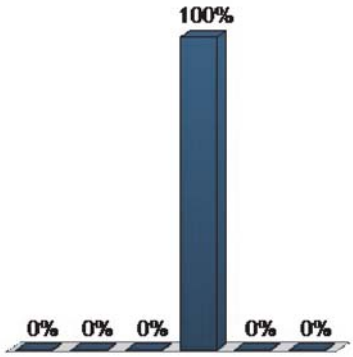
1. What mode of transportation did you use to get to this meeting? (Multiple Choice)

	Responses	
	Percent	**Count**
Transit	100%	1
Walking	0%	0
Bicycling	0%	0
Carpool	0%	0
Uber/Lyft/Taxi/Downtowner	0%	0
Drove Alone	0%	0
Totals	**100%**	**1**



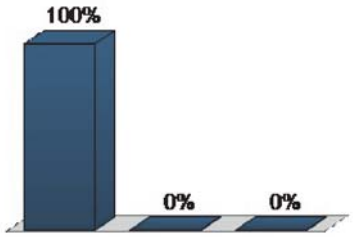
2. What mode of transportation did you use to get to this meeting? (Multiple Choice)

	Responses	
	Percent	**Count**
Transit	0%	0
Walking	0%	0
Bicycling	0%	0
Carpool	100%	2
Uber/Lyft/Taxi/Downtowner	0%	0
Drove Alone	0%	0
Totals	**100%**	**2**



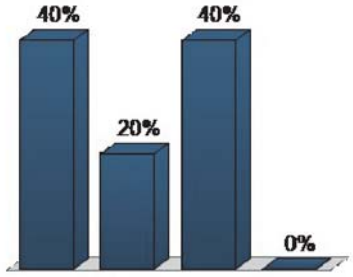
3. You are a full-time, Cemetery Lane resident attending a Saturday night Mountainfilm event at the Wheeler Opera House. You plan to go out on the town after the show. Summer parking rates are in effect and you don't feel like driving. Under current conditions, how would you get to the show? (Multiple Choice)

	Responses	
	Percent	**Count**
I would take the Cemetery Lane bus to the event but use taxi/Uber/Lyft home because the bus stops running at 2:00am.	100%	4
We would drive the car and pay the parking fee.	0%	0
We would not go because it is too difficult.	0%	0
Totals	**100%**	**4**



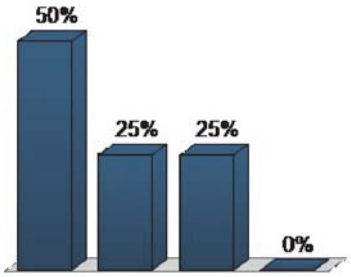
4. You are a City of Aspen business owner with 10 employees who reside in Aspen. During the spring and fall, some shifts end after transit service has ceased for the day. In order to provide mobility options for all, you choose the following: (Multiple Choice)

	Responses	
	Percent	**Count**
I would provide vouchers for on-demand services (Uber/taxi/Lyft) to get people home.	40%	2
I would provide free WE-cycle memberships.	20%	1
I would provide a free car share membership.	40%	2
I would request that the City of Aspen increase their off-peak, fixed route transit services.	0%	0
Totals	**100%**	**5**



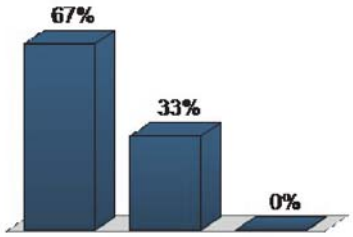
5. You live in Aspen Village and work on Galena Street in Aspen from 8 a.m. to 5 p.m. Monday-Friday. What would most influence you to use transit to get to work? (Multiple Choice)

	Responses	
	Percent	**Count**
Cost. I will choose the least expensive option.	50%	2
Directness. I will choose the option that doesn't require me to make transfers.	25%	1
Speed. I will choose the option that helps me bypass traffic backups.	25%	1
Flexibility. I need options that fit my unpredictable schedule.	0%	0
Totals	**100%**	**4**



6. You are a Hunter Creek resident employed at a bar in downtown Aspen. You drive to work most nights because you work until 2:30am when transit service is no longer available. Assuming additional mobility choices were available, you would: (Multiple Choice)

	Responses	
	Percent	**Count**
Utilize transit to work and the many on-demand services (taxi/Uber/Lyft/Downtowner) to get home.	66.67%	2
Utilize transit services both ways.	33.33%	1
I would continue to drive because I feel safer.	0%	0
Totals	**100%**	**3**



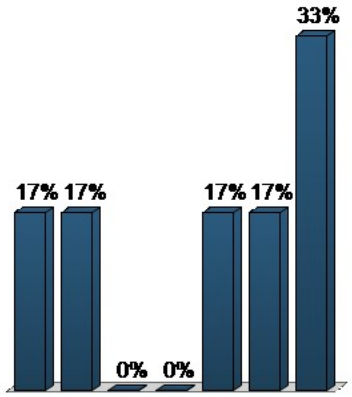
Session Name: 8-3-2017 4-45 PM_v1b

Date Created:	8/3/2017 4:46:02 PM	**Active Participants:**	3 of 3
Average Score:	0.00%	**Questions:**	2

Results by Question

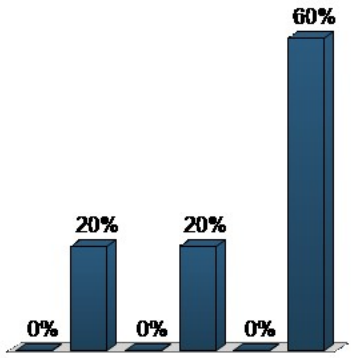
1. What two incentives would most influence your decision to choose a mode other than driving alone? (Multiple Choice - Multiple Response)

	Responses	
	Percent	**Count**
Guaranteed ride home	16.67%	1
Free vanpool	16.67%	1
Dogs allowed on transit	0%	0
Car share membership	0%	0
Bike share membership	16.67%	1
Free parking for 2+ carpool	16.67%	1
Free transit pass	33.33%	2
Totals	**100%**	**6**



2. What two strategies would most influence your decision to leave your car at the Brush Creek Intercept Lot instead of driving into the city? (Multiple Choice - Multiple Response)

	Responses	
	Percent	**Count**
Increased transit frequency	0%	0
Expanded transit service hours	20%	1
Dogs allowed on transit	0%	0
Additional mobility options within the city	20%	1
Guaranteed ride home	0%	0
Higher parking fees within the city	60%	3
Totals	**100%**	**5**



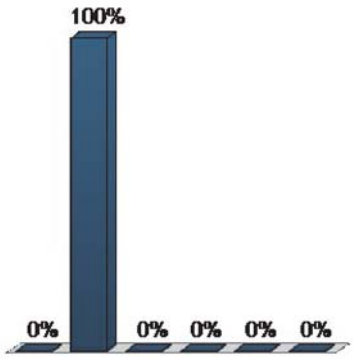
Session Name: 8-3-2017 4-45 PM_v2

Date Created: 8/3/2017 4:51:41 PM
Active Participants: 2 of 2
Average Score: 0.00%
Questions: 7

Results by Question

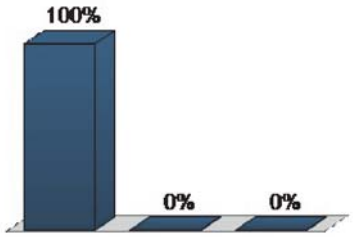
1. What mode of transportation did you use to get to this meeting? (Multiple Choice)

	Responses	
	Percent	**Count**
Transit	0%	0
Walking	100%	1
Bicycling	0%	0
Carpool	0%	0
Uber/Lyft/Taxi/Downtowner	0%	0
Drove Alone	0%	0
Totals	**100%**	**1**



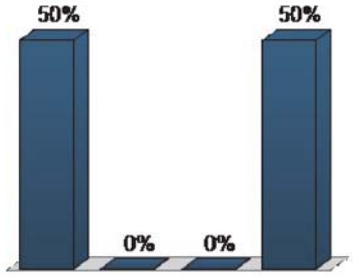
2. You are a full-time, Cemetery Lane resident attending a Saturday night Mountainfilm event at the Wheeler Opera House. You plan to go out on the town after the show. Summer parking rates are in effect and you don't feel like driving. Under current conditions, how would you get to the show? (Multiple Choice)

	Responses	
	Percent	**Count**
I would take the Cemetery Lane bus to the event but use taxi/Uber/Lyft home because the bus stops running at 2:00am.	100%	2
We would drive the car and pay the parking fee.	0%	0
We would not go because it is too difficult.	0%	0
Totals	**100%**	**2**



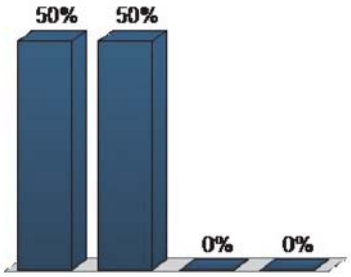
3. You are a City of Aspen business owner with 10 employees who reside in Aspen. During the spring and fall, some shifts end after transit service has ceased for the day. In order to provide mobility options for all, you choose the following: (Multiple Choice)

	Responses	
	Percent	**Count**
I would provide vouchers for on-demand services (Uber/taxi/Lyft) to get people home.	50%	1
I would provide free WE-cycle memberships.	0%	0
I would provide a free car share membership.	0%	0
I would request that the City of Aspen increase their off-peak, fixed route transit services.	50%	1
Totals	**100%**	**2**



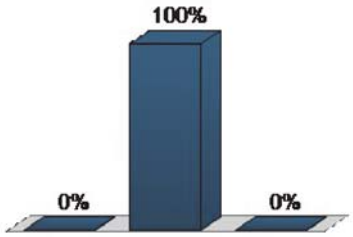
4. You live in Aspen Village and work on Galena Street in Aspen from 8 a.m. to 5 p.m. Monday-Friday. What would most influence you to use transit to get to work? (Multiple Choice)

	Responses	
	Percent	**Count**
Cost. I will choose the least expensive option.	50%	1
Directness. I will choose the option that doesn't require me to make transfers.	50%	1
Speed. I will choose the option that helps me bypass traffic backups.	0%	0
Flexibility. I need options that fit my unpredictable schedule.	0%	0
Totals	**100%**	**2**



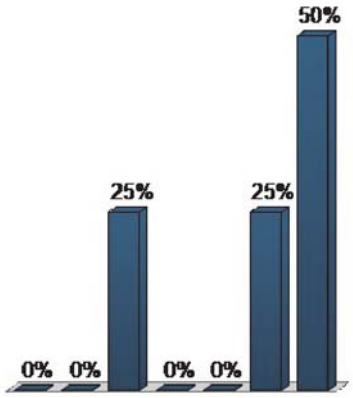
5. You are a Hunter Creek resident employed at a bar in downtown Aspen. You drive to work most nights because you work until 2:30am when transit service is no longer available. Assuming additional mobility choices were available, you would: (Multiple Choice)

	Responses	
	Percent	Count
Utilize transit to work and the many on-demand services (taxi/Uber/Lyft/Downtowner) to get home.	0%	0
Utilize transit services both ways.	100%	2
I would continue to drive because I feel safer.	0%	0
Totals	**100%**	**2**



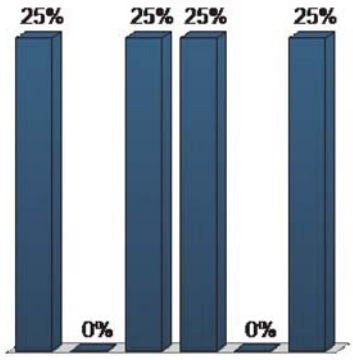
6. What two incentives would most influence your decision to choose a mode other than driving alone? (Multiple Choice - Multiple Response)

	Responses	
	Percent	Count
Guaranteed ride home	0%	0
Free vanpool	0%	0
Dogs allowed on transit	25%	1
Car share membership	0%	0
Bike share membership	0%	0
Free parking for 2+ carpool	25%	1
Free transit pass	50%	2
Totals	**100%**	**4**



7. What two strategies would most influence your decision to leave your car at the Brush Creek Intercept Lot instead of driving into the city? (Multiple Choice - Multiple Response)

	Responses	
	Percent	**Count**
Increased transit frequency	25%	1
Expanded transit service hours	0%	0
Dogs allowed on transit	25%	1
Additional mobility options within the city	25%	1
Guaranteed ride home	0%	0
Higher parking fees within the city	25%	1
Totals	**100%**	**4**



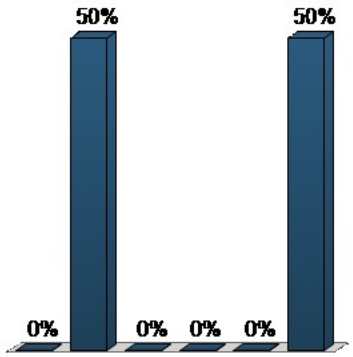
Session Name: 8-3-2017 4-45 PM_v3

Date Created:	8/3/2017 5:00:56 PM	**Active Participants:**	4 of 4
Average Score:	0.00%	**Questions:**	9

Results by Question

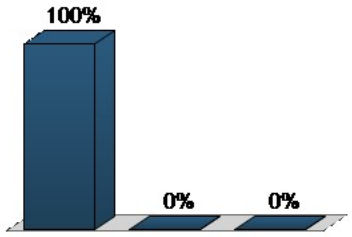
1. What mode of transportation did you use to get to this meeting? (Multiple Choice)

	Responses	
	Percent	**Count**
Transit	0%	0
Walking	50%	1
Bicycling	0%	0
Carpool	0%	0
Uber/Lyft/Taxi/Downtowner	0%	0
Drove Alone	50%	1
Totals	**100%**	**2**



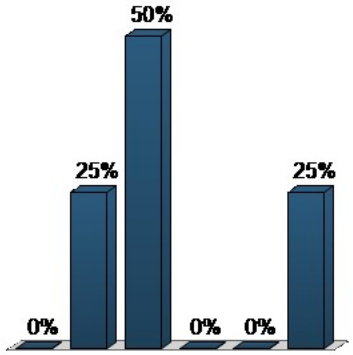
2. You are a full-time, Cemetery Lane resident attending a Saturday night Mountainfilm event at the Wheeler Opera House. You plan to go out on the town after the show. Summer parking rates are in effect and you don't feel like driving. Under current conditions, how would you get to the show? (Multiple Choice)

	Responses	
	Percent	**Count**
I would take the Cemetery Lane bus to the event but use taxi/Uber/Lyft home because the bus stops running at 2:00am.	100%	1
We would drive the car and pay the parking fee.	0%	0
We would not go because it is too difficult.	0%	0
Totals	**100%**	**1**



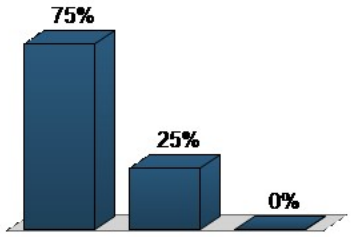
3. What mode of transportation did you use to get to this meeting? (Multiple Choice)

	Responses	
	Percent	**Count**
Transit	0%	0
Walking	25%	1
Bicycling	50%	2
Carpool	0%	0
Uber/Lyft/Taxi/Downtowner	0%	0
Drove Alone	25%	1
Totals	**100%**	**4**



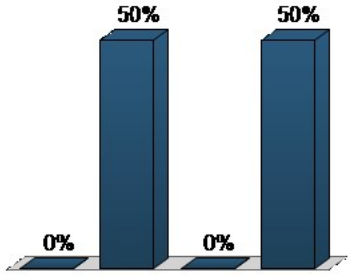
4. You are a full-time, Cemetery Lane resident attending a Saturday night Mountainfilm event at the Wheeler Opera House. You plan to go out on the town after the show. Summer parking rates are in effect and you don't feel like driving. Under current conditions, how would you get to the show? (Multiple Choice)

	Responses	
	Percent	**Count**
I would take the Cemetery Lane bus to the event but use taxi/Uber/Lyft home because the bus stops running at 2:00am.	75%	3
We would drive the car and pay the parking fee.	25%	1
We would not go because it is too difficult.	0%	0
Totals	**100%**	**4**



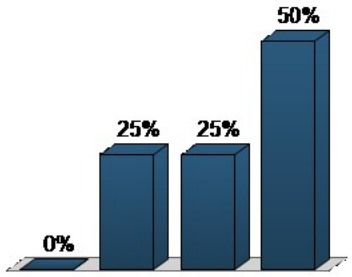
5. You are a City of Aspen business owner with 10 employees who reside in Aspen. During the spring and fall, some shifts end after transit service has ceased for the day. In order to provide mobility options for all, you choose the following: (Multiple Choice)

	Responses	
	Percent	**Count**
I would provide vouchers for on-demand services (Uber/taxi/Lyft) to get people home.	0%	0
I would provide free WE-cycle memberships.	50%	2
I would provide a free car share membership.	0%	0
I would request that the City of Aspen increase their off-peak, fixed route transit services.	50%	2
Totals	**100%**	**4**



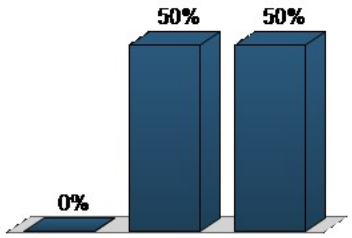
6. You live in Aspen Village and work on Galena Street in Aspen from 8 a.m. to 5 p.m. Monday-Friday. What would most influence you to use transit to get to work? (Multiple Choice)

	Responses	
	Percent	**Count**
Cost. I will choose the least expensive option.	0%	0
Directness. I will choose the option that doesn't require me to make transfers.	25%	1
Speed. I will choose the option that helps me bypass traffic backups.	25%	1
Flexibility. I need options that fit my unpredictable schedule.	50%	2
Totals	**100%**	**4**



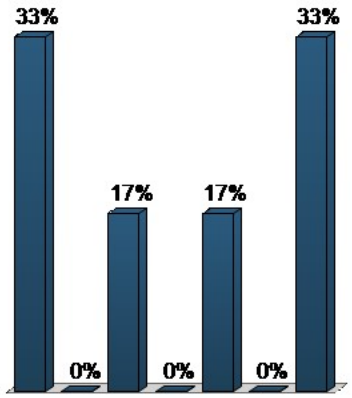
7. You are a Hunter Creek resident employed at a bar in downtown Aspen. You drive to work most nights because you work until 2:30am when transit service is no longer available. Assuming additional mobility choices were available, you would: (Multiple Choice)

	Responses	
	Percent	**Count**
Utilize transit to work and the many on-demand services (taxi/Uber/Lyft/Downtowner) to get home.	0%	0
Utilize transit services both ways.	50%	2
I would continue to drive because I feel safer.	50%	2
Totals	**100%**	**4**



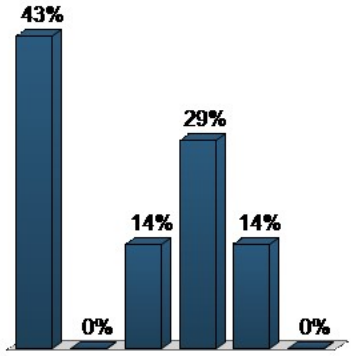
8. What two incentives would most influence your decision to choose a mode other than driving alone? (Multiple Choice - Multiple Response)

	Responses	
	Percent	**Count**
Guaranteed ride home	33.33%	2
Free vanpool	0%	0
Dogs allowed on transit	16.67%	1
Car share membership	0%	0
Bike share membership	16.67%	1
Free parking for 2+ carpool	0%	0
Free transit pass	33.33%	2
Totals	**100%**	**6**



9. What two strategies would most influence your decision to leave your car at the Brush Creek Intercept Lot instead of driving into the city? (Multiple Choice - Multiple Response)

	Responses	
	Percent	**Count**
Increased transit frequency	42.86%	3
Expanded transit service hours	0%	0
Dogs allowed on transit	14.29%	1
Additional mobility options within the city	28.57%	2
Guaranteed ride home	14.29%	1
Higher parking fees within the city	0%	0
Totals	**100%**	**7**



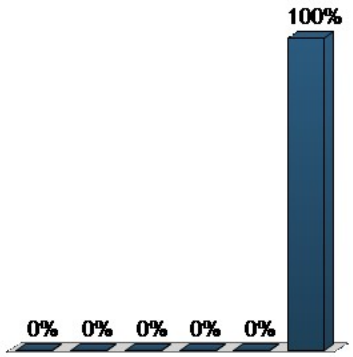
Session Name: 8-3-2017 4-45 PM_v4

Date Created:	8/3/2017 5:14:13 PM	**Active Participants:**	3 of 3
Average Score:	0.00%	**Questions:**	6

Results by Question

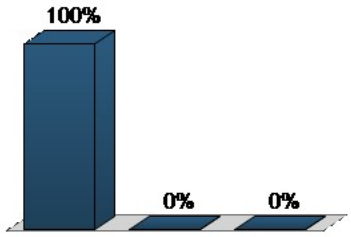
1. What mode of transportation did you use to get to this meeting? (Multiple Choice)

	Responses	
	Percent	**Count**
Transit	0%	0
Walking	0%	0
Bicycling	0%	0
Carpool	0%	0
Uber/Lyft/Taxi/Downtowner	0%	0
Drove Alone	100%	1
Totals	**100%**	**1**



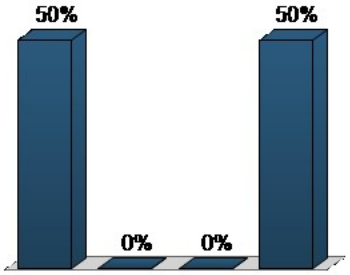
2. You are a full-time, Cemetery Lane resident attending a Saturday night Mountainfilm event at the Wheeler Opera House. You plan to go out on the town after the show. Summer parking rates are in effect and you don't feel like driving. Under current conditions, how would you get to the show? (Multiple Choice)

	Responses	
	Percent	**Count**
I would take the Cemetery Lane bus to the event but use taxi/Uber/Lyft home because the bus stops running at 2:00am.	100%	2
We would drive the car and pay the parking fee.	0%	0
We would not go because it is too difficult.	0%	0
Totals	**100%**	**2**



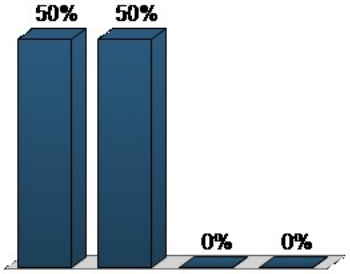
3. You are a City of Aspen business owner with 10 employees who reside in Aspen. During the spring and fall, some shifts end after transit service has ceased for the day. In order to provide mobility options for all, you choose the following: (Multiple Choice)

	Responses	
	Percent	**Count**
I would provide vouchers for on-demand services (Uber/taxi/Lyft) to get people home.	50%	1
I would provide free WE-cycle memberships.	0%	0
I would provide a free car share membership.	0%	0
I would request that the City of Aspen increase their off-peak, fixed route transit services.	50%	1
Totals	**100%**	**2**



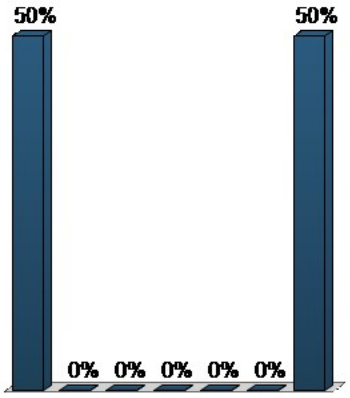
4. You live in Aspen Village and work on Galena Street in Aspen from 8 a.m. to 5 p.m. Monday-Friday. What would most influence you to use transit to get to work? (Multiple Choice)

	Responses	
	Percent	**Count**
Cost. I will choose the least expensive option.	50%	1
Directness. I will choose the option that doesn't require me to make transfers.	50%	1
Speed. I will choose the option that helps me bypass traffic backups.	0%	0
Flexibility. I need options that fit my unpredictable schedule.	0%	0
Totals	**100%**	**2**



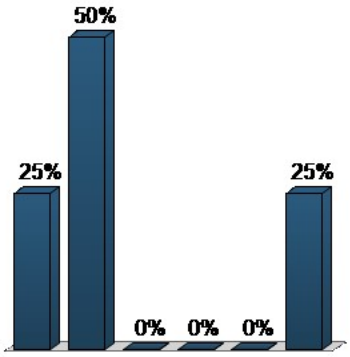
5. What two incentives would most influence your decision to choose a mode other than driving alone? (Multiple Choice - Multiple Response)

	Responses	
	Percent	**Count**
Guaranteed ride home	50%	2
Free vanpool	0%	0
Dogs allowed on transit	0%	0
Car share membership	0%	0
Bike share membership	0%	0
Free parking for 2+ carpool	0%	0
Free transit pass	50%	2
Totals	**100%**	**4**



6. What two strategies would most influence your decision to leave your car at the Brush Creek Intercept Lot instead of driving into the city? (Multiple Choice - Multiple Response)

	Responses	
	Percent	**Count**
Increased transit frequency	25%	1
Expanded transit service hours	50%	2
Dogs allowed on transit	0%	0
Additional mobility options within the city	0%	0
Guaranteed ride home	0%	0
Higher parking fees within the city	25%	1
Totals	**100%**	**4**



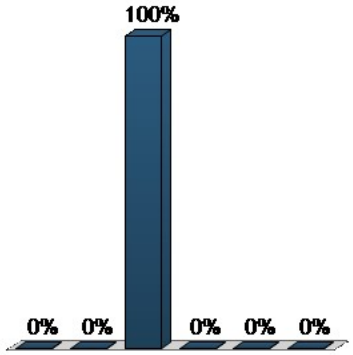
Session Name: 8-3-2017 4-45 PM_v5

Date Created:	8/3/2017 5:28:38 PM	**Active Participants:**	5 of 5
Average Score:	0.00%	**Questions:**	6

Results by Question

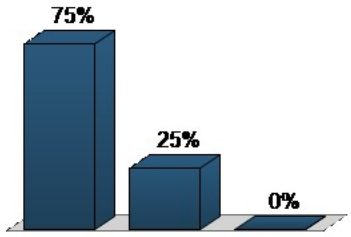
1. What mode of transportation did you use to get to this meeting? (Multiple Choice)

	Responses	
	Percent	**Count**
Transit	0%	0
Walking	0%	0
Bicycling	100%	4
Carpool	0%	0
Uber/Lyft/Taxi/Downtowner	0%	0
Drove Alone	0%	0
Totals	**100%**	**4**



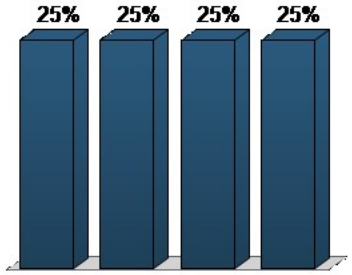
2. You are a full-time, Cemetery Lane resident attending a Saturday night Mountainfilm event at the Wheeler Opera House. You plan to go out on the town after the show. Summer parking rates are in effect and you don't feel like driving. Under current conditions, how would you get to the show? (Multiple Choice)

	Responses	
	Percent	**Count**
I would take the Cemetery Lane bus to the event but use taxi/Uber/Lyft home because the bus stops running at 2:00am.	75%	3
We would drive the car and pay the parking fee.	25%	1
We would not go because it is too difficult.	0%	0
Totals	**100%**	**4**



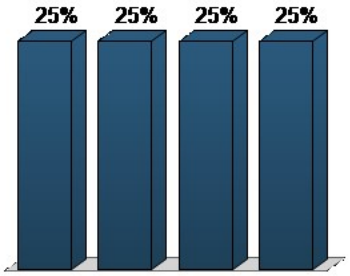
3. You are a City of Aspen business owner with 10 employees who reside in Aspen. During the spring and fall, some shifts end after transit service has ceased for the day. In order to provide mobility options for all, you choose the following: (Multiple Choice)

	Responses	
	Percent	**Count**
I would provide vouchers for on-demand services (Uber/taxi/Lyft) to get people home.	25%	1
I would provide free WE-cycle memberships.	25%	1
I would provide a free car share membership.	25%	1
I would request that the City of Aspen increase their off-peak, fixed route transit services.	25%	1
Totals	**100%**	**4**



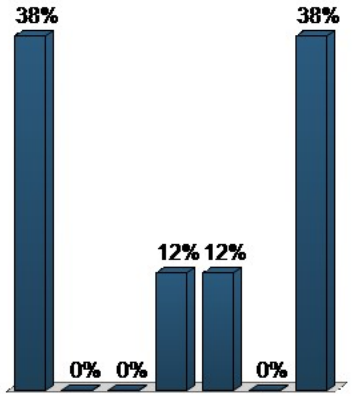
4. You live in Aspen Village and work on Galena Street in Aspen from 8 a.m. to 5 p.m. Monday-Friday. What would most influence you to use transit to get to work? (Multiple Choice)

	Responses	
	Percent	**Count**
Cost. I will choose the least expensive option.	25%	1
Directness. I will choose the option that doesn't require me to make transfers.	25%	1
Speed. I will choose the option that helps me bypass traffic backups.	25%	1
Flexibility. I need options that fit my unpredictable schedule.	25%	1
Totals	**100%**	**4**



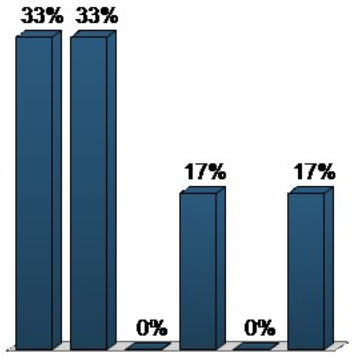
5. What two incentives would most influence your decision to choose a mode other than driving alone? (Multiple Choice - Multiple Response)

	Responses	
	Percent	**Count**
Guaranteed ride home	37.5%	3
Free vanpool	0%	0
Dogs allowed on transit	0%	0
Car share membership	12.5%	1
Bike share membership	12.5%	1
Free parking for 2+ carpool	0%	0
Free transit pass	37.5%	3
Totals	**100%**	**8**



6. What two strategies would most influence your decision to leave your car at the Brush Creek Intercept Lot instead of driving into the city? (Multiple Choice - Multiple Response)

	Responses	
	Percent	**Count**
Increased transit frequency	33.33%	2
Expanded transit service hours	33.33%	2
Dogs allowed on transit	0%	0
Additional mobility options within the city	16.67%	1
Guaranteed ride home	0%	0
Higher parking fees within the city	16.67%	1
Totals	**100%**	**6**



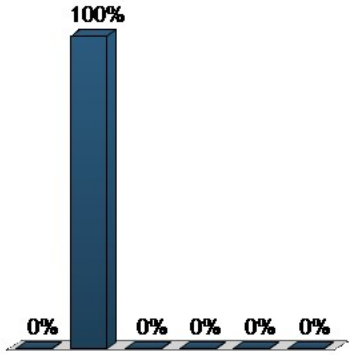
Session Name: 8-3-2017 4-45 PM_v6

Date Created: 8/3/2017 5:37:17 PM **Active Participants:** 1 of 1
Average Score: 0.00% **Questions:** 6

Results by Question

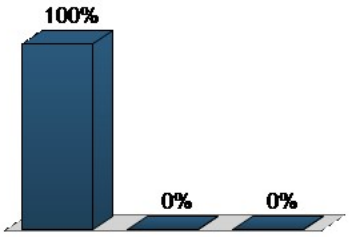
1. What mode of transportation did you use to get to this meeting? (Multiple Choice)

	Responses	
	Percent	**Count**
Transit	0%	0
Walking	100%	1
Bicycling	0%	0
Carpool	0%	0
Uber/Lyft/Taxi/Downtowner	0%	0
Drove Alone	0%	0
Totals	**100%**	**1**



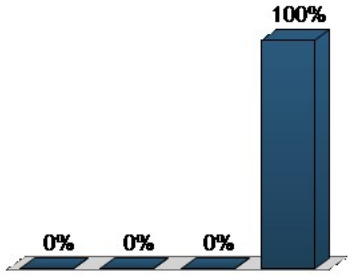
2. You are a full-time, Cemetery Lane resident attending a Saturday night Mountainfilm event at the Wheeler Opera House. You plan to go out on the town after the show. Summer parking rates are in effect and you don't feel like driving. Under current conditions, how would you get to the show? (Multiple Choice)

	Responses	
	Percent	**Count**
I would take the Cemetery Lane bus to the event but use taxi/Uber/Lyft home because the bus stops running at 2:00am.	100%	1
We would drive the car and pay the parking fee.	0%	0
We would not go because it is too difficult.	0%	0
Totals	**100%**	**1**



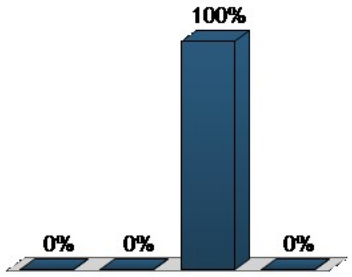
3. You are a City of Aspen business owner with 10 employees who reside in Aspen. During the spring and fall, some shifts end after transit service has ceased for the day. In order to provide mobility options for all, you choose the following: (Multiple Choice)

	Responses	
	Percent	**Count**
I would provide vouchers for on-demand services (Uber/taxi/Lyft) to get people home.	0%	0
I would provide free WE-cycle memberships.	0%	0
I would provide a free car share membership.	0%	0
I would request that the City of Aspen increase their off-peak, fixed route transit services.	100%	1
Totals	**100%**	**1**



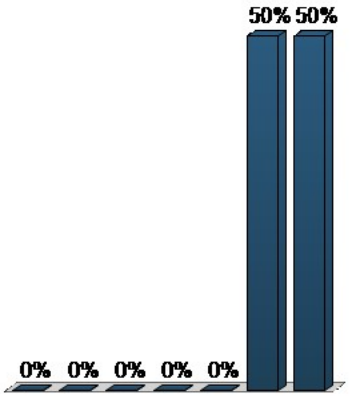
4. You live in Aspen Village and work on Galena Street in Aspen from 8 a.m. to 5 p.m. Monday-Friday. What would most influence you to use transit to get to work? (Multiple Choice)

	Responses	
	Percent	**Count**
Cost. I will choose the least expensive option.	0%	0
Directness. I will choose the option that doesn't require me to make transfers.	0%	0
Speed. I will choose the option that helps me bypass traffic backups.	100%	1
Flexibility. I need options that fit my unpredictable schedule.	0%	0
Totals	**100%**	**1**



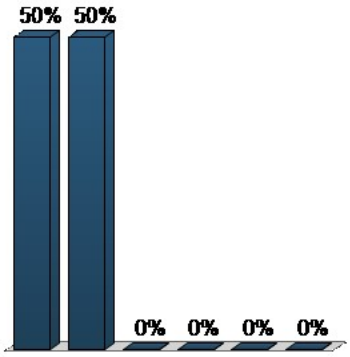
5. What two incentives would most influence your decision to choose a mode other than driving alone? (Multiple Choice - Multiple Response)

	Responses	
	Percent	**Count**
Guaranteed ride home	0%	0
Free vanpool	0%	0
Dogs allowed on transit	0%	0
Car share membership	0%	0
Bike share membership	0%	0
Free parking for 2+ carpool	50%	1
Free transit pass	50%	1
Totals	**100%**	**2**



6. What two strategies would most influence your decision to leave your car at the Brush Creek Intercept Lot instead of driving into the city? (Multiple Choice - Multiple Response)

	Responses	
	Percent	**Count**
Increased transit frequency	50%	1
Expanded transit service hours	50%	1
Dogs allowed on transit	0%	0
Additional mobility options within the city	0%	0
Guaranteed ride home	0%	0
Higher parking fees within the city	0%	0
Totals	**100%**	**2**



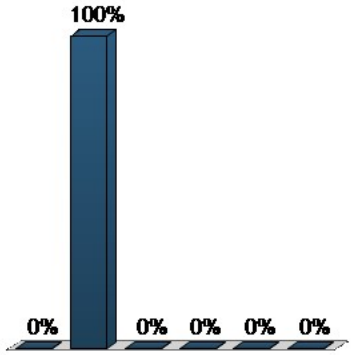
Session Name: 8-3-2017 4-45 PM_v7

Date Created:	8/3/2017 5:45:58 PM	**Active Participants:**	2 of 2
Average Score:	0.00%	**Questions:**	6

Results by Question

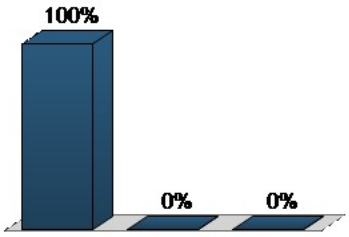
1. What mode of transportation did you use to get to this meeting? (Multiple Choice)

	Responses	
	Percent	**Count**
Transit	0%	0
Walking	100%	1
Bicycling	0%	0
Carpool	0%	0
Uber/Lyft/Taxi/Downtowner	0%	0
Drove Alone	0%	0
Totals	**100%**	**1**



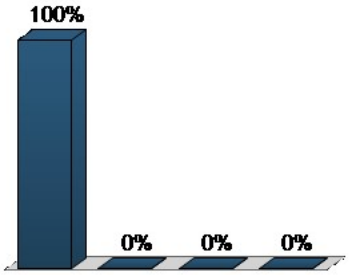
2. You are a full-time, Cemetery Lane resident attending a Saturday night Mountainfilm event at the Wheeler Opera House. You plan to go out on the town after the show. Summer parking rates are in effect and you don't feel like driving. Under current conditions, how would you get to the show? (Multiple Choice)

	Responses	
	Percent	**Count**
I would take the Cemetery Lane bus to the event but use taxi/Uber/Lyft home because the bus stops running at 2:00am.	100%	1
We would drive the car and pay the parking fee.	0%	0
We would not go because it is too difficult.	0%	0
Totals	**100%**	**1**



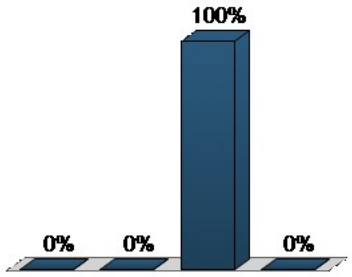
3. You are a City of Aspen business owner with 10 employees who reside in Aspen. During the spring and fall, some shifts end after transit service has ceased for the day. In order to provide mobility options for all, you choose the following: (Multiple Choice)

	Responses	
	Percent	**Count**
I would provide vouchers for on-demand services (Uber/taxi/Lyft) to get people home.	100%	1
I would provide free WE-cycle memberships.	0%	0
I would provide a free car share membership.	0%	0
I would request that the City of Aspen increase their off-peak, fixed route transit services.	0%	0
Totals	**100%**	**1**



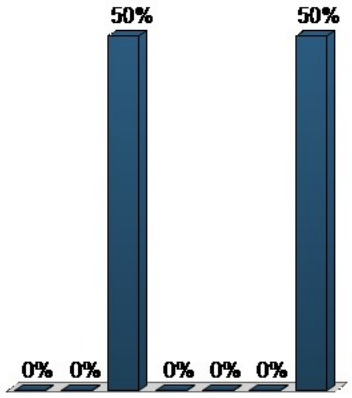
4. You live in Aspen Village and work on Galena Street in Aspen from 8 a.m. to 5 p.m. Monday-Friday. What would most influence you to use transit to get to work? (Multiple Choice)

	Responses	
	Percent	**Count**
Cost. I will choose the least expensive option.	0%	0
Directness. I will choose the option that doesn't require me to make transfers.	0%	0
Speed. I will choose the option that helps me bypass traffic backups.	100%	1
Flexibility. I need options that fit my unpredictable schedule.	0%	0
Totals	**100%**	**1**



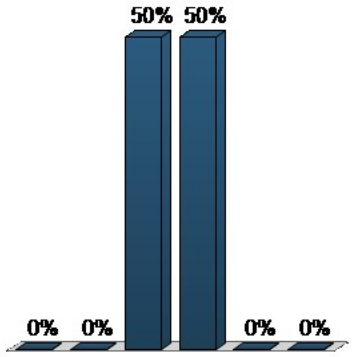
5. What two incentives would most influence your decision to choose a mode other than driving alone? (Multiple Choice - Multiple Response)

	Responses	
	Percent	**Count**
Guaranteed ride home	0%	0
Free vanpool	0%	0
Dogs allowed on transit	50%	1
Car share membership	0%	0
Bike share membership	0%	0
Free parking for 2+ carpool	0%	0
Free transit pass	50%	1
Totals	**100%**	**2**



6. What two strategies would most influence your decision to leave your car at the Brush Creek Intercept Lot instead of driving into the city? (Multiple Choice - Multiple Response)

	Responses	
	Percent	**Count**
Increased transit frequency	0%	0
Expanded transit service hours	0%	0
Dogs allowed on transit	50%	1
Additional mobility options within the city	50%	1
Guaranteed ride home	0%	0
Higher parking fees within the city	0%	0
Totals	**100%**	**2**



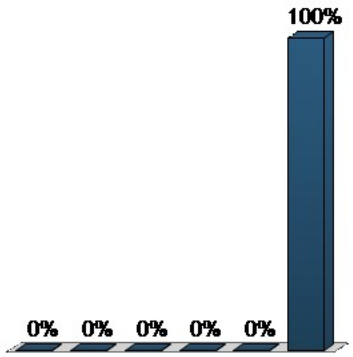
Session Name: 8-3-2017 4-45 PM_v8

Date Created:	8/3/2017 5:51:45 PM	**Active Participants:**	1 of 1
Average Score:	0.00%	**Questions:**	6

Results by Question

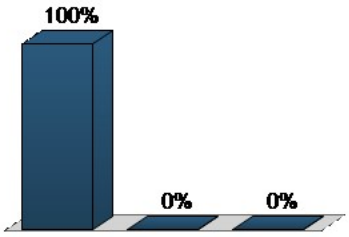
1. What mode of transportation did you use to get to this meeting? (Multiple Choice)

	Responses	
	Percent	**Count**
Transit	0%	0
Walking	0%	0
Bicycling	0%	0
Carpool	0%	0
Uber/Lyft/Taxi/Downtowner	0%	0
Drove Alone	100%	1
Totals	**100%**	**1**



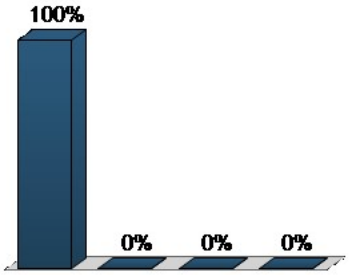
2. You are a full-time, Cemetery Lane resident attending a Saturday night Mountainfilm event at the Wheeler Opera House. You plan to go out on the town after the show. Summer parking rates are in effect and you don't feel like driving. Under current conditions, how would you get to the show? (Multiple Choice)

	Responses	
	Percent	**Count**
I would take the Cemetery Lane bus to the event but use taxi/Uber/Lyft home because the bus stops running at 2:00am.	100%	1
We would drive the car and pay the parking fee.	0%	0
We would not go because it is too difficult.	0%	0
Totals	**100%**	**1**



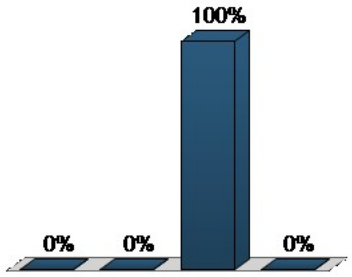
3. You are a City of Aspen business owner with 10 employees who reside in Aspen. During the spring and fall, some shifts end after transit service has ceased for the day. In order to provide mobility options for all, you choose the following: (Multiple Choice)

	Responses	
	Percent	**Count**
I would provide vouchers for on-demand services (Uber/taxi/Lyft) to get people home.	100%	1
I would provide free WE-cycle memberships.	0%	0
I would provide a free car share membership.	0%	0
I would request that the City of Aspen increase their off-peak, fixed route transit services.	0%	0
Totals	**100%**	**1**



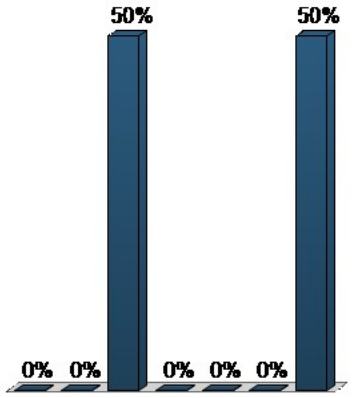
4. You live in Aspen Village and work on Galena Street in Aspen from 8 a.m. to 5 p.m. Monday-Friday. What would most influence you to use transit to get to work? (Multiple Choice)

	Responses	
	Percent	**Count**
Cost. I will choose the least expensive option.	0%	0
Directness. I will choose the option that doesn't require me to make transfers.	0%	0
Speed. I will choose the option that helps me bypass traffic backups.	100%	1
Flexibility. I need options that fit my unpredictable schedule.	0%	0
Totals	**100%**	**1**



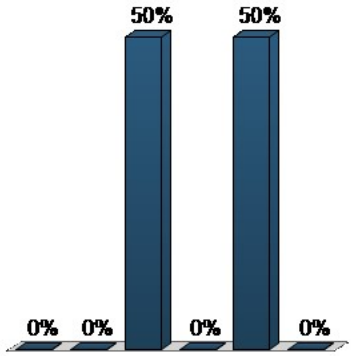
5. What two incentives would most influence your decision to choose a mode other than driving alone? (Multiple Choice - Multiple Response)

	Responses	
	Percent	**Count**
Guaranteed ride home	0%	0
Free vanpool	0%	0
Dogs allowed on transit	50%	1
Car share membership	0%	0
Bike share membership	0%	0
Free parking for 2+ carpool	0%	0
Free transit pass	50%	1
Totals	**100%**	**2**



6. What two strategies would most influence your decision to leave your car at the Brush Creek Intercept Lot instead of driving into the city? (Multiple Choice - Multiple Response)

	Responses	
	Percent	**Count**
Increased transit frequency	0%	0
Expanded transit service hours	0%	0
Dogs allowed on transit	50%	1
Additional mobility options within the city	0%	0
Guaranteed ride home	50%	1
Higher parking fees within the city	0%	0
Totals	**100%**	**2**



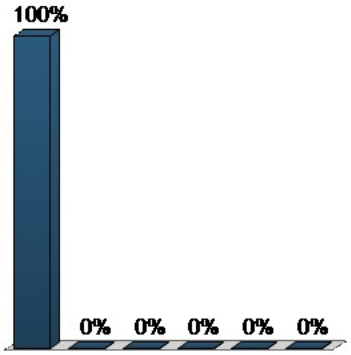
Session Name: 8-3-2017 4-45 PM_v9

Date Created: 8/3/2017 5:57:50 PM
Active Participants: 1 of 1
Average Score: 0.00%
Questions: 6

Results by Question

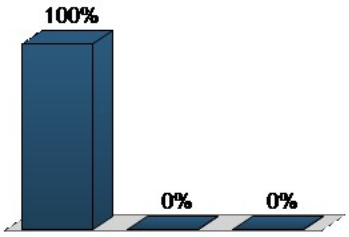
1. What mode of transportation did you use to get to this meeting? (Multiple Choice)

	Responses	
	Percent	**Count**
Transit	100%	1
Walking	0%	0
Bicycling	0%	0
Carpool	0%	0
Uber/Lyft/Taxi/Downtowner	0%	0
Drove Alone	0%	0
Totals	**100%**	**1**



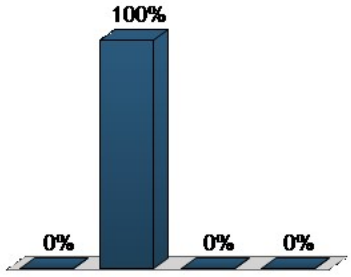
2. You are a full-time, Cemetery Lane resident attending a Saturday night Mountainfilm event at the Wheeler Opera House. You plan to go out on the town after the show. Summer parking rates are in effect and you don't feel like driving. Under current conditions, how would you get to the show? (Multiple Choice)

	Responses	
	Percent	**Count**
I would take the Cemetery Lane bus to the event but use taxi/Uber/Lyft home because the bus stops running at 2:00am.	100%	1
We would drive the car and pay the parking fee.	0%	0
We would not go because it is too difficult.	0%	0
Totals	**100%**	**1**



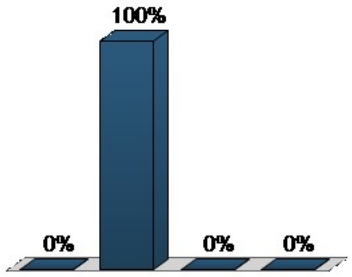
3. You are a City of Aspen business owner with 10 employees who reside in Aspen. During the spring and fall, some shifts end after transit service has ceased for the day. In order to provide mobility options for all, you choose the following: (Multiple Choice)

	Responses	
	Percent	**Count**
I would provide vouchers for on-demand services (Uber/taxi/Lyft) to get people home.	0%	0
I would provide free WE-cycle memberships.	100%	1
I would provide a free car share membership.	0%	0
I would request that the City of Aspen increase their off-peak, fixed route transit services.	0%	0
Totals	**100%**	**1**



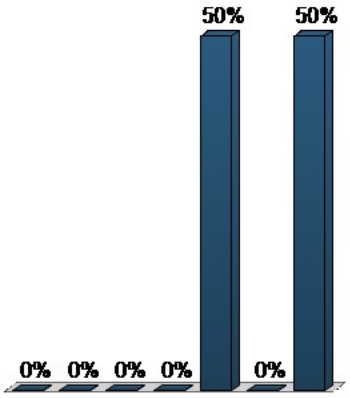
4. You live in Aspen Village and work on Galena Street in Aspen from 8 a.m. to 5 p.m. Monday-Friday. What would most influence you to use transit to get to work? (Multiple Choice)

	Responses	
	Percent	**Count**
Cost. I will choose the least expensive option.	0%	0
Directness. I will choose the option that doesn't require me to make transfers.	100%	1
Speed. I will choose the option that helps me bypass traffic backups.	0%	0
Flexibility. I need options that fit my unpredictable schedule.	0%	0
Totals	**100%**	**1**



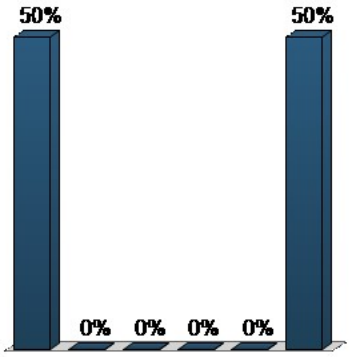
5. What two incentives would most influence your decision to choose a mode other than driving alone? (Multiple Choice - Multiple Response)

	Responses	
	Percent	**Count**
Guaranteed ride home	0%	0
Free vanpool	0%	0
Dogs allowed on transit	0%	0
Car share membership	0%	0
Bike share membership	50%	1
Free parking for 2+ carpool	0%	0
Free transit pass	50%	1
Totals	**100%**	**2**



6. What two strategies would most influence your decision to leave your car at the Brush Creek Intercept Lot instead of driving into the city? (Multiple Choice - Multiple Response)

	Responses	
	Percent	**Count**
Increased transit frequency	50%	1
Expanded transit service hours	0%	0
Dogs allowed on transit	0%	0
Additional mobility options within the city	0%	0
Guaranteed ride home	0%	0
Higher parking fees within the city	50%	1
Totals	**100%**	**2**



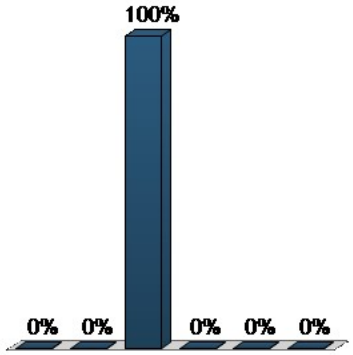
Session Name: 8-3-2017 4-45 PM_v10

Date Created:	8/3/2017 6:02:57 PM	**Active Participants:**	2 of 2
Average Score:	0.00%	**Questions:**	7

Results by Question

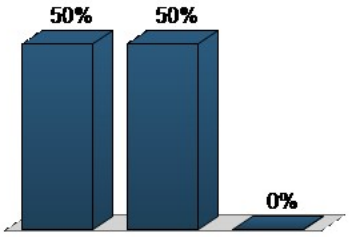
1. What mode of transportation did you use to get to this meeting? (Multiple Choice)

	Responses	
	Percent	**Count**
Transit	0%	0
Walking	0%	0
Bicycling	100%	1
Carpool	0%	0
Uber/Lyft/Taxi/Downtowner	0%	0
Drove Alone	0%	0
Totals	**100%**	**1**



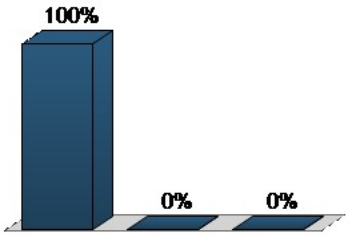
2. You are a full-time, Cemetery Lane resident attending a Saturday night Mountainfilm event at the Wheeler Opera House. You plan to go out on the town after the show. Summer parking rates are in effect and you don't feel like driving. Under current conditions, how would you get to the show? (Multiple Choice)

	Responses	
	Percent	**Count**
I would take the Cemetery Lane bus to the event but use taxi/Uber/Lyft home because the bus stops running at 2:00am.	50%	1
We would drive the car and pay the parking fee.	50%	1
We would not go because it is too difficult.	0%	0
Totals	**100%**	**2**



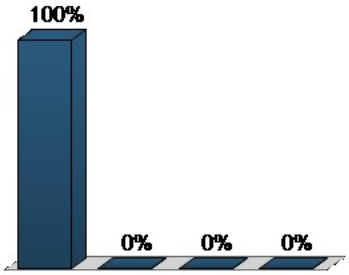
3. You are a full-time, Cemetery Lane resident attending a Saturday night Mountainfilm event at the Wheeler Opera House. You plan to go out on the town after the show. Summer parking rates are in effect and you don't feel like driving. Under current conditions, how would you get to the show? (Multiple Choice)

	Responses	
	Percent	**Count**
I would take the Cemetery Lane bus to the event but use taxi/Uber/Lyft home because the bus stops running at 2:00am.	100%	2
We would drive the car and pay the parking fee.	0%	0
We would not go because it is too difficult.	0%	0
Totals	**100%**	**2**



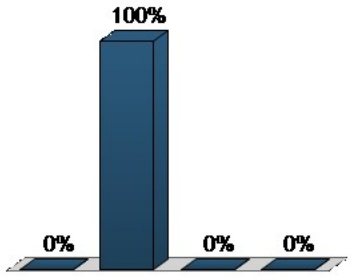
4. You are a City of Aspen business owner with 10 employees who reside in Aspen. During the spring and fall, some shifts end after transit service has ceased for the day. In order to provide mobility options for all, you choose the following: (Multiple Choice)

	Responses	
	Percent	**Count**
I would provide vouchers for on-demand services (Uber/taxi/Lyft) to get people home.	100%	2
I would provide free WE-cycle memberships.	0%	0
I would provide a free car share membership.	0%	0
I would request that the City of Aspen increase their off-peak, fixed route transit services.	0%	0
Totals	**100%**	**2**



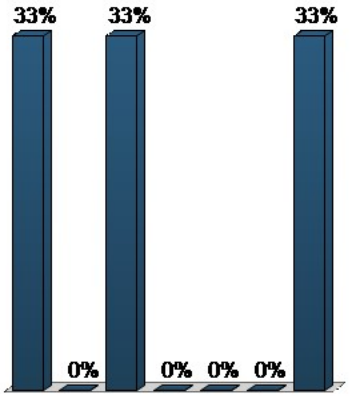
5. You live in Aspen Village and work on Galena Street in Aspen from 8 a.m. to 5 p.m. Monday-Friday. What would most influence you to use transit to get to work? (Multiple Choice)

	Responses	
	Percent	**Count**
Cost. I will choose the least expensive option.	0%	0
Directness. I will choose the option that doesn't require me to make transfers.	100%	2
Speed. I will choose the option that helps me bypass traffic backups.	0%	0
Flexibility. I need options that fit my unpredictable schedule.	0%	0
Totals	**100%**	**2**



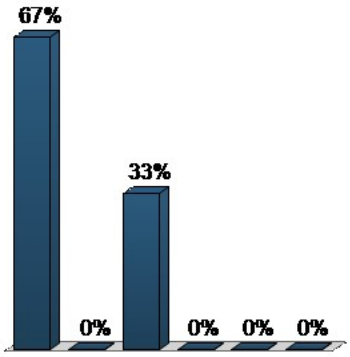
6. What two incentives would most influence your decision to choose a mode other than driving alone? (Multiple Choice - Multiple Response)

	Responses	
	Percent	**Count**
Guaranteed ride home	33.33%	1
Free vanpool	0%	0
Dogs allowed on transit	33.33%	1
Car share membership	0%	0
Bike share membership	0%	0
Free parking for 2+ carpool	0%	0
Free transit pass	33.33%	1
Totals	**100%**	**3**

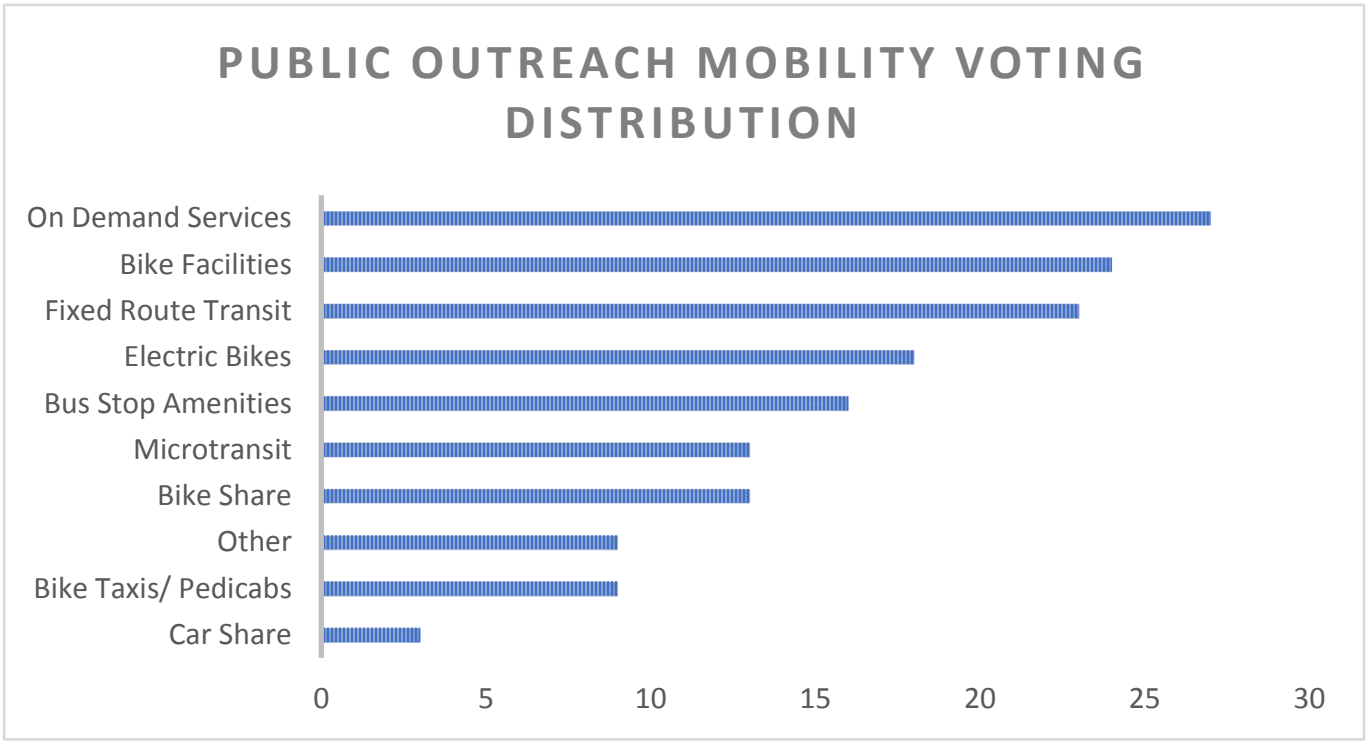


7. What two strategies would most influence your decision to leave your car at the Brush Creek Intercept Lot instead of driving into the city? (Multiple Choice - Multiple Response)

	Responses	
	Percent	**Count**
Increased transit frequency	66.67%	2
Expanded transit service hours	0%	0
Dogs allowed on transit	33.33%	1
Additional mobility options within the city	0%	0
Guaranteed ride home	0%	0
Higher parking fees within the city	0%	0
Totals	**100%**	**3**



Open House Results

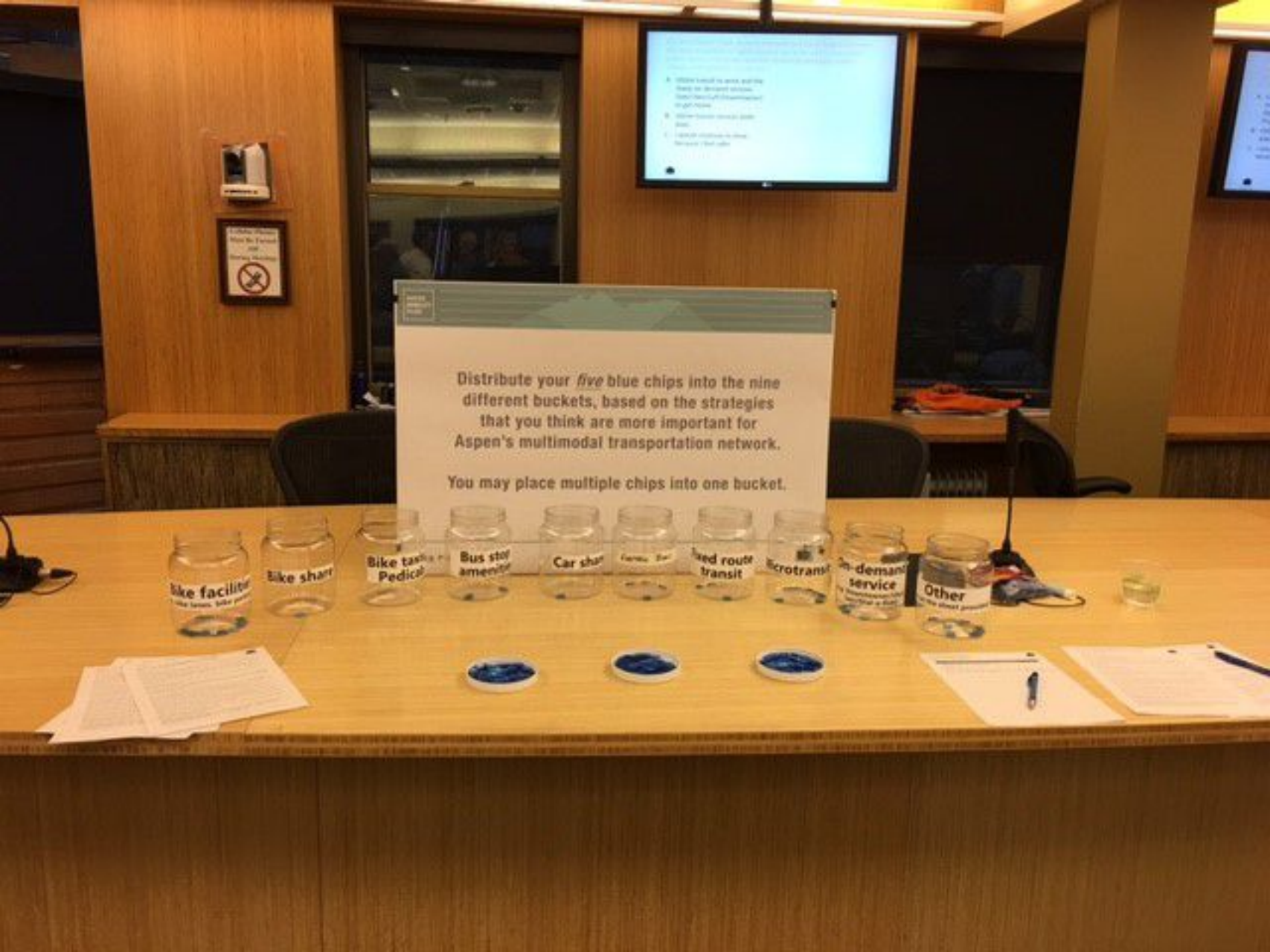

PUBLIC OUTREACH MOBILITY VOTING DISTRIBUTION
On Demand Services
Bike Facilities
Fixed Route Transit
Electric Bikes
Bus Stop Amenities
Microtransit
Bike Share
Other
Bike Taxis/ Pedicabs
Car Share
0
5
10
15
20
25
30

“What are your primary barriers to using modes other than driving?”

- Need more bike/non-motorized infrastructure
- Carrying stuff (with 3 check marks)
- Getting to/from School & Downvalley Bus
- I bring my dog to work
- Convenience of leaving whenever I’m ready vs planning around the bus times
- Perception: don’t have time to bike, walk, bus has to get there fast.
- Weather
- Reliability in winter or during congested hours, bus gets delayed
- Kid cost on bus. No seats on bus with kid (Aspen to Brush Creek), especially when Valley Local and Snowmass Village are combined into 1 bus
- After school kid camps at school (bus up to school, bus down from school, bus downvalley) 3 buses do the pick up

Comment Form Comments

- Make bikes follow rules of the road, especially on malls. More police. Make rentals discuss with clients
- There is no way to avoid taking a car into town from Red Mountain. We would love to have access to Dial-a-Ride. (Marion Weiss, 250 Draw Drive, 318-458-1686, mweiss641@aol.com)


Distribute your *five* blue chips into the nine different buckets, based on the strategies that you think are more important for Aspen's multimodal transportation network.
You may place multiple chips into one bucket.
Bike facilit
Bike shar
Bike tas
Pedica
Bus sto
amenit
Car shar
ed route
transit
crotransi
n-demand
service
Other

CITY OF ASPEN MOBILITY PLAN

'OTHER' CATEGORY WRITE-IN

THE CITY OF ASPEN

Please write your ideas for the 'other' category below
(1) More frequent stops @ roundabout ; Difficulty getting to the school from downvalley.
(2) Marion Weiss = Dial-a-ride service on Red Mountain
(3) We-Cycle @ ABC & Roundabout
(4) Hallam as bike/ped corridor like Hopkins
(5) Reroute outbound buses down 6th to meet backup with 82 @ 8th to help avoid sitting in outbound traffic
(6) Better signage for bike trail to avoid riding on Maroon Creek Rd
(7) Better bike path transition from Hwy 82 to Hallam st
(8) Better bike path from Hunter Creek to Town
(9) Better Trail Connection from town to pass (Indy)
(10) Bike path from Marolt to Music School

CITY OF ASPEN MOBILITY PLAN

Floor map

'~~OTHER~~' CATEGORY WRITE-IN

THE CITY OF ASPEN

Please write your ideas for the 'other' category below
- ~~Aerial~~ Aerial Connection / MONORAIL CONNECTING FROM BRUSH CREEK Intercept lot to SNOWASS + CONNECTING FROM BRUSH CREEK Intercept lot to Airport, BUTTERMILK, BURLINGAME, HIGHLANDS AND ASPEN

CITY OF ASPEN MOBILITY PLAN

'OTHER' CATEGORY WRITE-IN

THE CITY OF ASPEN

Please write your ideas for the 'other' category below
new/emerging Mobility x2
TDM x2
ELECRIC BUS HH
BUS connectivity of ~~CORE~~ BRT TO INTOWN routes BUS $ intown w/ intown bus routes

ASPEN MOBILITY PLAN COMMENT FORM

THE CITY OF ASPEN

Name PHILIP SULLIVAN Address PO BOX 453 Woody Creek Co 81656

Phone 970-319-2754 Email MWAGNER234@HotMail.Com

COMMENTS: "FREE RIDES FOR PEOPLE THAT NEED THEM"

AN EXTENSION OF 50 YEARS OF TRANS IN ASPEN (SINCE 1968)

At the time of "Down Towner" 3 drivers night Shift 7:00 - 3:30 AM

The "Down Towner" cost me all drivers (They did not not make enough $. City executive's promotion killed

If you would like to provide your comments electronically, visit aspencommunityvoice.com all business

Survey Results

Q1 Name (optional for prize drawing):

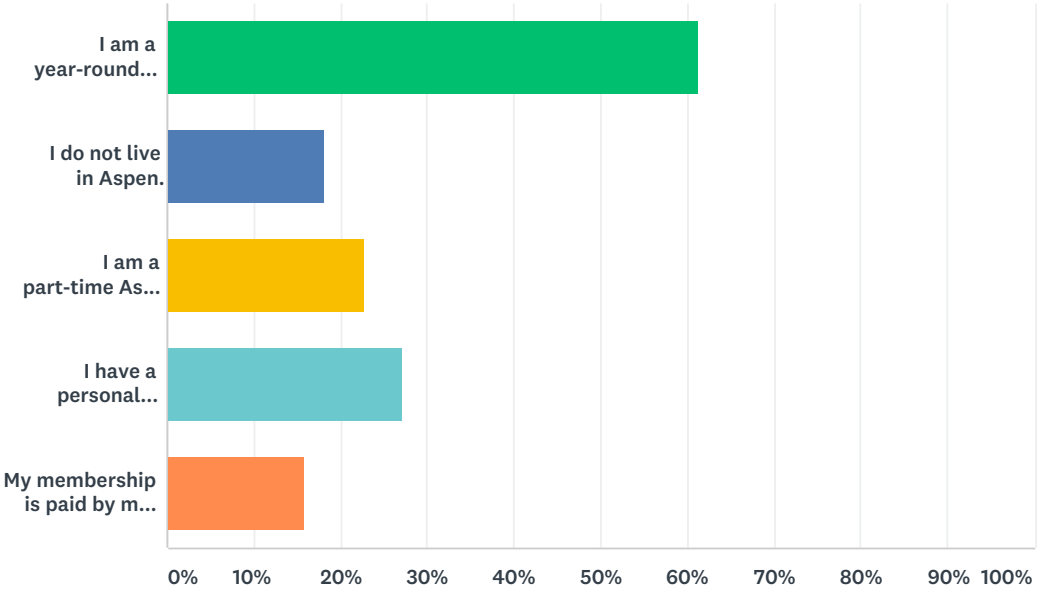
Answered: 36 Skipped: 8

#	RESPONSES	DATE
1	KRistin Kenny	8/15/2017 1:24 PM
2	toni case	8/15/2017 12:11 PM
3	Jordan Gray-DeKraai	8/15/2017 6:50 AM
4	Robin Lloyd	8/14/2017 8:32 PM
5	Jeanne McGovern Small	8/14/2017 4:31 PM
6	Sara Garton	8/14/2017 2:03 PM
7	Jerry Cavaleri	8/14/2017 11:02 AM
8	Don Pergande	8/14/2017 10:04 AM
9	Julia Theisen	8/14/2017 9:42 AM
10	Hannah Itzler	8/14/2017 8:27 AM
11	Ankit Malhotra	8/14/2017 8:16 AM
12	Liz Cluley	8/14/2017 8:02 AM
13	Jeanette Darnauer	8/12/2017 9:48 PM
14	Walt Madden	8/12/2017 6:24 PM
15	Rick Illmer	8/12/2017 3:41 PM
16	Kim Moody	8/12/2017 2:44 PM
17	Alixandra Feeley	8/12/2017 1:30 PM
18	Jasmine Tygre	8/12/2017 11:26 AM
19	Bernie Patton	8/12/2017 9:07 AM
20	Meredith Bell	8/11/2017 10:44 PM
21	Robin Taylor	8/11/2017 8:49 PM
22	John Goott	8/11/2017 5:51 PM
23	Sarah Reynolds	8/11/2017 4:58 PM
24	Jeni Hepler	8/11/2017 4:50 PM
25	ADRIAN AND MARYANN GRUIA	8/11/2017 4:24 PM
26	Pete Yang	8/11/2017 4:11 PM
27	Stephen Orman	8/11/2017 4:08 PM
28	William Stratton	8/11/2017 3:54 PM
29	Larry Isaacson	8/11/2017 3:52 PM
30	Kathy Rogo	8/11/2017 3:48 PM
31	laura moon	8/11/2017 3:40 PM
32	Bob Collie	8/11/2017 3:19 PM
33	Dallas Blaney	8/11/2017 3:19 PM
34	Sam Baucum	8/11/2017 3:18 PM
35	JACK LEVIN	8/9/2017 2:13 PM

36	Ellen Winter	8/9/2017 10:39 AM

Q2 Please tell us a bit about yourself. Check all that apply.

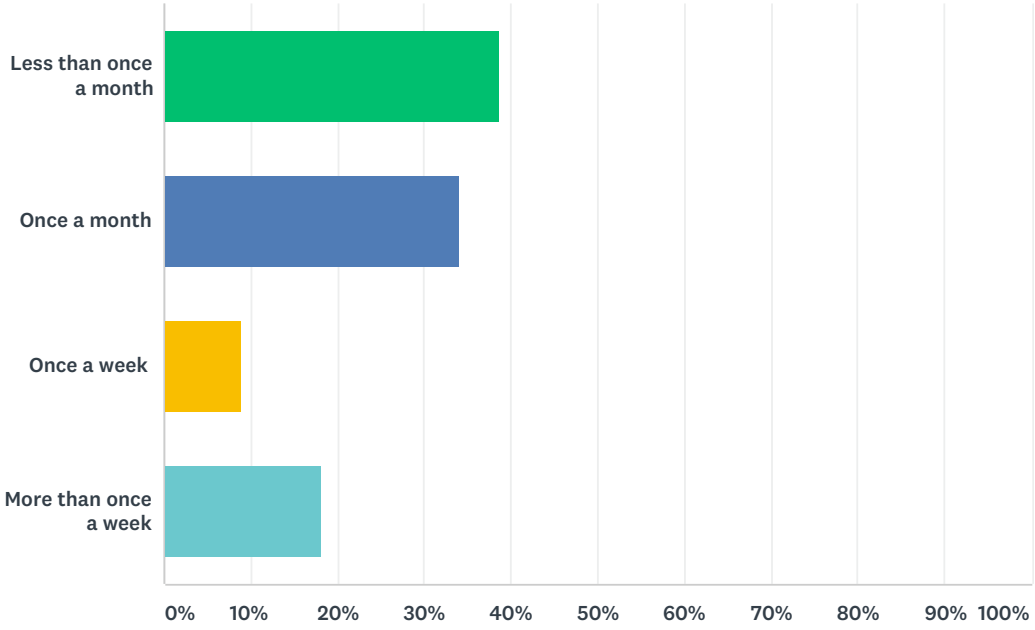
Answered: 44 Skipped: 0



ANSWER CHOICES	RESPONSES	
I am a year-round Aspen resident.	61.36%	27
I do not live in Aspen.	18.18%	8
I am a part-time Aspen resident(second homeowner).	22.73%	10
I have a personal membership.	27.27%	12
My membership is paid by my employer.	15.91%	7
Total Respondents: 44		

Q3 I use a CAR TO GO vehicle

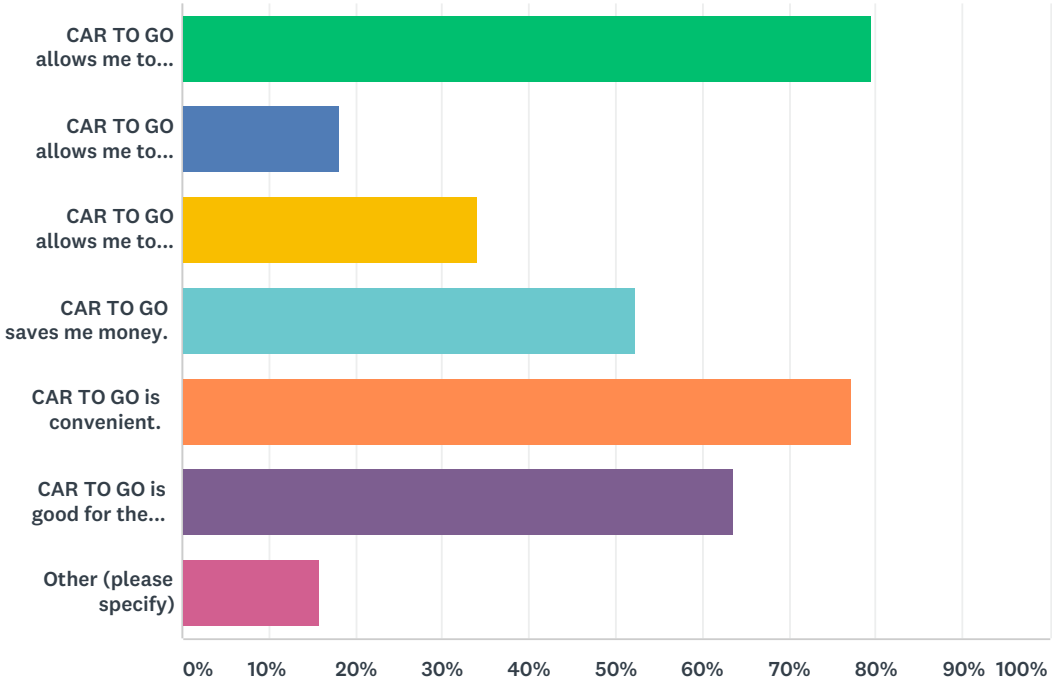
Answered: 44 Skipped: 0



ANSWER CHOICES	RESPONSES	
Less than once a month	38.64%	17
Once a month	34.09%	15
Once a week	9.09%	4
More than once a week	18.18%	8
TOTAL		44

Q4 I am a CAR TO GO member because (check all that apply)

Answered: 44 Skipped: 0

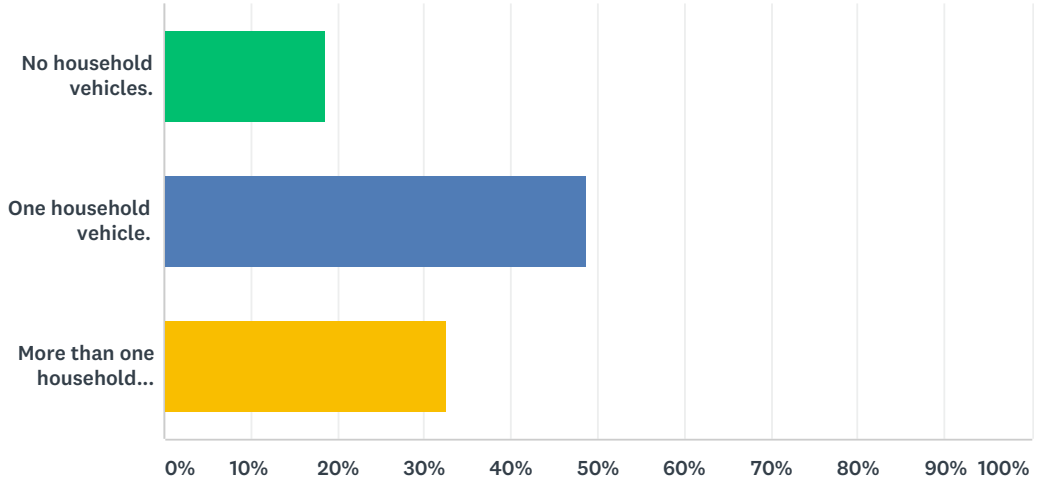


ANSWER CHOICES	RESPONSES	
CAR TO GO allows me to eliminate or reduce use of personal car	79.55%	35
CAR TO GO allows me to eliminate or reduce the use of fleet cars	18.18%	8
CAR TO GO allows me to use transit, bike or walk to work and then have a car during the work day.	34.09%	15
CAR TO GO saves me money.	52.27%	23
CAR TO GO is convenient.	77.27%	34
CAR TO GO is good for the environment.	63.64%	28
Other (please specify)	15.91%	7
Total Respondents: 44		

#	OTHER (PLEASE SPECIFY)	DATE
1	Serves as spare vehicle when needed	8/14/2017 11:02 AM
2	Access to a Truck in town when needed	8/14/2017 10:04 AM
3	Has a large enough vehicle (the truck) to transport the Energy Confessional.	8/14/2017 8:27 AM
4	The truck	8/12/2017 6:24 PM
5	Only in town for vacation and stay at a hotel in town, so I don't have a regular need for a car	8/12/2017 2:44 PM
6	Perfect for us as we don't have a car at our house in Aspen	8/12/2017 11:24 AM
7	Because the staff is awesome!	8/11/2017 3:19 PM

Q5 I own:

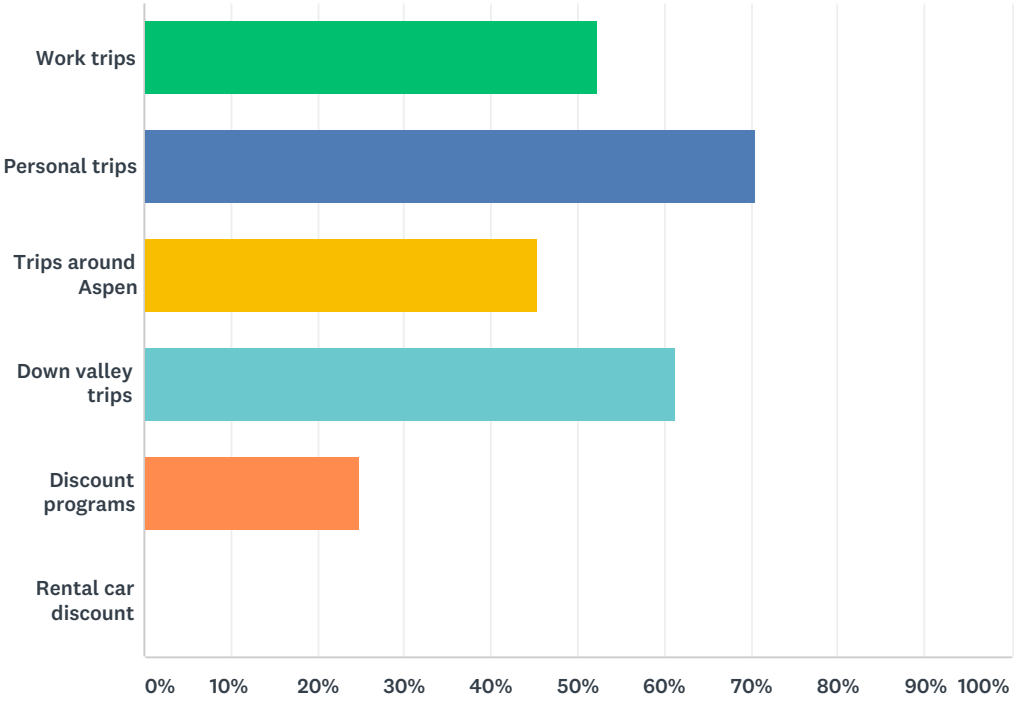
Answered: 43 Skipped: 1



ANSWER CHOICES	RESPONSES	
No household vehicles.	18.60%	8
One household vehicle.	48.84%	21
More than one household vehicle.	32.56%	14
TOTAL		43

Q6 I use my CAR TO GO membership for (check all that apply):

Answered: 44 Skipped: 0

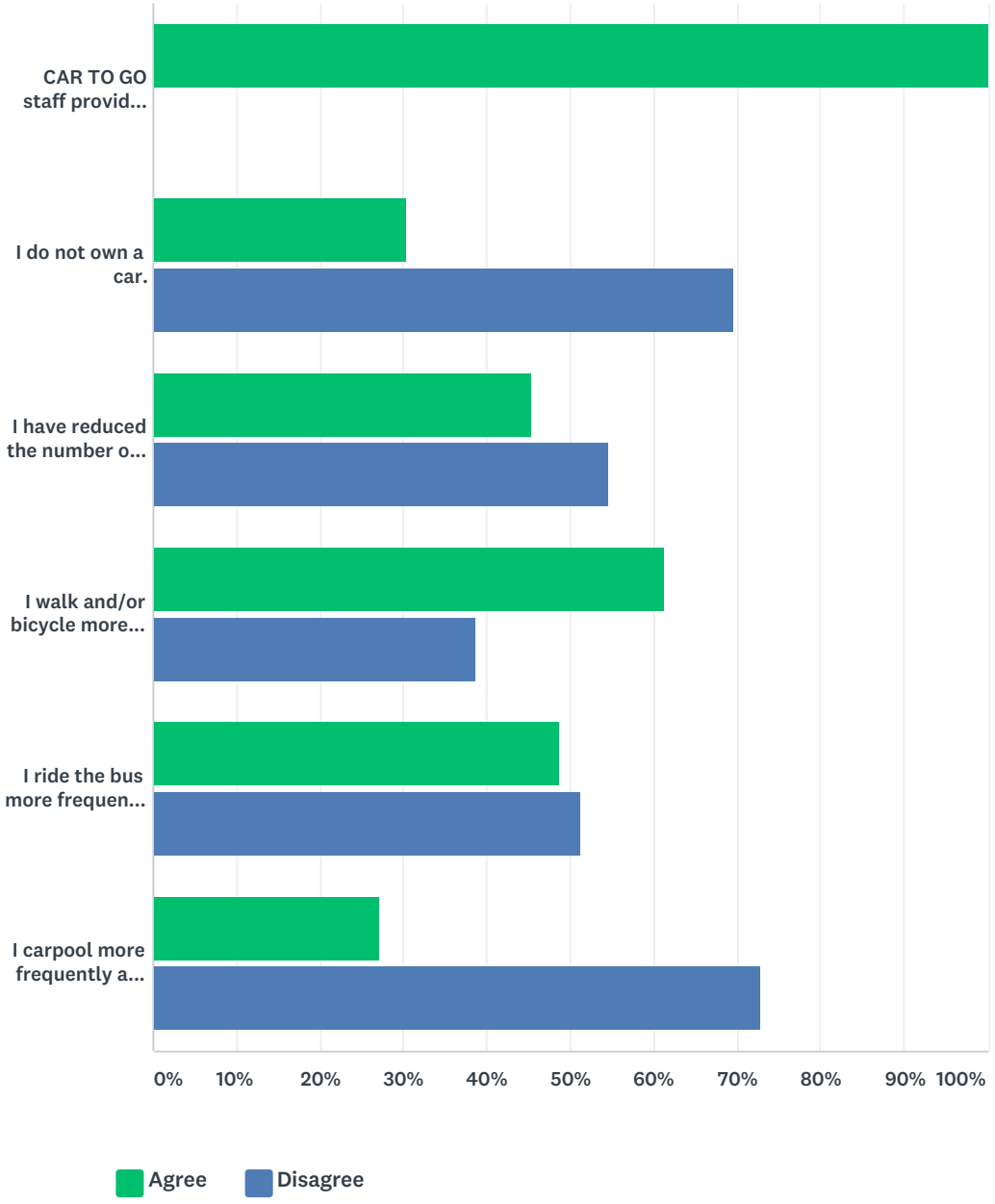


ANSWER CHOICES	RESPONSES	
Work trips	52.27%	23
Personal trips	70.45%	31
Trips around Aspen	45.45%	20
Down valley trips	61.36%	27
Discount programs	25.00%	11
Rental car discount	0.00%	0
Total Respondents: 44		

#	OTHER (PLEASE SPECIFY)	DATE
1	work trips DV	8/15/2017 12:11 PM
2	Having a truck to us is a great benifit	8/14/2017 11:02 AM
3	marketing and shopping	8/11/2017 4:24 PM
4	Picking friends up at airport!	8/11/2017 3:40 PM

Q7 Please select agree or disagree for each of the following statements.

Answered: 44 Skipped: 0

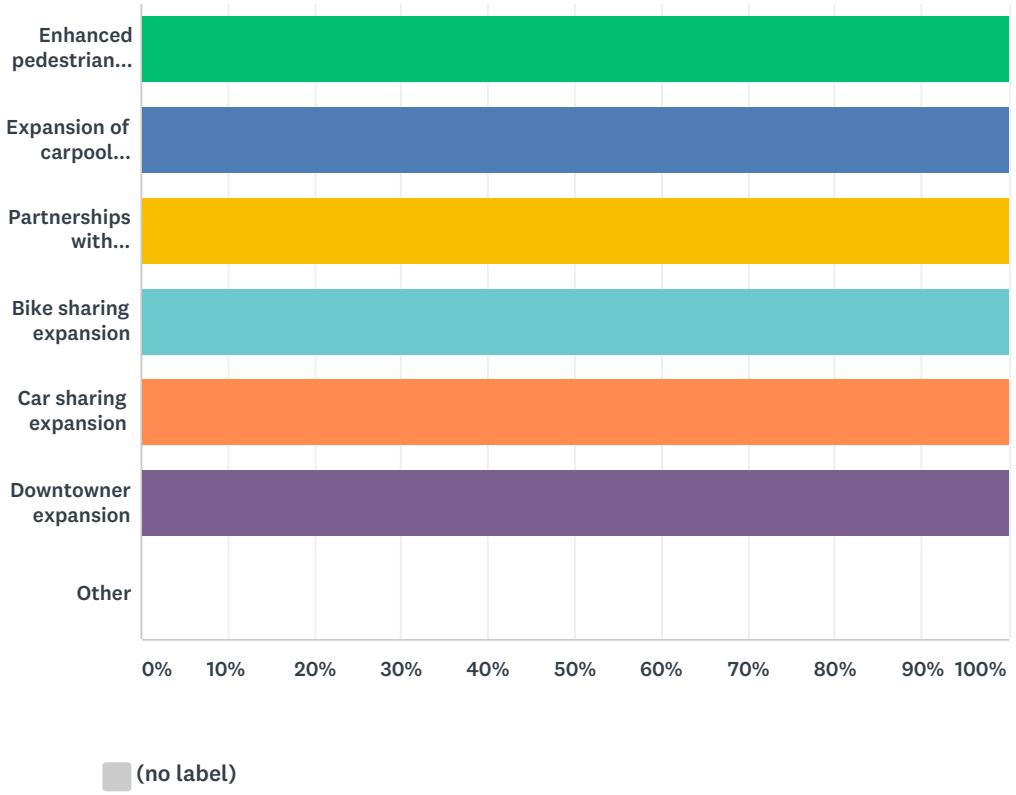


	AGREE	DISAGREE	TOTAL
CAR TO GO staff provides (agree or disagree) service that is accurate and timely.	100.00% 44	0.00% 0	44
I do not own a car.	30.23% 13	69.77% 30	43
I have reduced the number of cars I own due to CAR TO GO.	45.45% 20	54.55% 24	44
I walk and/or bicycle more often as a member of CAR TO GO.	61.36% 27	38.64% 17	44

I ride the bus more frequently as a member of CAR TO GO.	48.84% 21	51.16% 22	43
I carpool more frequently as a member of CAR TO GO.	27.27% 12	72.73% 32	44

Q8 What additional transportation options should the City of Aspen be exploring and/or expanding? Check all that apply.

Answered: 44 Skipped: 0



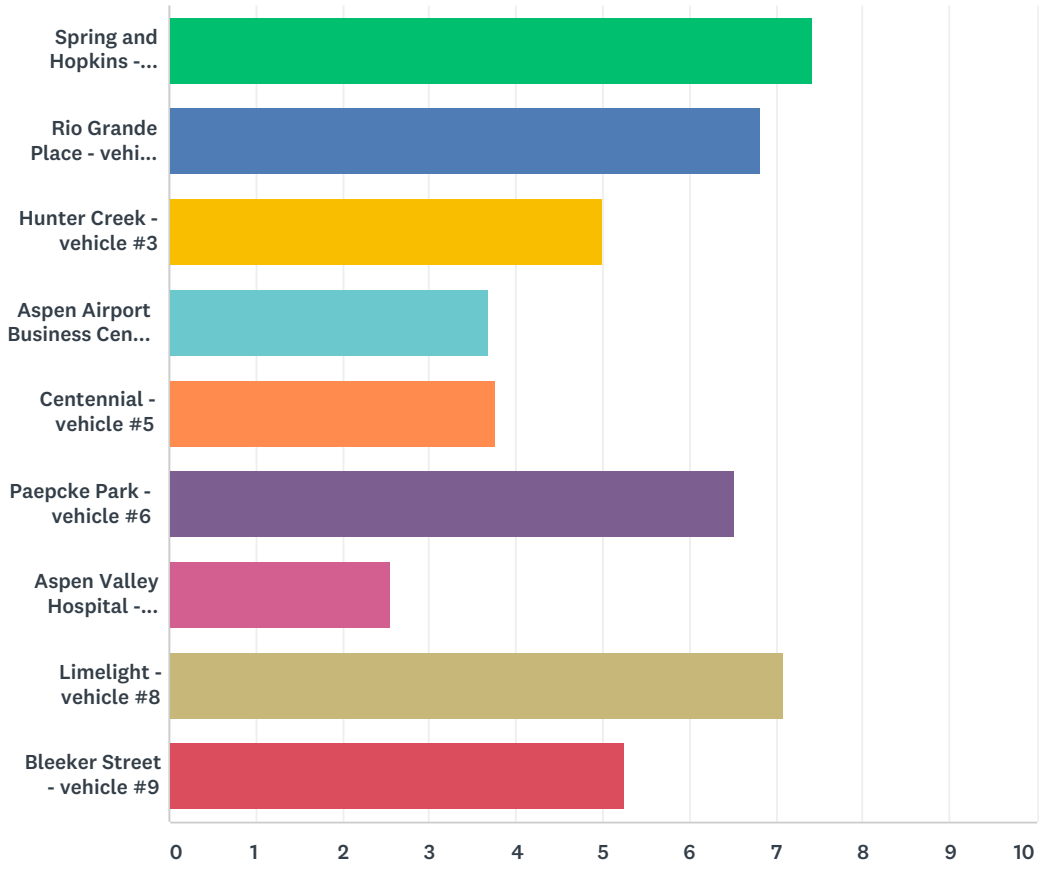
	(NO LABEL)	TOTAL RESPONDENTS
Enhanced pedestrian and/or bicycle infrastructure	100.00% 25	25
Expansion of carpool programs	100.00% 13	13
Partnerships with taxis/uber/lyft	100.00% 21	21
Bike sharing expansion	100.00% 10	10
Car sharing expansion	100.00% 18	18
Downtowner expansion	100.00% 19	19
Other	0.00% 0	0

#	OTHER (PLEASE SPECIFY)	DATE
1	I am in Aspen 3-4 times a year for approx 30 day periods. During these periods, I walk every where and never feel like I have an additional need to own my own car in Aspen. Car to Go is great for any appointments too far too walk too. This is a GREAT community service.	8/14/2017 8:32 PM
2	Let carpools and electrical vehicles use the bus lane. Do not restrict the use of ebikes on paved trails. Expedite traffic flow in and out of town during rush hours.	8/14/2017 11:02 AM

3	What about partnering with Basalt and Carbondale for stations down valley?	8/14/2017 9:42 AM
4	I love the downtowner! I would like to take it to the Aspen municipal golf course.	8/12/2017 3:41 PM
5	Better signage for bicycles. Designated bike lanes should be consistent from street to street. On most streets, bike lanes are on the right side, adjacent to parked cars. On Hopkins, there are two wide bike lanes in the middle with a wide lane separating them. This takes up too much room in the middle, so cars try to pass the cyclists anyway. Also, on streets where the bike lanes are on the right - what are the cyclists supposed to do when they come to a "bulb-out" (one of the dumbest so-called safety ideas ever).This summer I have noticed a record number of bicyclists riding on the sidewalks - and not just children! Then they zip through the malls, whizzing past the signs that say "Walk Only." I have never felt less safe as a pedestrian. Also, in winter, there are often big piles of snow at bus stops. Several of my friends who have stiff knees or hips say that they don't take the bus because of this.	8/12/2017 11:26 AM
6	expansion of BRT services; operational improvements such as working with local hotels to promote transportation options (other than their on-demand shuttle services)	8/11/2017 6:08 PM
7	e-bikes and e-bike infrastructure / permitted use / policy seems to be a hot topic. WE-Cycle, Car to Go and Downtowner expansion might be appropriate with further due diligence.	8/11/2017 4:11 PM
8	Bicycle routes/demarcations around/through busy/dangerous intersections would make me feel safer. The worst are Mill/Main and E Hopkins/S Aspen St near Paepcke Park. At Hopkins/Aspen intersection and similarly at Hopkins/Monarch intersection, I think a four way stop and/or removal of on street parking (for better periphery visibility) is totally warranted. I gamble my life there daily, especially during peak summer season. Those intersections are the least cyclist-friendly in the city, and sit squarely on our designated pedestrian bike-way!	8/11/2017 3:54 PM
9	We love and use the downtowner frequently.	8/11/2017 3:40 PM
10	Re-do this comment box to match your other comment boxes: Other (please specify)	8/9/2017 10:39 AM
11	Thank you!	8/9/2017 10:21 AM

Q9 Please rank our vehicle locations in order of preference.

Answered: 43 Skipped: 1

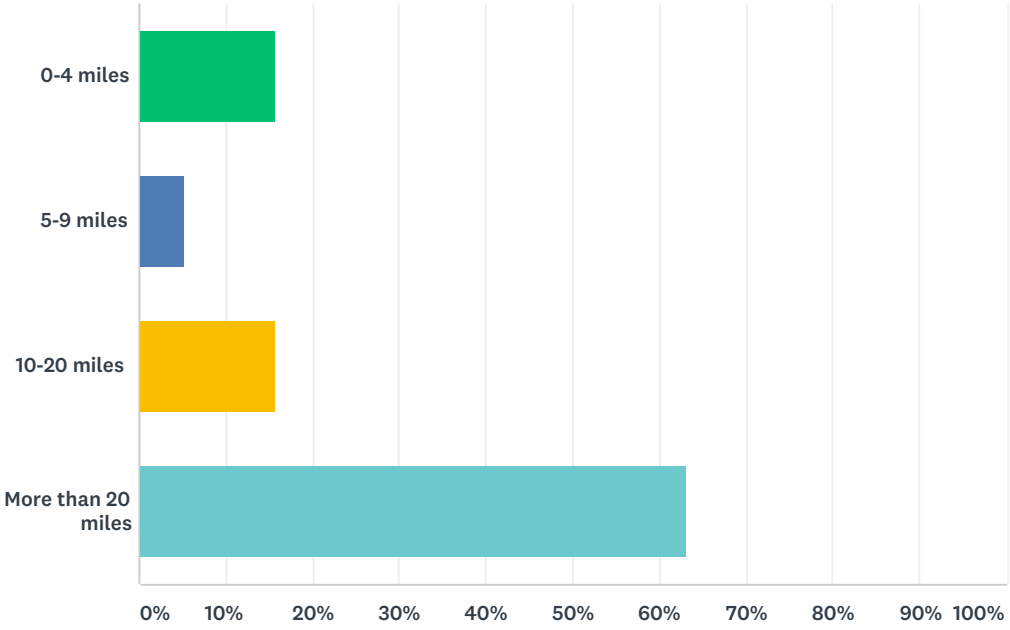


	1	2	3	4	5	6	7	8	9	TOTAL	SCORE
Spring and Hopkins - vehicle #1	48.57% 17	11.43% 4	8.57% 3	17.14% 6	8.57% 3	0.00% 0	0.00% 0	2.86% 1	2.86% 1	35	7.43
Rio Grande Place - vehicle #2	10.34% 3	34.48% 10	24.14% 7	13.79% 4	10.34% 3	0.00% 0	0.00% 0	3.45% 1	3.45% 1	29	6.83
Hunter Creek - vehicle #3	7.41% 2	11.11% 3	11.11% 3	7.41% 2	14.81% 4	25.93% 7	11.11% 3	0.00% 0	11.11% 3	27	5.00
Aspen Airport Business Center - vehicle #4	17.86% 5	0.00% 0	3.57% 1	0.00% 0	10.71% 3	7.14% 2	10.71% 3	17.86% 5	32.14% 9	28	3.68
Centennial - vehicle #5	3.85% 1	0.00% 0	7.69% 2	7.69% 2	3.85% 1	26.92% 7	19.23% 5	26.92% 7	3.85% 1	26	3.77
Paepcke Park - vehicle #6	9.09% 3	27.27% 9	21.21% 7	18.18% 6	9.09% 3	3.03% 1	12.12% 4	0.00% 0	0.00% 0	33	6.52
Aspen Valley Hospital - vehicle #7	0.00% 0	7.41% 2	0.00% 0	0.00% 0	0.00% 0	7.41% 2	25.93% 7	29.63% 8	29.63% 8	27	2.56
Limelight - vehicle #8	25.71% 9	25.71% 9	17.14% 6	11.43% 4	11.43% 4	5.71% 2	0.00% 0	0.00% 0	2.86% 1	35	7.09

Bleeker Street - vehicle #9	10.71% 3	7.14% 2	14.29% 4	14.29% 4	17.86% 5	10.71% 3	10.71% 3	7.14% 2	7.14% 2	28	5.25

Q1 How long is your commute to work?

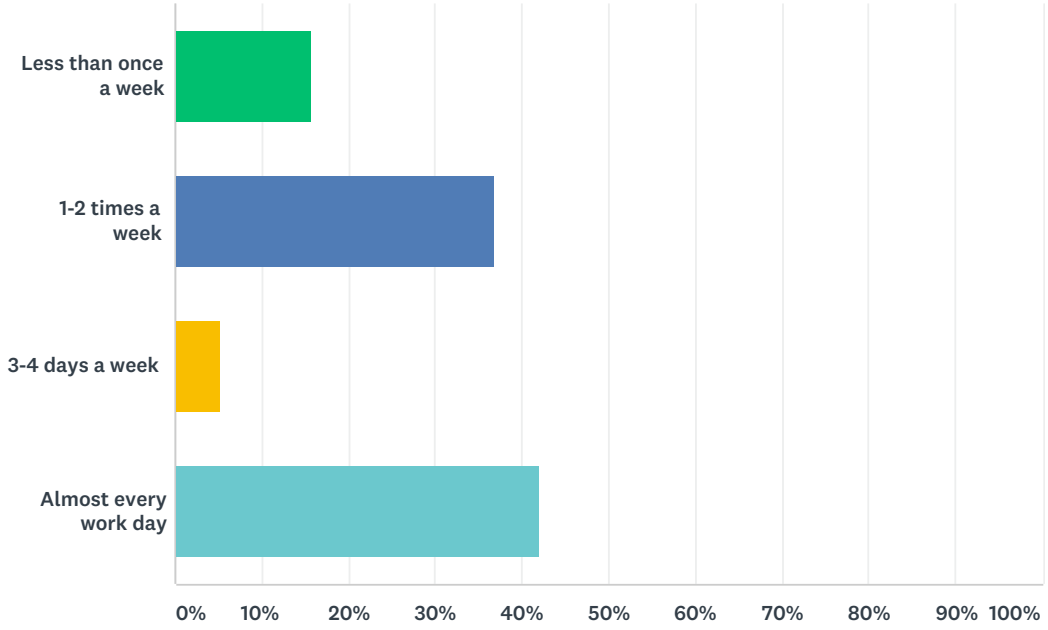
Answered: 19 Skipped: 0



ANSWER CHOICES	RESPONSES	
0-4 miles	15.79%	3
5-9 miles	5.26%	1
10-20 miles	15.79%	3
More than 20 miles	63.16%	12
TOTAL		19

Q2 How often do you carpool?

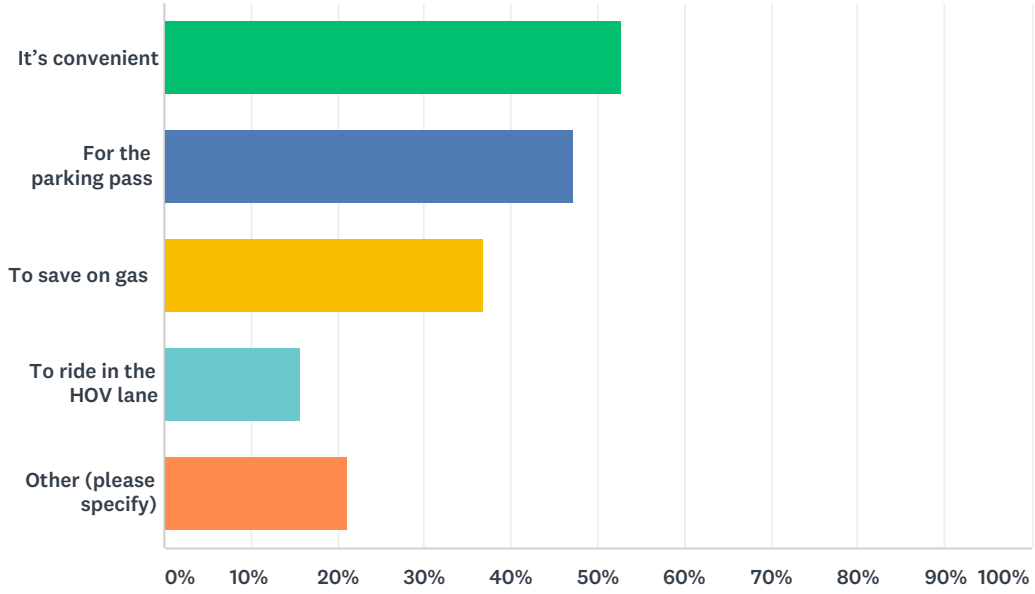
Answered: 19 Skipped: 0



ANSWER CHOICES	RESPONSES	
Less than once a week	15.79%	3
1-2 times a week	36.84%	7
3-4 days a week	5.26%	1
Almost every work day	42.11%	8
TOTAL		19

Q3 What two reasons most influence your decision to carpool? (select 2)

Answered: 19 Skipped: 0

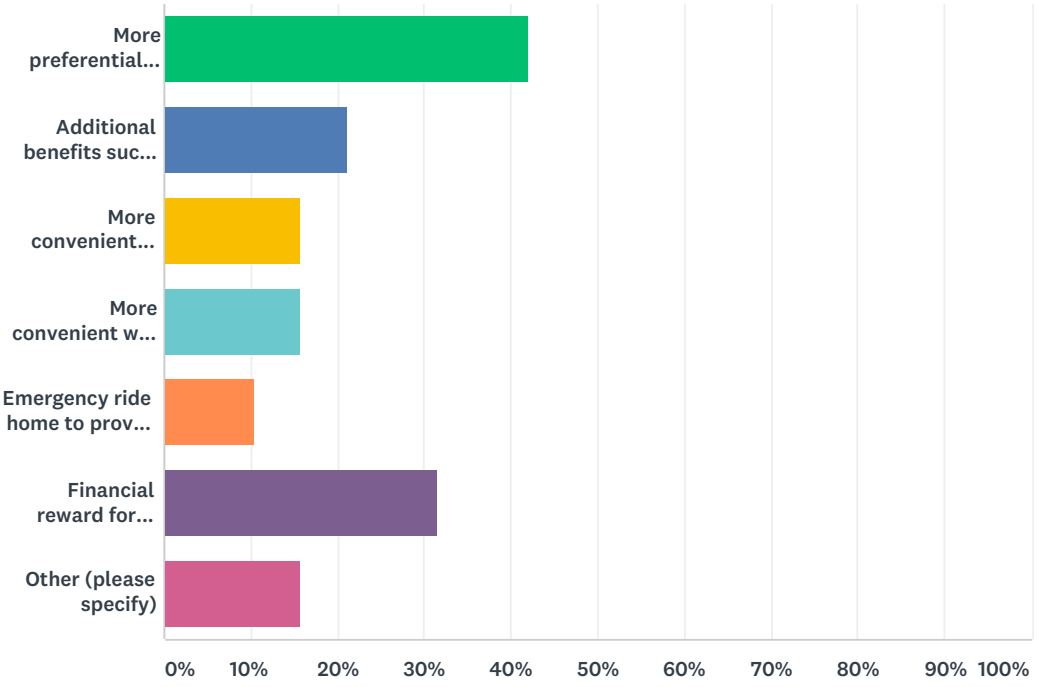


ANSWER CHOICES	RESPONSES	
It's convenient	52.63%	10
For the parking pass	47.37%	9
To save on gas	36.84%	7
To ride in the HOV lane	15.79%	3
Other (please specify)	21.05%	4
Total Respondents: 19		

#	OTHER (PLEASE SPECIFY)	DATE
1	Husband works in the AABC	8/14/2017 11:17 AM
2	Need to be back downvalley for appointment or I want to hike/bike/golf/fish near Aspen after work.	8/11/2017 11:59 AM
3	I bike to work	8/10/2017 4:07 PM
4	My childs school schedule isn't conducive to the bus schedule	8/8/2017 8:13 AM

Q4 What two strategies would most influence your decision to carpool more frequently? (select 2)

Answered: 19 Skipped: 0

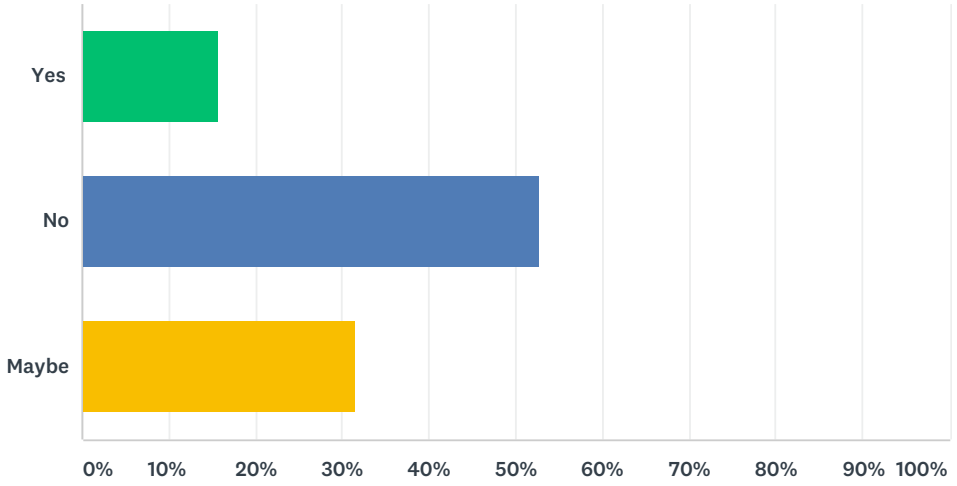


ANSWER CHOICES	RESPONSES	
More preferential parking locations	42.11%	8
Additional benefits such as coupons and prizes	21.05%	4
More convenient carpool pass retrieval	15.79%	3
More convenient way to find those traveling similar routes as me (ride matching service)	15.79%	3
Emergency ride home to provide flexibility	10.53%	2
Financial reward for carpooling	31.58%	6
Other (please specify)	15.79%	3
Total Respondents: 19		

#	OTHER (PLEASE SPECIFY)	DATE
1	None	8/14/2017 11:17 AM
2	Flexibility in returning home and I would not want to be the driver	8/14/2017 7:49 AM
3	If any of my friends had cars	8/10/2017 4:07 PM

Q5 Would you use an app that paired you with others with similar trip origins/destinations?

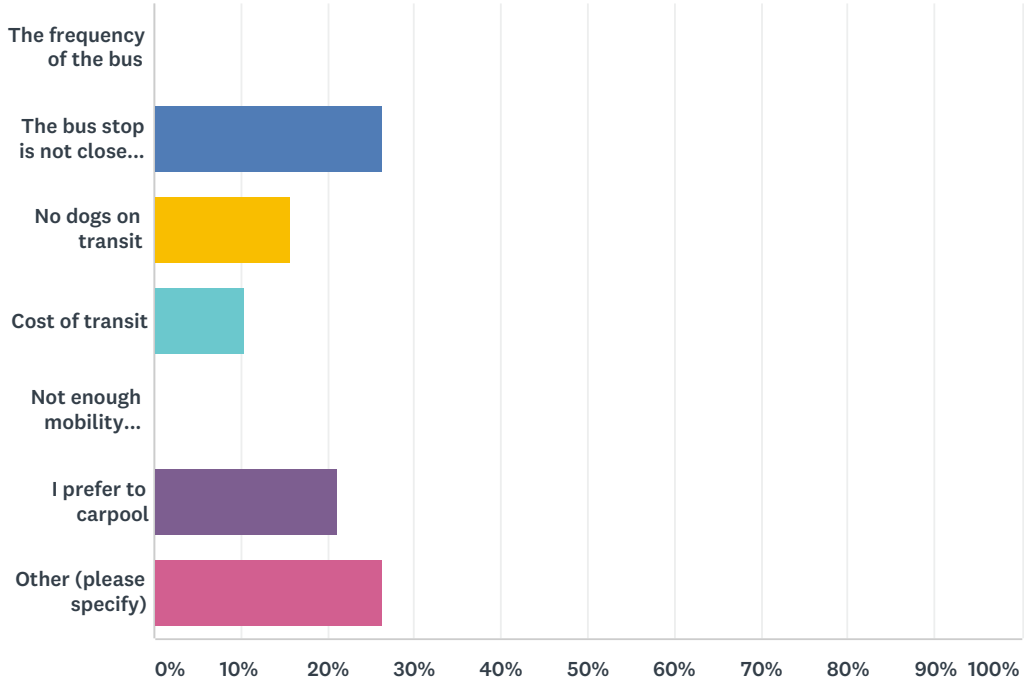
Answered: 19 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	15.79%	3
No	52.63%	10
Maybe	31.58%	6
TOTAL		19

Q6 What is the primary barrier keeping you from using transit?

Answered: 19 Skipped: 0



ANSWER CHOICES	RESPONSES	
The frequency of the bus	0.00%	0
The bus stop is not close enough to my house or work	26.32%	5
No dogs on transit	15.79%	3
Cost of transit	10.53%	2
Not enough mobility options in Aspen	0.00%	0
I prefer to carpool	21.05%	4
Other (please specify)	26.32%	5
TOTAL		19

#	OTHER (PLEASE SPECIFY)	DATE
1	Schedule	8/14/2017 11:17 AM
2	I love transit and use it far more than a car	8/14/2017 7:49 AM
3	I use the bus too and love it!	8/12/2017 10:39 AM
4	Bus takes too long to get downvalley	8/11/2017 11:59 AM
5	after work activities, you can't really bring bikes and golf clubs on the bus	8/8/2017 3:26 PM

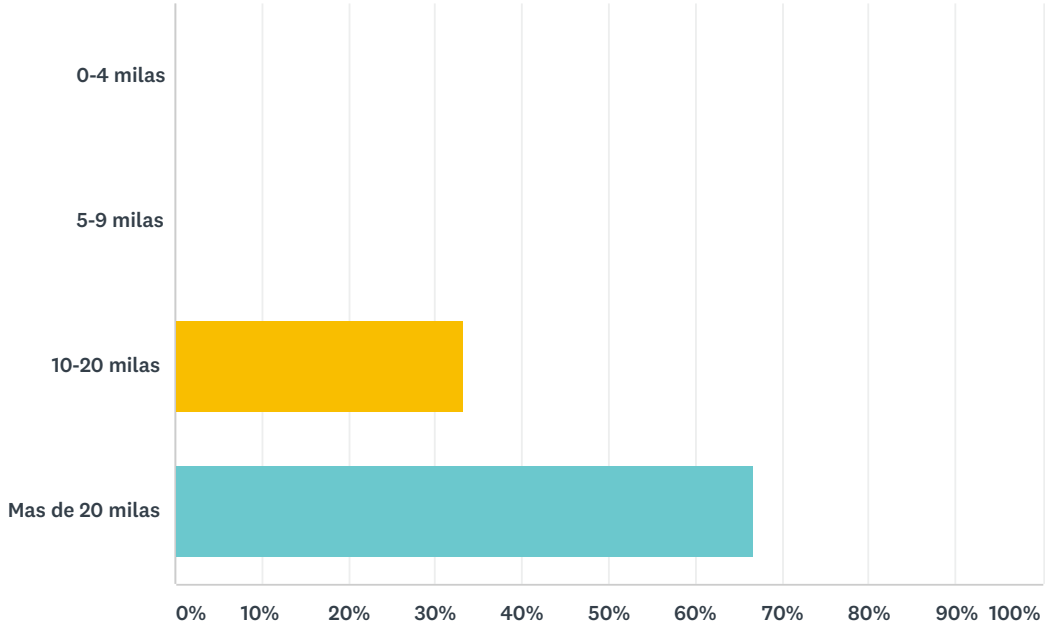
Q7 Please provide your email address if you would like to be entered into our prize drawing.

Answered: 18 Skipped: 1

#	RESPONSES	DATE
1	mark.webber@cityofaspen.com	8/14/2017 12:30 PM
2	rebecca.hodgson@cityofaspen.com	8/14/2017 11:17 AM
3	laura.armstrong@cityofaspen.com	8/14/2017 7:49 AM
4	oscargaytan00@hotmail.com	8/12/2017 10:43 AM
5	Mickikibler@gmail.com	8/12/2017 10:39 AM
6	tvu1010@aol.com	8/11/2017 7:44 PM
7	clklob@gmail.com	8/11/2017 11:59 AM
8	dogtrainer@sopris.net	8/10/2017 4:18 PM
9	Bailwerner82@gmail.com	8/10/2017 4:07 PM
10	Cintalapachiapas15@gmail.com 81601	8/9/2017 10:05 PM
11	426 harmony Dr rifle Colorado 81650	8/9/2017 9:59 AM
12	Daniel.boonitch@gmail.com	8/9/2017 9:56 AM
13	hamish.henderson@cityofaspen.com	8/8/2017 3:26 PM
14	Courtney.devito@cityofaspen.com	8/8/2017 8:13 AM
15	Adamreed555@gmail.com	8/8/2017 7:37 AM
16	Torresabinadad@gmail.com	8/8/2017 7:28 AM
17	sarajanef@hotmail.com	8/7/2017 1:52 PM
18	Thank you!	8/7/2017 1:52 PM

Q1 ¿Cuánto dura su viaje al trabajo?

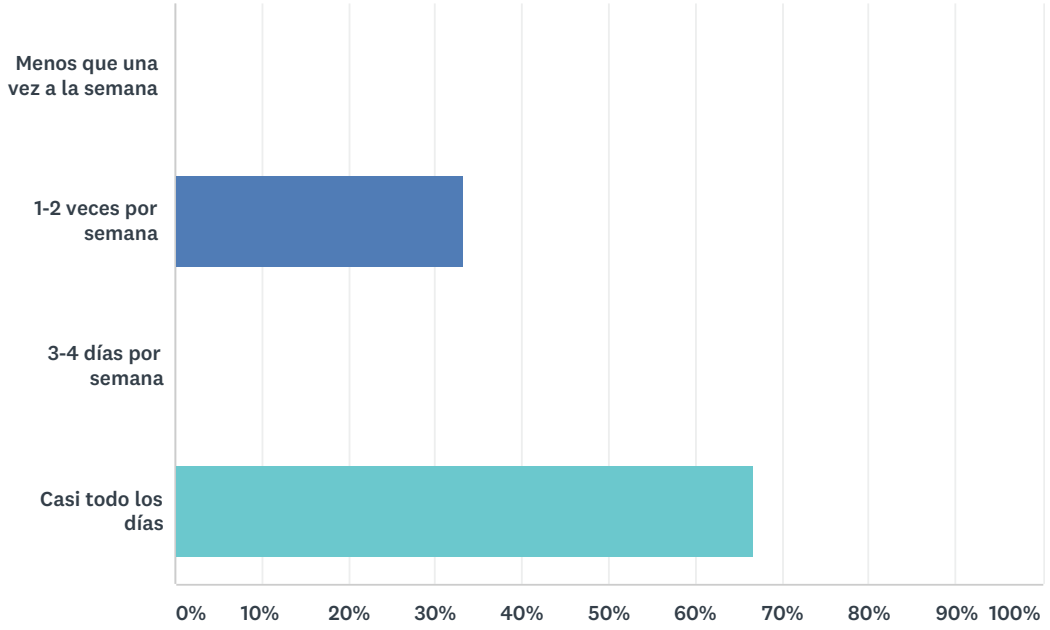
Answered: 3 Skipped: 0



ANSWER CHOICES	RESPONSES	
0-4 milas	0.00%	0
5-9 milas	0.00%	0
10-20 milas	33.33%	1
Mas de 20 milas	66.67%	2
TOTAL		3

Q2 ¿Con qué frecuencia comparte viajes con otros en coche?

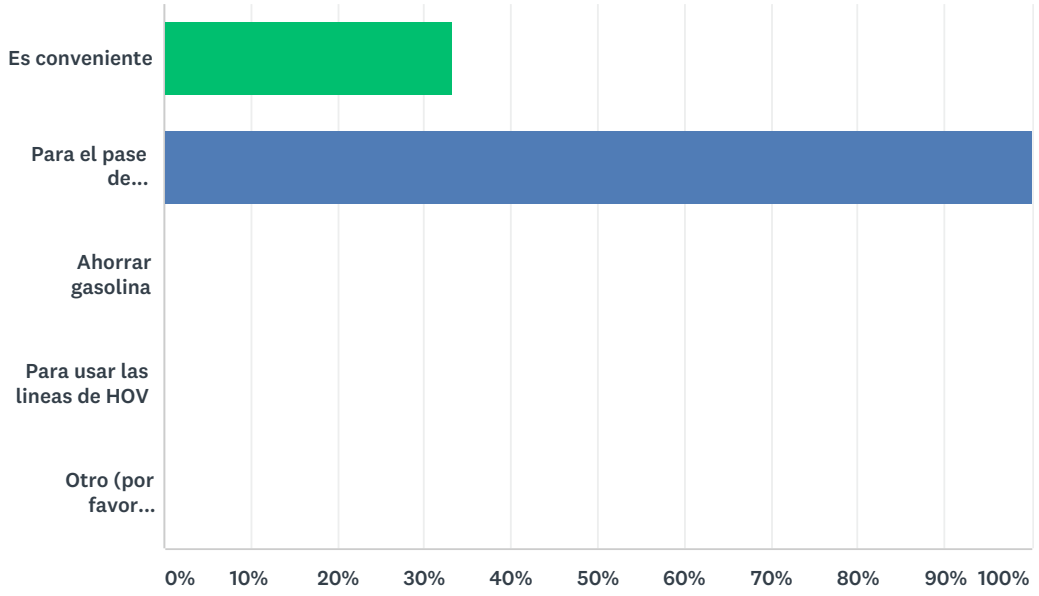
Answered: 3 Skipped: 0



ANSWER CHOICES	RESPONSES	
Menos que una vez a la semana	0.00%	0
1-2 veces por semana	33.33%	1
3-4 días por semana	0.00%	0
Casi todo los días	66.67%	2
TOTAL		3

Q3 ¿Cuáles son las dos razones que más influyen en su decisión de compartir viajes (Seleccione 2)?

Answered: 3 Skipped: 0

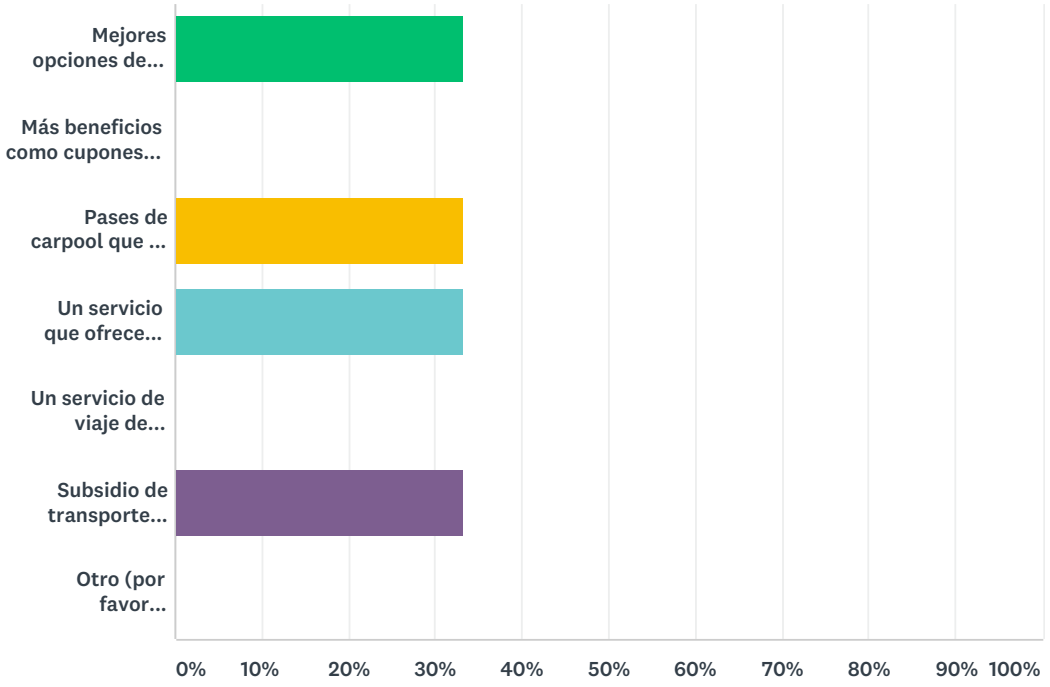


ANSWER CHOICES	RESPONSES	
Es conveniente	33.33%	1
Para el pase de estacionamiento	100.00%	3
Ahorrar gasolina	0.00%	0
Para usar las lineas de HOV	0.00%	0
Otro (por favor especifica)	0.00%	0
Total Respondents: 3		

#	OTRO (POR FAVOR ESPECIFICA)	DATE
	There are no responses.	

Q4 ¿Cuáles dos estrategias influirían más en su decisión de compartir caronas con más frecuencia? (Seleccione 2)

Answered: 3 Skipped: 0

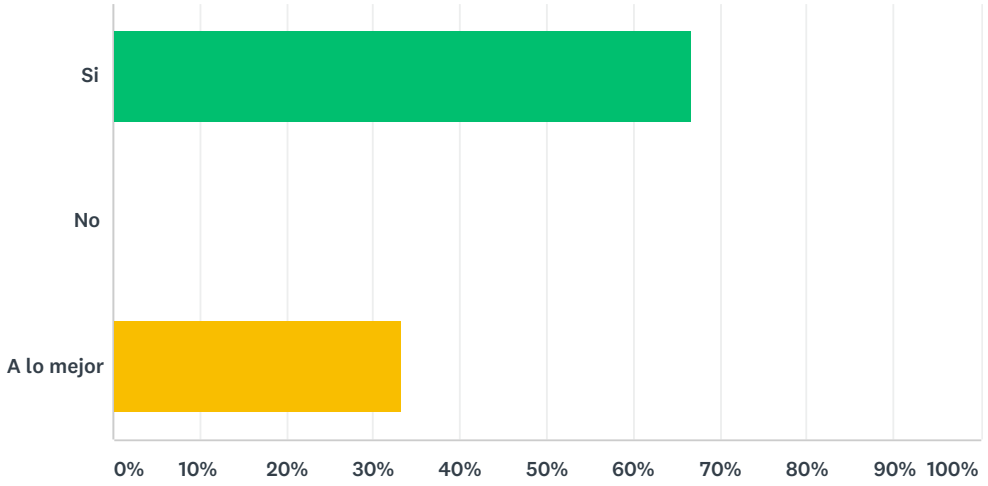


ANSWER CHOICES	RESPONSES	
Mejores opciones de estacionamiento	33.33%	1
Más beneficios como cupones y premios	0.00%	0
Pases de carpool que son fáciles de conseguir	33.33%	1
Un servicio que ofrece información de con quién y cómo compartir viajes con personas que tienen el mismo horario	33.33%	1
Un servicio de viaje de emergencia con flexibilidad	0.00%	0
Subsidio de transporte público como recompensa por compartir viajes	33.33%	1
Otro (por favor especifica)	0.00%	0
Total Respondents: 3		

#	OTRO (POR FAVOR ESPECIFICA)	DATE
	There are no responses.	

Q5 ¿Utilizarías una aplicación que te emparejara con otras personas con orígenes / destinos de viaje similares?

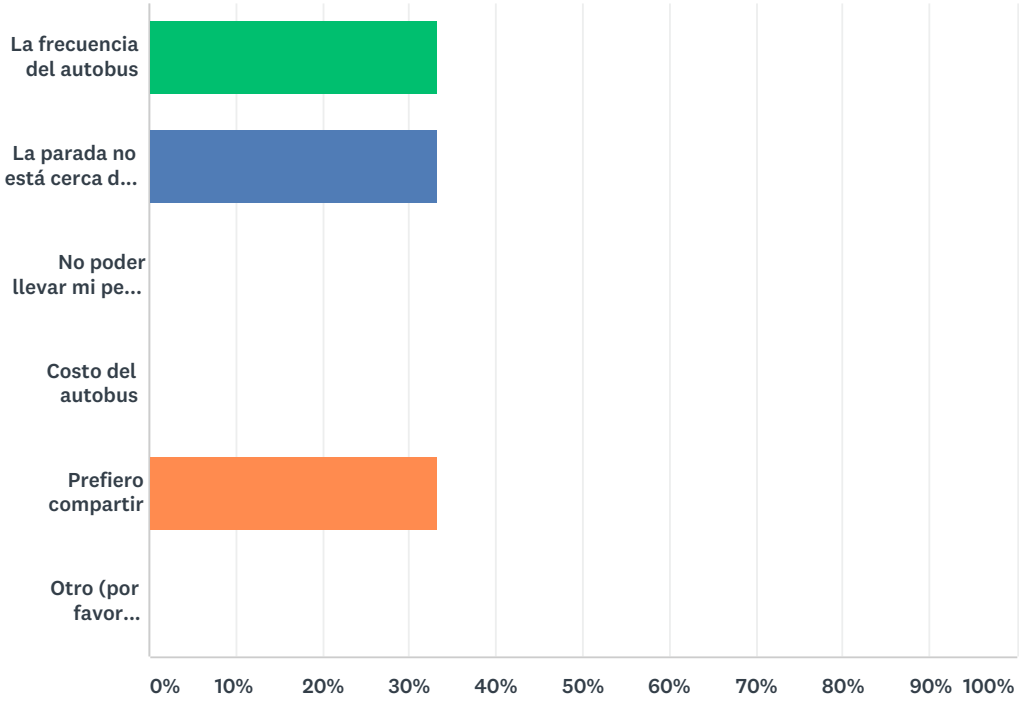
Answered: 3 Skipped: 0



ANSWER CHOICES	RESPONSES	
Si	66.67%	2
No	0.00%	0
A lo mejor	33.33%	1
TOTAL		3

Q6 ¿Cuál es la barrera primaria que impide el uso del tránsito público?

Answered: 3 Skipped: 0



ANSWER CHOICES	RESPONSES	
La frecuencia del autobus	33.33%	1
La parada no está cerca de mi casa o trabajo	33.33%	1
No poder llevar mi perro en el autobús	0.00%	0
Costo del autobus	0.00%	0
Prefiero compartir	33.33%	1
Otro (por favor especifica)	0.00%	0
TOTAL		3

#	OTRO (POR FAVOR ESPECIFICA)	DATE
	There are no responses.	

Q7 Por favor, indique su dirección de correo electrónico si desea participar en nuestro sorteo.

Answered: 3 Skipped: 0

#	RESPONSES	DATE
1	espiantonio@incloud.com	8/8/2017 9:34 PM
2	Danortega83@gmail.com	8/8/2017 7:07 AM
3	Gracias!	8/7/2017 2:33 PM

Q1 Name (optional for prize drawing):

Answered: 5 Skipped: 0

#	RESPONSES	DATE
1	Matthew Hamilton	8/11/2017 7:25 AM
2	Erin Earley	8/10/2017 2:05 PM
3	Sandra Dykes	8/10/2017 1:37 PM
4	Mona Newton	8/10/2017 1:33 PM
5	justin barrow	8/10/2017 12:30 PM

Q2 How many employees do you represent as a TOP member?

Answered: 5 Skipped: 0

#	RESPONSES	DATE
1	3500	8/11/2017 7:25 AM
2	30	8/10/2017 2:05 PM
3	+/-150	8/10/2017 1:37 PM
4	7	8/10/2017 1:33 PM
5	17	8/10/2017 12:30 PM

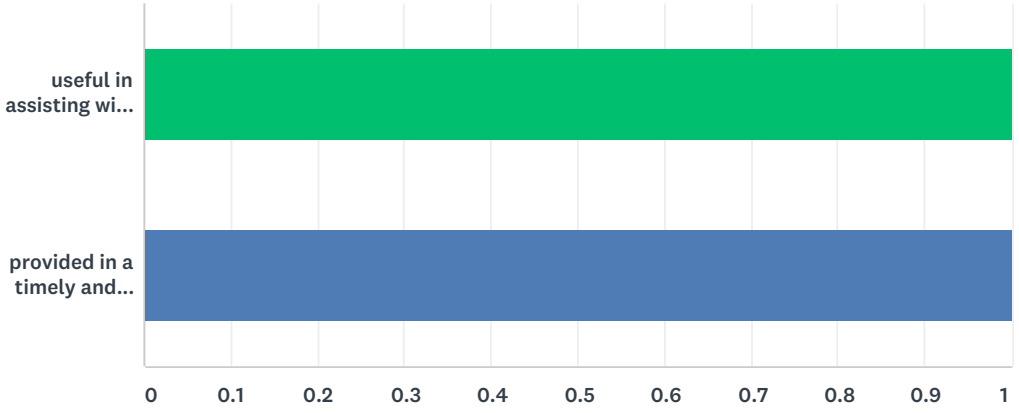
Q3 How many students and/or guests do you represent as a TOP member?

Answered: 4 Skipped: 1

#	RESPONSES	DATE
1	1.4 M skier days	8/11/2017 7:25 AM
2	0	8/10/2017 2:05 PM
3	+/-75	8/10/2017 1:37 PM
4	0	8/10/2017 1:33 PM

Q4 The services provided to me by TOP staff are (agree or disagree):

Answered: 5 Skipped: 0



	AGREE	DISAGREE	TOTAL	WEIGHTED AVERAGE
useful in assisting with reducing drive-alone trips	100.00% 5	0.00% 0	5	1.00
provided in a timely and helpful manner	100.00% 5	0.00% 0	5	1.00

#	COMMENTS	DATE
	There are no responses.	

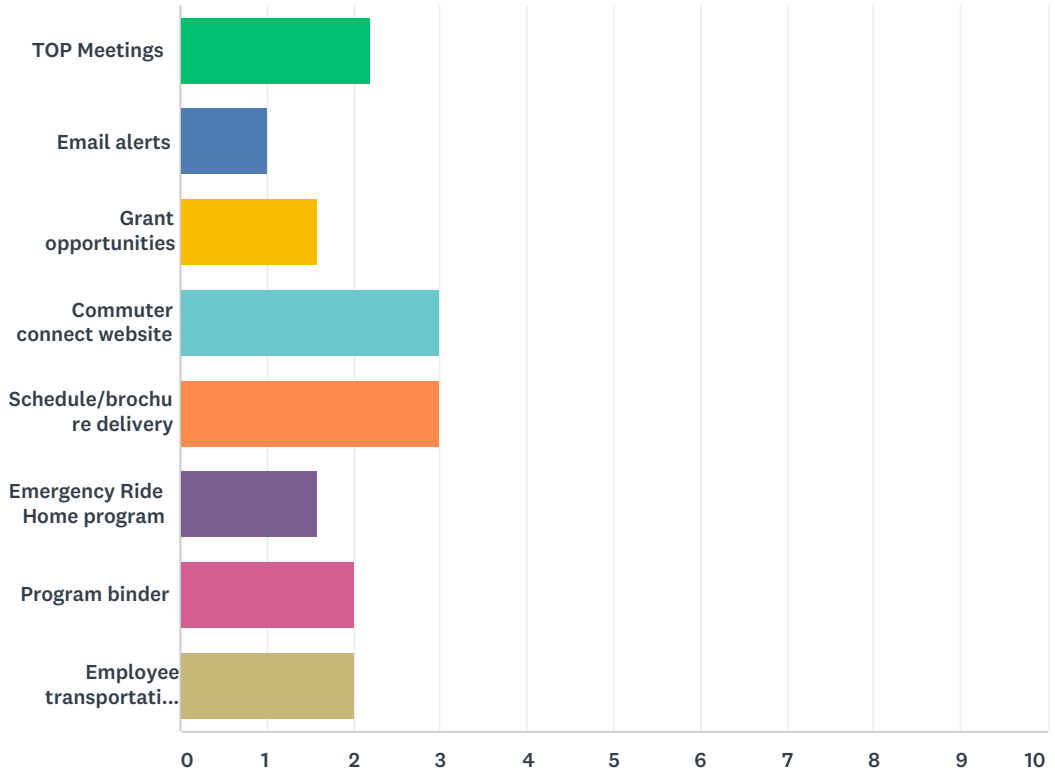
Q5 What topics would you like covered at future TOP meetings?

Answered: 3 Skipped: 2

#	RESPONSES	DATE
1	How to make the program more well known in the community	8/10/2017 2:05 PM
2	Alternate transportation ideas for winter months; i.e fat tire bikes	8/10/2017 1:37 PM
3	Free bus expansion to Pitkin County line (old Snowmass)	8/10/2017 1:33 PM

Q6 Which TOP services do you find most helpful? Please rank.

Answered: 5 Skipped: 0

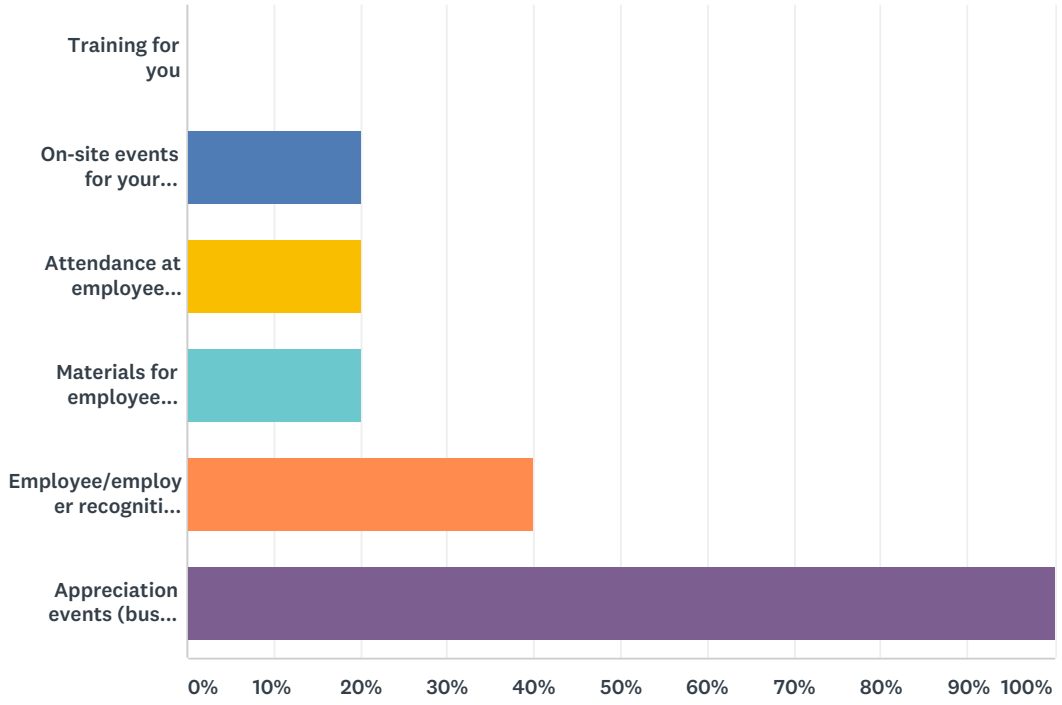


	VERY HELPFUL	SOMEWHAT HELPFUL	NOT HELPFUL	DO NOT USE	TOTAL	WEIGHTED AVERAGE
TOP Meetings	20.00% 1	60.00% 3	0.00% 0	20.00% 1	5	2.20
Email alerts	100.00% 5	0.00% 0	0.00% 0	0.00% 0	5	1.00
Grant opportunities	80.00% 4	0.00% 0	0.00% 0	20.00% 1	5	1.60
Commuter connect website	20.00% 1	20.00% 1	0.00% 0	60.00% 3	5	3.00
Schedule/brochure delivery	20.00% 1	20.00% 1	0.00% 0	60.00% 3	5	3.00
Emergency Ride Home program	80.00% 4	0.00% 0	0.00% 0	20.00% 1	5	1.60
Program binder	40.00% 2	40.00% 2	0.00% 0	20.00% 1	5	2.00
Employee transportation orientations	40.00% 2	40.00% 2	0.00% 0	20.00% 1	5	2.00

#	COMMENTS	DATE
1	Although we don't implement it often, the emergency ride program is extremely helpful in getting our down valley employees to carpool	8/10/2017 2:05 PM

Q7 What additional services could TOP provide that would be helpful to you as an employer? Use the comments field to provide more specific information.

Answered: 5 Skipped: 0

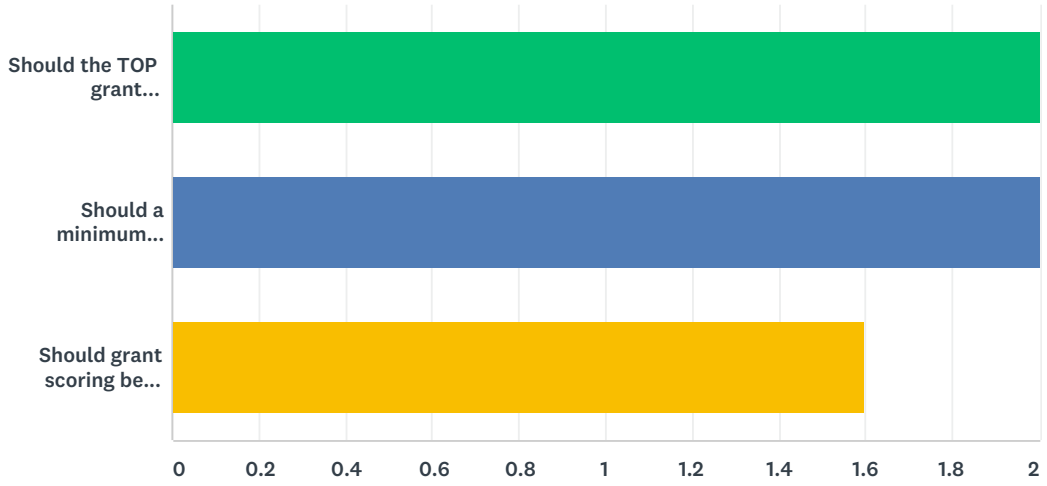


ANSWER CHOICES	RESPONSES	
Training for you	0.00%	0
On-site events for your employees	20.00%	1
Attendance at employee orientations	20.00%	1
Materials for employee orientations	20.00%	1
Employee/employer recognition (commuter of the year, employer of the year, etc)	40.00%	2
Appreciation events (bus rider appreciation day, etc)	100.00%	5
Total Respondents: 5		

#	ADD OTHER IDEAS HERE. INCLUDE YOUR NAME IF YOU WOULD LIKE US TO CONTACT YOU TO DISCUSS YOUR NEEDS OR IDEAS.	DATE
1	We have monthly staff meetings, and I think it's always good to put a face to a program, and we always welcome speakers to give our staff a better idea of the programs we are participating in and how it helps the community. While all of our employees are familiar with the program,wel'd welcome a speaker from TOPS to remind them of how important participation in the program is.	8/10/2017 2:05 PM
2	Feedback about how we are doing as a whole on the transportation	8/10/2017 1:33 PM

Q8 TOP is committed to ensuring that grant program resources are used in the most effective manner possible. Please weigh in on the following grant program options.

Answered: 5 Skipped: 0

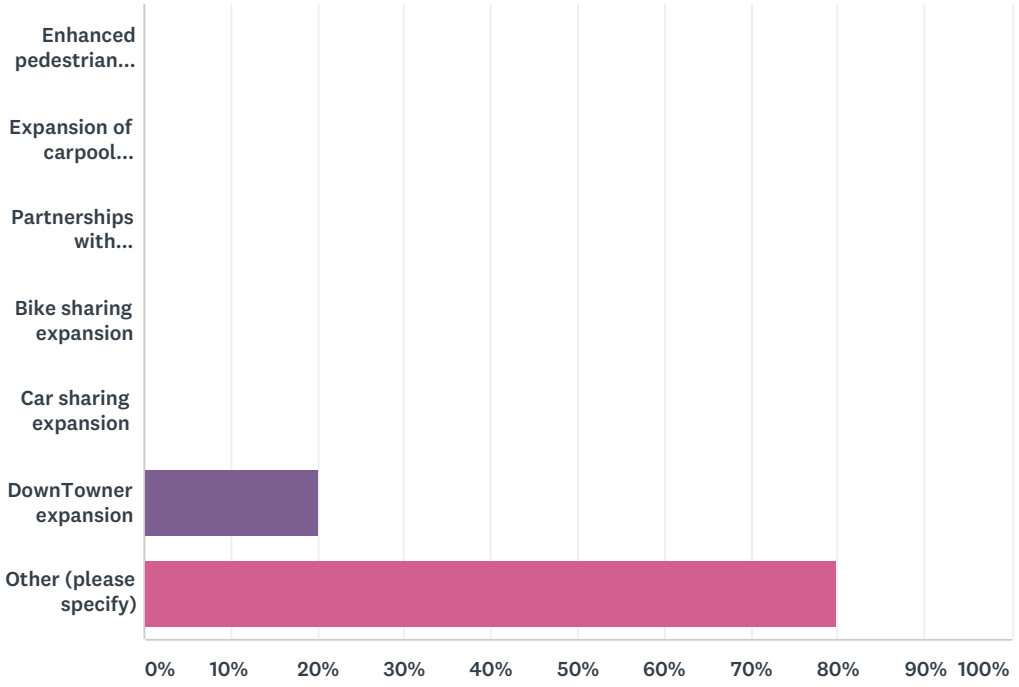


	YES	NO	NOT SURE	TOTAL	WEIGHTED AVERAGE
Should the TOP grant application be annual instead of biannual?	20.00% 1	60.00% 3	20.00% 1	5	2.00
Should a minimum employee participation be required for grants, assuming that businesses could partner to achieve the minimum?	20.00% 1	60.00% 3	20.00% 1	5	2.00
Should grant scoring be weighted to provide the most funding to the programs impacting the most employees?	40.00% 2	60.00% 3	0.00% 0	5	1.60

#	COMMENTS	DATE
1	small organizations would get penalized if weighting for most employees was done.	8/10/2017 1:33 PM

Q9 What additional transportation options should the City of Aspen be exploring and/or expanding?

Answered: 5 Skipped: 0

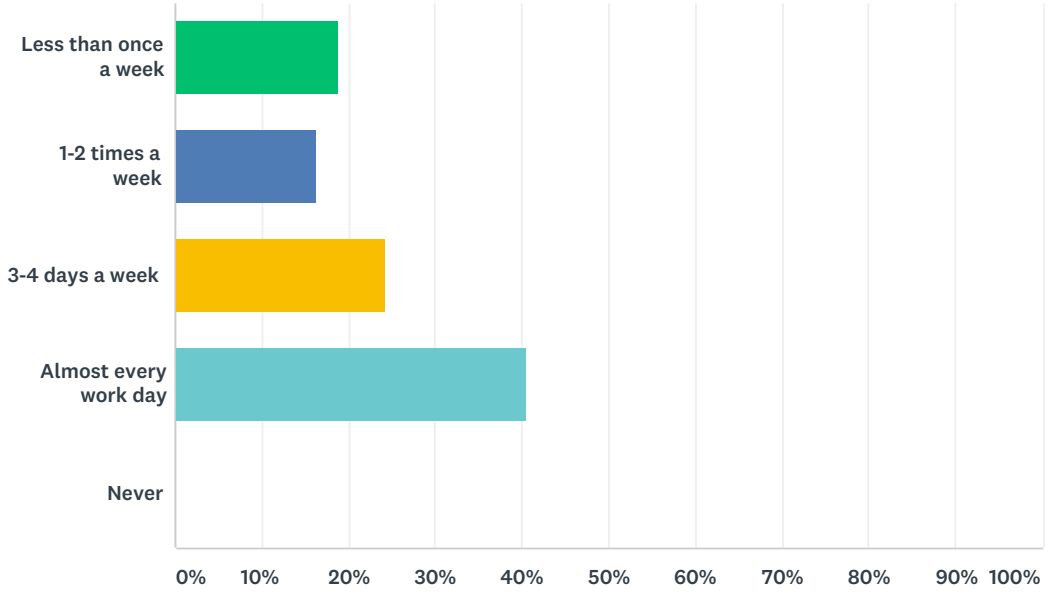


ANSWER CHOICES	RESPONSES	
Enhanced pedestrian and/or bicycle infrastructure	0.00%	0
Expansion of carpool programs	0.00%	0
Partnerships with taxis/uber/lyft	0.00%	0
Bike sharing expansion	0.00%	0
Car sharing expansion	0.00%	0
DownTowner expansion	20.00%	1
Other (please specify)	80.00%	4
TOTAL		5

#	OTHER (PLEASE SPECIFY)	DATE
1	Bike share and car share	8/11/2017 7:25 AM
2	A winter "we-cycle" type program	8/10/2017 1:37 PM
3	Working with Pitkin County to partner and expand the program.	8/10/2017 1:33 PM
4	discounts or options for frequent bus riders without the huge out of pocket expense of a zone pass..	8/10/2017 12:30 PM

Q1 How often do you use transit?

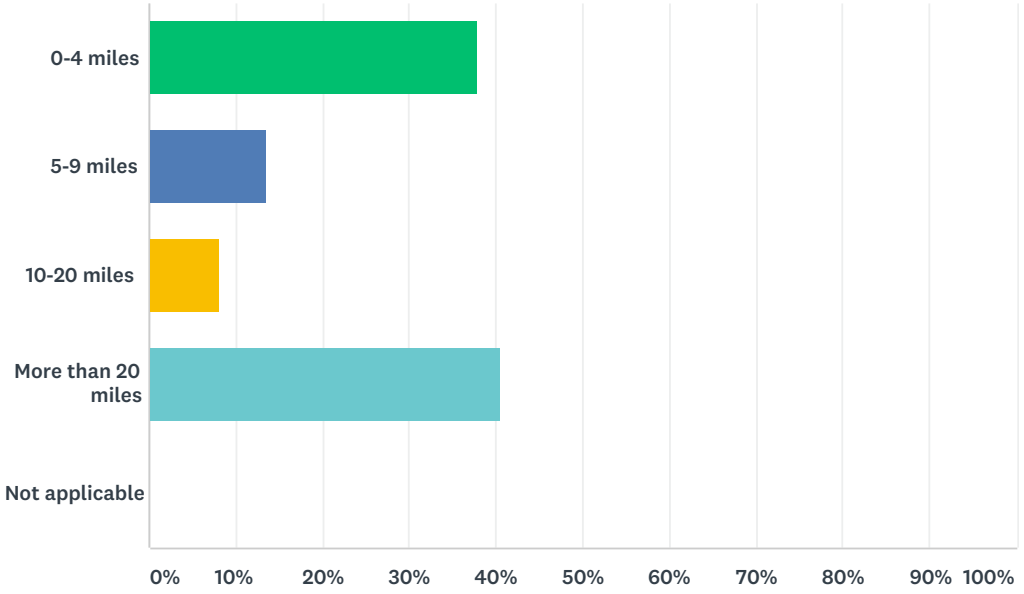
Answered: 37 Skipped: 0



ANSWER CHOICES	RESPONSES	
Less than once a week	18.92%	7
1-2 times a week	16.22%	6
3-4 days a week	24.32%	9
Almost every work day	40.54%	15
Never	0.00%	0
TOTAL		37

Q2 How long is your typical transit trip?

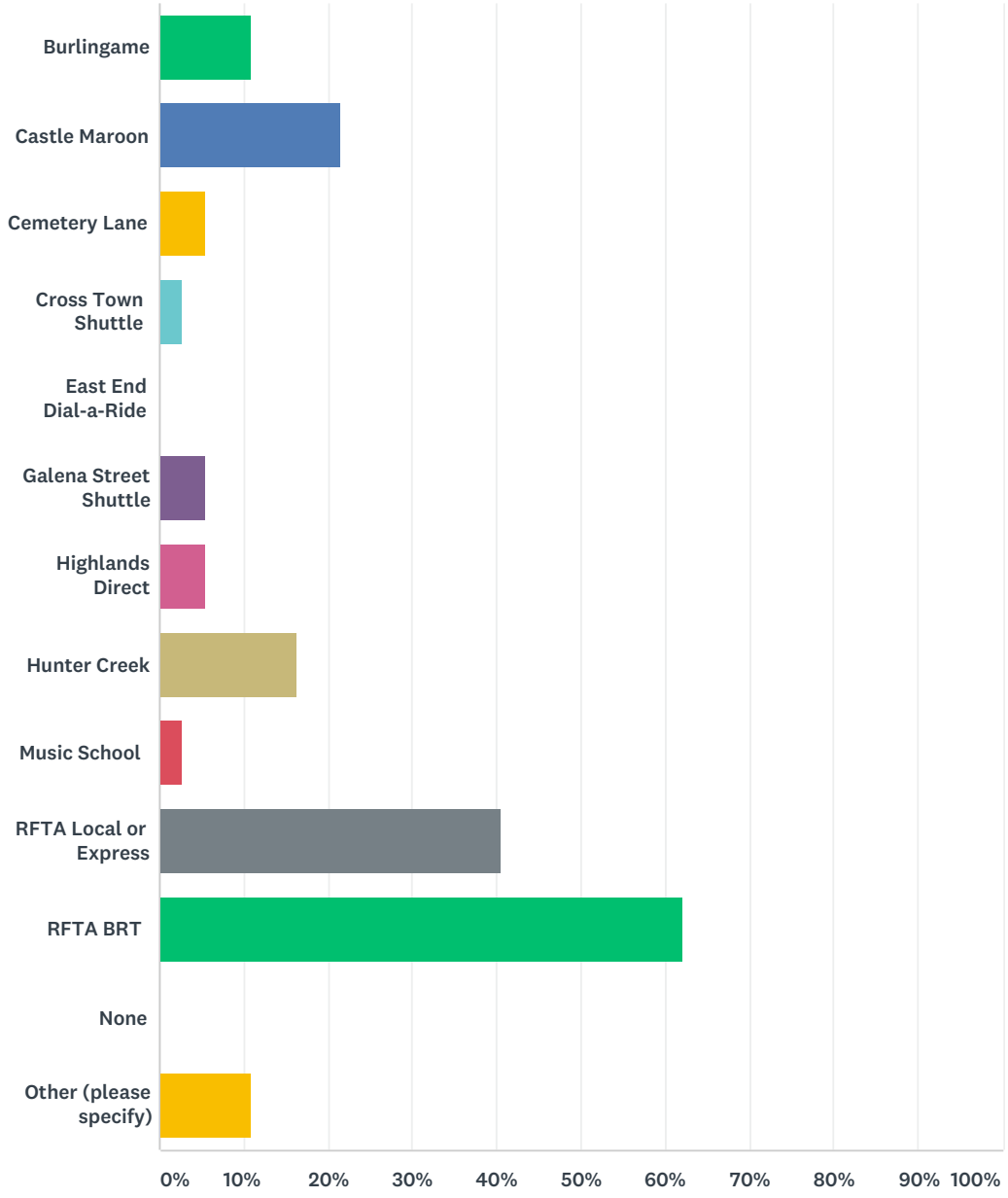
Answered: 37 Skipped: 0



ANSWER CHOICES	RESPONSES	
0-4 miles	37.84%	14
5-9 miles	13.51%	5
10-20 miles	8.11%	3
More than 20 miles	40.54%	15
Not applicable	0.00%	0
TOTAL		37

Q3 Which bus do you typically ride (choose all that apply)?

Answered: 37 Skipped: 0



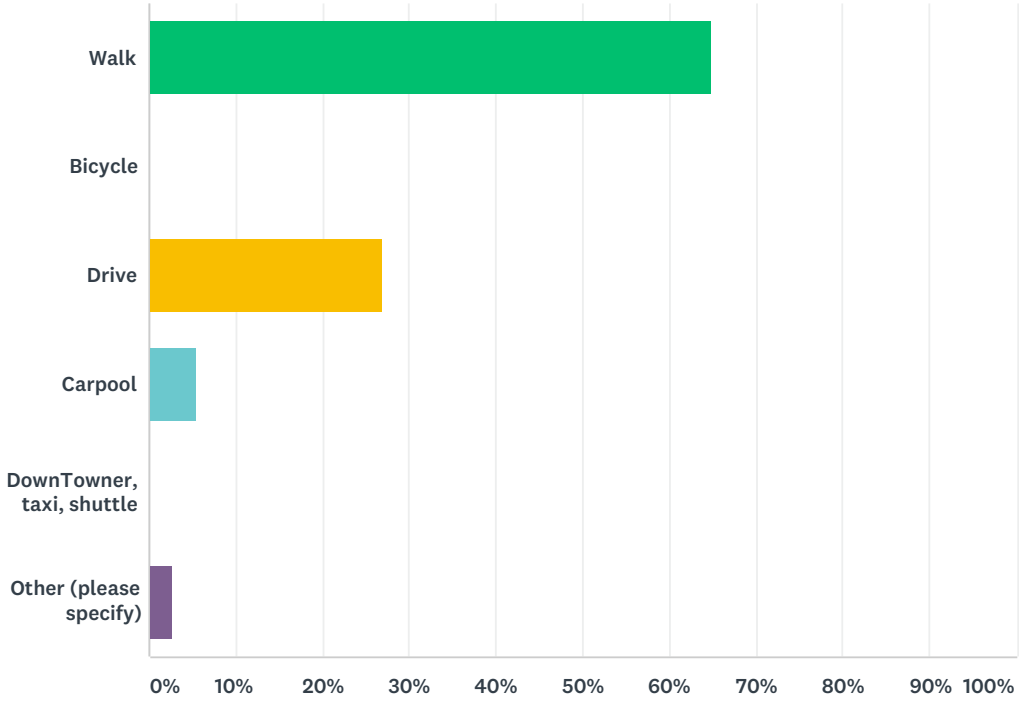
ANSWER CHOICES	RESPONSES	
Burlingame	10.81%	4
Castle Maroon	21.62%	8
Cemetery Lane	5.41%	2
Cross Town Shuttle	2.70%	1
East End Dial-a-Ride	0.00%	0
Galena Street Shuttle	5.41%	2

Highlands Direct	5.41%	2
Hunter Creek	16.22%	6
Music School	2.70%	1
RFTA Local or Express	40.54%	15
RFTA BRT	62.16%	23
None	0.00%	0
Other (please specify)	10.81%	4
Total Respondents: 37		

#	OTHER (PLEASE SPECIFY)	DATE
1	X Aspen in the morning	8/12/2017 10:42 AM
2	snowmass	8/10/2017 1:39 PM
3	V	8/9/2017 7:26 PM
4	city van	8/9/2017 4:17 PM

Q4 How do you usually get to the bus stop (choose one)?

Answered: 37 Skipped: 0

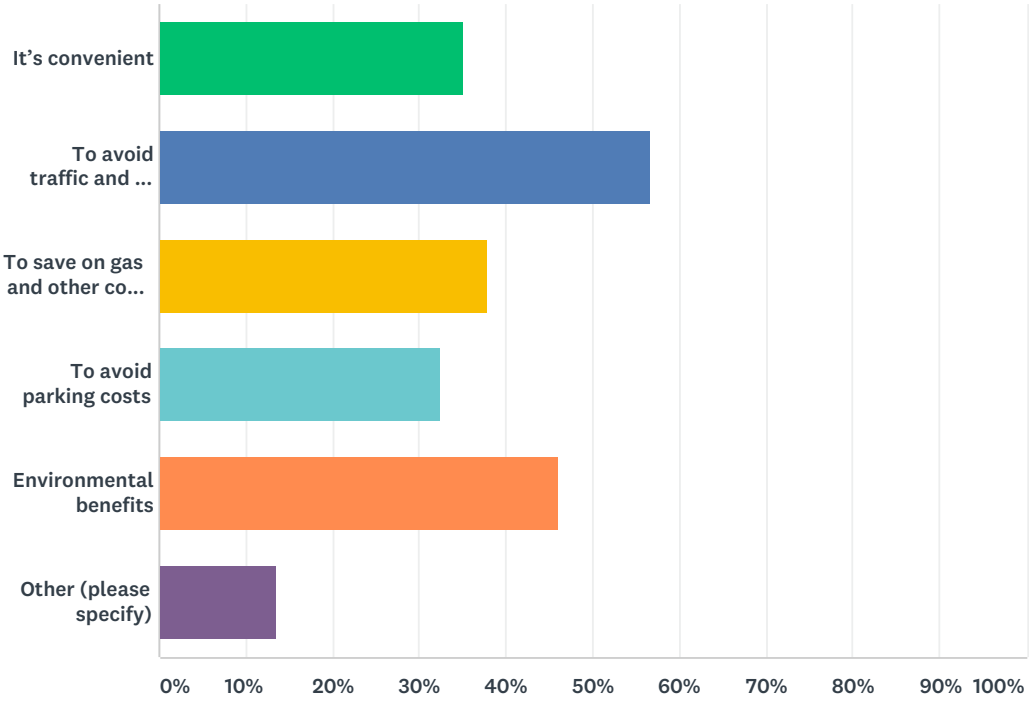


ANSWER CHOICES	RESPONSES	
Walk	64.86%	24
Bicycle	0.00%	0
Drive	27.03%	10
Carpool	5.41%	2
DownTowner, taxi, shuttle	0.00%	0
Other (please specify)	2.70%	1
TOTAL		37

#	OTHER (PLEASE SPECIFY)	DATE
1	catch a ride from someone else	8/14/2017 12:34 PM

Q5 What two reasons most influence your decision to take transit? (select 2)

Answered: 37 Skipped: 0

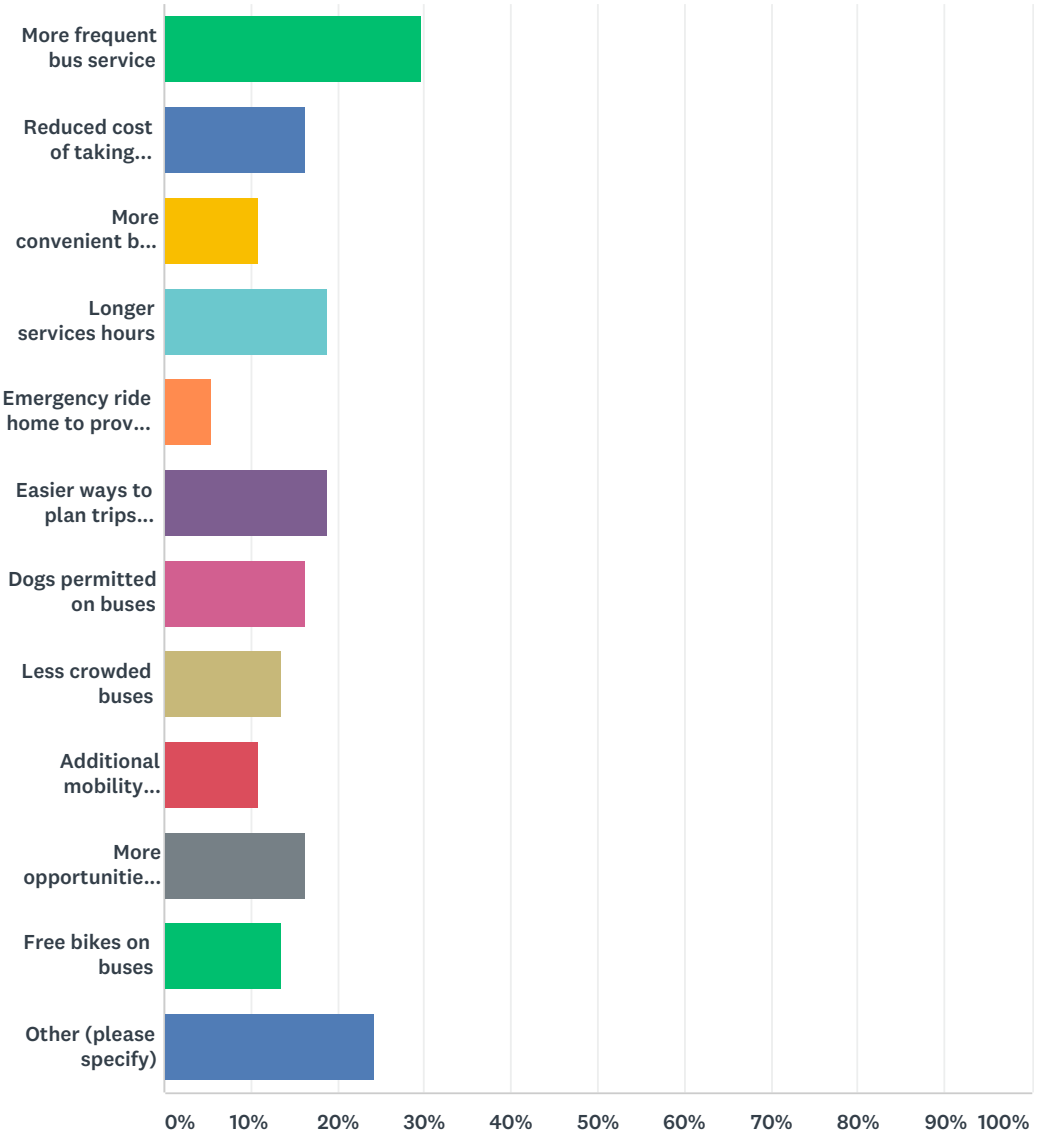


ANSWER CHOICES	RESPONSES	
It's convenient	35.14%	13
To avoid traffic and use the bus lanes	56.76%	21
To save on gas and other costs associated with vehicle use	37.84%	14
To avoid parking costs	32.43%	12
Environmental benefits	45.95%	17
Other (please specify)	13.51%	5
Total Respondents: 37		

#	OTHER (PLEASE SPECIFY)	DATE
1	Rarely take transit. If I do it's because ride home was changed abruptly.	8/14/2017 11:16 AM
2	On days when the weather is bad or I have to carry something in to work, otherwise I bike	8/14/2017 7:52 AM
3	Don't want to park in Aspen	8/13/2017 3:36 PM
4	Bad weather, bad roads	8/11/2017 11:57 AM
5	Buses are big. Safety.	8/9/2017 11:55 PM

Q6 What two strategies would most influence your decision to take transit more frequently? (select 2)

Answered: 37 Skipped: 0



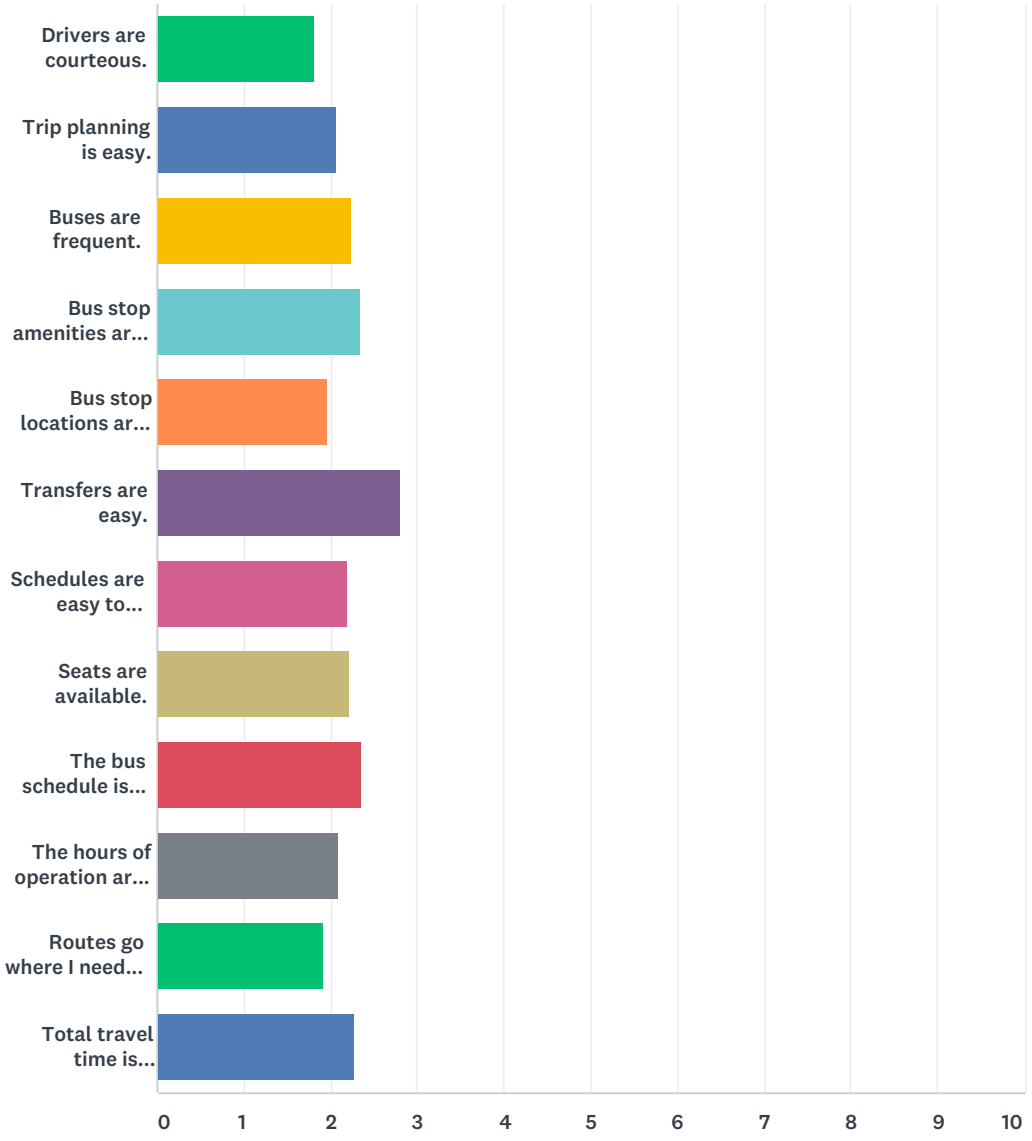
ANSWER CHOICES	RESPONSES	
More frequent bus service	29.73%	11
Reduced cost of taking transit	16.22%	6
More convenient bus stop locations	10.81%	4
Longer services hours	18.92%	7
Emergency ride home to provide flexibility	5.41%	2
Easier ways to plan trips (app, real time information, etc.)	18.92%	7
Dogs permitted on buses	16.22%	6

Less crowded buses	13.51%	5
Additional mobility options once in Aspen	10.81%	4
More opportunities for bikes on buses	16.22%	6
Free bikes on buses	13.51%	5
Other (please specify)	24.32%	9
Total Respondents: 37		

#	OTHER (PLEASE SPECIFY)	DATE
1	Better reliability of Castle Maroon, Highlands routes.	8/14/2017 9:01 AM
2	the transit works perfectly	8/14/2017 7:53 AM
3	Nothing. I already take the bus every day I can.	8/14/2017 7:42 AM
4	No late night, weekend, and off-season reduction of BRT to Carbondale	8/12/2017 12:17 PM
5	Be nice if the Aspen Village Stop was an X stop as well as a local!!	8/11/2017 2:46 PM
6	1) Faster service downvalley. Takes too long to get home when I have responsibilities down valley! 2) Ability to bike/golf/fish near Aspen without driving my car.	8/11/2017 11:57 AM
7	I enjoy everything about my bus route	8/10/2017 2:35 PM
8	I'm happy with present bus services.	8/10/2017 10:46 AM
9	Dog is my #1 reason, try local bus first..be European	8/10/2017 8:27 AM

Q7 Rank the following characteristics of local transit services from 1 (agree) to 5 (disagree):

Answered: 37 Skipped: 0

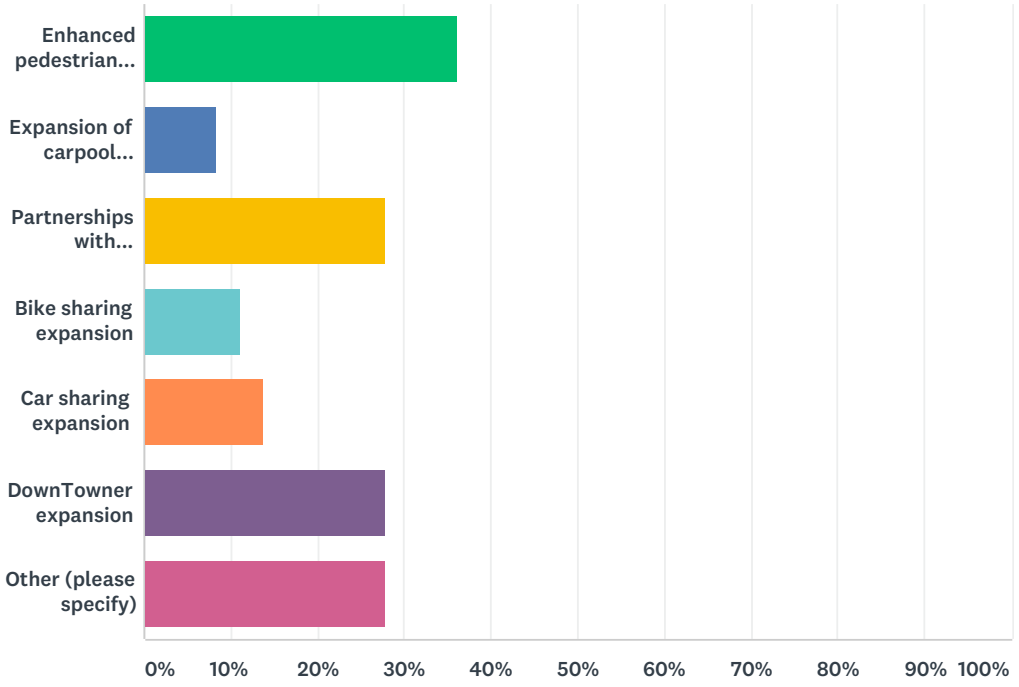


	1 (STRONGLY AGREE)	2 (AGREE)	3 (NEUTRAL)	4 (DISAGREE)	5 (STRONGLY DISAGREE)	DON'T KNOW / NOT APPLICABLE	TOTAL	WEIGHTED AVERAGE
Drivers are courteous.	38.89% 14	47.22% 17	8.33% 3	5.56% 2	0.00% 0	0.00% 0	36	1.81
Trip planning is easy.	22.22% 8	58.33% 21	11.11% 4	5.56% 2	2.78% 1	0.00% 0	36	2.08
Buses are frequent.	25.71% 9	40.00% 14	20.00% 7	14.29% 5	0.00% 0	0.00% 0	35	2.23
Bus stop amenities are appropriate.	17.14% 6	48.57% 17	20.00% 7	11.43% 4	2.86% 1	0.00% 0	35	2.34

Bus stop locations are convenient.	25.00% 9	58.33% 21	11.11% 4	5.56% 2	0.00% 0	0.00% 0	36	1.97
Transfers are easy.	27.78% 10	33.33% 12	13.89% 5	2.78% 1	0.00% 0	22.22% 8	36	2.81
Schedules are easy to understand.	19.44% 7	50.00% 18	22.22% 8	8.33% 3	0.00% 0	0.00% 0	36	2.19
Seats are available.	16.67% 6	58.33% 21	13.89% 5	8.33% 3	2.78% 1	0.00% 0	36	2.22
The bus schedule is reliable.	19.44% 7	41.67% 15	27.78% 10	5.56% 2	5.56% 2	0.00% 0	36	2.36
The hours of operation are convenient.	22.86% 8	57.14% 20	8.57% 3	11.43% 4	0.00% 0	0.00% 0	35	2.09
Routes go where I need them to.	35.14% 13	43.24% 16	16.22% 6	5.41% 2	0.00% 0	0.00% 0	37	1.92
Total travel time is reasonable.	30.56% 11	38.89% 14	11.11% 4	11.11% 4	8.33% 3	0.00% 0	36	2.28

Q8 What additional transportation options should the City of Aspen be exploring and/or expanding?

Answered: 36 Skipped: 1



ANSWER CHOICES	RESPONSES	
Enhanced pedestrian and/or bicycle infrastructure	36.11%	13
Expansion of carpool programs	8.33%	3
Partnerships with taxis/uber/lyft	27.78%	10
Bike sharing expansion	11.11%	4
Car sharing expansion	13.89%	5
DownTowner expansion	27.78%	10
Other (please specify)	27.78%	10
Total Respondents: 36		

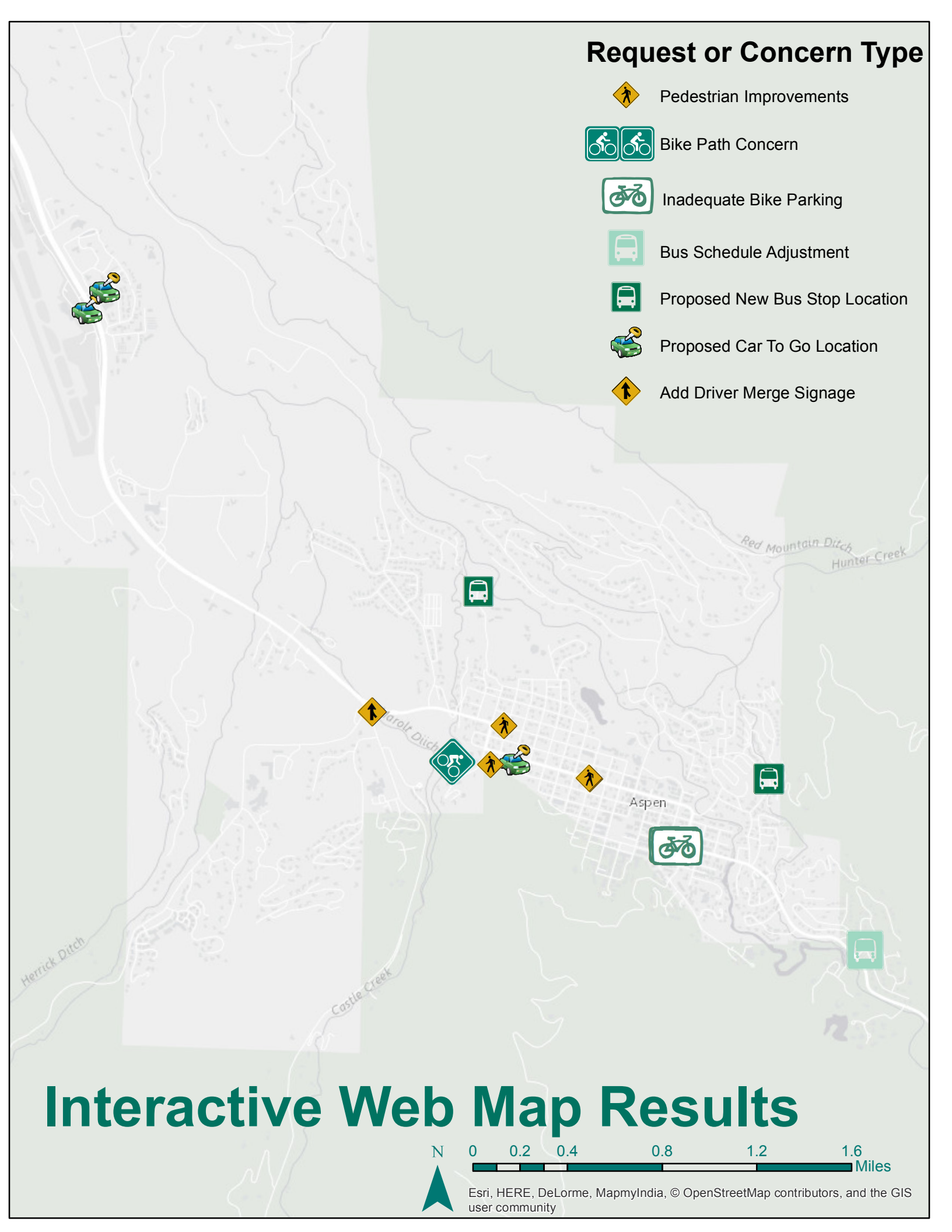
#	OTHER (PLEASE SPECIFY)	DATE
1	The Castle Maroon line schedule is completely unreliable in the afternoon. Drivers and RFTA phone staff are uninformed and rude when you ask them how to plan accordingly when the buses are off time. In the winter, you end up standing in the cold and the dark, not knowing when your bus will come and having been offended by a RFTA employee or driver - will it be 5 minutes late, will it be 10 minutes late, will it be 30 minutes late? Either way, you will be late to where you are going, or you will miss your connection. The City of Aspen pays for this route. RFTA drivers and staff have no ground treating riders with disrespect, as if we should be happy and not complain about this "free" ride. But I'm a taxpayer, and I pay their wages. There needs to be a better way to provide feedback. Maybe a non-RFTA-staff complaint line. The result is, I now drive instead of taking the bus, just adding to the problem.	8/14/2017 9:01 AM
2	City missed an opportunity to build a transit stop at paepke downvalley. a heavely used stop.	8/14/2017 7:53 AM

3	Extended BRT hours, more bikes on the bus	8/14/2017 7:52 AM
4	Autonomous taxis	8/14/2017 6:19 AM
5	4 lanes in and out of town!!!	8/13/2017 3:36 PM
6	Encourage flexible business hours for employees. Reduce downvalley ride time by at least 20 minutes by quitting having BRTs stop in town and/or eliminate Brush Creek stop.	8/11/2017 11:57 AM
7	no comment	8/10/2017 10:46 AM
8	We made a mistake by not completing a light rail project.	8/9/2017 11:55 PM
9	More busses	8/9/2017 5:27 PM
10	4 lane Marolt	8/9/2017 4:17 PM

Q9 Please provide your email address if you would like to be entered into our prize drawing.

Answered: 32 Skipped: 5

#	RESPONSES	DATE
1	ben.anderson@cityofaspen.com	8/15/2017 1:01 PM
2	conniejknuth@gmail.com	8/15/2017 8:57 AM
3	karen.harrington@cityofaspen.com	8/14/2017 3:43 PM
4	mark.webber@cityofaspen.com	8/14/2017 12:34 PM
5	don.pergande@cityofaspen.com	8/14/2017 12:32 PM
6	rebecca.hodgson@cityofaspen.com	8/14/2017 11:16 AM
7	mike.kosdrosky@cityofaspen.com	8/14/2017 11:07 AM
8	reilly.thimons@cityofaspen.com	8/14/2017 10:40 AM
9	michelle.y.holder@gmail.com	8/14/2017 10:13 AM
10	don.taylor@cityofaspen.com	8/14/2017 7:53 AM
11	laura.armstrong@cityofaspen.com	8/14/2017 7:52 AM
12	Dr.Paul.Schultz@gmail.com	8/14/2017 6:19 AM
13	airkraft@comcast.net	8/13/2017 3:36 PM
14	Lloeb@rof.net	8/12/2017 12:17 PM
15	Mickikibler@gmail.com	8/12/2017 10:42 AM
16	gghmason@hotmail.com	8/11/2017 2:46 PM
17	janinenixon@hotmail.com	8/11/2017 12:14 PM
18	clklob@gmail.com	8/11/2017 11:57 AM
19	Modano_girl25@yahoo.com	8/11/2017 7:20 AM
20	74oldsdelta88@live.com	8/10/2017 5:06 PM
21	Bailwerner82@gmail.com	8/10/2017 4:12 PM
22	lindseygeary@gmail.com	8/10/2017 2:35 PM
23	emilyclairellis@gmail.com	8/10/2017 1:39 PM
24	ssrafter@yahoo.com	8/10/2017 12:57 PM
25	zardosuede@yahoo.com	8/10/2017 12:38 PM
26	melissabustillos01@gmail.com	8/10/2017 12:03 PM
27	rte@rof.net	8/10/2017 10:46 AM
28	jwphelan@yahoo.com	8/10/2017 8:27 AM
29	crestivo@gmail.com	8/9/2017 11:55 PM
30	Mpdaly@comcast.net	8/9/2017 7:26 PM
31	carbonatedwarrior@gmail.com	8/9/2017 5:27 PM
32	Zgpolter@aol.com	8/9/2017 3:32 PM


Request or Concern Type
Pedestrian Improvements
Bike Path Concern
Inadequate Bike Parking
Bus Schedule Adjustment
Proposed New Bus Stop Location
Proposed Car To Go Location
Add Driver Merge Signage
Red Mountain Ditch
Hunter Creek
Aspen
Herrick Ditch
Castle Creek
Interactive Web Map Results
N
0 0.2 0.4 0.8 1.2 1.6
Miles
Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community

Appendix C:

All Transit Service Improvements



Transit Service Improvement				Notes	Impact		Methodology	Scoring		Recommended?	Cost to the City ($, $$, $$$) $ capital cosst ($: <$100,000, $$: $100,000-$750,000, $$$: >$750,000), $ annual operating costs ($: <$50,000, $$: $50,000- $100,000, $$$: >$100,000)
Service	Solution	ID	Alternatives (beige highlight=high priority recommendation)		SOV Mode Split change 0= no change 1= 1-3% 2= 3-5% 3=>5%	Transit (including microtransit and city subsidized on-demand service) ridership 0= no change 1= 1-5% 2= 5-10% 3=>10%	Assumptions (parameters)	Trip reduction (SOV mode split change)	Phasing (short: 0-2 years, medium: 3-6 years, long-term: 7+ years)	Candidate for Mobility Lab? Yes/No	
A. Transit related											
Increased frequency on existing routes	Castle/Maroon Route frequency increas	A5	Castle/Maroon Route frequency to 10-minute service could be operated all day from 7 AM to 7 PM, reducing hours of Aspen-Highlands Direct service (winter and summer)	winter only expanding Castle/Maroon frequency would increase costs by $320,000, generating 66,300 additional passengers. If also operated in the summer, costs would increase by $544,300, while the ridership increase would total 103,400.	-2	2	This would provide the opportunity to reduce (though not eliminate) the hours of operation of the Aspen-Highlands Direct Route. A review of ridership data indicates that Aspen-Highlands Direct service prior to 8 AM and after 6 PM could easily be accommodated by expansion of Castle/Maroon service. This would generate $51,300 in cost savings that could go towards the improvements in Castle/Maroon frequency	2	Short	Yes	$$$
	Hunter Creek Route frequency increase	A7	Operate Hunter Creek Route at 10 minute frequency over a 12-hour service day	net increase in costs of $45,600, generating 36,700 additional passenger-trips. If operated both in summer and winter, costs would increase by $144,800 and ridership increases would total 54,900	-1	1	modifications to the Galena Street Shuttle were considered assuming this increase in Hunter Creek frequency. the ridership generated on the portion of the Galena Street Shuttle north of Rio Grande Place could be effectively served by 10-minute-frequency Hunter Creek service. This would allow the Galena Street Shuttle route to be trimmed back to turn around at the Rio Grande Parking Structure (lower access), and in turn reduce the number of buses needed to operate roughly 10 minute headway service to one.	-1	Short	Yes	$$$
Cross Town Shuttle modification		A12	Extend Cross Town Shuttle to Serve Aspen Meadows/Institute	While our assumptions would indicate serving the additional 15,600 trips to the Aspen Institute/Aspen Meadows would cost $121,680 (assuming a per-trip cost of $7.80), the actual costs related to this extension are likely to be less since this represents a relatively minor extension of the on-demand service area, and the additional vehicles needed to replace the Cross Town Shuttle service could probably accommodate this extension with a relatively low cost. If this option is pursued further, a more detailed analysis is recommended.	-1	1	approximately 0.6 transit trips are generated per lodging unit (including both guests and lodging employees); While vehicle-hours would not be increased, annual mileage would increase by 6,607, yielding an increase in operating costs of $13,300. It is important to note that this option would require modifications of the driveway at the Institute to better accommodate a transit vehicle. It would also be dependent on elimination or reduction in the existing private shuttle to avoid duplication of service.	-1	Short	Yes	$$$
Conversion of Mountain Valley Dial-a-Ride to Fixed Route Only, With Existing Demand Response Trips Served by App-Based On-Demand Service		A17	Combine Cross Town – Mountain Valley Route to create a new fixed route, employing on-demand service for the remaining portion	Eliminate demand requests on the Mountain Valley Route and eliminate the eastern leg of the Cross Town Route (between Rubey Park and Aspen Club) and combine the western end of the Cross Town Route and the fixed route portion of the Mountain Valley Route to create a new route tying the West End and Mountain Valley; employ on-demand service for the remaining portion of that service area	-1	1	The overall impact of this alternative would be to increase annual ridership by 7,680, while reducing subsidy requirements by $76,800	-1	Medium	Yes	$$
Extension of Summer Service Levels to End of September for all routes		A18	Extend Summer Service Levels to End of September for all routes	In total, this expansion of service would increase operating costs by $81,100 per year.	-1	1	An evaluation of ridership based upon the monthly variation in ridership as well as the hourly variation in ridership in summer and the relative level of activity in September yields a total ridership increase of 6,900 over all routes.	-1	Short	No	$$
Replace Late Night Service With On-Demand Service		A20	Replace Late Night Service With On-Demand Service in spring and Fall Service After 7 PM	Allows for scalability during demand surges	0	0	On-demand is considered a supplemental transit service; benefits associated with Reduction of SOV are somewhat offset by higher VMT from on-demand service; The replacement on-demand service is estimated to require a subsidy of $274,900, yielding a net reduction in subsidy of $121,500 annually. At a 5 percent increase in overall ridership, total annual ridership would increase by 1,400. This service alternative is likely to generate more VMT than the fixed route service, but actual VMT increase depends on how the on-demand service operates and the average trip length.	0	Medium	Yes	-$$$
Vehicles		A21	Vehicle size	Purchase larger vehicles to accommodate higher ridership on some routes, balance against the benefits of smaller vehicles (less noise, less out of scale) that serve lower density, more residential routes.	0	0		0	Medium	No	$$$
		A22	Fuel technology - electric buses	In addition to the reduction in greenhouse gas emissions (depending on the source of electricity), these vehicles also have been proven to reduce maintenance costs and substantially reduce noise emissions.	0	0		0	Short-Medium	No	$$$, -$$
Capital investments	Bus stop improvements	A23	New or expanded shelters		0	0		0	Short	Yes	$-$$, $
		A24	Benches		0	0		0	Short	Yes	$, $
		A25	Urban seats		0	0		0	Short	Yes	$, $
		A26	Bus stop signs		0	0		0	Short	Yes	$, $
		A27	Garbage cans		0	0		0	Short	Yes	$, $
		A28	Sidewalk or passenger waiting pavement		0	0		0	Short	No	$$, $
		A29	Lighting		0	0		0	Short	Yes	$, $
		A30	Bike and ski/snowboard rack		0	0		0	Short	Yes	$, $
		A31	Paved bus pullouts		0	0		0	Short	No	$$, $
		A32	Pedestrian crossing signage		0	0		0	Short	Yes	$$, $
		A33	Highlands bus loading area		0	0		0	Short	Yes	$$, $
		A34	App-based, on-demand service provided by RFTA		plus minus	plus minus		plus minus	Short-Medium	Yes	$, $

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Other alternatives	Aspen subsidy of Downvalley fares	A35	Subsidize half of fare		-3	3		-3	Short	Yes	$$
	Dogs on transit	A36	Subsidize all of fares		-2	2		-2	Short	Yes	$$$
		A37	Potentially on fixed routes only	Potentially dogs allowed at discretion of driver	-1	1		-1	Short	Yes	$, $
		A38	Real time transit displays at mobility hubs	$100,000/hub	0	0		0	Short	No	$$, $
Increase education and information distribution	Variable message signage	A39	Variable message signs on Hwy 82 that provide information on trip cost (including parking fees) and time by bus vs. car	This will consist of a permanent city-owned sign with permission from CDOT	-1	1		-1	Short	Yes; worth exploring if feasible	$$, $
Personal safety	Personal safety at Rubey Park	A40	More pedestrian-scale lighting		0	0		0	Short	No	$$
B. On-Demand related											
Existing services: Downtowner	Increase Downtowner service	B1	Expand on-demand service area	This could apply to any provider operating in Aspen in the future	-1	1	Assumes expanding service to cover all of the City of Aspen growth boundary	-1	Short	Yes	$-$$$
		B2	More vehicles to decrease wait time		-1	1	TCQSM wait time elasticity - ranges from .3 to .5	-1	Short	Yes	$-$$$
		B3	Expand service hours		-1	1	TCQSM service hour elasticity- ranges from .6 to 1.0	-1	Short	Yes	$-$$$
	Improve passenger experience	B4	Explore various vehicle types based on capacity, branding, cost-effectiveness, etc.		0	0		0	Short	Yes	$-$$$
Pick-up, drop-off locations		B5	Formalize pick-up/drop-off locations with signage and striping and incorporate on the back-end into apps		0	0		0	Short	Yes	$, $
Next generation	On-demand service	B6	Explore partnerships with additional providers including private and RFTA, and define operational model	make sure no unintended consequences on VMT	plus minus	plus minus	Impacts will depend on fare structure, service frequency and operation model	plus minus	Short	Yes	$-$$$
On-demand operation models	Partially or fully subsidize on-demand service in certain areas and ensure adequate supply of drivers	B7	Low-density areas outside transit service area	This is a similar operations model to 1bi but can be done through any operator	-1	1	Assumes a wait time under 15 minutes for an on-demand service	-1	Short	Yes	$-$$$
		B8	After RFTA operating hours		-1	1	Assumes a wait time under 15 minutes for an on-demand service	-1	Short	Yes	$-$$$
		B9	First/last mile		-1	1	Assumes on-demand service provides seamless connection between transit stops and final destinations/origins. Assumes boundary is not the entire City, but will be shaped jointly by the City and the provider	-1	Short	Yes	$-$$$
			Note: Assumes on-demand service is considered transit					0			
C. Driving related											
CAR TO GO	Enhance CAR TO GO experience	C1	Free floating	Recommendations based on the assumption that the City continues to operate CAR TO GO	-1	1	Users still have to drop off vehicles within a defined service area consisting primarily of City of Aspen, but just don't have to drop car off at the specific location of pick up	-1	Medium	Yes	$, $
		C2	Change vehicle fleet (EV or AV)		0	0	Assuming policies in place to mitigate the potential increases in SOV associated with AVs	0	Medium	No	$$ (Additional cost if also a free floating model, requiring charging stations throughout the City)
	Increase access to CAR TO GO	C4	Grow the CAR TO GO program		-1	1	Assumes an increase in number of members and more trips for existing memberd; assumes reduction in private vehicle ownership	-1	Short-Medium	Yes	$, $
		C5	Expand service area		-1	1	Assumes an increase in number of vehicles covering a wider area; assumes reduction in private vehicle ownership	-1	Short	No	$, $
New car share	Private car share operator	C6	Explore to new public private partnerships		-1	1	Assumes reduction in private vehicle ownership	-1	Medium-Long	Yes	$-$$$
	Peer to peer car share	C7	Partner with an app/service that facilitates this model		-1	1	Assumes reduction in private vehicle ownership	-1	Short	No	$
Autonomous vehicles	Policy changes	C8	New city policies to maximize benefits (reduce SOV and ZOV impacts)	Depends on state legislature	plus minus	-1	Assumes policies that incentivize shared vehicles and strategies that use AVs to reduce congestion and reduce demand for parking	plus minus	Medium-Long	No	
		C9	Incentivize AVs		plus minus	-1		plus minus	Medium-Long	Yes	$
	Autonomous transit vehicles	C10	City work with RFTA to implement autonomous RFTA vehicle Avs		-1	1	Make transit more cost effective and therefore increase frequency and service area	-1	Medium-Long	No	$$-$$$
Carpooling	Facilitate carpooling	C11	Formalize slug lining (promote, formalize pick-up/drop-off)		-3	-1	Assumed to include an app, marketing and more formal pick-up and drop-off area	-3	Short	No	$, $
		C12	Public private partnership with ride-matching app development with City support	Works best with TDM measures like parking pricing/tolls	-3	-1	Assume critical mass of use to achieve maximum benefit	-3	Short	Yes	
	Improve carpool experience	C13	Electronic permitting process		-1	-1	Assume the process to acquire an electronic carpool parking pass is streamlined and intuitive with full compliance	-1	Short	No	$
	Further incentivize carpooling	C14	Expand preferential parking		-2	-1	Make parking areas for carpoolers larger and more appealing that non-carpool parking	-2	Short	No	$
Toll lane	Highway 82	C15	Convert HOV to HOV/toll on 82		plus minus	plus minus	Redirect revenue into TDM-related investments	plus minus	Medium	No	$$ (Initial cost for infrastructure, but will generate revenue and potentially pay for itself)
D. Bicycle and Pedestrian related											
Programmatic pedestrian recommendations	Wayfinding	D1	Implement additional wayfinding signage with directions and distance to key destinations		0	0	Near term impacts are minimal but may result in mode shift in the long term	0	Short-Medium	Yes	$, $
Additional pedestrian capital	Pedestrian crossings	D2	Implement enhanced pedestrian crossings, with treatments appropriate for number of lanes, speed and volumes of roadway		0	0	Assumed to use best practices to determine where a midblock marked crossing is appropriate; near term impacts are minimal but may result in mode shift in the long term	0	Short-Medium	Yes	$$-$$$, $

Transit Service Improvement				Notes	Impact		Methodology	Scoring		Recommended?	Cost to the City ($, $$, $$$) $ capital cosst ($: <$100,000, $$: $100,000-$750,000, $$$: >$750,000), $ annual operating costs ($: <$50,000, $$: $50,000- $100,000, $$$: >$100,000)
Service	Solution	ID	Alternatives (beige highlight=high priority recommendation)		SOV Mode Split change 0= no change 1= 1-3% 2= 3-5% 3=>5%	Transit (including microtransit and city subsidized on-demand service) ridership 0= no change 1= 1-5% 2= 5-10% 3=>10%	Assumptions (parameters)	Trip reduction (SOV mode split change)	Phasing (short: 0-2 years, medium: 3-6 years, long-term: 7+ years)	Candidate for Mobility Lab? Yes/No	
infrastructure	Sidewalks	D3	Close gaps in sidewalk network		-1	0	Assumes all gaps in the trail network are addressed to create a connected and intuitive trail network	-1	Medium-Long	No	$$-$$$, $
	Aspen Bike/Ped Plan priorities	D4	Implement top priority pedestrian projects as identified in the *Aspen Bicycle and Pedestrian Master Plan*		-1	1	Near term impacts are minimal but may result in mode shift in the long term	-1	Medium-Long	No	$$-$$$, $
Expand current bike share	Operational model	D5	Dockless bike share (WE-Cycle or public private partnership)		-1	0	Assumes a free-roaming, dockless bike share that is effectively maintained	-1	Short	Yes	
	Change in fleet (assumes WE-Cycle as operator)	D6	Electric bike share	This would be a PPP if there are no costs	0	0	Assumes electric bike policy supports this change	0	Medium	Yes	Assume costs will be fully incurred by private provider
		D7	Cargo or burley bike share		-1	0	Assumes the convenient and accessible availability of cargo bikes and trailers as a part of the bike share system	-1	Short	Yes	
Additional bicycle capital infrastructure	Bike parking	D8	Bike lockers		-1	1	Provides covered and secure bike parking, with individual lockers, at transit stations	-1	Short	Yes	$, $
		D9	Integrated payment		-1	1	Assumes that the fee for secure bike parking can be paid through the same payment system as RFTA	-1	Medium-Long	No	$, -$
		D10	Additional bicycle parking, city-provided on-street racks (covered above but also a TDM strategy)		0	0	Less than 1% VMT reduction	0	Short	Yes	$
		D11	Business bike parking program		-1	0	Provides opportunities for businesses to apply for partially subsidized bike parking	-1	Medium	No	$, $
		D12	Rubey Park bike parking		-1	1	Provides secure, covered and plentiful bike parking at the Rubey Hill station	-1	Short	Yes	$, $
	Trails	D13	Close gaps in trail network		-1	0	Assumes all gaps in the trail network are addressed to create a connected and intuitive trail network	-1	Medium-Long	No	$$-$$$, $
	Aspen Bike/Ped Plan priorities	D14	Implement top priority bicycle projects as identified in the *Aspen Bicycle and Pedestrian Master Plan*		-1	1	Near term impacts are minimal but may result in mode shift in the long term	-1	Medium-Long	No	$$-$$$, $
			Note: bicyclist and pedestrian usage is far lower in the winter, these changes reflect changes in the summer								
E. Technology related											
Physical infrastructure	Interactive education/mobility kiosks	E1	At key locations with transportation options, travel time, wait time and cost		-1	1		-1	Medium	Yes	$$, $
Apps/software infrastructure	Trip planning app for smart phones	E2	Marketed mobile app with transportation options, travel time, wait time and cost and integrated payment		-1	1	Assumes critical mass use by residents and visitors	-1	Short	Yes	$
F. Parking related											
Decrease parking supply		F1	Expand no parking zones		-3	1	Performance could vary based on extent of no parking area	-3	Short	Yes	$, $
Parking alternative services		F2	Valet parking in downtown area	Ask Lynn about cost- outsourcing, subsidizing?	0	0		0	Short	Yes	
Parking fee	Downtown	F3	Increase parking fee in downtown		-1	1	Will depend slightly on the parking fees and structure	-1	Short	Yes	$, -$
	Maroon Creek and Castle Creek lots	F4	Implement parking fee at lots along Maroon Creek and Castle Creek		-2	3	Larger decrease due to non-existence monitoring of these lots currently; transit forecasts indicate that ridership on this route is susceptible to improved transit service, and pricing would enhance that effect	-2	Medium	No	$
Increase education and information distribution		F5	Parking availability/cost signs on Highway 82 before intercept lot		-1	1	Will depend slightly on the parking fees and structure	-1	Short	Yes	$
Improve park and ride connections	Brush Creek intercept Lot improvements	F6	Additional amenities/services at Brush Creek Intercept Lot		-1	1	Assumes addition of potential shelter, services, bus shelters, etc.; can be funded with fees from parking price increase, proposed toll, or congestion pricing	-1	Short-Medium	Yes	$-$$, $-$$
	Rio Grande Parking garage improvements	F7	Increase wayfinding, education and pedestrian and shuttle connections to the Rio Grande Parking garage		0	0	Other benefits including reduced cruising for parking	0	Short-Medium	No	$, $
G. TDM related											
		G1	Grow the TOP program		0	0	Benefits to City staff and members of TOP	0	Medium	No	$
		G2	Supportive educational programs		0	0		0	Short	Yes	$
		G3	Map TDM and MMLOS implemented strategies via GIS		0	0	Benefits to City staff and TDM program	0	Medium	No	$
		G4	TDM Monitoring program		-2	2	Dependent on depth of program	-2	Short	No	$
Programmatic and Monitoring		G5	Trip reduction ordinance		-3	3	Dependent on depth of program. If commute trips alone, VMT reduction ranges from 4%-21%.	-3	Short	No	$
		G6	Replace Commuter Connect with other options (see driving related options)		0	0	Net zero change	0	Short	No	$
Trip planning		G7	Online mobility platform	Same as 2ei	-1	1	~1.5% VMT reduction	-1	Short	Yes	$
		G8	Mobility Hub		0	0	Less than 1% VMT reduction	0	Medium	Yes	$$-$$$
Carpooling		G9	Employer vanpools		-1	1	Applies to commute reduction only. Ranges from 0% to 13% reduction in VMT	-1	Medium	No	
Other services		G11	Expansion of Emergency Ride Home program		-1	1		-1	Short	Yes	$
Pricing		G12	Peak demand parking pricing (variable pricing throughout day)	New technology for meters	-2	2	2%-5.5% reduction in VMT	-2	Medium-Long	No	$
		G13	Peak congestion cordon pricing at Castle Creek bridge	Known very effective option, but has political challenges and equity considerations and implementation feasibility challenges	-3	3	If this is charging at entrance to Aspen, could be significant	-3	Medium-Long	No	$, -$
Schools		G14	Work closely with schools to reduce SOV	Assist with the provision of additional educational programs, encouragement events and promotions, TDM strategies, partnering with city services or programs, additional policies such as a trip reduction ordinance or change in parking permit pricing	-1	1	Depends on programs and partnerships implemented	-1	Short	No	$, -$
		G15	Restructure school travel demand program		0	0		0	Medium	No	$
H. Other related											

Transit Service Improvement				Notes	Impact		Methodology	Scoring		Recommended?	Cost to the City ($, $$, $$$) $ capital cosst ($: <$100,000, $$: $100,000-$750,000, $$$: >$750,000) , $ annual operating costs ($: <$50,000, $$: $50,000- $100,000, $$$: >$100,000)
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Curbside Management	Back-end changes	H1	Coordination with ride hailing providers for in-app navigation to key locations		0	0		0	Short	Yes	Costs will be incurred by transit providers
	Temporary/event	H2	Temporary locations for pick up/drop off during large events		-1	1	Assuming on-demand service is considered transit	-1	Short	Yes	Costs will be incurred by event organizers

Appendix D:

Recommended Transit Service Improvements



Transit Service Improvement				Notes	Definition	Impacts		Methodology	Scoring		Recommendation		Cost to the City ($, $$, $$$) $ capital cost, ($: <$100,000, $$: $100,000-$750,000, $$$: >$750,000) $ annual operating costs ($: <$50,000, $$: $50,000- $100,000, $$$: >$100,000)
Service	Solution	ID	Alternatives (beige highlight=high priority recommendation)			SOV Mode Split change 0= no change 1= 1-3% 2= 3-5% 3=>5%	Transit (including microtransit and city subsidized on-demand service) ridership score: 0= no change 1= 1-5% 2= 5-10% 3=>10%	Assumptions (parameters)	Trip reduction (see SOV mode split)	Phasing (short: 0-2 years, medium: 3-6 years, long-term: 7+ years)	Short-range Transit Plan Recommendat Yes/No	Candidate for Mobility Lab? Yes/No	
A. Transit related													
New fixed route	Castle/Maroon direct route (30 minute frequency)	A1	every half-hour between 7 AM and 7 PM, seven days a week (summer and winter)	two buses, *If operated in winter only, this service would cost an estimated $370,100, and generate a net increase in ridership of 6,500; *Operating in both winter and summer, costs would be $593,600, serving 15,900 passenger-trips per year. *Year round, operating costs rise to $938,000, while passenger boardings would be increased by 18,100		-1	1		-1	Short	No	Yes	$$$
		A2	limited peak-period basis, such as from 7 AM to 10 AM, and from 3 PM to 6 PM (7 days a week, winter only)	If operated seven days a week in winter only, operating costs would be reduced to $193,100, while ridership would be 2,300		0	0		0	Short	No	No	$$$
		A3	every hour between 7 AM and 7 PM (seven days a week winter only)	winter only- incur costs of $193,100, while ridership would be 4,400. This option also has the benefit of requiring only one vehicle (rather than two) as well as less staff		0	0		0	Short	No	No	$$$
Increased frequency on existing routes	Castle/Maroon Route frequency increase	A4	Doubling Castle/Maroon Route to 10-minute service frequency during peak periods of the day (winter and summer)	during the winter would increase costs by $185,600 while generating 35,700 additional riders. If this additional service is also operated in the summer, costs increase to $297,800 but passenger growth increases to 53,100. It is worth noting that this option (and the subsequent option) would also improve the ability to make Downvalley – Castle/Maroon connections, as the greater frequency would reduce the average wait time between buses at Maroon Creek Roundabout or 8th Street.		-1	1		-1	Short	No	Yes	$$$
		A5	Castle/Maroon Route frequency to 10-minute service could be operated all day from 7 AM to 7 PM, reducing hours of Aspen-Highlands Direct service (winter and summer)	winter only expanding Castle/Maroon frequency would increase costs by $320,000, generating 66,300 additional passengers. If also operated in the summer, costs would increase by $544,300, while the ridership increase would total 103,400.		-2	2	This would provide the opportunity to reduce (though not eliminate) the hours of operation of the Aspen-Highlands Direct Route. A review of ridership data indicates that Aspen-Highlands Direct service prior to 8 AM and after 6 PM could easily be accommodated by expansion of Castle/Maroon service. This would generate $51,300 in cost savings that could go towards the improvements in Castle/Maroon frequency	2	Short	Yes	Yes	$$$
		A6	Operate at 10 minute frequency during peak periods (winter and summer only)	increase costs by $82,100 per year while increasing ridership by 19,300 boardings. If also operated over a short span in the summer, costs would be $131,700 while ridership would be 28,600		-1	1		-1	Short	No		$$$
	Hunter Creek Route frequency increase	A7	Operate at 10 minute frequency over a 12-hour service day	net increase in costs of $45,600, generating 36,700 additional passenger-trips. If operated both in summer and winter, costs would increase by $144,800 and ridership increases would total 54,900		-1	1	modifications to the Galena Street Shuttle were considered assuming this increase in Hunter Creek frequency. the ridership generated on the portion of the Galena Street Shuttle north of Rio Grande Place could be effectively served by 10-minute-frequency Hunter Creek service. This would allow the Galena Street Shuttle route to be trimmed back to turn around at the Rio Grande Parking Structure (lower access), and in turn reduce the number of buses needed to operate roughly 10 minute headway service to one.	-1	Short	Yes	Yes	$$$
Cross Town Shuttle modification		A8	Eliminate Winter Service	reduce costs by an estimated $215,600 per year. Conservatively assuming that none of the existing riders would shift to another route (such as by walking to stops on Main Street), 20,400 annual riders would be lost.		1	-1		1	Short	No	No	-$$$
		A9	Eliminate Winter Service and Reduce Summer Hours to Noon – 9 PM	eliminating summer hours would save an additional $34,000 per year, saving $249,600 in combination with eliminating winter service. Summer elimination would reduce ridership by 2,600 (assuming no passengers shift to other routes). This is a reduction of 23,000 riders, when combined with winter elimination		1	-1		1	Short	No	No	-$$$
		A10	Eliminate Cross Town Shuttle Entirely	Ceasing operation of the Cross Town Shuttle would reduce operating costs by $346,800 per year, and reduce ridership by an estimate 34,500 annual passengers.		1	-1		1	Short	No	No	-$$$
		A11	Replace Winter Cross Town Shuttle With On-demand Service	the new ridership forecast (24,480, 4,100 increase) this service would cost $190,900 -- $24,700 less than the existing winter Cross Town Shuttle	See Appendix E	0	0	Assumes 20 percent increase in ridership with the initiation of on-demand service; assumes 7.8 passenger trips per vehicle hour and a subsidy of $7.80 per passenger trip; assumes service is able to shift drivers and vehicles to serve spike in demand during special events	0	Short	No	No	-$
		A12	Extend Cross Town Shuttle to Serve Aspen Meadows/Institute	While our assumptions would indicate serving the additional 15,600 trips to the Aspen Institute/Aspen Meadows would cost $121,680 (assuming a per trip cost of $7.80), the actual costs		-1	1	approximately 0.6 transit trips are generated per lodging unit (including both guests and lodging employees); While vehicle hours would not be increased, annual mileage	-1	Short	Yes	Yes	$$$
Combine Cross Town Shuttle with Galena Street Shuttle		A13	10 minute frequency (3 vehicles)	This alternative would require a net increase in annual operating costs of $288,900.		-1	1	maintain the current 10-minute frequency on the Galena Street Shuttle portion, and increase the frequency on the Cross Town Shuttle portion from every 30 minutes to every 10 minutes.	-1	Short	No	No	$$$
		A14	15 minute frequency (2 vehicles)	It would yield a net reduction in annual operating costs of $13,400.		-1	1	This would drop frequency on the Galena Street Shuttle portion from 10 minutes to 15 minutes, while increasing frequency on the Cross Town Shuttle portion from 30 minutes to 15 minutes.	-1	Short	No	No	-$
Replace Galena Street with On-Demand Service		A15		it is likely that there would be more VMT with a on-demand program than with the fixed route shuttle. Given this peaking characteristic, a microtransit service (which shared characteristics with both fixed route and on-demand transit) might be a more efficient way to serve peak demands. Annual operating subsidy of $115,237 and increase in ridership of 9,900		-1	1	assumes 7.8 passenger trips per vehicle hour and a subsidy of $7.80 per passenger trip; assumes service is able to shift drivers and vehicles to serve spike in demand during special events and peak skier access/egress	-1	Short	No	No	$$$

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Conversion of Mountain Valley Dial-a-Ride to Fixed Route Only, With Existing Demand Response Trips Served by App-Based On-Demand Service		A16	Increase Mountain Valley Service Frequency to 15 minutes	assumed increase of 3,500 one way trips per year due to the on-demand service. This proposal would increase the annual subsidy by $214,500		0	0	VMT is likely to increase compared to the current service,	0	Short	No	No	$$$
		A17	Combine Cross Town – Mountain Valley Route to create a new fixed route, employing on-demand service for the remaining portion	Eliminate demand requests on the Mountain Valley Route and eliminate the eastern leg of the Cross Town Route (between Rubey Park and Aspen Club) and combine the western end of the Cross Town Route and the fixed route portion of the Mountain Valley Route to create a new route tying the West End and Mountain Valley; employ on-demand service for the remaining portion of that service area		-1	1	The overall impact of this alternative would be to increase annual ridership by 7,680, while reducing subsidy requirements by $76,800	-1	Medium	Yes	Yes	$$
Extension of Summer Service Levels to End of September for all routes		A18	Extend Summer Service Levels to End of September	In total, this expansion of service would increase operating costs by $81,100 per year.		-1	1	An evaluation of ridership based upon the monthly variation in ridership as well as the hourly variation in ridership in summer and the relative level of activity in September yields a total ridership increase of 6,900 over all routes.	-1	Short	Yes	No	$$
		A19	Winter and Summer Service After Midnight	This is estimated to cost $438,700, or roughly $200,000 more than the fixed route cost. based on the proportion of ridership in these areas during the day as well as the number of residences not currently served, an additional 5 percent growth in ridership is realistic, or 2,200 boardings per year		0	0		0	Medium	No	No	$$$
Replace Late Night Service With On-Demand Service		A20	Spring and Fall Service After 7 PM	Allows for scalability during demand surges		0	0	On-demand is considered a supplemental transit service; benefits associated with Reduction of SOV are somewhat offset by higher VMT from on-demand service; The replacement on-demand service is estimated to require a subsidy of $274,900, yielding a net reduction in subsidy of $121,500 annually. At a 5 percent increase in overall ridership, total annual ridership would increase by 1,400. This service alternative is likely to generate more VMT than the fixed route service, but actual VMT increase depends on how the on-demand service operates and the average trip length.	0	Medium	Yes	Yes	-$$$
Capital investments	Vehicles	A21	Vehicle size		Purchase larger vehicles to accommodate higher ridership on some routes, balance against the benefits of smaller vehicles (less noise, less out of scale) that serve lower density, more residential routes.	0	0		0	Medium	Yes	No	$$$
		A22	Fuel technology - electric buses		This would be a shift in vehicle fleet to improve the fuel and general vehicle technology. In addition to the reduction in greenhouse gas emissions (depending on the source of electricity), these vehicles also have been proven to reduce maintenance costs and substantially reduce noise emissions.	0	0		0	Short-Medium	Yes	No	$$$, -$$
	Bus stop improvements	A23	New or expanded shelters			0	0		0	Short	Yes	Yes	$-$$, $
		A24	Benches			0	0		0	Short	Yes	Yes	$, $
		A25	Urban seats			0	0		0	Short	Yes	Yes	$, $
		A26	Bus stop signs			0	0		0	Short	Yes	Yes	$, $
		A27	Garbage cans			0	0		0	Short	Yes	Yes	$, $
		A28	Sidewalk or passenger waiting pavement			0	0		0	Short	Yes	No	$$, $
		A29	Lighting			0	0		0	Short	Yes	Yes	$, $
		A30	Bike and ski/snowboard rack			0	0		0	Short	Yes	Yes	$, $
		A31	Paved bus pullouts			0	0		0	Short	Yes	No	$$, $
		A32	Pedestrian crossing signage			0	0		0	Short	Yes	Yes	$$, $
		A33	Highlands bus loading area		Modification to the Highlands bus loading area could include reorganization of bus bays, rider line formation for the Maroon Bells bus and possible switching of the entrance and exit resulting in a clockwise rotation of buses from Maroon Creek that would prevent exiting buses going up Maroon Creek from waiting in the queue.	0	0		0	Short	Yes	Yes	$$, $
Other alternatives		A34	App-based, on-demand service provided by RFTA		RFTA could, as a transit agency, provide on-demand service where riders request rides operated through an app-based dispatch service.	plus minus	plus minus		plus minus	Short-Medium	Yes	Yes	$, $
	Aspen subsidy of Downvalley fares	A35	Subsidize half of fare		A partial fare subsidy equating to half of the current fare could provide incentive for transit use for downvalley riders, reducing barriers to transit and making driving as a mode of transportation more costly relative to transit.	-3	3		-3	Short	Yes	Yes	$$
		A36	Subsidize all of fares		A full fare subsidy could eliminate a barrier of cost for transit use and provide incentive to downvalley users to use transit as it gains an advantage over driving and its associated costs.	-2	2		-2	Short	Yes	Yes	$$$
	Dogs on transit	A37	Potentially on fixed routes only		The allowance of dogs on some fixed route transit buses or on-demand services would reduce that barrier to using transit some dog-owners experience. The allowance would be at the discretion of the driver and clearly marked on applicable buses for those with allergies.	-1	1		-1	Short	Yes	Yes	$, $
Increase education and information distribution	Variable message signage	A38	Real time transit displays at mobility hubs	$100,000/hub	Transit displays would be LED digital signage at bus shelters showing real-time updates of transit vehicles' arrival time using GPS units in buses. These displays would be centrally located and highly visible.	0	0		0	Short	Yes	No	$$, $
		A39	Variable message signs on Hwy 82 that provide information on trip cost (including parking fees) and time by bus vs. car		This will consist of a permanent city-owned signs with permission from CDOT located along Highway 82 at key locations (prior to park and rides). The sign content will consist of transit options, traffic and travel time updates, and the information comparing the cost of driving versus transit.	-1	1		-1	Short	Yes	Yes; worth exploring if feasible	$$, $
Personal safety	Personal safety at Rubey Park	A40	More pedestrian-scale lighting		Pedestrian-scale lighting would be placed at Rubey Park to better illuminate the public pedestrian space to increase real and perceived safety.	0	0		0	Short	Yes	No	$$

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Personal safety	Personal safety at Rubey Park	A41	Increase presence of enforcement to promote personal safety		Increased enforcement at Rubey Park could include a range of security guards and law enforcement to promote Rubey Park as a safe place for transit riders transferring and waiting for transit at all hours of the day.	0	0		0	Short	No	Yes	$
B. On-Demand related													
Existing services: Downtowner	Increase Downtowner service	B1	Expand on-demand service area	This could apply to any provider operating in Aspen in the future	The current Downtowner on-demand service area would be expanded to encompass a large portion of the City of Aspen including the Music Tent, north of the Roaring Fork River, and up Red Mountain in order to serve the needs of more users	-1	1	Assumes expanding service to cover all of the City of Aspen growth boundary	-1	Short	Yes	Yes	$-$$$
		B2	More vehicles to decrease wait time		Increasing the number of vehicles available as part of the Downtowner fleet would decrease the wait time following a rider request and allow for an expansion of the service area.	-1	1	TCQSM wait time elasticity - ranges from .3 to .5	-1	Short	Yes	Yes	$-$$$
		B3	Expand service hours		The current Downtowner service operating hours would be expanded to allow on-demand requests possible over a longer period of the day, beginning earlier in the morning on weekdays and operating until later in the evening on weekends	-1	1	TCQSM service hour elasticity- ranges from .6 to 1.0	-1	Short	Yes	Yes	$-$$$
	Improve passenger experience	B4	Explore various vehicle types based on capacity, branding, cost-effectiveness, etc.		The current Downtowner service uses small, electric golf cart-like vehicles. Switching vehicle types could allow for a more versatile service, that can navigate steeper terrain, more inclement weather and with a longer battery life to better serve users.	0	0		0	Short	Yes	Yes	$-$$$
Pick-up, drop-off locations		B5	Formalize pick-up/drop-off locations with signage and striping and incorporate on the back-end into apps		Formalized pick-up and drop-offs for on-demand services have proven to be a way to increase safety, maximize curb space, and decrease congestion. Exact locations could be determined based on curbside practicality and existing use. Communication with relevant on-demand services would be necessary to formalize these locations with instructions and directions integrated within the app.	0	0		0	Short	Yes	Yes	$, $
Next generation	On-demand service	B6	Explore partnerships with additional providers including private and RFTA, and define operational model	make sure no unintended consequences on VMT	Explore partnerships with private companies that provide ride-hailing services as well as RFTA, to create a public private partnership for on-demand service that would be integarted and supproted by the City with a possible subsidy, on order complement the service area and operating hours of fixed route transit.	plus minus	plus minus	Impacts will depend on fare structure, service frequency and operation model	plus minus	Short	Additional analysis should be performed	Yes	$-$$$
		B7	Low-density areas outside transit service area		This is a similar operations model to 1bi but can be done through any operator, not exclusively the existing Downtowner service. This on-demand service would focus on serving users and destinations outside of the existing RFTA service area that cannot be served cost-effectively by fixed route service. Service could be partially or fully subsidized by the City would be integrated with other transprotation services.	-1	1	Assumes a wait time under 15 minutes for an on-demand service	-1	Short	Additional analysis should be performed	Yes	$-$$$
On-demand operation models	Partially or fully subsidize on-demand service in certain areas and ensure adequate supply of drivers	B8	After RFTA operating hours		This on-demand service would focus on serving users and destinations outside of the existing RFTA operating hours that cannot be served cost-effectively by fixed route service. Service could be partially or fully subsidized by the City would be integrated with other transprotation services.	-1	1	Assumes a wait time under 15 minutes for an on-demand service	-1	Short	Additional analysis should be performed	Yes	$-$$$
		B9	First/last mile	This assumes on-demand service provides seamless connection between transit stops and final origins/desintations	This on-demand service would focus on bridging the gap between transit stops/stations and users' origins/destinations. Service could be partially or fully subsidized by the City would be integrated with other transprotation services. This service will not be citywide and the specific service area will be further defined once the provider is selected, shaped jointly by the City and the provider	-1	1	Assumes on-demand service provides seamless connection between transit stops and final destinations/origins	-1	Short	Additional analysis should be performed	Yes	$-$$$
Note: Assumes on-demand service is considered transit									0				
C. Driving related													
CAR TO GO	Enhance CAR TO GO experience	C1	Free floating	Recommendations based on the assumption that the City continues to operate CAR TO GO	Free floating CAR TO GO would allow for one way car share trips as users would not need to use the same pick up and drop off location for each use. It would still operate within a defined service area but with enhanced flexibility.	-1	1	Users still have to drop off vehicles within a defined service area consisting primarily of City of Aspen, but just don't have to drop car off at the specific location of pick up	-1	Medium	Yes	Yes	$, $
		C2	Change vehicle fleet (EV or AV)		A shift to electric or automated vehicles, when appropriately regulated, could enhance the environmental sustainability of CAR TO GO and increase the flexibility for users, broadening the potential user base and making the service more affordable.	0	0	Assuming policies in place to mitigate the potential increases in SOV associated with AVs	0	Medium	Yes	No	$$ (Additional cost if also a free floating model, requiring charging stations throughout the City)
		C3	Add luxury vehicles		Adding luxury vehicles to the CAR TO GO fleet could expand or replace the current fleet. Exact additions would have to be determined based on expected interest and funding availability.	0	0	Isolate impacts of switching to luxury vehicles only, not impacts of additional vehicles or expanded service area	0	Medium	No	No	$$
	Increase access to CAR TO GO	C4	Grow the CAR TO GO program		Invest in the CAR TO GO program to expand membership and ridership of existing members by adding cars to the system, increase promotional and marketing efforts and relationships with employers, and streamline the management approach by assessing and reallocating administrative hours to focus on growth.	-1	1		-1	Short-Medium	Yes	Yes	$, $
		C5	Expand service area		This alternative addresses an increase in the number of vehicles in the CAR TO GO program by adding new pick up and drop off options at strategic locations throughout the City.	-1	1	Assumes an increase in number of vehicles covering a wider area; assumes reduction in private vehicle ownership	-1	Short	Yes	No	$, $
New car share	Private car share operator	C6	Explore to new public private partnerships		A new partnership would engage an existing car share service company that operates and maintains the fleet and mobile app for the users. The City could support the program through funding, right of way, or other programmatic responsibilities in exchange for the presence of a car share provider in the city's service area. The car share service could be either free floating or have designated pick up and drop off locations.	-1	1	Assumes reduction in private vehicle ownership	-1	Medium-Long	Yes	Yes	$-$$$
	Peer to peer car share	C7	Partner with an app/service that facilitates this model		Peer to peer car share allows vehicle owners to share their car, often for a fee, to other users. A partner would operate and maintain the mobile app that facilitates the effectiveness and security of the sharing process.	-1	1	Assumes reduction in private vehicle ownership	-1	Short	Yes	No	$
	Policy changes	C8	New city policies to maximize benefits (reduce SOV and ZOV impacts)	Depends on state legislature	A set of policies would encourage AVs as complementary to transit, accessibile to all users, data sharing capable, part of a fleet or shared ownership, and also include a pricing model based off occupancy and curbside management tactics for safety prioritization of pedestrians and cyclists.	plus minus	-1	Assumes policies that incentivize shared vehicles and strategies that use AVs to reduce congestion and demand for parking	plus minus	Medium-Long	Yes	No	

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Autonomous vehicles		C9	Incentivize AVs		Services that could enhance their fleet with a switch to AVs could be incentivized to do so through subsidies and funding initiatives, as well as general policies that support AVs.	plus minus	-1		plus minus	Medium-Long	Additional analysis should be performed	Yes	$
	Autonomous transit vehicles	C10	City work with RFTA to implement autonomous RFTA vehicle Avs		This would entail replacing part of the RFTA fleet with AVs and thus making transit more cost effective and potentially increasing the provided frequency and service area.	-1	1	Make transit more cost effective and therefore increase frequency and service area	-1	Medium-Long	Yes	No	$$-$$$
Carpooling	Facilitate carpooling	C11	Formalize slug lining (promote, formalize pick-up/drop-off)		Slug lining is a way for commuters to either provide a ride or get a ride in order to access benefits of carpooling; this currently takes place ad hoc along Highway 82. Formalizing the process would entail integration with an app-based carpooling tool or establishing pick up and drop off zones.	-3	-1	Assumed to include an app, marketing and more formal pick-up and drop-off area	-3	Short	Yes	No	$, $
		C12	Public private partnership with ride-matching app development with City support	Works best with TDM measures like parking pricing/tolls	Ride-matching apps are becoming more common. Users register for the app, log their planned or recurring commutes in advance, and note whether they have a preference for being the driver or rider. The app pairs users and coordinates the logistics of timing, pick-up/drop-off, and fare exchange. The City's role in this public-private partnership can vary, but will likely primarily be focused on promotion, education and incentivizing the app. This works best coupled with strong TDM tools.	-3	-1	Assume critical mass of use to achieve maximum benefit	-3	Short	Yes	Yes	
	Improve carpool experience	C13	Electronic permitting process		Replace the current process of retreiving a carpool parking permit at a kiosk near the Airport Business Center with an electronic parking eprmit distribution approach. In order to implement an electronic permitting process, the City may seek a third party software developer for assistance. This process should be integrated with any other mobile trip planning apps, Commuter Connect or TOP programs or educational materials through employers.	-1	-1	Assume the process to acquire an electronic carpool parking pass is streamlined and intuitive with full compliance	-1	Short	Yes	No	$
	Further incentivize carpooling	C14	Expand preferential parking		This could include transitioning regular parking spaces to carpool spaces and making carpool parking areas more appealing than non-carpool areas, especially in the Downton area.	-2	-1	Make parking areas for carpoolers larger and more appealing that non-carpool parking	-2	Short	Yes	No	$
Toll lane	Highway 82	C15	Convert HOV to HOV/toll on 82		This would add a toll option to the HOV lane on Highway 82; this alternative could be phased in and adjustable based on time of day and congestion. The toll could also be variable based on HOV occupancy.	plus minus	plus minus	Redirect revenue into TDM-related investments	plus minus	Medium	Yes	No	$$ (Initial cost for infrastructure, but will generate revenue and potentially pay for itself)
D. Bicycle and Pedestrian related													
Programmatic pedestrian recommendations	Wayfinding	D1	Implement additional wayfinding signage with directions and distance to key destinations		Wayfinding signage provides directions, distance and key destinations. Wayfinding signage can exist on trails and roads and help complete the network. This should be located at major forks in the network and 'confidence signage' should be placed intermittently throughout the network.	0	0	Near term impacts are minimal but may result in mode shift in the long term	0	Short-Medium	Yes	Yes	$, $
	Pedestrian crossings	D2	Implement enhanced pedestrian crossings, with treatments appropriate for number of lanes, speed and volumes of roadway		Enhanced pedstrian crossings are treatments including marked crossings, signage, flashing beacons (RRFBs), pedesrian signals, lighting, and median alterations. Treatments should be determined based on speed, number of travel lanes and volume. Crossing should be place at all signalized intersections and midblock to reduce distance between marked crossings.	0	0	Assumed to use best practices to determine where a midblock marked crossing is appropriate; near term impacts are minimal but may result in mode shift in the long term	0	Short-Medium	Yes	Yes	$$-$$$, $
Additional pedestrian capital infrastructure	Sidewalks	D3	Close gaps in sidewalk network		This entails improving sidewalks and ramps for a low-stress, connected pedestrian network for all users.	-1	0	Assumes all gaps in the trail network are addressed to create a connected and intuitive trail network	-1	Medium-Long	Yes	No	$$-$$$, $
	Aspen Bike/Ped Plan priorities	D4	Implement top priority pedestrian projects as identified in the *Aspen Bicycle and Pedestrian Master Plan*		These recommendations include: • Create a trail on 4th Street from Main St. to Music Tent • Locate the top 5 sidewalk gaps • Explore the best ways to improve movement east/west through the downtown core	-1	1	Near term impacts are minimal but may result in mode shift in the long term	-1	Medium-Long	Yes	No	$$-$$$, $
Expand current bike share	Operational model	D5	Dockless bike share (WE-Cycle or public private partnership)		A third party bike share provider, WE-Cycle or other, could maintain and service a dockless bike share that allows for free roaming bicycles to be picked up and dropped off virtually anywhere within a geographical region, rather than at pre-determined dock locations. A mobile app allows for riders to see where available bicycles are the geofenced area.	-1	0	Assumes a free-roaming, dockless bike share that is effectively maintained	-1	Short	Additional analysis should be performed	Yes	
	Change in fleet (assumes WE-Cycle as operator)	D6	Electric bike share	This would be a PPP if there are no costs	Electric bikes, or electric-assisted bikes, as part of the bike share system would be an expansion on the existing bike share system to include the addition of e-bikes. Fare structure and infrastructure would be updated accordingly	0	0	Assumes electric bike policy supports this change	0	Medium	Yes	Yes	Assume costs will be fully incurred by private provider
		D7	Cargo or burley bike share		Cargo bikes as part of the bike share system would be an expansion of the existing bike share system to include cargo bikes or trailers for users who wish to use them for trips requiring the transport of children or cargo.	-1	0	Assumes the convenient and accessible availability of cargo bikes and trailers as a part of the bike share system	-1	Short	Yes	Yes	
Additional bicycle capital infrastructure	Bike parking	D8	Bike lockers		Bike lockers consist of covered and secure bike parking, with individual lockers, usually located at transit stations; these amenities often cost a small daily fee to the user to ensure consistent turnover of bikes.	-1	1	Provides covered and secure bike parking, with individual lockers, at transit stations	-1	Short	Yes	Yes	$, $
		D9	Integrated payment		Secure bike parking (such as bike lockers or cages) at transit stops/stations could be paid through the same payment system as RFTA.	-1	1	Assumes that the fee for secure bike parking can be paid through the same payment system as RFTA	-1	Medium-Long	Yes	No	$, -$
		D10	Additional bicycle parking, city-provided on-street racks (covered above but also a TDM strategy)		Additional on-street bike racks create a space for cyclists to park their bikes securely on the roadway and can be placed near key destinations.	0	0	Less than 1% VMT reduction	0	Short	Yes	Yes	$
		D11	Business bike parking program		This would allow businesses to partner with the City to apply for and receive partially subsidized bike parking installed outside their business.	-1	0	Provides opportunities for businesses to apply for partially subsidized bike parking	-1	Medium	Yes	No	$, $
		D12	Rubey Park bike parking		This provides secure, covered and plentiful bike parking at the Rubey Hill transit station.	-1	1	Provides secure, covered and plentiful bike parking at the Rubey Hill station	-1	Short	Yes	Yes	$, $
	Trails	D13	Close gaps in trail network		Closing gaps in the trail network includes locating gaps and providing appropriate infrastructure, signage, and safety measures to allow for a connected, comfortable and intuitive network for all users.	-1	0	Assumes all gaps in the trail network are addressed to create a connected and intuitive trail network	-1	Medium-Long	Yes	No	$$-$$$, $

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											Yes/No	Yes/No	
	Aspen Bike/Ped Plan priorities	D14	Implement top priority bicycle projects as identified in the *Aspen Bicycle and Pedestrian Master Plan*		These recommendations include: • Add additional bicycle striping • Research and install trial bicycle boulevard on Hallam or Francis in the West End that could become permanent • Identify appropriate locations and then create more bike parking downtown • Bicycle improvements on Hopkins Avenue	-1	1	Near term impacts are minimal but may result in mode shift in the long term	-1	Medium-Long	Yes	No	$$-$$$, $
Bicycle related transportation services	Pedicabs	D15	Subsidize or encourage pedicab companies to serve in Aspen		Pedicabs are small scale local means of transport defined as a bicycle pwoered taxi cabs; cyclist pedals, and in tow has riders. This could be implemented for short trips to improve mobility in the Downtown core. The city could partially or fully subsidize these trips. *Note: bicyclist and pedestrian usage is far lower in the winter, these changes reflect changes in the summer*	-1	0	Pedicab companies provide affordable trips and are available and accessible	-1	Short	No	Yes	$
E. Technology related													
Physical infrastructure	Interactive education/mobility kiosks	E1	At key locations with transportation options, travel time, wait time and cost		Kiosks could be at transit hubs or key stops and include transportation options, travel time, wait time, and cost on a user-friendly interface, inclusive of interactive features.	-1	1		-1	Medium	Yes	Yes	$$, $
Apps/software infrastructure	Trip planning app for smart phones	E2	Marketed mobile app with transportation options, travel time, wait time and cost and integrated payment		There are a number of software development companies that have created mobile apps, often customized to the needs of specific communities, that provide users with trip planning resources. These trip planning apps have a range of potential capabilities including aggregating mode options with transfers, travel time, fare and fare payment, transfers, carbon emissions, maps, and traffic alerts.	-1	1	Assumes critical mass use by residents and visitors	-1	Short	Yes	Yes	$
F. Parking related													
Decrease parking supply		F1	Expand no parking zones		This would include expanding existing no parking hours or physical locations, especially focused on the downtown area.	-3	1	Performance could vary based on extent of no parking area	-3	Short	Yes	Yes	$, $
Parking alternative services		F2	Valet parking in downtown area	Consider opprtunities for outsourcing or subsidizing	The addition of an increase in valet parking in downtown, either managed and/or subsidized by the City or a third party, will provide visitors with an alternative option to cruising for parking and decrease the demand for more surface parking in the City core.	0	0		0	Short	Yes	Yes	
Parking fee	Downtown	F3	Increase parking fee in downtown		Parking pricing can be changed to better reflect the cost of driving and maintain parking spots. In order for an increase in parking pricing to be most effective, educating users of pricing and alternative travel options is important; this can include variable message signage on Highway 82 before the Brush Creek Intercept Lot and through other educational mediums such as trip planning apps.	-1	1	Will depend slightly on the parking fees and structure	-1	Short	Yes	Yes	$, -$
	Maroon Creek and Castle Creek lots	F4	Implement parking fee at lots along Maroon Creek and Castle Creek		Parking lot fees could follow a typical parking fee structure at the suggested lots.	-2	3	Larger decrease due to non-existence monitoring of these lots currently; transit forecasts indicate that ridership on this route is susceptible to improved transit service, and pricing would enhance that effect	-2	Medium	Yes	No	$
Increase education and information distribution		F5	Parking availability/cost signs on Highway 82 before intercept lot		Permanent signs with updated messages on availability and costs could be installed on Highway 82.	-1	1	Will depend slightly on the parking fees and structure	-1	Short	Yes	Yes	$
Improve park and ride connections	Brush Creek intercept Lot improvements	F6	Additional amenities/services at Brush Creek Intercept Lot		This recommendation would implement restrooms and landscaping as well as considering other amenities including climate-controlled areas, vending machines, water fountains, covered and secure bike parking, trip planning kiosk, and a coffee shop/café at the Brush Creek Intercept Lot.	-1	1	Assumes addition of potential shelter, services, bus shelters, etc.; can be funded with fees from parking price increase, proposed toll, or congestion pricing	-1	Short-Medium	Yes	Yes	$-$$, $-$$
	Rio Grande Parking garage improvements	F7	Increase wayfinding, education and pedestrian and shuttle connections to the Rio Grande Parking garage		This improvement would increase signage and connectivity to the Rio Grande Parking garage, increasing its ease of use and accessibility.	0	0	Other benefits including reduced cruising for parking	0	Short-Medium	Yes	No	$, $
G. TDM related													
Programmatic and Monitoring	TOP program	G1	Grow the TOP program		Invest in the TOP program in order to increase the number of members and strategies employed by existing members. This can be done by offering an increased number of encouragement and educational events, survey employees to understand travel behavior and strategically assess the strategies and incentives included as a part of this program.	0	0		0	Medium	Yes	No	-$
		G2	Supportive educational programs		Effective, supportive educaitonal and encouragement programs that complement other TDM strategies and transit service improvements such as prizes for mode shift, events, lockers, concierge services.	0	0		0	Short	Yes	Yes	$
		G3	Map TDM and MMLOS implemented strategies via GIS		Maintain a GIS database of the TDM and mutlimodal improvements implemented by developers and employees in order to spatially track and monitor these strategies	0	0	Benefits to City staff and TDM program	0	Medium	Yes	No	$
		G4	TDM Monitoring program		A TDM monitoring program tracks status and impacts of various implemented strategies, usually on an annual basis. This will determine the effectiveness of each strategy and the synergies between them, and highlight what is working really well.	-2	2	Dependent on depth of program	-2	Short	Yes	No	$
		G5	Trip reduction ordinance		Ordinances can require a certain reduction in trips with penalties and rewards set for achievement or nonattainment of goals. They can consist of developer requirements/restrictions or employee trip reduction programs.	-3	3	Dependent on depth of program. If commute trips alone, VMT reduction ranges from 4%-21%.	-3	Short	Yes	No	$
		G6	Replace Commuter Connect with other options (see driving related options)		The current Commuter Connect, intended to determine commute modes and schedules for users based on origin and destination, has a low usership and is not user-friendly or comprhensive in nature. This should eb replaced with a more user-friendly, app-based, all-inclusive trip plannign tool	0	0	Net zero change	0	Short	Yes	No	$
Trip planning		G7	Online mobility platform	Same as 2ei	There are a number of software development companies that have created mobile apps, often customized to the needs of specific communities, that provide users with trip planning resources. These trip planning apps have a range of potential capabilities including aggregating mode options with transfers, travel time, fare and fare payment, transfers, carbon emissions, maps, and traffic alerts.	-1	1	~1.5% VMT reduction	-1	Short	Yes	Yes	$
		G8	Mobility Hub		A mobility hub includes a multi-modal set end of trip amenities, trip planning information and kiosks, bike share stations; these are places where different modes come together seamlessly, specifically at transit stations and key hubs around the City and region.	0	0	Less than 1% VMT reduction	0	Medium	Yes	Yes	$$-$$$

Transit Service Improvement				Notes	Definition	Impacts		Methodology	Scoring		Recommendation		Cost to the City ($, $$, $$$) $ capital cost, ($: <$100,000, $$: $100,000-$750,000, $$$: >$750,000) $ annual operating costs ($: <$50,000, $$: $50,000- $100,000, $$$: >$100,000)
Service	Solution	ID	Alternatives (beige highlight=high priority recommendation)			SOV Mode Split change 0= no change 1= 1-3% 2= 3-5% 3=>5%	Transit (including microtransit and city subsidized on-demand service) ridership score: 0= no change 1= 1-5% 2= 5-10% 3=>10%	Assumptions (parameters)	Trip reduction (see SOV mode split)	Phasing (short: 0-2 years, medium: 3-6 years, long-term: 7+ years)	Short-range Transit Plan Recommendat Yes/No	Candidate for Mobility Lab? Yes/No	
Carpooling		G9	Employer vanpools		Employers can encourage and incentivize their employees carpooling by organizing and structuring a vanpool. The City's role would be supporting and incentivizing employers to do this.	-1	1	Applies to commute reduction only. Ranges from 0% to 13% reduction in VMT	-1	Medium	Yes	No	
		G10	Provide a car-free rebate for residents that don't have a vehicle registered to an address in Aspen		This would provide a monetary reward for those Aspen residents without a private vehicle.	-1	1	Data not available	-1	Medium	No	No	$-$$$
Other services		G11	Expansion of Emergency Ride Home program		With this program, employees can use a taxi service, rental car, or other means to get home if there is an emergency and they did not drive alone to work. This expansion would include additional education and marketing and offering this service to non-TOP members	-1	1		-1	Short	Yes	Yes	$
Pricing		G12	Peak demand parking pricing (variable pricing throughout day)	New technology for meters	Peak demand parking pricing consists of dynamic pricing throughout the day and by location, based on demand. In this model, the cost to park increases as demand increases. This increase in price then decreases demand, so that ideally supply of parking matches the demand for parking at that price point to reduce cruising for parking.	-2	2	2%-5.5% reduction in VMT	-2	Medium-Long	Yes	No	$
		G13	Peak congestion cordon pricing at Castle Creek bridge	Known very effective option, but has political challenges and equity considerations and implementation feasibility challenges	When vehicles cross Caste Creek bridge they are charged a fee during peak travel hours. The fee can be dynamic (vary to best manage traffic flow and time fo day) or be static.	-3	3	If this is charging at entrance to Aspen, could be significant	-3	Medium-Long	Yes	No	$, -$
Schools		G14	Work closely with schools to reduce SOV		Assist with the provision of additional educational programs, encouragement events and promotions, TDM strategies, partnering with city services or programs, additional policies such as a trip reduction ordinance or change in parking permit pricing	-1	1	Depends on programs and partnerships implemented	-1	Short	Yes	No	$, -$
		G15	Restructure school travel demand program		Working closely with the school district and evaluating the effectiveness of existing services and TDM programs, propose a set of startegies that will disincentivize driving and incentivize alternative modes that specifically cater to the needs and travel behavior of students and parents	0	0		0	Medium	Yes	No	$
H. Other related													
Curbside Management	Back-end changes	H1	Coordination with ride hailing providers for in-app navigation to key locations		Curbside management is the managing of the shared and valuable curb space that includes adderssing ride-hailing pick up and drop off locations, loading zones, on-street parking, bicycle and pedestrian use, valet parking and bus stops	0	0		0	Short	Yes	Yes	Costs will be incurred by transit providers
	Temporary/event	H2	Temporary locations for pick up/drop off during large events		In the case of large events, designated locations for pick up and drop off for ride sharers and ride hailers can be determined to establish safe and efficient curbside management practices. This treats on-demand services as a form of transit.	-1	1	Assuming on-demand service is considered transit	-1	Short	Yes	Yes	Costs will be incurred by event organizers

Appendix E:
Fixed Route Alternatives Memo



Section 1

Fixed Route Service Alternatives

This section presents the analysis of potential service alternatives regarding the Aspen City fixed route service (including the hybrid Mountain Valley Dial-A-Ride). As discussed below, some of these alternatives would replace reductions in fixed route service with modern (app-based) on-demand services. These options to shift between service types are also discussed in this section. Alternatives are labeled with a unique ID in parenthesis that corresponds to the comprehensive table of all alternatives in **Appendix C** of the transit service alternatives final report.

Definitions

This discussion uses the following terms:

Marginal Ridership **–** The change in overall passenger boardings generated by the alternative, reflecting the forecasted ridership of the potential new service minus the current ridership of the existing service.

Marginal Operating Cost – The net change in the ongoing transit services resulting from the alternative (costs with the alternative minus existing costs), including driver salaries/benefits, maintenance costs, fuel costs, as well as RFTA overhead and training costs that are charged to the City on a per-vehicle-mile or per-vehicle-hour basis per the RFTA/City agreement. For TNC options, this reflects the assumed public cost of the program (as discussed below). This figure excludes any capital costs, such as the need to purchase more or less vehicles or to construct new passenger amenities.

Marginal Vehicle Miles of Travel **–** The net change in vehicle-miles travelled by all vehicles (transit buses, TNC vehicles and private vehicles) on roadways in Aspen.

Assumptions

The fixed route operating costs were estimated for 2018 conditions, based upon the 2017 cost factors in the City – RFTA agreement and assuming a 2 percent rate of inflation. The productivity (passengers per hour) and cost required per passenger-trip for on-demand service is based upon the current performance figures for the Downtowner service, factored by the expected impact of expanding the hours of on-demand service (early morning and very late night services would be less productive and require higher subsidies) as well as the fact that serving lower density outlying areas inherently require more time and mileage, with associated reduction in productivity and increase in costs. The following factors are assumed for purposes of this analysis:

- Productivity (Passenger-Trips per Vehicle-Hour) in the downtown, West End and Mountain Valley areas – 7.8 passengers per VSH

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- Productivity in outlying areas (Castle/Maroon, Tiehack, Red Mountain, Etc.) – 5.2 passengers per VSH
- Cost per Passenger-Trip in the core area -- $7.80
- Cost per Passenger-Trip in the outlying areas -- $11.70

Cost per passenger is equivalent to subsidy per passenger; it is assumed at this stage that services will be fully subsidized in order to take a conservative angle on costs. The report discusses partial and full subsidies of these services and user fees can be subtracted out of total costs.

It should be noted that these factors will vary depending on the specifics of service area and hours/seasons of operation, and may change substantially depending on negotiations with private firms and/or RFTA to operate the service. Note also that when on-demand services are assumed to replace all or part of a fixed route service, the ridership is expected to increase by 20 percent, except in the case of the Galena Street Shuttle, which already has frequent headways. For on-demand service replacing the Galena Street Shuttle, we assume a ridership increase of five percent. These assumption are based on transit ridership/frequency elasticities from Transit Cooperative Research Program Report 95, which identify that for every 10 percent increase in frequency, ridership increases between 2-7 percent, with a midrange value of 3.5 percent. Moreover, observations of Downtowner ridership compared to the Cross Town Shuttle showed that the Downtowner has attracted more than 40,000 annual riders with no perceivable impact on Cross Town Shuttle ridership. Therefore, this assumption is presumed to be conservatively low, but it is dependent on relatively short wait times for the on-demand service.

It is also assumed that on-demand service discussed in this memo can be operated by a private provider or by RFTA, given changes to the platform and operating model of RFTA currently.

Intercept Lot – Castle/Maroon Direct Route *(A1, A2, A3)*

The Castle/Maroon area is an important center for activity in Aspen, encompassing the Aspen Valley Hospital, elementary and secondary schools, Aspen Highlands Ski Resort, and residential/lodging areas. At present, there are no direct buses operating between downvalley communities and the Castle/Maroon area, requiring passengers to transfer either at the Maroon Creek Roundabout or at 8th Street, as follows:

- Passengers using the downvalley **Local** service can transfer at the Maroon Creek Roundabout stop to and from the Castle/Maroon Route. Average wait times between buses are on the order of 7 minutes in peak periods, and 15 minutes in off-peak periods. A trip between Carbondale and the Aspen Valley Hospital (as an example) requires approximately 67 minutes in peak periods and 75 minutes in off-peak periods.

- Passengers using the **BRT** service can transfer to/from the Castle/Maroon Route at 8th Street, requiring roughly a 7 minute wait during peak periods and 9 minute wait during the off-peak periods. This trip requires 56 minutes in peak period and 58 minutes in off-peaks.

- **BRT** passengers also have the option of transferring to/from a Local Downvalley bus at the Brush Creek Park-and-Ride, and then a second transfer at Maroon Creek Road. Assuming the passenger chooses runs with direct connections at the Park-and-Ride (at the top and bottom of the hour), this requires roughly 48 minutes in peak periods and 56 minutes in off-peak period.

An example half-hourly schedule for a direct route between Brush Creek and Castle/Maroon is shown in Table 1. This would provide a trip between the intercept lot and the hospital with a travel time of 15 minutes, or 24 minutes to Aspen Highlands. For travel between Carbondale and the hospital (via the BRT), the total average travel time would be 48 minutes. In general, this option provides only a modest reduction in overall travel times, though it does eliminate one transfer for those downvalley passengers choosing to use BRT and transfer at Brush Creek.

Ridership growth associated with this option was estimated based upon a review of transfer activity at the Maroon Creek Roundabout and 8th Street bus stops between the Castle/Maroon Route and the Downvalley Local and BRT Routes. An elasticity analysis was conducted reflecting the reduction in travel time, as well as the substantial increase in the convenience of transit service associated with the elimination of a transfer (and the parallel uncertainty about making connections). The cost of base service assumed two buses would operate **service every half-hour between 7 AM and 7 PM, seven days a week**. Three options were considered regarding the seasons of operation, as quantified in Table 2:

- If operated in winter only, this service would cost an estimated $370,100, and generate a net increase in ridership of 6,500.

- Operating in both winter and summer, costs would be $593,600, serving 15,900 passenger-trips per year.

- If operated year round, operating costs rise to $938,000, while passenger boardings would be increased by 18,100.

It would also be possible (and less expensive) to operate this service on a more limited peak-period basis, such as from 7 AM to 10 AM, and from 3 PM to 6 PM. If operated seven days a week in winter only, operating costs would be reduced to $193,100, while ridership would be 2,300. Another means of reducing cost would be to operate this service on an hourly schedule (rather than half-hourly). Over the course of a winter, this would also incur costs of $193,100, while ridership would be 4,400. This option also has the benefit of requiring only one vehicle (rather than two) as well as less staff. One key factor that limits the effectiveness of these options is that all passengers would still be required to transfer as part of their trip at the Intercept Lot. See conclusion summary in Table 1 below.

Table 1. Intercept Lot - Castle/Maroon Direct Route: Annual Operating Cost and Ridership Impact

Alternative	Total Annual Operating Cost	Annual Ridership Impact (One Way Trips)

Intercept Lot – Castle/Maroon Direct Route	$193,100 - $938,000	2,300 - 18,100

Increased Service Frequency on Existing Routes *(A4-A7)*

A review of the current ridership and productivity of the various fixed routes indicates the potential for an effective increase in service frequency on the Castle/Maroon Route and the Hunter Creek Route, either in the winter or in both the winter and summer peak seasons. A cost analysis and elasticity-based ridership analysis on various options indicates the following:

- Doubling **Castle/Maroon Route to 10-minute service frequency during peak periods** (7 AM to 10 AM, and 3 PM to 6 PM) during the winter would increase costs by $185,600 while generating 35,700 additional riders. If this additional service is also operated in the summer, costs increase to $297,800 but passenger growth increases to 53,100. It is worth noting that this option (and the subsequent option) would also improve the ability to make Downvalley – Castle/Maroon connections, as the greater frequency would reduce the average wait time between buses at Maroon Creek Roundabout or 8th Street. *(A4)*

- Alternatively, the increased Castle/Maroon Route frequency could be **operated all day** from 7 AM to 7 PM. This would provide the opportunity to reduce (though not eliminate) the hours of operation of the Aspen-Highlands Direct Route. A review of ridership data indicates that Aspen-Highlands Direct service prior to 8 AM and after 6 PM could easily be accommodated by expansion of Castle/Maroon service. This would generate $51,300 in cost savings that could go towards the improvements in Castle/Maroon frequency[1]. Including these savings, during the winter only expanding Castle/Maroon frequency would increase costs by $320,000, generating 66,300 additional passengers. If also operated in the summer, costs would increase by $544,300, while the ridership increase would total 103,400. *(A5)*

- A second bus operating on the Hunter Creek Route, operated during **peak periods in winter only** would increase costs by $82,100 per year while increasing ridership by 19,300 boardings. If also operated over a short span in the summer, costs would be $131,700 while ridership would be 28,600. *(A6)*

- If **operated over a 12-hour service day** (such as 7 AM to 7 PM), the Hunter Creek Route would, in combination with the Galena Street Shuttle, provide a very high level of service in the northbound direction (though not the southbound direction, without traveling around the remainder of the Hunter Creek Route) between Durant Street and the Lone Pine Road/Gibson Avenue area. As such, modifications to the Galena Street Shuttle were considered assuming this increase in Hunter Creek frequency. The Galena Street Shuttle is a relatively well-performing route (17.4 passenger-trips per vehicle-hour) and serves a specific purpose carrying skiers between the Rio Grande Parking Structure and the base of the ski hill (in addition to other

[1] It may also be feasible to reduce the number of buses operating the direct service between 8 AM and 4 PM, generating additional cost savings not reflected in this analysis. It should be noted that this service is part of a development agreement, which may complicate shifting the services.

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riders). Elimination or reduction in hours of operation would be an overall detriment. However, the ridership generated on the portion of the Galena Street Shuttle north of Rio Grande Place could be effectively served by 10-minute-frequency Hunter Creek service. This would allow the Galena Street Shuttle route to be trimmed back to turn around at the Rio Grande Parking Structure (lower access), and in turn reduce the number of buses needed to operate roughly 10 minute headway service to one. Including the associated cost savings over the course of the winter of approximately $119,000, 10-minute frequency on the Hunter Creek Route in winter only would incur a net increase in costs of $45,600, generating 36,700 additional passenger-trips. If operated both in summer and winter, costs would increase by $144,800 and ridership increases would total 54,900. *(A7)*

It should be noted that improving frequency to every 10 minutes provides a substantial improvement in the convenience of transit service. Studies have indicated that this is the level of frequency at which passengers typically stop worrying about catching an individual run, because they know that a bus will always come along soon. This is particularly useful on the Castle/Maroon Route, where traffic congestion can often delay transit services. As seating capacity would be doubled while ridership would be increased in the order of 30 percent, the loading per run would be reduced thereby helping to address overcrowding issues. Improving Hunter Creek frequency would also reduce the need for the Galena Street Shuttle to provide service north of the Roaring Fork River. See results summarized in in Table 2 below.

Table 2. Increased Service on Existing Routes: Annual Operating Cost and Ridership Impact

Alternative	Total Annual Operating Cost	Annual Ridership Impact (One Way Trips)
Castle/Maroon 10 minute service –7AM to 10AM, 3PM to 6PM	$185,600 - $297,800	35,700 - 53,100
Castle/Maroon 10 minute service – 7AM to 7PM	$320,000 - $544,300	66,300 - 103,400
Hunter Creek 10 minute service – 7AM to 10AM, 3PM to 6PM	$82,100 - $131,700	19,300 - 28,600
Hunter Creek 10 minute service – 7 AM to 7 PM	$45,600 - $144,800	36,700 - 54,900

Cross Town Shuttle *(A8-A12)*

The Cross Town Shuttle has relatively low ridership, with the lowest ridership of all routes in the summer (14,024) as well as winter (20,446). It generates the lowest productivity (ridership per vehicle-hour) of all routes in the winter (9.3), while the summer productivity of 10.4 is the second lowest (behind the Mountain Valley DAR at 7.6). Given this, it is worthwhile to consider modifications to this route.

A review of the ridership data provides a context to evaluating service alternatives, as follows:

- In winter, hourly ridership is highest in the Noon hour (11 passengers per hour), in the afternoon (6 to 8 per hour) and in the 7 PM hour (7 per hour). Summer ridership is moderately high in the mid-day (6 to 8 passengers per hour) but reaches a peak in the 8 PM hour (12 passengers per hour).

- Ridership is much greater on the western portion between Rubey Park and the Music Tent (with 86 percent of the ridership in summer and 76 percent in winter) than on the eastern portion between Rubey Park and the Aspen Club (with 14 percent of the ridership in summer and 24 percent in winter). As 40 percent of the running time is used on this eastern leg, this route segment is particularly unproductive.[2]

Eliminate Winter Service *(A8)*

One straightforward option would be operate the Cross Town Shuttle only in the summer. This would reduce costs by an estimated $215,600 per year. Conservatively assuming that none of the existing riders would shift to another route (such as by walking to stops on Main Street), 20,400 annual riders would be lost.

Eliminate Winter Service and Reduce Summer Hours to Noon – 9 PM *(A9)*

In summer, Cross Town ridership before Noon generates only approximately 20 percent of total ridership (or an average of 29 passengers per day). Reducing service to Noon to 9 PM over the summer would save an additional $34,000 per year, while reducing ridership by roughly 2,600 per year (assuming no existing Cross Town passengers shift to other routes).

Eliminate Cross Town Shuttle Entirely *(A10)*

Ceasing operation of the Cross Town Shuttle would reduce operating costs by $346,800 per year, and reduce ridership by an estimate 34,500 annual passengers.

Replace Winter Cross Town Shuttle with On-Demand Service *(A11)*

The costs can also be estimated for eliminating Cross Town Shuttle in the winter and instead serving the existing ridership using an on-demand service (either focused on this service area or as part of a larger on-demand program). Assuming the 20 percent increase in ridership assumed with the initiation of on-demand service, the new ridership forecast (24,480) by the estimated overall productivity rate (7.8 passenger-trips per vehicle-hour) indicates that 3,138 hours of on-demand service would be required. At a cost of $7.80 per passenger-trip, this service would cost $190,900 -- $24,700 less than the existing winter Cross Town Shuttle costs to serve slightly more passengers. It should be noted that the existing service experiences high spikes in ridership (presumably generated by Music Tent events) which would increase the number of on-demand vehicles needed to serve the existing ridership without unduly long wait times. This infers that on-demand service in the Cross Town service area would best be provided as part of a larger program than can shift drivers and vehicles to serve special events over a broader area. One option would be to expand the fleet of vehicles within the Downtowner's (or selected vendor's) existing operating area, which generally overlaps the Cross Town Shuttle Route.

Replace Winter and Summer Cross Town Shuttle with On-Demand Service *(A11)*

A similar analysis can be conducted assuming on-demand service replaces all Cross Town Shuttle services. The on-demand cost to serve the equivalent number of passengers is estimated to be

[2] A review of previous transit studies shows that this pattern of low ridership on the eastern leg of the Cross Town Shuttle has been the case since at least 2009.

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$322,900, or $23,900 less than the current fixed route operating costs. Annual ridership is expected to increase by 6,900 to a total of 41,400.

Extend Cross Town Shuttle to Serve Aspen Meadows/Institute *(A12)*

The Aspen Institute/Aspen Meadows is an important year-round activity center in Aspen. It includes the Aspen Meadows Resort, with a total of 98 suites, as well as two restaurants, cafe and extensive meeting and gallery space. The Resort currently offers shuttle service to downtown destinations on a half-hourly request basis. The closest existing transit service is the northwest terminus of the Cross Town Shuttle at the Music Tent, approximately a 0.4-mile walk from the Aspen Meadows Reception Center. In particular, this makes for a long transit and walking commute for employees using the Downvalley RFTA services.

Ridership that would be generated by extending the route would be moderate. A review of existing transit stops that serve lodging properties (such as 4th/Main) indicates that approximately 0.6 transit trips are generated per lodging unit (including both guests and lodging employees), or 60 trips per day. In summer, there are typically approximately 30 additional staff, including conference services staff, interns and seasonal staff from the DC office. An additional 20 passenger-trips per day are estimated for commuting and other trips. While additional ridership may be generated during conferences and special events, over the course of the summer and winter seasons, this would total approximately 15,600 passenger-trips.

Service to the northwestern portion of this area would add approximately 1.1 miles to the Cross Town Route, resulting in a 5.2-mile round-trip route length. This probably could be operated within the current 30-minute cycle length (an average of 10.4 miles per hour), though timing runs during peak summer and winter conditions would need to be conducted. While vehicle-hours would not be increased, annual mileage would increase by 6,607, yielding an increase in operating costs of $13,300.

It is important to note that this option would require modifications of the driveway at the Institute to better accommodate a transit vehicle. It would also be dependent on elimination or reduction in the existing private shuttle to avoid duplication of service. For these reasons, implementing this option would require discussion and coordination with the Institute and Aspen Meadows. If the Cross Town Shuttle is replaced with on-demand service, it would be logical to extend service to the Aspen Institute/Aspen Meadows. While our assumptions would indicate serving the additional 15,600 trips to the Aspen Institute/Aspen Meadows would cost $121,680 (assuming a per-trip cost of $7.80), the actual costs related to this extension are likely to be less since this represents a relatively minor extension of the on-demand service area, and the additional vehicles needed to replace the Cross Town Shuttle service could probably accommodate this extension with a relatively low cost. If this option is pursued further, a more detailed analysis is recommended.

Combine Cross Town Shuttle with Galena Street Shuttle (A13, A14)

The Galena Street Shuttle currently operates from 8:15 AM to 5:15 PM in winter only. Two vehicles are operated over a 20-minute route, providing 10-minute headway service. This route serves approximately 50,000 passenger-trips over the course of the winter season, and has a productivity level

of 17.4 passenger boardings per vehicle-hour (slightly below the City Route average of 23.1). It is also worth noting that ridership in 2016 increased 26 percent from the previous year.

One option would be to combine the Galena Street Shuttle with the western portion of the Cross Town Shuttle (west of Hunter Street). The overall route would be 4.5 miles in length, round trip, and would connect downtown with both the Hunter Creek area to the north and the West End/Music Tent to the northwest[3]. To provide consistent service, the combined route would be operated in both summer and winter (adding summer service on the Galena Street Shuttle portion) and operating to the 9:00 PM end of the Cross Town Shuttle service day. Each vehicle could complete two round-trips per hour. Two options were considered and are summarized in Table 3 below:

- Operating **3 vehicles** (consistent with the current peak vehicles) would maintain the current 10-minute frequency on the Galena Street Shuttle portion, and increase the frequency on the Cross Town Shuttle portion from every 30 minutes to every 10 minutes. This alternative would require a net increase in annual operating costs of $288,900. Changes in ridership would be as follows: *(A13)*

Elimination of Ute Avenue/Aspen Club Route Segment	-6,900
Increase in Cross Town Shuttle Frequency	+19,000
Extended Galena St. Shuttle Winter Evening Service	+10,400
Summer Galena Street Shuttle Service	+25,400
Net Change	+47,900

- If **two vehicles** were operated on this new route, 15-minute frequency service would be provided. This would drop frequency on the Galena Street Shuttle portion from 10 minutes to 15 minutes, while increasing frequency on the Cross Town Shuttle portion from 30 minutes to 15 minutes. It would yield a net reduction in annual operating costs of $13,400. Ridership impacts would be as follows*: (A14)*

Elimination of Ute Avenue/Aspen Club Route Segment	-6,900
Increase in Cross Town Shuttle Frequency	+11,000
Extended Galena St. Shuttle Winter Evening Service	+8,800
Summer Galena Street Shuttle Service	+21,600
Reduction in Galena Street Shuttle Winter Frequency	-7,400
Net Change	+ 27,200

Table 3. Modifications to Cross Town Shuttle: Annual Operating Cost and Ridership Impact

Alternative	Total Annual Operating Cost	Annual Ridership Impact (One Way Trips)
Modifications to Cross Town Shuttle	-$24,700 - $288,900	4,100 - 47,900

[3] If additional Hunter Creek service allowed the Galena Street Shuttle's northern terminus to be trimmed to the Rio Grande Parking Structure, it would also be possible to serve the Aspen Institute.

Replace Galena Street with On-Demand Service *(A15)*

The Galena Street Shuttle could be eliminated and the existing ridership served by an on-demand program. At an average of 7.8 passengers served per on-demand vehicle service-hour, this would require an increase of 3,505 hours of service. VMT impacts of this additional service are hard to determine, since the vehicle need not be circulating between the calls for service. However, it is likely that there would be more VMT with an on-demand program than with the fixed route shuttle. At an assumed average cost of $7.80 per passenger-trip, this service would incur an annual costs of $386,500, or $115,200 more than the existing fixed route service. One important operational consideration is the high "peaking" in ridership on this service, with up to 63 passengers per hour (associated with peak skier access/egress times). Approximately eight vehicles would be needed to serve the passenger loads at peak times (possibly more if short wait times within the peak hour are to be provided). Given this peaking characteristic, a microtransit service (which shared characteristics with both fixed route and on-demand transit) might be a more efficient way to serve peak demands. In addition, if the on-demand service was part of a larger program (e.g., on-demands replace Cross Town Shuttle), then the peak fleet needs could be dispersed across a larger pool of vehicles, potentially reducing the high marginal costs of accommodating peak demand. Given the short travel distance, charging a fare for this service could substantially reduce ridership. See results summarized in Table 4 below.

Table 4. Replace Galena Street with On-Demand: Annual Operating Cost and Ridership Impact

Alternative	Total Annual Operating Cost	Annual Ridership Impact (One Way Trips)
Replace Galena Street Shuttle with On-Demand	$115,237	9,900

Conversion of Mountain Valley Dial-a-Ride to Fixed Route Only, With Existing Demand Response Trips Served by App-Based On-Demand Service *(A16, A17)*

The Mountain Valley Dial-A-Ride consists of a single vehicle operated year-round on a half-hourly schedule. It consists of a fixed-route portion (between Rubey Park and Lupine Drive) as well as on-demand service in the Mountain Valley area. Approximately 25 percent of the ridership on this route is generated by demand requests, with the remaining 75 percent boarding at the signed stops. It has a relatively low productivity compared with the other City services, at 9.3 passenger-trips per vehicle service hour.

The fixed route segment between Rubey Park and Lupine Drive is 1.3 miles (2.6 miles round trip) and takes approximately 15 minutes to operate during busy conditions. Eliminating requests from this route would free up 15 minutes every half hour that could be used for another purpose. Two options regarding how to use this fixed-route resource were evaluated, as discussed below.

Increase Mountain Valley Service Frequency to 15 minutes *(A16)*

This option would not increase the hours of service, but would increase the annual miles operated by 25,200. This would result in an increase in fixed route operating costs of $50,700 per year. The increased service frequency would generate an estimated 16,800 additional riders along the fixed route

portion of the route, but this would be more than offset by the loss of 17,500 passengers currently making on-demand stops (assuming that none of these passengers choose to walk to a fixed stop), resulting In a reduction in fixed route ridership of 700 per year.

On-demand service to the existing Mountain Valley request ridership would require approximately 2,200 vehicle-hours and 22,400 vehicle-miles of service per year, and incur a cost of approximately $136,800. One on-demand vehicle would be sufficient to serve this demand. Including the on-demand ridership, this option as a whole would allow the service of the existing on-demand passengers, along with an assumed increase of 3,500 one way trips per year due to the on-demand service. This proposal would increase the annual costs by $214,500. As with the other on-demand services, VMT is likely to increase compared to the current service, but by an unknown amount.

Combined Cross Town – Mountain Valley Route *(A17)*

Another option would be to eliminate demand requests on the Mountain Valley Route and to eliminate the eastern leg of the Cross Town Route (between Rubey Park and Aspen Club) and combine the western end of the Cross Town Route and the fixed route portion of the Mountain Valley Route to create a new route tying the West End and Mountain Valley. This route would be 4.9 miles in round-trip length, and could be operated with one vehicle on a half-hourly schedule. In order to not reduce Mountain Valley span of service, serving on the west end of the existing Cross Town Route would need to be operated year-round (adding service in spring and fall) and operated from 6:30 AM to 1:45 AM (adding service from 6:30 AM to 8:00 AM, and from 9:00 PM to 1:45 AM). Overall, this option would reduce fixed-route service by 3,554 vehicle-hours per year, yielding an annual operating cost savings of $305,200 (that could be used for on-demand service to offset the loss of fixed route service).

Fixed route ridership would be impacted by several factors:

Elimination of the service to Ute Avenue / Aspen Club	-6,900
Elimination of on-demand requests on Mountain Valley	-8,600
Addition of Cross Town Route in spring and fall	+8,900
Addition of Cross Town Route in early and late hours	+9,400
Net Impact	+2,800

The on-demand service needed to serve the existing on-demand riders on Mountain Valley DAR and the east leg of the Cross Town Route would operate an estimated 3,100 vehicle-hours and 31,000 vehicle miles per year, incurring a cost of $228,400. The overall impact of this alternative would be to increase annual ridership by 7,680, while reducing financial requirements by $76,800. See results summarized in in Table 5 below.

Table 5. Convert Mountain Valley DAR: Annual Operating Costs and Ridership Impact

Alternative	Total Annual Operating Costs	Annual Ridership Impact (One Way Trips)
Convert Mountain Valley DAR to Fixed Route, with On-Demand for Demand-Response Riders	$214,500	2,800

Operate Combined Mtn Valley – Crosstown West Fixed Route Every 30 Minutes, with On-Demand for Mtn Valley Demand Response and Cross Town East	-$7,680	7,680

Extension of Summer Service Levels to End of September *(A18)*

September is becoming a busier month in Aspen. City Finance Department reports indicate that September 2016 sales tax was 12 percent higher than the previous year, while lodging tax revenues were 27 percent higher. While September levels are lower than August (by 20 percent regarding sales tax and 32 percent regarding lodging tax), September levels are closer to summer levels than to the off-season months. Reflecting this, one option would be to extend the summer transit service plan from the current end on Labor Day to the end of September. While this varies by year, this typically would add around 26 additional days of summer service. The following additional service would need to be added:

- Cross Town Shuttle – From 7:54 AM to 9:00 PM

- Castle/Maroon, Hunter Creek, Cemetery Lane and Mountain Valley Routes – Existing summer start of service (around 6:30 AM) to 7:00 AM[4], and from Midnight to existing summer end of service (typically 2:00 AM) Mon-Sat and from 9:00 PM to the existing summer end of service on Sundays.

In total, this expansion of service would increase operating costs by $81,100 per year. An evaluation of ridership based upon the monthly variation in ridership as well as the hourly variation in ridership in summer and the relative level of activity in September yields a total ridership increase of 6,900 over all routes.

Table 6. Extend Summer Service to September: Annual Operating Cost and Ridership Impact

Alternative	Total Annual Operating Cost	Annual Ridership Impact (One Way Trips)
Extend Summer Service Levels to End of September – All Routes	$81,100	6,900

Replace Late Night Service with On-Demand Service *(A19, A20)*

In light of the lower ridership levels in the late evening, it may be a net benefit to reduce the hours of fixed route services and replace them with community-wide On-Demand services. A detailed review of the existing ridership by hour and season indicates that total system wide hourly ridership falls significantly in the winter and summer starting at Midnight, with hourly ridership not exceeding 81 total boardings. In the off seasons, ridership falls below 30 passengers per hour starting in the 7 PM hour. Separate options were considered for the peak seasons and the off-seasons.

Winter and Summer Service after Midnight *(A19)*

[4] While the offseason service on Sundays begins at 8:00 AM, it is important to provide access to the Maroon Bells service for the 8:05 AM initial departure.

The elimination of fixed route service after Midnight would reduce annual operating costs by $238,500. The replacement on-demand service would serve more riders than the existing fixed routes, as it would be available throughout the community (including areas not currently served by fixed route); based on the proportion of ridership in these areas during the day as well as the number of residences not currently served, an additional 5 percent growth in ridership is realistic, or 2,200 boardings per year.

The on-demand service would need to operate a total of approximately 6,900 vehicle-hours and 103,500 vehicle-miles per year. Approximately 13 vehicles would need to be in operation to serve peak demand in the winter, and 7 in the summer. This is estimated to cost $438,700, or roughly $200,000 more than the fixed route cost.

Spring and Fall Service after 7 PM *(A20)*

On-demand services could also potentially replace fixed route service in the spring and fall after 7 PM. The reductions in fixed route operating costs would be $396,400 (greater than for the peak season alternative), while the reduction in fixed route ridership would be 27,800 (less than the peak season alternative). The replacement on-demand service is estimated to cost $274,900, yielding a net reduction in annual costs of $121,500 annually. At a 5 percent increase in overall ridership, total annual ridership would increase by 1,400. This service alternative would generate a net increase in VMT of 22,500, or 168 per offseason day. See results summarized in Table 7 below.

Table 7. Replace Late Night Service with On-Demand: Annual Operating Cost and Ridership Impact

Alternative	Total Annual Operating Cost	Annual Ridership Impact (One Way Trips)
Replace Winter/Summer Service After Midnight with On-Demand Service	$200,200	2,200
Replace Spring/Fall Service After 7:00 PM with On-Demand Service	$121,500	1,400

Comparison of Service Alternatives and Performance Analysis

Table 2 presents a summary of the various service alternatives. In addition, Figure 1 compares the annual marginal ridership impact, while Figure 2 presents the impact on annual operating cost requirements. A review of this information indicates the following:

- The various alternatives would yield a wide range of **ridership impacts**, from an increase of 103,400 passenger boards per year for all day winter/summer 10-minute service on the Castle/Maroon Route to a loss of 34,500 passengers associated with the elimination of the Cross Town Shuttle (assuming it is not replaced with on-demand service and no passengers shift to Downtowner or selected vendor). All top four alternatives regarding increases in ridership are associated with increasing service frequency to 10 minutes, while the fifth highest is the combination of Cross Town and Galena Street Shuttles to 10 minute frequency.

- The **impact on annual operating costs** varies from an increase of $938,000 for year-round direct Intercept Lot – Castle/Maroon service to a decrease of $346,800 associated with fully

eliminating the Cross Town Shuttle. In general, these figures reflect the substantial expense associated with 10-minute headway service.

Figure 3 presents the ridership impact plotted against the operating cost impact. The "best" of these alternatives are those in the upper left quadrant of this chart, which reflect those that increase ridership while reducing costs. These consist of the following:

- Combining the Cross Town and Galena Street Shuttles with 15 Minute headways
- Combining the Mountain Valley (Fixed Route) and Cross Town Shuttle and providing on-demand service to serve the Mountain Valley on-demand riders as well as the existing eastern portion of the Cross Town route
- Replacing the fixed routes in the spring and fall after 7 PM with on-demand service

Two other options would reduce costs while providing modest increases in ridership:

- Replacing the Winter Cross Town Shuttle with on-demand
- Replacing both Summer and Winter Cross Town Shuttle with on-demand

Those alternatives that are in the upper right quadrant are those that reflect a trade-off between financial requirements and ridership, as they increase ridership but also increase costs. Among these, those that are to the upper left are "better" in that they require less operating cost for every new passenger served (such as #17: Extending the Cross Town Shuttle to serve the Aspen Institute) as compared to the "worse" alternatives to the lower right (such as #3: Intercept Lot – Castle/Maroon direct service year-round).

Finally, those alternatives that provide the opposite trade-off – reducing costs but also reducing ridership – are in the lower left quadrant. These three alternatives all would reduce or eliminate Cross Town Shuttle service without replacement on-demand service.

Performance Measure – Passenger per Vehicle-Hour of Service

An important transit performance measure is the number of passengers served per vehicle-hour of service – the "productivity" of transit service. (Most of the costs associated with transit service relate to the hours of operation, rather than the miles operated.) As also shown in Figure 4, this measure can be either positive or negative (while alternatives that do not change the number of vehicle-hours cannot be evaluated by this measure). Reviewing the performance results by this measure requires consideration of several categories:

- Three of the positive figures reflect a negative marginal ridership divided by a negative marginal cost impact: the three options for reducing (but not replacing) Cross Town Shuttle service. The fact that reducing service to Noon to 9 PM in summer only has a lower value (9.0 passengers lost per reduction in vehicle hours) than the other options (9.3 to 9.7) makes it a slightly better (less impactful) alternative than the other options.

- Two of the options (combining the Cross Town and Galena Street Shuttles with 15 minute headways and combining the Mountain Valley fixed route service and western portion of the Cross Town Shuttle with on-demand replacing the eliminated elements) both yield a negative

value. This, however, actually reflects a good result in that ridership is increased while vehicle-hours decrease.

- For the remaining alternatives (which increase ridership as well as vehicle-hours), a higher value represents a higher productivity – more growth in ridership for every additional vehicle-hour. As shown, the best alternative by this measure is 10-minute Hunter Creek Route service all day during winter, with 75.4 passenger-trips per vehicle-hour. (This alternative benefits from the fact that Galena Street Shuttle service could be reduced.) All of the alternatives that would provide 10-minute service on the Castle/Maroon or Hunter Creek routes all perform well (at least 18.6 passengers per vehicle-hour), as does combining the Cross Town and Galena Street Shuttles (at 18.4). Alternatives that perform particularly poorly by this measure are the direct route between the Intercept Lot and Castle/Maroon (1 to 3 passenger-trips per vehicle service hour) and the replacement of late night service with on-demand service in peak seasons (0.5).

A series of performance measures for Aspen City service were developed in 2014, as documented in the *Aspen Transit Performance Standards Analysis Memo* (LSC, May 13, 2014). A minimum productivity standard of 8.0 for fixed route services and 4.0 for deviated service (assumed to be applicable to on-demand) is cited. Applying these standards, the alternatives shown in bold in Table 2 would attain the standards, consisting of the increased frequency options for Castle/Maroon and Hunter Creek Routes, the combination of the Cross Town and Galena Street Shuttles, the combination of the Cross Town and Mountain Valley Shuttles, and the extension of the Summer Service levels. The reductions in Cross Town service (without on-demand replacement) are not consistent with this standard, as they would all eliminate more than 8 passenger-trips for every hour of service reduction.

Performance Measure – Passenger-Trips per Vehicle Mile of Service

Given the goals of reducing traffic levels in Aspen (including vehicle-miles operated by transit vehicles) it is desirable that ridership be relatively high for every additional VMT operated. A review of the marginal passenger-trips per marginal VMT (also shown in Table 2), shows that the better options consist of the increased frequency of Hunter Creek Route service (up to 38.4 passengers per VMT), followed by the combination of Cross Town and Galena Street shuttles with 15 minute headways. Options that perform poorly by this measure include the replacement of winter and summer late night fixed route with on-demand and the direct Intercept Lot – Castle/Maroon service. There is no adopted standard for this measure.

Performance Measure – Cost per Passenger-Trip

The ratio of marginal cost to marginal ridership is a particularly important performance measure, in that it relates the key public "input" to transit service (funding) with the key desired "output" (ridership):

- For those options that reduce ridership as well as costs (the reductions of Cross Town Shuttle service) a higher positive value reflects a better option, in that a greater level of funds is saved for every passenger-trip eliminated.

- For those options that increase ridership while reducing costs, the resulting negative value represents a beneficial result.

- The bulk of the alternatives yield a positive value, reflecting an increase in both ridership and costs. In these cases, a lower value reflects a better option in that less funding is required for every new passenger-trip. Extending the Cross Town Shuttle to serve the Aspen Institute is the best option by this performance measure, requiring only $0.85 for every new passenger-trip. Other relatively good options consist of the 10-minute frequency on Castle/Maroon and Hunter Creek Routes as well as 10-minute frequency on a combined Cross Town / Galena Street Shuttle.

The 2014 study defining performance standards identified a maximum of $8.00 for fixed route service and $15.00 for deviated service. Adjusted for inflation, the 2017 values are $8.25 and $15.50. Those alternatives attaining these standards are shown in bold in Table 2. This list is generally consistent with those also attaining the productivity standard, except that the elimination of Cross Town Shuttle options attain this standard (in that the costs saved per passenger-trip exceeds the standard) but do not attain the productivity standard (in that the service that would be eliminated attains the standard).

Summary

Overall, the evaluation of the alternative yields the following conclusions:

- Three alternatives stand out as increasing ridership while reducing costs:
  - Combining the Cross Town and Galena Street Shuttles with 15 Minute headways
  - Combining the Mountain Valley (Fixed Route) and Cross Town Shuttle and providing on-demand service to serve the Mountain Valley on-demand riders as well as the existing eastern portion of the Cross Town route
  - Replacing the fixed routes in the spring and fall after 7 PM with on-demand service.

- Two alternatives are beneficial in that they reduce costs without impacting ridership:
  - Replacing the Winter Cross Town Shuttle with on-demand
  - Replacing both Summer and Winter Cross Town Shuttle with on-demand

- Of those alternatives increasing costs and ridership, the following are the more effective:
  - Extending the Cross Town Shuttle to service the Aspen Institute
  - 10-minute frequency service on the Hunter Creek Route. The span of higher frequency would depend more on the available funding than on the relative performance. While focusing this service improvement on the winter peak periods is the most productive, extending it to all day service in both summer and winter yields performance levels that are not far behind. Providing all-day 10-minute Hunter Creek service in winter also has the benefit of allowing reduction in the Galena Street Shuttle, thereby reducing the net increase in costs as well as avoiding the need for additional vehicles.
  - 10-minute frequency service on the Castle/Maroon Route. The productivity and cost-effectiveness of these alternatives are also high, and only slightly behind the Hunter

Creek options. The various span of service options are also relatively similar in effectiveness.

- Combining the Cross Town and Galena Street Shuttles on a 10-minute headway is also productive and cost effective (though at a substantially higher cost than this combination at a 15-minute headway).

- The following alternatives prove to not be effective, and are recommended for elimination from further consideration:
  - A direct route connecting the Intercept Lot with Castle/Maroon area
  - Replacing fixed route service after Midnight in the winter and summer with on-demand service

Focusing on those alternatives that would replace existing fixed route service with on-demand service, this analysis indicates that this strategy would be effective for the evening service in the spring and fall after 7:00 PM, and for replacing all or portions of the Cross Town Shuttle and the Mountain Valley DAR service. However, this strategy would not be beneficial if applied to replacing the fixed route service in winter and summer after Midnight, as costs and VMT would be increased significantly while gaining only a small increase in ridership.

Recommended SRTP Service Package

Based on the detailed alternatives analysis, two broad transit service strategies are recommended:

- Improve fixed-route transit service frequency and span of service where ridership demand is high. As reflected in the current service, fixed-route transit service is very effective in meeting Aspen's mobility needs, particularly along corridors and in time periods with high demand. Enhancing mobility in these situations through fixed-route service improvements is the most cost-effective strategy that also minimizes transit-related VMT.

- Expand On-Demand services for neighborhoods and times of day with lower density of demand. By providing more convenient service at lower costs, On-Demand services can expand the potential transit market to additional travelers, and solve the "first-mile/last-mile" hurdles associated with fixed-route service. This strategy includes reductions and modifications of some of the existing seasonal fixed routes.

Specific service elements recommended to implement these broad strategies are as follows:

- **Improve Service Frequency on the Castle/Maroon Route to Every 10 Minutes from 7 AM to 7 PM in Winter and Summer (#9)** – This will greatly improve the convenience of this key route, while addressing on-time performance and bus overcrowding issues as well as increasing the transfer opportunities to Valley services.

- **Improve Service Frequency on the Hunter Creek Service to Every 10 Minutes from 7 AM to 7 PM in Winter and Summer, and Reduce Galena Street Shuttle to Rio Grande Parking Structure**

– Durant Street (#13) – 10 minute service on Hunter Creek Route will allow passengers to stop worrying about the schedule as they will know that a bus will always be coming soon. The higher frequency service to the Hunter Creek area will replace the current need for Galena Street Shuttle to extend over the Roaring Fork River, allowing 10-minute service to be provided with one rather than the current two vehicles.

- **Extend the Summer Service Plan to the End of September** – By expanding the hours of service in September, this will allow the transit program to reflect the growth in ridership demand in the early fall.

- **Revise the Cross Town Shuttle and Mountain Valley Routes to Provide a Year-Round Fixed Route between the Aspen Institute and Lupine Drive (#19 & #24)** – This route should be operated year-round over the Mountain Valley span of service, using a single vehicle to provide half-hourly service. The current Mountain Valley ridership served on-demand as well as the current Cross Town Shuttle ridership along Ute Avenue will be served by a new On-Demand service (or expansion of the existing Downtowner service or selected vendor). This element also extends service to the Aspen Institute, and provides fixed route service in the West End in the spring and fall.

- **Replace Spring/Fall Fixed Route Service with On-Demand Service** – The low levels of ridership on the City Routes in the evenings during the spring and fall can more effectively be served by an On-Demand service model. In addition, this may help to provide a more consistent year-round schedule for On-Demand drivers, who will be needed in greater numbers in the summer and winter on the expanded On-Demand service discussed above. In order to avoid providing differing levels of service in the spring/fall versus summer/winter, it may be prudent to limit boarding and alighting locations to existing bus stops.

As shown in Table 4, overall this recommended package would increase annual vehicle-hours by 60,776 (9 percent), while ridership increases by 190,000 (14 percent). This indicates an improvement in overall productivity of the transit program with these changes. Costs are estimated to increase by $588,200 (10 percent). It should be noted that the cost implications of expanding On-Demand service are not well known, and will need to be better defined through negotiations with potential private or public service providers.

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Section 2

Capital Alternatives

This chapter considers the capital items needed to operate a transit service, including vehicles and bus stops.

Vehicles

As discussed in the Existing Conditions Working Paper, a total of 12 transit vehicles will warrant replacement over the next five years. This figure may change in either direction depending on the service strategies implemented in this plan. As discussed below, there are two consideration regarding these future vehicle purchases: the size of vehicles, and the propulsion technology

Appropriate Vehicle Size *(A21)*

Identifying the appropriate size of vehicle to operate on transit routes is a balancing act between competing goals. On one hand, adequate capacity is needed to accommodate passenger loads. The Aspen City Route Performance Standards state that "*For passenger safety and comfort, vehicles should be sized and the transit service operated to limit typical peak loads to the seating capacity. Standing loads shall be limited to a maximum of 20 percent of daily runs."* On the other hand, larger buses typically generate greater noise and "presence" on the street, which is a particular concern in residential neighborhoods. While switching out larger and smaller buses over the course of a day seem a simple strategy, in reality this requires an expanded fleet (and associated maintenance and insurance costs), increases staff time (as additional vehicles require pre-trip inspections) and also requires bus parking to provide convenient opportunities to shift buses at the end of the route. Given the variation in transit needs generated by special events and changes in ski area operating hours, etc., it is furthermore not feasible to switch out vehicles for an hour or two. It is also important to note that the costs of transit service charged to the City by RFTA do not vary by vehicle size.

Reflecting the most common vehicle sizes available on the market, the Aspen City Service is generally operated with either larger (35 to 39 passenger) vehicles or smaller (14 to 15 passenger) vehicles. Larger buses are operated year-round on the Castle/Maroon and Hunter Creek Routes. Smaller vehicles are operated year-round on the Mountain Valley DAR. On the Cemetery Lane and Burlingame Routes, larger buses are operated in the peak seasons while smaller vehicles are operated in the off-seasons. Of the seasonal services, larger buses are operated on the Aspen-Highlands Route (winter) and MAA Shuttle (summer), while smaller vehicles are operated on the Galena Street Shuttle (winter) and Cross Town Shuttle (summer and winter).

To address this issue, a detailed review of current passenger loads by route, season, and time of day was conducted as part of this study. A review of this data indicates that current vehicle sizes are appropriate to accommodate peak passenger loads on the following routes in all seasons and hours of the day:

- Burlingame

- Aspen – Highlands
- Galena Street Shuttle
- Cross Town Shuttle
- Mountain Valley DAR

(While there are specific runs on the Burlingame, Mountain Valley, Galena Street Shuttle and Cross Town Shuttle Routes that can exceed the seating capacity of a smaller vehicle, no runs were observed that exceeded the standing capacity, and the proportion of daily runs exceeding seating capacity was less than 20 percent.)

Potential candidates for changes in vehicle size consist of the following:

- The Cemetery Lane Route could potentially be operated with a smaller vehicle year-round. This would require a few passengers to stand on only a few runs per week in summer and winter.

- The Castle/Maroon Route has low passenger loads (no more than 11) in the off seasons after 7:00 PM, which could be accommodated with a smaller vehicle.

- The Hunter Creek Route could be adequately served with a smaller vehicle in the off-seasons, with a maximum passenger load of 15.

It should be noted that these observations are based only on limited available counts, and that special events (such as school trips, concerts, etc.) can create spikes in ridership that result in operational problems and/or unsatisfied passengers. In sum, the opportunities to reduce vehicle size are limited, would not impact the number of small versus large buses needed in the fleet, and would not impact the concerns along the Castle/Maroon corridor in winter or summer. However, battery electric buses (as discussed below) hold the potential to reducing noise issues along this corridor.

It should be noted that implementation of the fixed route service alternatives would not impact this discussion. While options such as 10-minute service frequency would reduce average loads (as the number of runs would double while the ridership would increase by a smaller proportion), the very high peak loads would remain, indicating that smaller vehicles would still not be appropriate.

Fuel Technology *(A22)*

The battery and motor technology improvements that have spurred advances in electric autos is also resulting in new options in electric buses. The operating range of a single charge has increased in recent years, and technology for on-route charging has improved. Many larger transit systems have invested in battery electric buses, including Marin Transit, Foothill Transit, King County Metro and San Joaquin Transit. This technology has also spread to mountain resort transit systems: Park City Transit has recently received six battery electric bus for use in a new express service, while the transit program serving South Lake Tahoe will soon receive a battery electric bus. In addition to the reduction in greenhouse gas emissions (depending on the source of electricity), these vehicles also have been proven to reduce maintenance costs and substantially reduce noise emissions.

The City of Aspen and RFTA have recently initiated a joint program to procure eight battery electric buses, four of which would be deployed in the City Service system. While these vehicles are roughly 60 percent more costly than gas or diesel fueled vehicles, they are a natural fit for Aspen City service given the noise reduction and other environmental benefits. The next few years are expected to see additional vehicle options in smaller bus categories and improvements in charging technologies, along with the potential for reduction in per-unit costs.

Bus Stop Improvements

A current list of recommended bus stop improvements is shown in Table 4. As indicated, two existing stops are recommended for elimination (at Spring Street and at Glen Garry Drive) as they are close to other existing stops and cause operational problems. Three stops should be relocated. In addition, the following improvements are warranted at various locations:

- 11 new or expanded shelters *(A23)*
- 8 new benches (*A24)*
- 10 urban seats (single or dual seats mounted to the bus stop pole) *(A25)*
- 7 bus stop signs *(A26)*
- 12 new or expanded garbage cans *(A27)*
- Sidewalk or passenger waiting pavement improvements at 10 locations *(A28)*
- Lighting improvements at 8 locations *(A29)*
- Bike and ski/snowboard racks at 1 location *(A30)*
- Paved bus pullouts at 2 locations *(A31)*
- Pedestrian crossing signage at 1 location *(A32)*

In addition, it is recommended that real-time video displays of service conditions be installed at nine key stops (such as those currently installed in BRT station). These displays have proven very beneficial to passengers, as they reduce the anxiety associated with waiting for a bus and make the time spent at the stop more enjoyable. This is particularly important for visitors that are unfamiliar with the transit service, and who are less likely to access the real-time information on their smartphone. The cost of real-time displays in bus shelters vary depending upon capabilities and the presence of existing utilities. A typical installed unit cost, given that RFTA already has a real-time information system to provide content, is $10,000.

In total, the costs associated with these stop improvements are estimated to be approximately $320,000. Over the five year plan period, this indicates the need for an estimated $65,000 per year.

Highlands Bus Loading Area *(A33)*

The bus loading area at Aspen Highlands is a very busy place in both winter and in summer. It consists of a one-directional (eastbound) 225-foot-long loading bay on the south side, with angled auto parking on the north. Signage and temporary barriers are used to direct and manage passenger loads. This area is served by the Castle/Maroon Route year-round, the Aspen-Highlands Direct Route in winter, as well as the Maroon Bells bus service (June through September). With all this bus activity, the 4-bus capacity of the existing loading area is often exceeded, resulting in delays. Passenger waiting and loading areas also

are crowded at peak times. In addition, the nearby homes are impacted by the noise and activity of the bus movements.

One common suggestion to address these issues is to reconfigure the routes so that some or all of the buses enter from the east and exit to the west. This would result in the buses idling slightly further from the nearby residences. However, as the loading area has not been designed to accommodate this movement, there are several physical challenges:

- The curb radii on the entrance and exit to the bus lane are not sufficient to accommodate a full-sized bus. While a bus requires an inside curb return radius of at least 25 feet, the current radii are on the order of 20 feet on the eastern end (the right turn from Thunderbolt Lane) and 15 feet on the western end (the right turn to Prospector Road). As a result, buses making these movements would be required to swing into the oncoming lane either before or after the turn, creating the potential for collisions or congestion.

- There is also not sufficient radius to the northbound turn from Prospector Road onto Maroon Creek Road eastbound, which would require exiting buses turning to the east to encroach into either the southbound lane on Prospector Road or the westbound lane on Maroon Creek Road.

- There may not be sufficient driver sight distance for bus drivers exiting from Prospector Road to see oncoming eastbound vehicles on Maroon Creek Road and judge an acceptable gap to pull out.

- The space between a bus bay on the north side of the loading area and the parapet of the wall to the north may not be sufficient to accommodate the peak number of waiting passengers, particularly if all loading bays are moved to the north side.

- The existing width of the drive lanes on either end of the loading area (18 feet) is not sufficient to accommodate two buses passing, and would need to be widened.

- Bus bays on the north side of the drive aisle would require passengers to walk across active travel lanes between buses, or after purchasing tickets. This increases the potential for accidents, particularly given the high number of children using the Maroon Bells service.

In sum, there are a substantial number of design and crowd control issues that would need to be addressed to identify a beneficial solution, and any modification would come with both advantages and disadvantages. Before this is addressed, current studies regarding future changes to the Maroon Bells service should be completed to identify future long-term passenger and bus program levels at this location. A detailed evaluation that includes peak summer observations of pedestrian flows and crowding issues should then be conducted. As City Services are an important element of the overall activity, City participation in a study is appropriate.

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Section 3

Other Alternatives

App-Based Demand Response Service Provided by Roaring Fork Transportation Authority (A34)

As discussed in Section 1, above, many of the service alternatives would expand mobility options through "Transportation Network Company" strategies employing real-time app-based demand-response services. When we refer to on-demand services, we would consider services like the Downtowner and companies like Uber and Lyft. Given the flexibility of how on-demand services are defined, it is unclear which organization(s) would actually provide these services. Other than the Downtowner, on-demand services in Aspen are currently evolving and limited, and it is not certain if a stable sustainable economic model can be developed given the high cost of housing and the large variation in demand for on-demand services between peak and off-seasons. Particularly if the on-demand service options requiring larger peak number of vehicles are selected, ensuring adequate drivers that meet the City's standards regarding training, service and background may be difficult.

Another option to providing on-demand-type services would be for RFTA to provide these services, using RFTA employees. This would require RFTA (or the City) to develop a ride-hailing app similar to those used by the private on-demands. It would also probably require new employee policies for personnel that are more readily available on an on-call basis to address increases in real-time passenger demand.

The advantage of this approach is that it would build upon the stable and successful long-term partnership between the City and RFTA. Conforming to driver standards and operational standards would probably be less of an issue for RFTA operators than private companies. In addition, the vehicles would be eligible for federal funding programs. Disadvantages are that (1) it would probably take longer for RFTA to establish the service (or make modifications to the service), and (2) costs would be higher given that additional initial costs would be required to set up a new program and the hourly costs of drivers salary and benefits would be higher.

This option would probably be more feasible for programs with relatively consistent demand for drivers/vehicles (such as East End service) than for replacement of existing services with large "spikes" in demand (such as Galena Street Shuttle).

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Appendix F:

Fixed Route Alternatives Figures and Tables



Figure 1: Service Alternative Impact on Annual Ridership

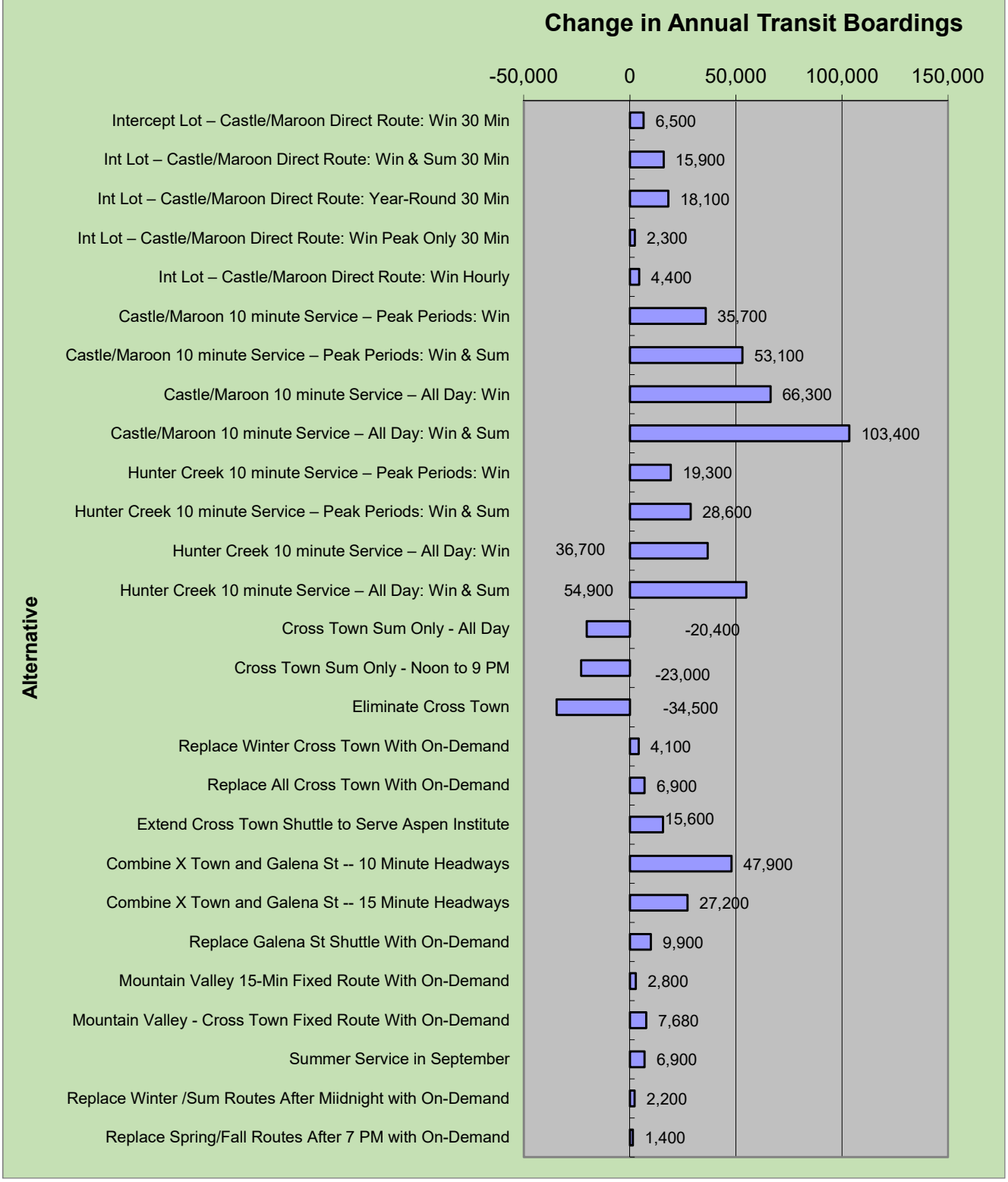


Figure 2: Service Alternative Impact on Annual Operating Cost

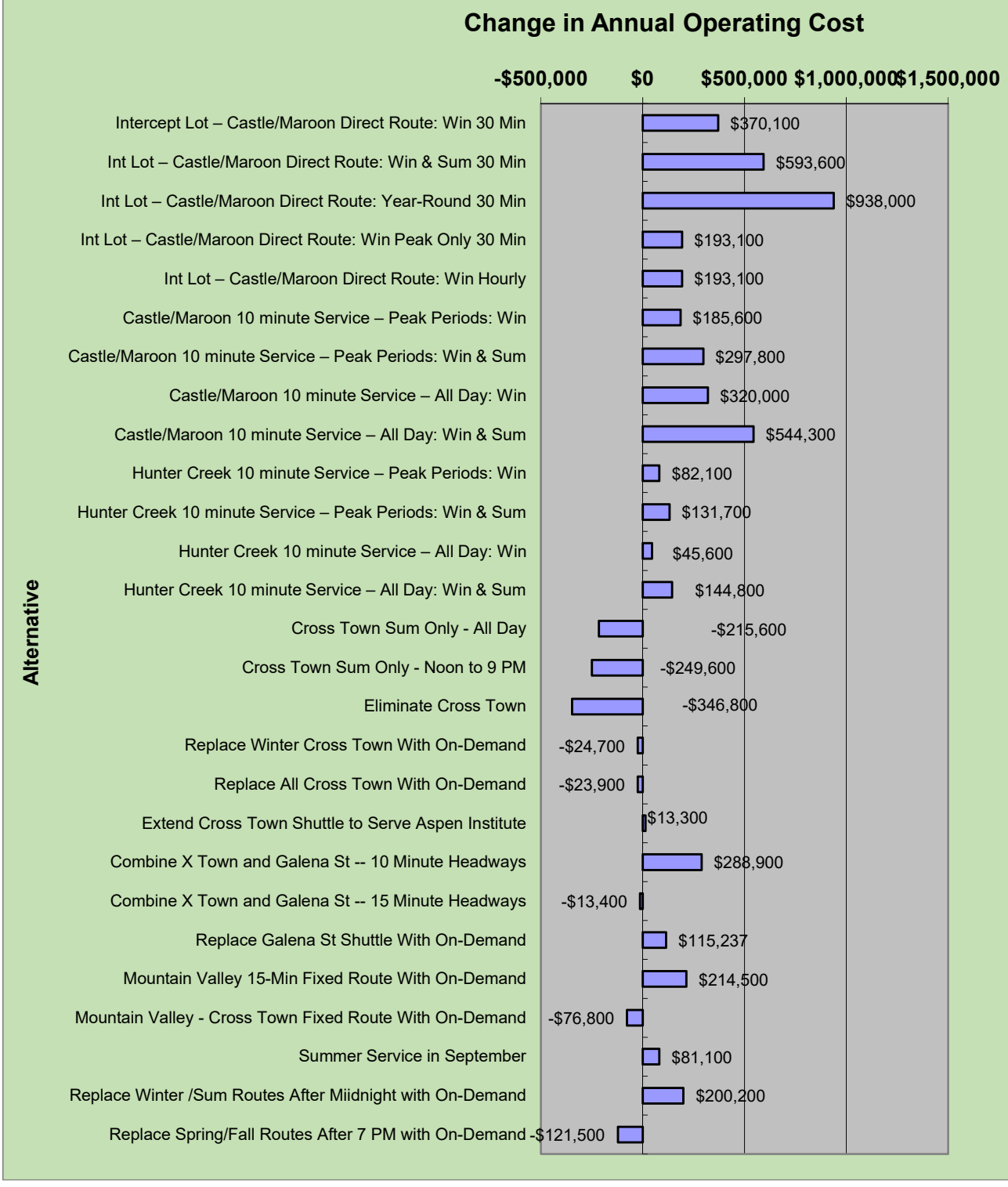


Figure 3: Service Alternatives:
Annual Operating Cost Impact vs. Annual Ridership Impact

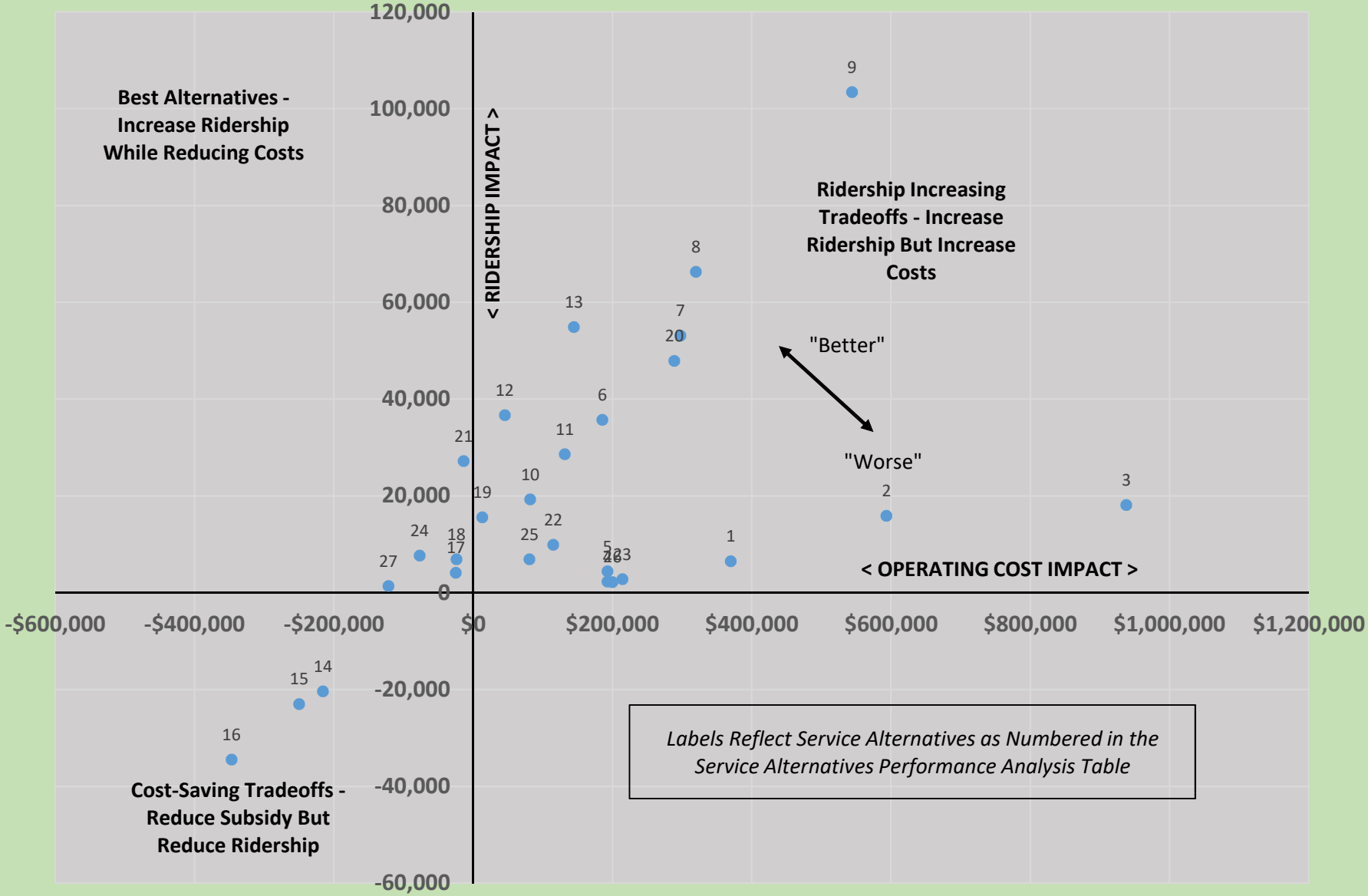


Figure 4: Service Alternative Passengers per Vehicle-Hour

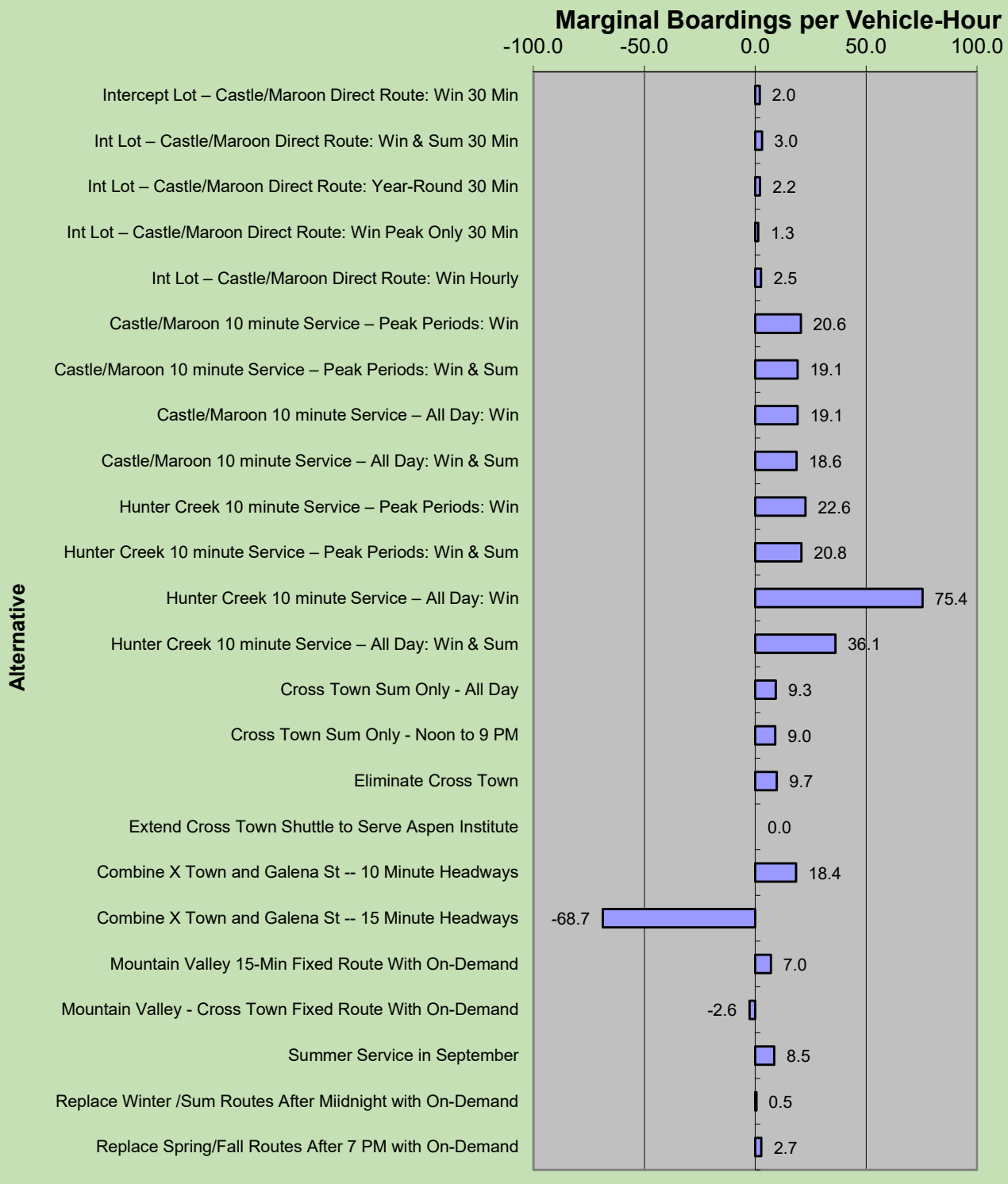


Figure 5: Service Alternative Cost per Passenger

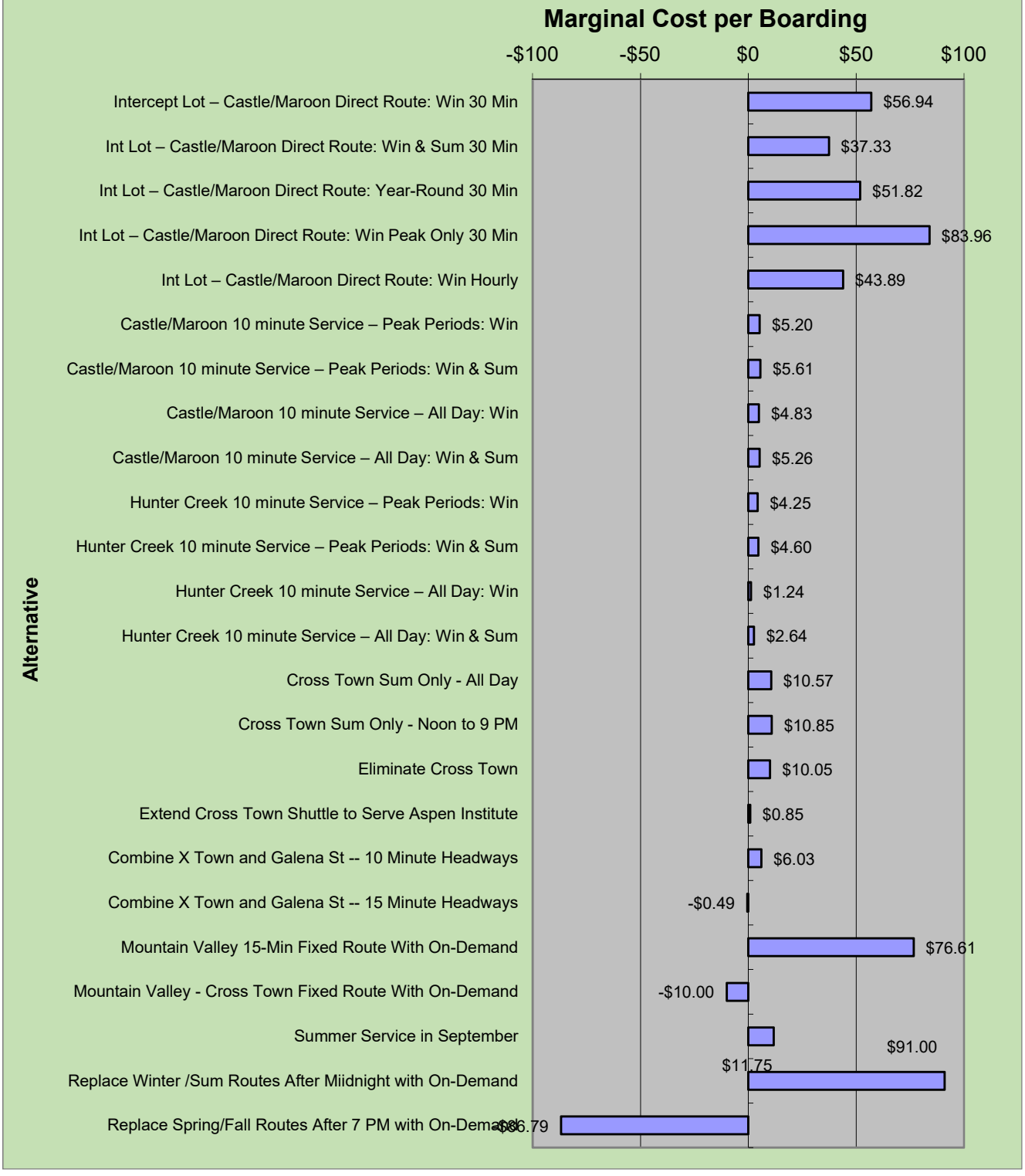


TABLE 1: Intercept Lot - Highlands Direct Route Example Hourly Schedule

	Minutes Past the Hour	
Brush Creek Intercept Lot	0:00	0:30
Airport	0:04	0:34
Buttermilk	0:07	0:37
Castle Ridge	0:12	0:42
Kiss-and-Ride (Maroon Creek Roundabout)	0:15	0:45
ARC	0:21	0:51
Aspen Highlands	0:31	0:01
ARC	0:35	0:05
Kiss-and-Ride (Maroon Creek Roundabout)	0:37	0:07
Castle Ridge	0:39	0:09
Buttermilk	0:45	0:15
AABC	0:47	0:17
Brush Creek Intercept Lot	0:52	0:22

TABLE 2: Aspen City Transit Service Alternatives

FY 2018/19 Ridership and Cost Analysis

	Alternative	Fixed Rt Vehicles Required [1]	Total Annual Veh. Serv. Miles	Total Annual Veh. Serv. Hours	Total Annual Operating Cost[2]	Ridership Impact (One-Way Trips) Daily	Ridership Impact (One-Way Trips) Annual
	Intercept Lot – Castle/Maroon Direct Route						
1	Winter Only -- Half-Hourly All Day	2	48,024	3,312	$370,100	45	6,500
2	Winter/Summer -- Half-Hourly All Day	2	77,039	5,313	$593,600	69	15,900
3	Year-round -- Half-Hourly All Day	2	121,728	8,395	$938,000	50	18,100
4	Winter Only -- Half-Hourly Peak Periods Only	2	25,056	1,728	$193,100	16	2,300
5	Winter Only -- Hourly All Day	1	25,056	1,728	$193,100	31	4,400
	Castle/Maroon 10 minute service – 7 AM to 10 AM, 3 PM to 6 PM						
6	Winter Only	2	20,995	1,737	$185,600	248	35,700
7	Winter/Summer	2	33,680	2,786	$297,800	230	53,100
	Castle/Maroon 10 minute service – 7 AM to 7 PM						
8	Winter Only	2	41,990	3,473	$320,000	460	66,300
9	Winter/Summer	2	67,360	5,572	$544,300	448	103,400
	Hunter Creek 10 minute service – 7 AM to 10 AM, 3 PM to 6 PM						
10	Winter Only	1	5,702	855	$82,100	134	19,300
11	Winter/Summer	1	9,148	1,372	$131,700	124	28,600
	Hunter Creek 10 minute service – 7 AM to 7 PM						
12	Winter Only	1	2,678	487	$45,600	255	36,700
13	Winter/Summer	1	9,569	1,520	$144,800	238	54,900
	Modifications to Cross Town Shuttle						
14	Operate Summer Only	0	-16,726	-2,203	-$215,600	-234	-20,400
15	Operate Summer Noon-9 PM Only	0	-19,368	-2,551	-$249,600	-264	-23,000
16	Eliminate Entirely	-1	-26,513	-3,554	-$346,800	-149	-34,500
17	Replace Winter Service with On-Demand		--				
	On-Demand Service	--	37,662	3,138	$190,900	281	24,480
	Net Change	0	20,936	935	-$24,700	47	4,100
18	Replace Summer and Winter Service with On-Demand						
	On-Demand Service	--	53,077	4,423	$322,900	179	41,400
	Net Change	-1	26,564	869	-$23,900	30	6,900
19	Extend Cross Town Shuttle to Serve Aspen Meadows/Institute	0	6,607	0	$13,300	60	15,600
	Combine Cross Town Shuttle with Galena Street Shuttle						
20	10-Minute Headway	0	36,621	2,607	$288,900	207	47,900
21	15-Minute Headway	-1	9,594	-396	-$13,400	118	27,200
22	**Replace Galena Street Shuttle with On-Demand**						
	On-Demand Service	--	63,533	6,353	$386,537		
	Net Change	-2	45,586	3,505	$115,237	0	9,900
23	**Convert Mountain Valley DAR to Fixed Route, with On-Demand for Demand-Response Riders**						
	Fixed Route With Frequency Doubled to 15 minutes	0	25,200	0	$50,700	-2	-700
	On-Demand Service	--	4,000	400	$163,800	10	3,500
	Net Change	0	29,200	400	$214,500	8	2,800
24	**Operate Combined Mtn Valley – Crosstown West Fixed Route Every 30 Minutes, with On-Demand for Mtn Valley Demand Response and Cross Town East**						
	Fixed Route	0	-5,800	-3,554	-$305,200	8	2,800
	On-Demand Service	--	6,000	600	$228,400	13	4,880
	Net Change	0	200	-2,954	-$76,800	21	7,680
25	**Extend Summer Service Levels to End of September**						
	Cross Town Shuttle		2,925	404	$39,200	131	3,400
	Castle/Maroon Route		2,122	175	$18,700	27	700
	Hunter Creek Route		576	87	$8,400	77	2,000
	Cemetery Lane Route		838	77	$8,000	15	400
	Mountain Valley DAR		525	70	$6,800	15	400
	TOTAL	0	6,987	812	$81,100	265	6,900
26	**Replace Winter/Summer Service After Midnight with On-Demand Service**						
	Existing Fixed Routes	0	-23,832	-2,310	-$238,500	-192	-44,400
	On-Demand Service	--	103,500	6,900	$438,700	202	46,600
	Net Change	0	79,668	4,590	$200,200	10	2,200
27	**Replace Spring/Fall Service After 7:00 PM with On-Demand Service**						
	Existing Fixed Routes	0	-41,956	-3,777	-$396,400	-207	-27,800
	On-Demand Service	--	64,500	4,300	$274,900	218	29,200
	Net Change	0	22,544	523	-$121,500	10	1,400

TABLE 3: Aspen City Transit Service Alternatives Performance Analysis

FY 2018/19 Ridership and Cost Analysis

		Annual Marginal Change				Performance Measure - **Bold** = **Meets Standard**		
						Marginal Passengers per Vehicle Service-Hour	Marginal Passengers per Vehicle Service-Mile	Marginal Cost per Passenger-Trip
						Standard (1)		
	Alternative	Transit Vehicle-Miles of Travel	Vehicle-Hours	Operating Cost	Passenger-Trips	8.0 Fixed / 4.0 Deviated	None	$8.25 Fixed / $15.50 Deviated
1	Intercept Lot – Castle/Maroon Direct Route: Win 30 Min	48,024	3,312	$370,100	6,500	2.0	0.1	$56.94
2	Int Lot – Castle/Maroon Direct Route: Win & Sum 30 Min	77,039	5,313	$593,600	15,900	3.0	0.2	$37.33
3	Int Lot – Castle/Maroon Direct Route: Year-Round 30 Min	121,728	8,395	$938,000	18,100	2.2	0.1	$51.82
4	Int Lot – Castle/Maroon Direct Route: Win Peak Only 30 Min	25,056	1,728	$193,100	2,300	1.3	0.1	$83.96
5	Int Lot – Castle/Maroon Direct Route: Win Hourly	25,056	1,728	$193,100	4,400	2.5	0.2	$43.89
6	Castle/Maroon 10 minute Service – Peak Periods: Win	20,995	1,737	$185,600	35,700	**20.6**	1.7	**$5.20**
7	Castle/Maroon 10 minute Service – Peak Periods: Win & Sum	33,680	2,786	$297,800	53,100	**19.1**	1.6	**$5.61**
8	Castle/Maroon 10 minute Service – All Day: Win	41,990	3,473	$320,000	66,300	**19.1**	1.6	**$4.83**
9	Castle/Maroon 10 minute Service – All Day: Win & Sum	67,360	5,572	$544,300	103,400	**18.6**	1.5	**$5.26**
10	Hunter Creek 10 minute Service – Peak Periods: Win	5,702	855	$82,100	19,300	**22.6**	3.4	**$4.25**
11	Hunter Creek 10 minute Service – Peak Periods: Win & Sum	9,148	1,372	$131,700	28,600	**20.8**	3.1	**$4.60**
12	Hunter Creek 10 minute Service – All Day: Win	2,678	487	$45,600	36,700	**75.4**	13.7	**$1.24**
13	Hunter Creek 10 minute Service – All Day: Win & Sum	9,569	1,520	$144,800	54,900	**36.1**	5.7	**$2.64**
14	Cross Town Sum Only - All Day	-16,726	-2,203	-$215,600	-20,400	9.3	1.2	**$10.57**
15	Cross Town Sum Only - Noon to 9 PM	-19,368	-2,551	-$249,600	-23,000	9.0	1.2	**$10.85**
16	Eliminate Cross Town	-26,513	-3,554	-$346,800	-34,500	9.7	1.3	**$10.05**
17	Replace Winter Cross Town With On-Demand	20,936	935	-$24,700	4,100	--	--	--
18	Replace All Cross Town With On-Demand	26,564	869	-$23,900	6,900	--	--	--
19	Extend Cross Town Shuttle to Serve Aspen Institute	6,607	0	$13,300	15,600	--	2.4	**$0.85**
20	Combine X Town and Galena St -- 10 Minute Headways	36,621	2,607	$288,900	47,900	**18.4**	1.3	**$6.03**
21	Combine X Town and Galena St -- 15 Minute Headways	9,594	-396	-$13,400	27,200	**-68.7**	2.8	**-$0.49**
22	Replace Galena St Shuttle With On-Demand	45,586	3,505	$115,237	9,900	--	--	--
23	Mountain Valley 15-Min Fixed Route With On-Demand	29,200	400	$214,500	2,800	7.0	0.1	$76.61
24	Mountain Valley - Cross Town Fixed Route With On-Demand	200	-2,954	-$76,800	7,680	**-2.6**	38.4	**-$10.00**
25	Summer Service in September	6,987	812	$81,100	6,900	**8.5**	1.0	$11.75
26	Replace Winter /Sum Routes After Miidnight with On-Demand	79,668	4,590	$200,200	2,200	0.5	0.03	$91.00
27	Replace Spring/Fall Routes After 7 PM with On-Demand	22,544	523	-$121,500	1,400	2.7	0.1	**-$86.79**

Source: LSC Transportation Consultants, Inc. Note 1: Aspen Transit Performance Standards Analysis Memo , (May 23, 2014). Subsidy figures adjuseted for inflation.

Table 4: Recommended SRTP Fixed Route Service Enhancements

	Service Element	Annual Marginal Change: Transit Vehicle-Miles of Travel	Vehicle-Hours	Operating Cost	Passenger-Trips
9	Castle/Maroon 10 minute Service – All Day: Win & Sum	67,360	5,572	$544,300	103,400
13	Hunter Creek 10 minute Service – All Day: Win & Sum	9,569	1,520	$144,800	54,900
24	Mountain Valley - Cross Town Fixed Route With On-Demand	200	-2,954	-$76,800	7,680
19	Extend Cross Town Shuttle to Serve Aspen Institute	6,607	0	$13,300	15,600
25	Summer Service in September	6,987	812	$81,100	6,900
27	Replace Spring/Fall Routes After 7 PM with On-Demand	22,544	523	-$121,500	1,400
	TOTAL PACKAGE	113,266	5,473	$585,200	189,880
	Existing	*544,122*	*60,776*	*$5,888,396*	*1,401,887*
	Percent Change	21%	9%	10%	14%

TABLE 5: Recommended Aspen Bus Stop Improvement Program

Location	Direction	Activity Level	Improvement: Relocation	Shelter	Bench	Urban Seat	Bus Stop Sign	Garbage Can	Sidewalk Imp.	Lighting	Bike/Ski Rack	Eliminate	Paved Pullout	Ped Xing	Display Panel	Recommended Improvement (Status Update)
HIGH PRIORITY																
Garmisch	Outbound	High		ⓞ					ⓞ	ⓞ						Shelter, extend paving lighting (planned for construction in 2021)
Garmisch	Inbound	Medium			ⓞ		ⓞ		ⓞ							Relocate, sidewalk, bench
8th/Hallam	Outbound	High		ⓞ				ⓞ		ⓞ	ⓞ				ⓞ	Improve streetlighting, increase garbage can capacity (planned improvements for new shelter, streetlighting, seating, bike and ski/snowoard racks, garbage capacity)
Red Butte	Terminus	Medium	ⓞ		ⓞ											Relocate to Stein Park, provide bench
Park Circle	Outbound	High		ⓞ				ⓞ							ⓞ	Provide large shelter, garbage can.
Park & King	Outbound	High		ⓞ				ⓞ		ⓞ					ⓞ	Provide shelter with light, garbage can, paddle
MEDIUM PRIORITY																
2nd	Outbound	Low/Medium	ⓞ			ⓞ			ⓞ							Shift 50' west to allow multiple buses at stop, pave between curb and sidewalk, provide urban seat, RFTA sign
4th (Ullr Commons)	Outbound	Low/Medium							ⓞ							Pave between curb and sidewalk to improve safety and ability to clear snow
6th	Outbound	Low/Medium				ⓞ			ⓞ							Provide urban seat, pave between curb and sidewalk to improve safety and ability to clear snow
765 Cemetery	Inbound	Low							ⓞ							Pave between pullout and bike trail to allow snow removal on pedestrian route of travel
717 Cemetery	Inbound	Low							ⓞ							Pave between pullout and bike trail to allow snow removal on pedestrian route of travel
8th	Inbound	High								ⓞ						Improve streetlighting
Spring	Inbound	Low										ⓞ				Eliminate -- low ridership, close to other stops, conflicts with deliveries
Hwy 82/Cemetery Lane	Outbound	Medium		ⓞ									ⓞ			Pave pullout, replace shelter
Roundabout 1	Outbound	High		ⓞ						ⓞ					ⓞ	Repair damanged shelter roof, provide lighting
ARC	Outbound	Medium/High												ⓞ		Consider crossing warning signs for pedestrians crossing from Glen Eagle Drive
Glen Garry	Outbound	Low		ⓞ								ⓞ				Eliminate, as it is hazardous and only 500' walk to Glendee stop via shared path
Aspen Highlands Village	Terminus	High		ⓞ											ⓞ	Provide at least one shelter
Aspen Schools/ARC	Inbound	High								ⓞ					ⓞ	Needs streetlight or shelter lighting
Roundabout 2	Inbound	High				ⓞ				ⓞ						Needs streetlight or shelter lighting
Library (Mill Street)	Outbound	Low/Medium						ⓞ								Replace sign, provide urban seat (received new shelter)
Lone Pine 1	Outbound	High		ⓞ				ⓞ	ⓞ						ⓞ	Provide larger shelter, larger garbage can. Pedestrian route needed connecting with land uses to the north that avoids the need to walk in the street. Optimally, shelter would be set further back from the roadway.
Lone Pine 2	Outbound	High		ⓞ				ⓞ								Provide larger shelter, larger garbage can. Optimally, shelter would be set further back from the roadway.
Centennial, Brown/Park Circle	Outbound	High		ⓞ				ⓞ	ⓞ	ⓞ					ⓞ	Provide larger shelter, paved path to Smuggler Park, larger garbage can, street lighting. Optimally, the shelter would be set further back from the roadway (received new shelter).
Aspen Music Festival	Terminus	High			ⓞ				ⓞ				ⓞ		ⓞ	Expand paved passenger waiting area, improve drive lane, provide benches
Crystal Lake Road	Outbound	Low	ⓞ			ⓞ										Provide urban seat. Move stop ~ 80' to the west to allow passengers to stand in shared path while waiting.
Burlingame 1/Molly Court	Outbound	Low			ⓞ		ⓞ									Install permanent sign, locate bench where oncoming bus can be seen
Burlingame 2	Outbound	Low			ⓞ		ⓞ									Install permanent sign, locate bench where oncoming bus can be seen
Burlingame 3	Outbound	Low			ⓞ		ⓞ									Install permanent sign, locate bench where oncoming bus can be seen
LOW PRIORITY																
1st (ski stop)	Outbound	Low							ⓞ							Pave between curb and sidewalk to improve safety and ability to clear snow
Castle Creek Dr	Outbound	Medium							ⓞ							Provide passenger waiting area
Silverking	Inbound	Low			ⓞ											Provide new bench
Alta Vista	Inbound	Low			ⓞ		ⓞ									Provide bench, replace signpost
2nd	Inbound	Low				ⓞ			ⓞ							Provide urban seat
Bus Barn	Inbound	Low							ⓞ							Provide paved path from shared trail
383 East Hopkins	Outbound	Low				ⓞ										Provide urban seat
Chateau Eau Claire	Inbound	Low							ⓞ							Streetlight
Aspen Club & Spa	Terminus	Medium				ⓞ										Provide urban seat
City Market	Outbound	Low				ⓞ										Provide urban seat
Marolt South	Inbound	Low				ⓞ	ⓞ									Provide urban seat, new sign holder
Marolt North	Inbound	Low				ⓞ	ⓞ									Provide urban seat, replace sign

		Relocation	Shelter	Bench	Urban Seat	Bus Stop Sign	Garbage Can	Sidewalk Imp.	Lighting	Bike/Ski Rack	Eliminate	Paved Pullout	Ped Xing	Display Panel
Total Number of Improvements	High	1	4	2		1	3	2	3	1				3
	Medium	2	7	4	4	3	4	8	5		2	2	1	6
	Low			2	6	3	5							
	TOTAL	3	11	8	10	7	12	10	8	1	2	2	1	9

Source: Aspen Bus Stop Improvement Plan, 2013, LSC Transportation Consultants, Inc.