RESOLUTION NO. 20

SERIES 2020

A RESOLUTION AMENDING THE TOWN OF BRECKENRIDGE MASTER PLAN TO INCLUDE THE "BRECKENRIDGE FREE RIDE TRANSIT PLAN (JULY 2020)" AS A PART THEREOF

WHEREAS, the Town of Breckenridge has previously adopted the Town of Breckenridge Comprehensive Plan, Dated March 25, 2008, as the master plan for the physical development of the Town ("Master Plan"); and

WHEREAS, Section 9-4-1 of the Breckenridge Town Code provides that as the work of making the whole Town Master Plan progresses, the Town Council may, from time to time, adopt additional parts of the Town Master Plan in accordance with the procedures set forth in Section 9-4-4 of the Breckenridge Town Code; and

WHEREAS, the "Breckenridge Free Ride Transit Plan (July 2020)", has been prepared, a copy of which is marked **Exhibit "A"**, attached hereto and incorporated herein by reference; and

WHEREAS, the Town Council has reviewed the proposed "Breckenridge Free Ride Transit Plan (July 2020)" and is familiar with its contents; and

WHEREAS, pursuant to Section 9-4-3 of the Breckenridge Town Code the proposed incorporation of the "Breckenridge Free Ride Transit Plan (July 2020)" into the Town's Master Plan has been referred to the Town of Breckenridge Planning Commission; and

WHEREAS, the Town Council has received the favorable written recommendation of the Planning Commission with respect to the proposed incorporation of the "Breckenridge Free Ride Transit Plan (July 2020)" into the Town's Master Plan; and

WHEREAS, Section 9-4-4 of the Breckenridge Town Code requires that a public hearing be held by the Town Council prior to its consideration of a resolution to amend the Town Master Plan; and

WHEREAS, a public hearing on the proposed amendment to the Town Master Plan was held on August 25, 2020, notice of which was published one time in a newspaper of general circulation in the Town as required by Section 9-4-4 of the Breckenridge Town Code; and

WHEREAS, notice of the public hearing on the proposed amendment to the Town Master Plan was provided to the Board of County Commissioners and neighboring jurisdictions as required by Section 9-4-4-1 of Breckenridge Town Code and Section 24-32-3209(2)(a), C.R.S.; and

WHEREAS, at the public hearing the Town Council received public comment concerning the proposed amendment to the Town Master Plan; and

WHEREAS, the Town Council has considered the public comment concerning the proposed amendment to the Town Master Plan which was received at the public hearing; and

WHEREAS, the Town Council finds and determines that the Town Master Plan should be amended to incorporate the "Breckenridge Free Ride Transit Plan (July 2020)" as a part thereof.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF BRECKENRIDGE, COLORADO, as follows:

Section 1. The Town of Breckenridge Comprehensive Plan, Dated March 25, 2008, adopted March 25, 2008 by Resolution No. 11, Series 2008, is hereby amended by the inclusion of the "Breckenridge Free Ride Transit Plan (July 2020)" (**Exhibit "A"** hereto) as a part thereof.

Section 2. Pursuant to Section 9-4-4 of the Breckenridge Town Code, an attested copy of this resolution amending the Town's Master Plan shall be certified by the Town Clerk to the Board of County Commissioners of Summit County.

Section 3. This resolution shall become effective upon its adoption.

RESOLUTION APPROVED AND ADOPTED THIS 25TH DAY OF AUGUST, 2020.

TOWN OF BRECKENRIDGE, a Colorado municipal corporation

By: _____
Eric S. Mamula, Mayor

ATTEST:

_____
Helen Cospolich, CMC,
Town Clerk

APPROVED IN FORM

_____ 8/25/20
Town Attorney date

Breckenridge Free Ride Transit Master Plan

July 2020

Breckenridge Free Ride Transit Master Plan

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Breckenridge Free Ride Transit Master Plan Executive Summary

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Introduction

Breckenridge, Colorado is a vibrant mountain town with dynamic transportation needs that vary widely throughout the year. The Town of Breckenridge operates a transit service within the Town limits called the Free Ride bus system. The Free Ride system provides a valued service to the community and has seen consistent ridership increases in recent years. Its successful history sets the stage to continue to enhance connectivity and increase ridership. The effort to enhance the transit network will be guided by this Transit Master Plan (TMP). This plan is intended to steer future public transportation investments to ensure an accessible, connected, sustainable, and multimodal network serving residents, visitors, and employees throughout the community.

Through continued investment, the Town has shown a commitment to providing quality transit service, and the role that transit can play in achieving sustainable transportation goals is broadly understood by Town leadership. However, maximizing the benefits of and the return on transit investments requires ongoing evaluation to ensure that service is designed to achieve the desired outcomes. Additionally, as Breckenridge is a small town, it relies on both full-time and seasonal employees to provide transit service. The cost of housing is a barrier for many potential staff and can impact the ability to hire and retain drivers. A holistic transit plan must address the needs of the community with an effective system as well as identify strategies to recruit and retain high-quality staff and drivers.

About This Plan

The TMP is an update to the Town's 2009 Transit Master Plan. It sets goals and recommendations for transit service in the near- and long-term. This plan was developed with data analysis, community input, and careful observation of the existing system.

This plan is intended to be a guide for improving the overall network and coordination of routes to better meet the needs of residents and visitors while achieving the Town's goals. Three identified Town goals are at the core of this plan:

1. **Make transit the first choice**
2. **Provide simple and legible information**
3. **Keep the Town moving on busy days**

To meet these goals, the proposed network has been phased into three scenarios. The first scenario is intended to provide adjustments to the routes and schedules in the near-term with no significant changes in capital or operational expenditures. The second scenario further builds on the first, restructuring the winter season into a peak and off-peak schedule with an increase in the number of required buses but no increase in operational expenditures for service hours. The third scenario further builds upon the second by increasing the frequency of service in the network, adding additional buses and operational expenditures for increased service hours.

The first scenario is designed to be a starting-point for the Town, but is not the recommended end-state of the transit network. Scenario three will require more than additional expenditures and capital investments; it relies on closer coordination with Breckenridge Ski Resort to operate high-frequency service that offers a seamless experience to riders going between town and resort destinations.

Needs & Issues

Chapter 1, Existing Conditions, examines the current transit routes, destinations, and other town statistics along with key takeaways from a community survey conducted as part of this project. The core needs and issues that arose from these inputs are highlighted below.

- As the Town of Breckenridge is small geographically, it is very walkable. This means that many people may choose to walk instead of using transit if the bus does not come frequently enough or takes too long to reach the destination.
- The Town hosts a large number of visitors. This causes traffic congestion, which can delay buses. It also presents an opportunity to attract more users to transit if the service is frequent, convenient, and easy to understand.
- Transit service is provided at primary parking lots to encourage people to park outside of the town core and use transit as a way to mitigate congestion issues. However, the parking rates, time restrictions, and information do not always functionally coordinate the transit service with parking options. This results in a focus for people driving on finding parking anywhere in town, instead of prioritizing locations with transit service first.
- A portion of the Town's population may depend on transit as a primary travel mode. Some 28% of households have fewer vehicles available than workers, indicating a reliance on other modes like transit. Additionally, some recent developments have been constructed as "transit-oriented," encouraging the use of transit opposed to a personal vehicle.
- Routes with the greatest demand have a frequency of every 15 minutes. Community survey results identified increased frequency as the greatest priority for improvements. Greater frequency could cut down on the wait times between buses, resulting in shorter overall trip times. For many trips within the small service area, the ride time is shorter than the wait time.
- There is currently no late night service, which was identified as a need in the community survey. Late night service resources would be costly to implement. Allocation of resources may best be utilized to focus on strategies most aligned with primary goals and high ridership strategies.
- Of all the stops in the Winter Network, Breckenridge Station and Beaver Run experience the highest volumes of boardings and alightings. On the average January day, Breckenridge Station sees over 1,250 boardings, while Beaver Run sees nearly 500. The four other stops with over 200 combined boardings and alightings on the average January day are F-Lot, Ice Rink, Breck Terrace #2, and Park Ave Lofts. City Market has the next highest combined boardings and alightings with over 100 per day. Community feedback indicated desired direct service to primary destinations, including these stops.
- The busiest days for transit demand are Fridays through Sundays. During these higher-demand days, buses are often falling significantly behind schedule. Sometimes a route will miss a trip in order to get back on schedule when traffic is extremely bad or demand is overwhelming. The result is less service delivered on the days when it is needed most.
- Transit service in town is also provided by Breckenridge Ski Resort. Coordination of the services successfully presents a unified system to the public. Enhanced coordination could benefit both the Ski Resort and the Town going forward.
- The Town is in the process of electrifying its bus fleet to become more environmentally sustainable. The electric buses may not have a 1 to 1 replacement of the current diesel buses due to constraints on run time between charges with heavy loads and cold weather.
- Operationally, the Town has challenges reaching rull staffing levels for the heavy demands of the winter season. Driver shortages and heavy traffic often require supervisors to drive buses and direct traffic to maintain service.

The Case for Action

Chapter 2 identifies the Case for Action, or motivations to make changes to the system. The Case for Action is based on key factors identified in the Existing Conditions, translating current challenges into opportunities to take Free Ride to the next level.

As change can be difficult for people who are used to the current transit routes and schedules, the Case for Action focuses on opportunities for the Town's transit investments to better support its goals by meeting the needs of current and potential riders with consistently high-quality service. The Case for Action outlines five key factors supporting changes that are recommended in the TMP.

1. There is **a need to define clear goals** for transit in Breckenridge and how the network helps meet the Town's goals. The transit goals are:
   - Make transit the first choice
   - Provide simple and legible information
   - Keep the Town moving on busy days

   Recommendations in the TMP are built off of these 5 key factors. By defining clear goals for the transit network, adjustments and future changes can be tailored to ensure they are consistent and aligned.

2. **Demand for transit can overwhelm the system** during the highest-volume days**.**

   Breckenridge experiences intense visitor activity, and addressing mobility during the busiest times requires a transit system that scales to the challenge. Demand can overwhelm the system in its current state calling for recommendations as to how to structure schedules and service to better align with when and where issues are occurring.

   This issue is compounded by traffic demand from people not using transit, which in turn makes performance of transit worse. This leads to less people wanting to use transit and compounding the traffic issues.

3. **Population, development, and visitors have increased** since the previous TMP in 2009.

   The significant changes in visitors, traffic, parking, and development since the last TMP is a reason to revisit the design of the current routes and schedules to ensure they are aligned with the Town of today and tailored to the large swings in demand.

4. **The community has identified desired improvements** for frequency and other service options.

   Community feedback indicates that there are desired changes, like more frequency, previously mentioned late night service, and direct access to destinations, as well as better bus stop information. These improvements could encourage more people to use transit more often.

5. **Build on the success** and use of the current transit network.

   The current network transports a large number of passengers annually. Continuing to increase transit use means that changes to the transit network must be made to focus resources on services and strategies that can support and accomplish that goal.

2019 Snow Sculpture Weekend at F-Lot

Meeting the Goals: Network Objectives

The following six network design objectives were developed to guide proposed changes to the Free Ride transit network (Chapter 3 System Recommendations) that align with the overall TMP goals. Together, these objectives support transit service designed to achieve maximum ridership with the resources available.

1. **Improve reliability** - When transit service consistently operates on-time, people will trust it with more of their trips. Increased frequency aids in reliability by mitigating the impacts when a particular vehicle is delayed. If there is a bus coming more often, wait time is reduced and you have more options to make your trip when you choose. Avoiding known trouble spots also helps achieve reliable operations.
2. **Communicate a simple & legible system** - Achieving consistent ridership increases requires continually recruiting new riders. Encouraging potential riders, particularly the significant number who are visitors, to use transit relies on them easily being able to understand the system. Route simplification and consolidation, simplified maps and schedules, and the route naming structure are all factors that can make it easier for people to understand where the bus goes and when it comes.
3. **Provide fast service between key locations** - Travel time is a primary factor in mode choice and faster overall trip times make transit more competitive with driving. Coordinating service between routes on busy segments, increasing frequency, and strategic connections between routes can provide overall faster travel times.
4. **Continue integration between services** (Town & Resort) - A coordinated network can achieve the benefits desired more successfully than various routes operating in isolation. Additionally, continued coordination could unlock funding opportunities.
5. **Design the network to be able to grow with demand** - While tailoring service levels to fluctuations in visitors is one component of scaling to demand, it must be done in a way that doesn't require riders to relearn their transit system several times a year. The network should be adaptable to low and high demand within and between seasons while retaining a consistent route structure.
6. **Support potential/future supplemental transit service** - Supporting other services beyond the core network will take additional resources. If the core network is set up to be reliable, fast, and easy to use, late-night service, intercept lots and express service, and other neighborhood or surrounding area services can be more successfully integrated.

System Recommendations

Chapter 3 System Recommendations presents the Proposed Network and Service Plan for three Service Scenarios ranging from short- to long-term improvements.

Proposed Routes

The TMP's proposed network is composed of the following six routes. The proposed network is consistent in Scenarios 2 and Scenario 3; differences in Scenarios 1 are noted.

1 – Airport

Connects Colorado Mountain College to City Market, Breck Station, and Beaver Run.

1x – Airport Road Lot Shuttle

Operates as an express shuttle service, connecting the Airport Road Lot to Breck Station. This service is proposed to be treated as a supplemental service within Route 1-Airport as opposed to a standalone route.

2 – Mountain

Connects Breck Station to Peaks 7 & 8 as well as F-Lot. In Service Option 1A, the route also operates around the loop to Beaver Run.

3 – Warriors Mark

Connects Ski & Racquet Club to Warriors Mark, Beaver Run, F-Lot, and Breck Station. Also serves Ice Rink in Scenario 1.

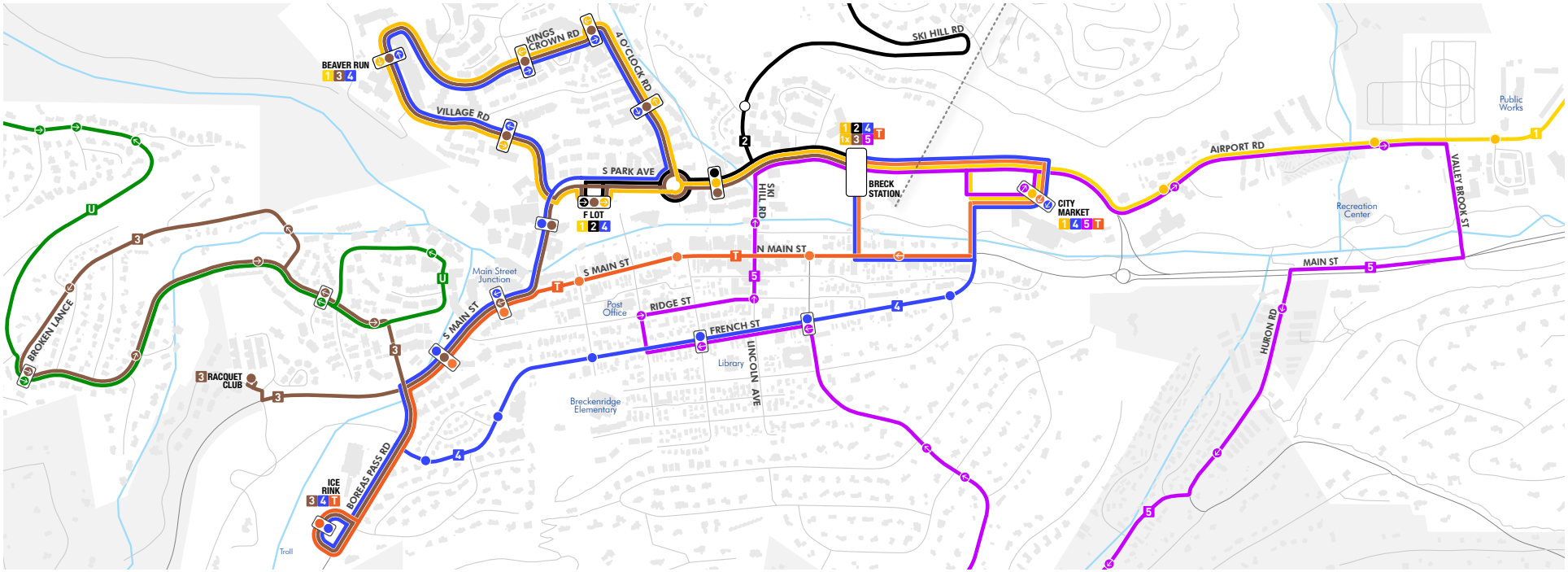
4 – French

Connects the Ice Rink to Beaver Run and Breck Station.

5 – Wellington

Operating in a clockwise loop, this route connects the Wellington neighborhood and residential areas along Reiling Road to Downtown Brekenridge, Breck Station, and City Market.

The map below identifies the core part of the network with proposed routes as reflected in Service Option 1B



Service Scenarios

The proposed network offers three Service Scenarios for the Free Ride system. These Service Scenarios represent three separate snapshots as to how investments made for the system would be translated to service frequency and span. In terms of implementation, the network could be incrementally funded as feasible; in other words, a jump from 0% to 20% investment is not required. Considerations should be given, however, for investments made to coordinated routes.

Scenario 1

Scenario 1 focuses on creating efficiency, simplicity, and reliability in the network through key route modifications. It utilizes the same number of buses and service hours as what is currently provided in the existing system. This scenario would increase the capacity of the network by approximately 625 passengers per day in the Winter schedule.

Transit in Breckenridge currently relies upon close coordination between the Town and Vail Resorts as the resort operates several routes in the Free Ride network. Based on the level of coordinated changes achievable in the short-term, Scenarios 1A and 1B are offered. These options are discussed further in the next section.

Scenario 2

Scenario 2 maintains current service levels but introduces Winter Base and Winter Peak schedules to better match the service to variable demand. Scenario 2 would require an increase of 6 buses and increases the capacity of the network by approximately 2,075 passengers per day in the Winter Peak.

Scenario 3

Scenario 3 represents a growth scenario with an approximate 20% increase in service hours and two additional peak buses in addition to Scenario 2. In the Winter peak, the network capacity increases by approximately 3,300 passengers per day.

Achieving Network Objectives

The proposed network is designed to achieve the Network Objectives, creating a transit system that will better serve customers and continue to grow ridership. These are explored further in Chapter 3.

Reliable

- Layover time is increased in winter schedules to enable better recovery when traffic congestion causes delays
- Higher frequency creates shorter wait times. All Winter routes run every 15 minutes in Scenario 1B, and summer headway is improved to 15 minutes on 1 Airport, the workhorse of the network. The Winter Peak schedule introduced in Scenario 2 provides 10 minute headways on nearly all routes.
- Routes are coordinated on the busiest segments to provide even higher frequency between important destinations.

Simple & Legible

- The total number of routes is reduced from 11 to 6, making the system easier to learn and understand.
- Routings on the Beaver Run loop are simplified so that all buses to the same destination serve the same stops.
- Route numbers more readily identify routes than colors.

Fast

- Frequent, coordinated, and direct routes are expected to make over half of customer trips meaningfully faster (while 30% remain about the same).

Integrated

- Coordination between Town and Resort routes continues to maximize overall benefits.

Designed to Grow

- Scenarios 2 and 3 identify opportunities to where added resources can further enhance the benefits provided.

Supportive of Supplemental Services

- Options for late night service and other enhancements are explored.

Scenario Options 1A and 1B

The Free Ride network and Vail Resort's transit service coordinate to complement each other and provide additional capacity in the network overall. However, as these two entities are separate operators, Scenarios 1A & 1B were carefully designed as to not reallocate resources between the agencies. The number of service hours and buses were maintained for each entity separately.

Scenario 1A is a short-term network for the Town to operate with network changes primarily to the Town's operated routes. This network still coordinates with the resort, but does not rely upon any resource reallocation or increases from the resort.

Scenario 1B reallocates service within the Vail Resorts operated routes to better coordinate transit service overall between destinations. However, as ridership data was not available for the resort-operated routes, additional data collection is recommended to confirm that the required capacity between destinations is maintained.

1A Changes & Benefits

- This network option facilitates initial routing changes in the Town's operations, but does not rely on any significant changes from the ski resort routes. The primary change for the ski resort operations is that the 2-Mountain would operate in a loop that would be coordinated with 1-Airport and 3-Warriors Mark.
- All routes use the same routing from Breck Station to Beaver Run on the loop, which improves simplicity of the network and allows for easier communication to riders regarding which bus goes where and which they should use.
- The routes do not require any routing changes between the winter and summer operations that currently result from the closure of the Braver Run lot turnaround in the summer.
- City Market receives more direct service as it is one of the top destinations by boardings and community requests. The 1-Airport stops at City Market in both directions and the 5-Wellington adds City Market to the route.
- Reconfiguration of the Trolley allows for direct trips from City Market to destinations along the route.
- The 1X- Airport Road Lot Shuttle consolidates the Red route and Employee Parking Shuttle to clarify the role of the parking shuttle route as supplemental service to the 1-Airport route. 1-Airport enters the Airport Road lot on the route to Breck Station, providing service when the 1x isn't running.
- The 5-Wellington route puts all buses in operation into a single direction loop to increase frequency and improve operational constraints.

1A Challenges

By not fully coordinating the ski resort and Town transit services, there are missed opportunities to provide higher frequencies between key destinations. For example, without shifting resources, the 4-French route cannot operate at the same headways as the 3-Warriors Mark. This service coordination could result in effective headways between shared destinations of every 7.5 minutes. However, to do that would require revising the 2-Mountain route to not serve Beaver Run, as recommended in other scenarios, to allow one bus to be reassigned to 4-French.

1B Key Changes & Benefits

In addition to those described for 1A, the changes proposed in Scenario 1B have the following benefits:

- Routes operate in either a clockwise or counterclockwise loop to Beaver Run depending on their destination, with all buses going to Breck Station on one side of the street and all buses going to South Main Street/Ice Rink on the other side. This makes it easier to communicate with riders about which bus can be boarded to reach their destination. The routing on the loop also means that the routes do not need to change between the Winter and Summer seasons as they are not reliant upon turning into the Beaver Run parking lot (available only in the winter season).
- The 2-Mountain route consolidates the existing Ski Hill Shuttle, Black, and Black Express routes to add simplicity and legibility to the maps and operations in the network.

Key Capital Recommendations

Strategic capital investments that improve bus travel times and reliability can make trips faster for customers and generate ongoing operating cost savings. Investments in customer and operating facilities can improve the experience of using transit for riders and operators. The following projects are opportunities for capital investment beyond improvements to bus stops, signage, or acquisition of more buses (see Chapter 4 for more detail).

1. Improve the intersection of South Park Avenue at Village Road to be safer for pedestrians and operationally faster for buses. Additionally, connect the bus stops to the south of this intersection to F-Lot with walkways and clear signage.
2. Add a northbound bus stop on North Park Avenue near the City Market driveway. This would allow buses to serve the center without deviating into the parking lot, streamlining the route(s) and saving time for passengers.
3. Reconfigure the transit center at Breck Station to accommodate more buses, incorporate layover space, and improve the ingress/egress of buses. Enhanced pedestrian signage, access, and accommodations should also be included. Watson Road intersection improvements should be considered to reduce transit delay at the intersection.
4. A bus-only roadway connecting between Breck Station and City Market would allow multiple routes to avoid difficult turns and congested segments of Park Avenue and Main Street.

Additional capital improvements include pedestrian lighting and access improvements for safety at intercept parking lots. Bus stops should all have appropriate signage, lighting, and shelters or benches. Transit should be coordinated with future developments to ensure safe and convenient pedestrian access to transit. Additionally, housing for employees is an important need that impacts the ability to recruit and retain bus drivers.

Key Operational Recommendations

Operational considerations (Chapter 4, Capital and Operation Recommendations) are essential to being able to provide reliable, safe transit service. As there is significant variation in demand in the winter and summer seasons, it is important to ensure that operations can account for these fluctuations in service and demand while providing the appropriate support and structure for the network.

Staffing

There are 4 key staffing positions that are recommended as part of this plan.

1. Administrative and/or management staff member that can focus on preparing for the seasonal transit needs and "gearing up" for winter service. This person would be dedicated to managing the seasonal changes and devoting time to the preparations needed to operate during the most demanding time of the year.

2. Dispatchers to focus on getting buses out on time and overseeing route operations would relieve the stress placed on transit supervisors and allow them to better address driver needs, training, and oversight of the system.
3. Information Technology (IT) and data specialist support staff is required due to the continued advancement of software and data collection in use by the system. Staff to ensure software is working properly, verify data collection and transmission, and analyze the data to ensure fleet issues are addressed is a requirement today and will continue to grow in need.
4. Marketing staff who can be dedicated to promoting the transit system would be useful to drive ridership. This person could focus on coordinating with properties, the Breckenridge Tourism Office (BTO), and ensuring that everyone who comes into Breckenridge is aware of the transit service and how to use it.

Fleet Considerations

Having an appropriately-sized fleet is essential for transit operations. The Town has begun replacing its diesel buses with electric ones. It is recommended to monitor the changes in technology with electric buses to ensure that new buses can operate within the demanding mountain town environment.

As new technology becomes available, it is recommended that Breckenridge continue to evaluate newer electric fleet options and particularly remote charging. Newer technologies could reduce the capital costs of electric buses as well as meet the range requirements of the service.

Overall, the town does not need to acquire additional buses to operate as recommended in Scenario 1. However, increases in service levels and adding frequency to the network will require acquisition of up to 5 more buses. Additionally, the acquisition of more buses could lead to a need to expand the current bus storage facility or build a new one to properly store and maintain the fleet.

Funding

Stable funding is essential to being able to provide a transit network that reliably meets the needs of the community. Chapter 5 highlights funding sources that are currently utilized by the Free Ride system, or that may be available. Funding across the country is scarce for transit while needs are continuing to increase. The Town must utilize all funding options available to them, with a focus on grants and partnerships to help increase their fleet size and improve the transit network.

Performance Metrics

Chapter 5 also includes the identification and application of performance metrics for evaluating transit service. Annual evaluation of the network is recommended. Understanding how the system is performing over time provides useful indicators for when increases in service may be required, if routes are appropriate to add to the system, how funding or resources may best be utilized, and if the system is meeting the needs of the community.

Incorporating data from the resort-operated routes will be useful in overall performance measurement and identifying how the two operations can better coordinate in the future. Performance measurement will also be useful in helping the Town understand how its network is performing in relation to other systems, as well as where improvements may be possible.

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Existing Conditions

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Introduction

Breckenridge, Colorado is a vibrant mountain town that exhibits unique transportation needs that vary widely throughout the year. The Town of Breckenridge operates transit service through the Free Ride bus system within the Town limits. The Free Ride system provides a significant service to the community and has seen continued ridership increases throughout recent years. The system is poised to continue to enhance connectivity and increase ridership. The effort to enhance the transit network will be guided by this Transit Master Plan (TMP). This plan is intended to steer future public transportation options to be accessible, connected, sustainable, and multimodal serving residents, visitors, and employees throughout the community.

The Town has shown a commitment to providing transit service and supporting community needs through continued transit investments and the emphasis of the role that transit can play in achieving transportation goals. In order for transit service to achieve the goals intended, it is critical that the system operates efficiently and provides accessible service to the destinations desired by the community. Additionally, as Breckenridge is a small town, it relies on both full-time and seasonal employees to provide transit service. The cost of housing, however, is a barrier for many and can impact the ability to hire and retain drivers. A holistic transit plan must address the needs of the community with an efficient system as well as identify the needs of drivers and employees of the transit system to be able to recruit and retain high-quality staff and drivers.

Careful examination of the existing transit network, usage, and multimodal connectivity provides the basis to identify the right mix of service strategies and investments for the future. This chapter identifies demographic characteristics, current transit network conditions, key input from the community, analysis of peer transit agencies, and presents a case for action focused on opportunities that the Free Ride system can leverage.

About Breckenridge

The Town of Breckenridge is nestled in the Rocky Mountains about 100 miles west of Denver, Colorado. Breckenridge is a vibrant, historic community and a popular destination for outdoor activities throughout the year. As a major seasonal tourism destination, there is significant fluctuation in population, activity, and travel patterns throughout the year. According to the Breckenridge Tourism Office, peak winter season (mid-December - mid April) population in Breckenridge can increase from approximately 4,800 to nearly 30,000 people including visitors. This impact from vacationers, day trip skiers, and other visitors from the Colorado Front Range creates a substantial traffic burden on primary transportation corridors.

Within the Region

As a small town, Breckenridge's access to other communities is important. Due to the town's geographic position, there are limits to growth in housing and economic activity. Nearby communities and resorts provide regional destinations for Breckenridge residents and employees. Visitors in Breckenridge also access other communities for recreation or shopping. Due to limited housing and lodging, particularly in the peak season, many people who work in or visit Breckenridge stay in these other areas.

Summit County provides free bus service called Summit Stage between the county's communities and resorts, including Silverthorne, Frisco, Keystone, Dillon, Arapahoe Basin, and Breckenridge. A commuter bus service also connects communities in Park County to Breckenridge. These bus routes provide critical connectivity into Breckenridge and to the Free Ride system for employees and visitors. In total, Summit Stage operates 10 bus routes in both the winter and summer seasons with some variation in the service levels and dates offered depending on the time of year. There are 4 bus routes that connect into and make stops in Breckenridge. These routes provide key connections for commuters and students and provide additional service and capacity for transit in Breckenridge.

Breckenridge Transportation Vision

The Town of Breckenridge is a cohesive and diverse community...
where a multi-modal transportation system provides convenient, low cost, clean, sustainable links to the ski area base facilities, parking facilities, downtown, and throughout the community and region.

Previous planning efforts identify transit service as a key component of transportation options that can help the Town achieve its goals. The Town's vision for transportation focus on the following:

- Breckenridge being a non-auto dependent resort town
- Maintaining or decreasing the number of vehicles entering Breckenridge
- Increasing sustainability through reduced fuel consumption
- Increasing transit ridership to 10% of total mode share
- Providing affordable housing for employees to ensure the ability to provide high-quality of service

Additionally, the Colorado Department of Transportation (CDOT) operates intercity bus service, Bustang, from Denver to Frisco providing transit connectivity into the front range. Currently there are three Bustang round trips per day that serve the Denver to Frisco connection, plus an additional two round trips operated by Greyhound. While it is possible to ride transit from Denver into Breckenridge, it is not clear from online information or Google Maps how to make the trip.

Beyond Summit Stage and Bustang, resort and hotel shuttles also provide access to and within Breckenridge for visitors. These services are operated at varying levels and typically provide direct access to the Gondola and Main Street, two of the prominent destinations in town.

Coordinating these complementary transit services is crucial to mobility in Breckenridge in order to enable the Free Ride bus system to focus on providing high-quality transit service to major destinations and neighborhoods within Town limits.

Kids riding Summit Stage from school to Breckenridge


Bustang at Frisco Station from Denver

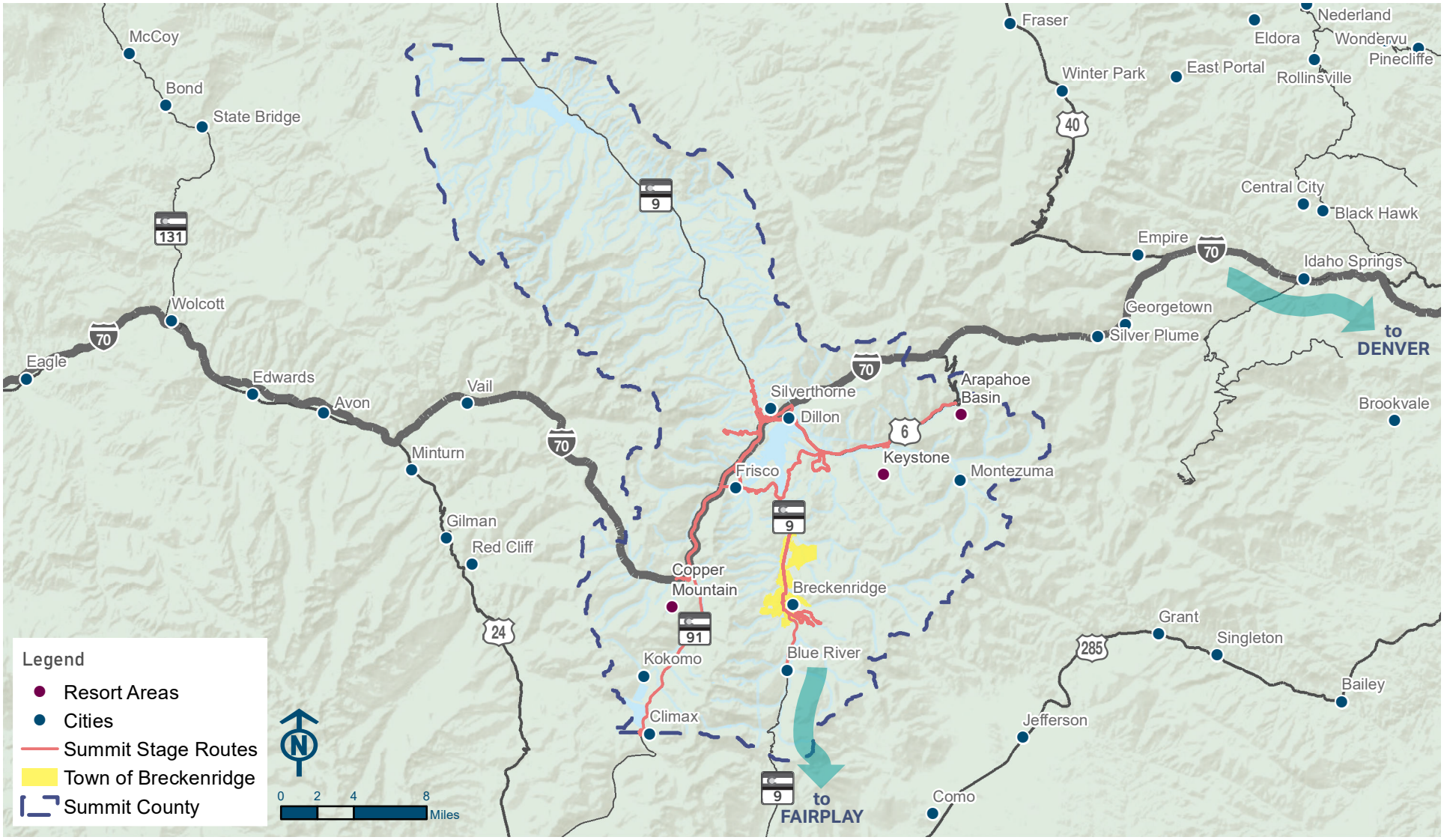
Summit Stage connecting Breckenridge to Arapahoe Basin


Breckenridge Station Transit Center for Free Ride, Summit Stage, resort, and hotel shuttles

Regional Context

From outside Summit county, Interstate 70 and US Highway 285 are the primary routes toward Breckenridge. Colorado State Highway 9 provides north-south access into Breckenridge from both of these highways. The Town is approximately 6 square miles and is the county seat of Summit County. The Towns of Frisco and Silverthorne are to the north of Breckenridge along I-70 and the Towns of Alma and Fairplay are south along US 285, within Park County. Additionally, other nearby resorts include Copper Mountain, Keystone, and Arapahoe Basin. Vail, Colorado is located 40 miles to the west in Eagle County. Figure 1 highlights the location of Breckenridge and its proximity to nearby communities and resorts.

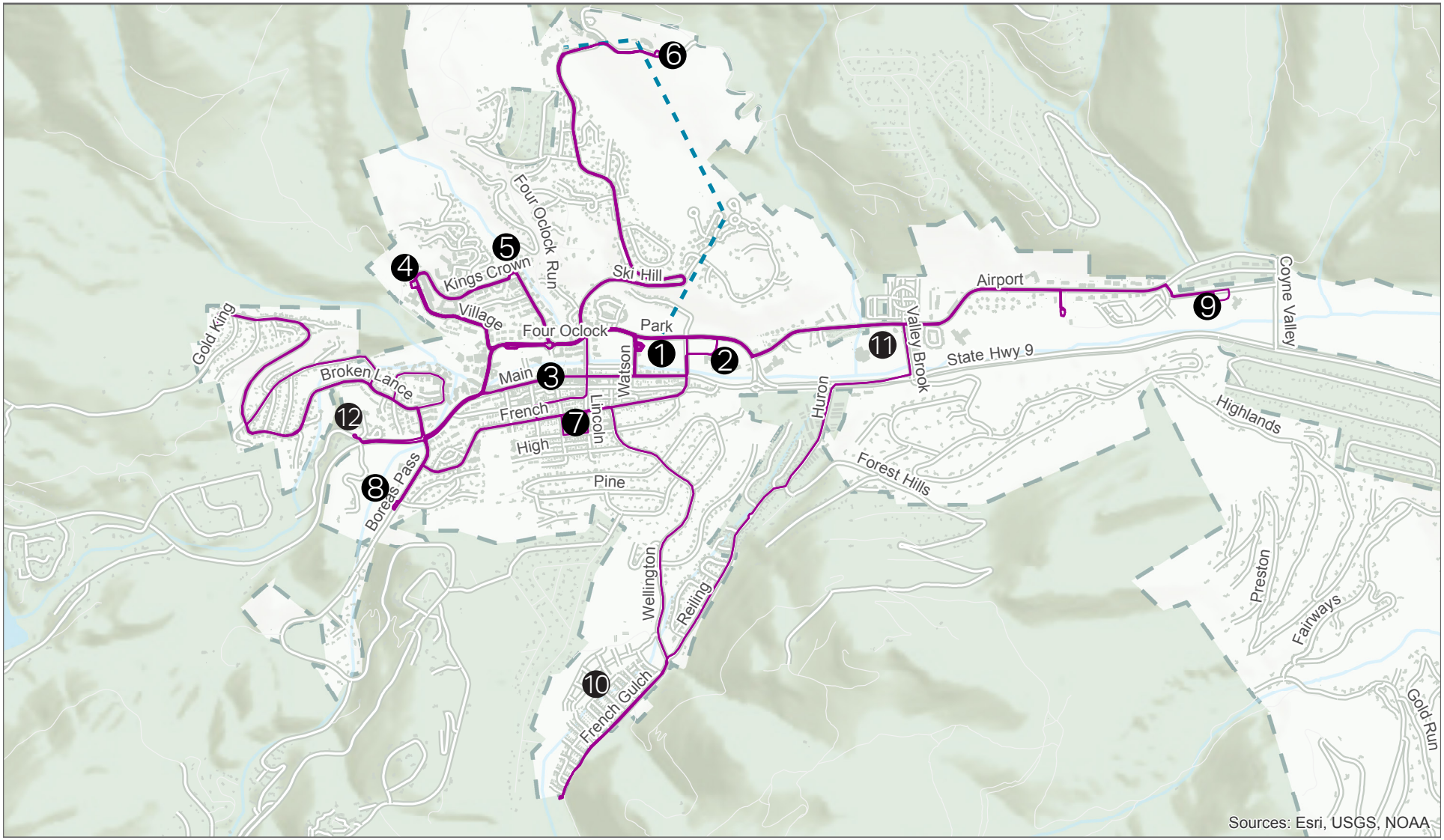
Figure 1 Regional Context and Access



Local Destinations

Within Breckenridge, there are a variety of destinations that include, but are not limited to ski lifts, lodging, shopping, neighborhoods, recreation, and community services. Figure 2 identifies the locations of key destinations within the town. Images of these destinations for additional context are on the following page.

Figure 2 Local Destinations



1. Gondola/Breck Station
2. City Market
3. Main Street
4. Beaver Run
5. Snowflake Lifts
6. Peak 7
7. Library
8. The Troll at the Ice Rink
9. Colorado Mountain College
10. Wellington Neighborhood
11. Recreation Center
12. Ski & Racquet Club

Community Demographics

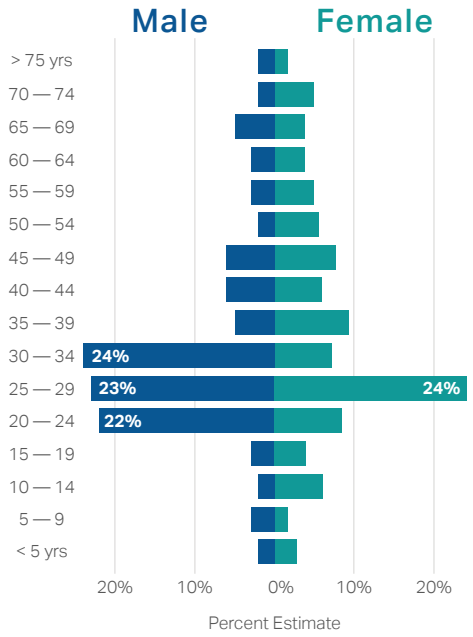
This section includes a review of the population of the study area and discussion of how various factors can impact transit use. Breckenridge attracts large numbers of visitors who contribute to the Town's economy and utilize its transportation network. However, these visitors are not reflected in the American Community Survey population estimates, which means the estimated population in Figure 4 vastly underestimates the total number of potential transit users in the Town at any given time. Still, understanding the resident population can aid in understanding potential need and opportunities for transit service in Breckenridge.

Population

The 2017 American Community Survey estimates that 4,833 people reside within the Town of Breckenridge, a subset of the 29,722 estimated for Summit County. Both Breckenridge and Summit County have seen population growth of approximately 6% since 2010. The actual population of Breckenridge varies, however depending on the season. As a major resort destination, the summer and winter seasons see significant increases in the overnight visitor population. Based on 2018 occupancy data, in the peak seasons the number of overnight visitors can more than triple the base population. This does not include day visitors or seasonal residents so the actual number of people residing in Breckenridge is even higher.

Similar trends can be seen in other nearby towns and resort areas. This influx of visitors has significant impacts on the population profile of the Town. Many areas in which large hotels are located have very few full time residents. The density of population, if including visitors and winter employees, also is different between the peak and off-peak seasons.

Figure 3 Breckenridge Population Pyramid



The population pyramid in Figure 3 shows the population grouped by age and gender. This shows that the town has a large proportion of young male residents. Younger residents are more likely to use transit more often; the year-round population lends itself to regular transit usage.

Transit Dependency

Transit dependency relates to the higher likelihood of certain demographic groups to rely on transit service for mobility needs. These groups tend to be youth and elderly populations, persons with disabilities, low-income, and zero or low-car households. Low car households are those in which the number of workers exceeds the number of vehicles available.

Figure 4 identifies the percentage of various population demographics in Breckenridge and compares them with Summit County for reference. Overall, there are multiple factors within Breckenridge's demographic data that suggests there is a reliance on transit from the community. Overall, 18% of the population is under 15 or over 64. These populations have less ability to drive and present a need and opportunity for transit service. Additionally, while there are few to no year-round households in Breckenridge that do not have a vehicle available, 28% of households have fewer vehicles than workers, signaling potential use of transit if is a convenient option.

Housing Stock

Estimates of the Town's housing stock, presented in Figure 5, shed light on the volume of visitors at peak times, because the American Community Survey housing unit estimates include short-term rental housing. Out of the 7,082 housing units in the Town of Breckenridge, 5,662 of those units are marked as "vacant." This shows that a vast majority of the homes in Breckenridge are used as vacation properties for visitors.

Beyond the number of available housing units, the cost of housing also impacts the population with many employees finding it difficult to afford living in Breckenridge. The alternative is often driving or commuting by connecting transit service to get to work. Affordable housing has been an important development component in the town since the early 2000s. Neighborhoods such as Wellington, Valley Brook, Vic's Landing, Breckenridge Terrace, Block 11 along Airport Road, and more provide more options for residents and employees. These developments are important areas for transit service.

Figure 4 Demographics in Breckenridge & Summit County

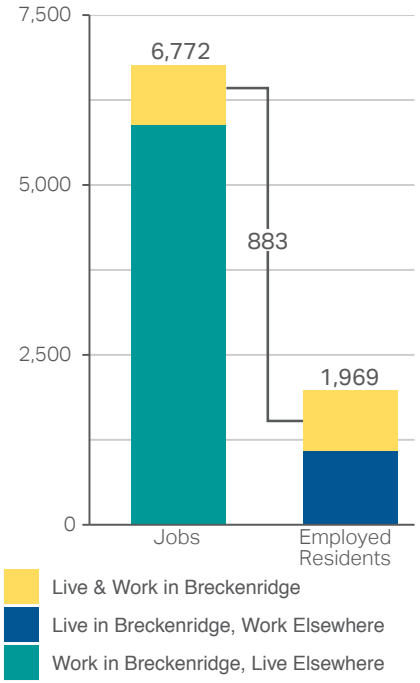
	Breckenridge	Summit County
Total Population	4,833	29,722
Households	1,420	9,455
Average Household Size	3.3	3.1
Median Household Income	$76,774	$73,538
Unemployed	2.4%	3.3%
Below Poverty Line	11%	10%
% With Disability	6.3%	6.1%
% Zero Auto Households	0%	2%
% Low-Car Households	28%	29%
% Hispanic	3%	14%
% White (non Hispanic)	95%	82%
% Black (non Hispanic)	1%	1%
% Asian (non Hispanic)	0%	0.4%
% Other (non Hispanic)	1%	3%
% 14 Years or Under	9%	13%
% 15-19 Years	3%	4%
% 20-35 Years	49%	25%
% 35- 49 Years	19%	23%
% 50-64 Years	11%	23%
% 65+	9%	11%
% No High School	1%	3%
% Some High School	1%	4%
% High School Graduate	14%	20%
% Some College	32%	18%
% Associate Degree	4%	8%
% College Degree	35%	36%
% Graduate School	14%	12%

Figure 5 Housing Stock in Breckenridge & Summit County

	Breckenridge	Summit County
Total Housing Units	7,082	30,652
% Owner-Occupied	12%	21%
% Renter-Occupied	8%	10%
Vacancy	80%	69%
Single Family Detached	22%	33%
Single Family Attached	11%	11%
Apartment 2-9 Units	16%	18%
Apartment 10-19 Units	14%	11%
Apartments 20+ Units	38%	26%
Other	0.4%	1%

Affordable/ Attainable Housing: Wellington Neighborhood (top) Valley Brook (bottom)

Figure 6 Inflow and Outflow of Residents and Employees



Within Breckenridge, jobs significantly outnumber employed residents meaning that more people commute into Breckenridge for work than commute from Breckenridge to elsewhere in the region. As Figure 6 illustrates, a large majority (85%) of people who work in Breckenridge commute into town. Conversely, only 19% of employed residents work outside of Breckenridge. Approximately 883 people — 81% of Breckenridge's employed residents and 15% of its workers — both live and work in Breckenridge. Commuting patterns place added stress and congestion on the transportation network, particularly during peak periods.

Employment

Employment plays a significant factor in transportation. Jobs within Breckenridge, as well as Summit County, are a significant component of where people are traveling to and can provide information regarding their likely travel times. As of 2015, there were 6,772 jobs in Breckenridge and 19,127 jobs in Summit County. Both the Town and County have shown positive growth trends between 2005 and 2015 with an 18.6% and 14.5% increase in jobs for Breckenridge and Summit County, respectively. Looking historically at data, Breckenridge lost jobs during the recession between 2007 and 2009, but has since increased the number of jobs to above 2006 levels.

Industry

The composition of jobs in Breckenridge heavily favors industries that relate to visitors and tourism. In 2015, the top five industries by the percentage of jobs were:

- Accommodation & Food Service: 39.2%
- Arts, Entertainment & Recreation: 17.7%
- Retail: 9.7%
- Public Administration: 8.5%
- Real Estate, Rentals & Leasing: 7.2%

The composition of jobs over time has changed and is leaning more heavily towards Accommodation & Food Service. Since 2005, the share of jobs in Retail, Construction, Public Administration, and Real Estate, Rentals & Leasing have all decreased. Accommodation & Food Service along with Arts, Entertainment & Recreation are the primary sectors that have gained a significant number of jobs.

Commute Mode

Figure 7 shows the percentage of commuting trips made by driving, transit, walking, and other modes of transportation for workers living in Breckenridge and Summit County. Though commuting trips make up a minority of total trips in a given area, they provide a useful indication of how people choose to get around.

Driving is the most common mode for commuting in Breckenridge: 44 percent of workers living in Breckenridge drive alone to their job, and another 2 percent carpool. However, nearly half of all workers living in Breckenridge travel to work via another mode, with 28 percent of workers walking and 16 percent using transit. Another 10 percent of workers living in Breckenridge work from home.

Because a large fraction of people working in Breckenridge commute in from elsewhere, it is also useful to consider the transportation choices of workers living in the larger region. The mode shares for Summit County include commuting trips made by people who work in Breckenridge but live elsewhere in the county. Compared to workers living in Breckenridge, a much larger fraction—79 percent—of workers living in Summit County drive to work alone. A smaller share of people living in Summit County commute via walking or transit: only 2 percent walk and 7 percent use transit.

Commute Time

Figure 8 shows the range of commute times for workers living in Breckenridge and Summit County. Workers living in Breckenridge have very short commutes: 89 percent spend less than 20 minutes on their typical commuting trip, and 30 percent spend less than ten minutes. The short travel times suggest that many commuting trips could be completed relatively quickly via transit, and many workers living in Breckenridge may opt to ride the bus to work if the transit system offers travel times that are competitive with walking and driving.

A large majority—67 percent—of workers living in Summit County also spend less than 20 minutes on a typical commuting trip. However, compared to workers living in Breckenridge, a larger proportion of workers living in Summit County have longer commutes. Some 16 percent of workers living in Summit County have commutes between 20 and 29 minutes, and another 15 percent have commutes over 30 minutes. Meanwhile, only 5 percent of workers living in Breckenridge have commutes over 30 minutes, and another 5 percent have commutes between 20 and 30 minutes. The Summit County numbers include trips by people who work in Breckenridge but live elsewhere in the county, suggesting that workers who travel into Breckenridge from outside the Town have fairly long commutes. Serving these longer trips

into Breckenridge with transit can reduce the fraction of trips completed by car inside the Town, but will require coordination with other transit agencies such as Summit Stage.

Travel Patterns

Local and regional travel patterns provide the context for when people are traveling most and the general areas that they are traveling to and from. Breckenridge is a popular destination for statewide, national, and international visitors and hosts multiple major events throughout the year. As a popular winter vacation destination, Breckenridge's peak travel time is typically the holiday week between Christmas and New Year's, during the International Snow Sculpture Competition, and winter holiday weekends. Travel in the summer has been steadily increasing with a variety of activities in town and at the resort. Additionally, a new art installation near the Ice Rink is anticipated to produce significant travel to the area.

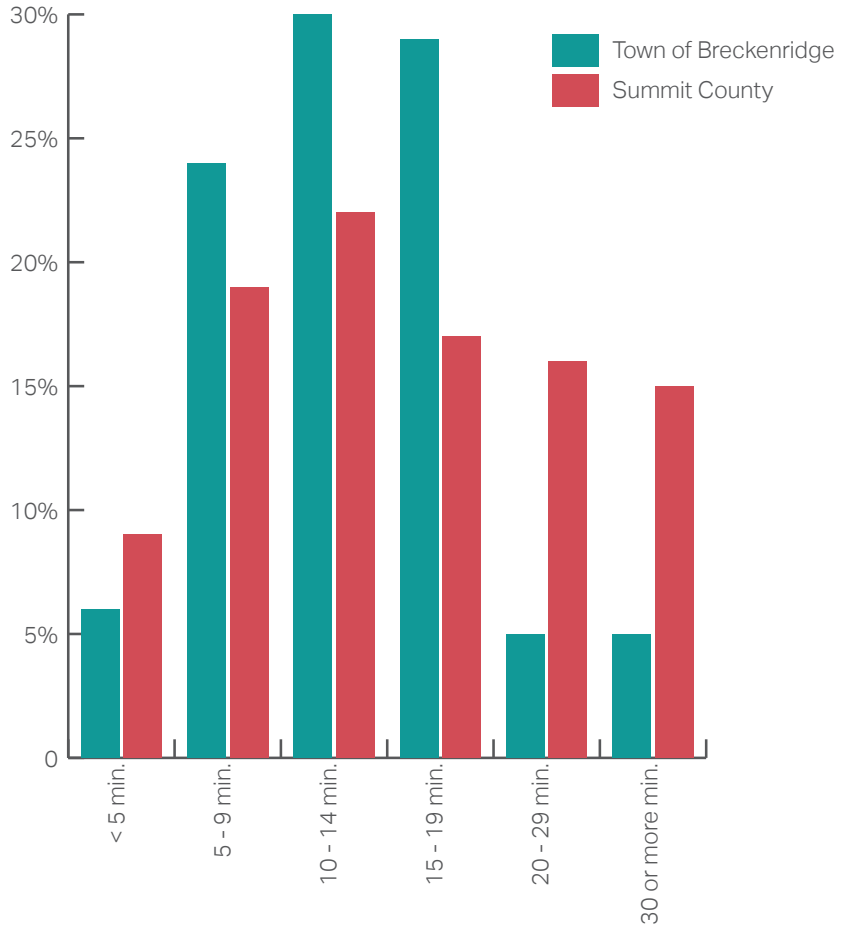
During the winter peak season the town has been experiencing increases in days with significant traffic gridlock. These days typically relate to holiday days or when events are held. The use of transit on these days is also high, however, the buses experience long delays on the same corridors that vehicles are using to access town. Most of the vehicles are traveling to in-town parking lots. Typically, the time of day where travel is greatest is during the morning when the ski lifts open and in the afternoon when the lifts close. This also correlates with when people may be commuting into or out of Breckenridge for work. Traffic volumes during the busiest days have shown nearly 1,900 vehicles during the peak afternoon hour along Park Avenue at Watson Avenue. As this is where the transit center is located, the number of vehicles creates problems for buses turning into or out of the transit center onto Park Avenue and causes delays to the transit system.

Figure 7 Commute Mode Share

	Drive Alone	Carpool	Transit	Bike/Other	Walk	Work at Home
Town of Breckenridge	44%	2%	16%	1%	28%	10%
Summit County	79%	4%	7%	8%	2%	N/A

Source: 2017 American Community Survey 5-Year Estimates

Figure 8 Commute Time



Activity Density

Figure 9 shows the density of population within Breckenridge. Successful transit service relies on a high number of people in proximity to bus stops along with routes that are connecting people to destinations, including jobs. As a general rule of thumb, areas with over 1,000 persons per square mile, or a major destination area, are more likely to support fixed route transit service. The current population density mirrors many areas in town where transit service exists today.

Figure 10 shows the density of employment within Breckenridge. Areas with the highest densities correlate with both major destinations, like Downtown, and the peaks/resort areas. The data in Figures 9 and 10 are based on 2010 population and 2015 employment data available from the Census at the block level. More updated data was not available for the appropriate block-level geographic scale.

Figure 9 Activity Density

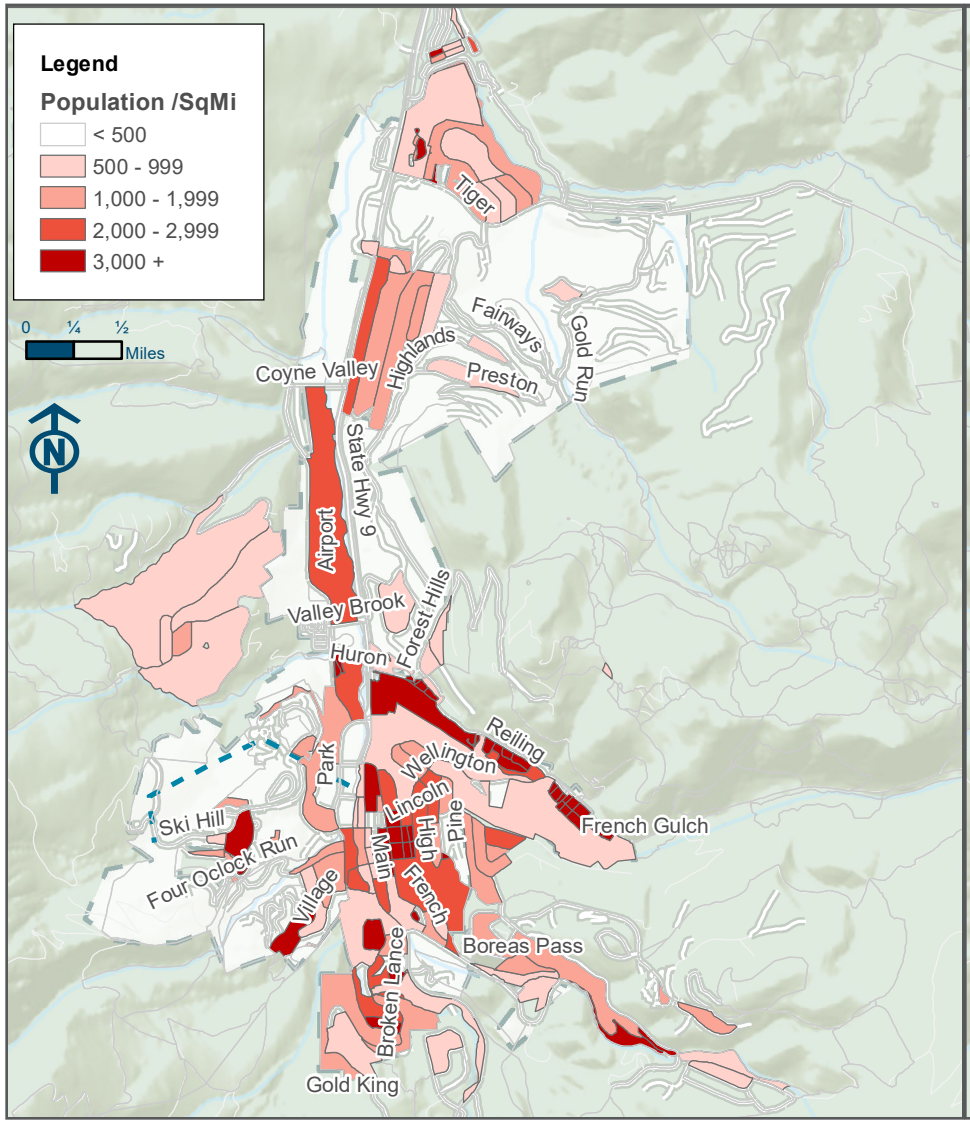
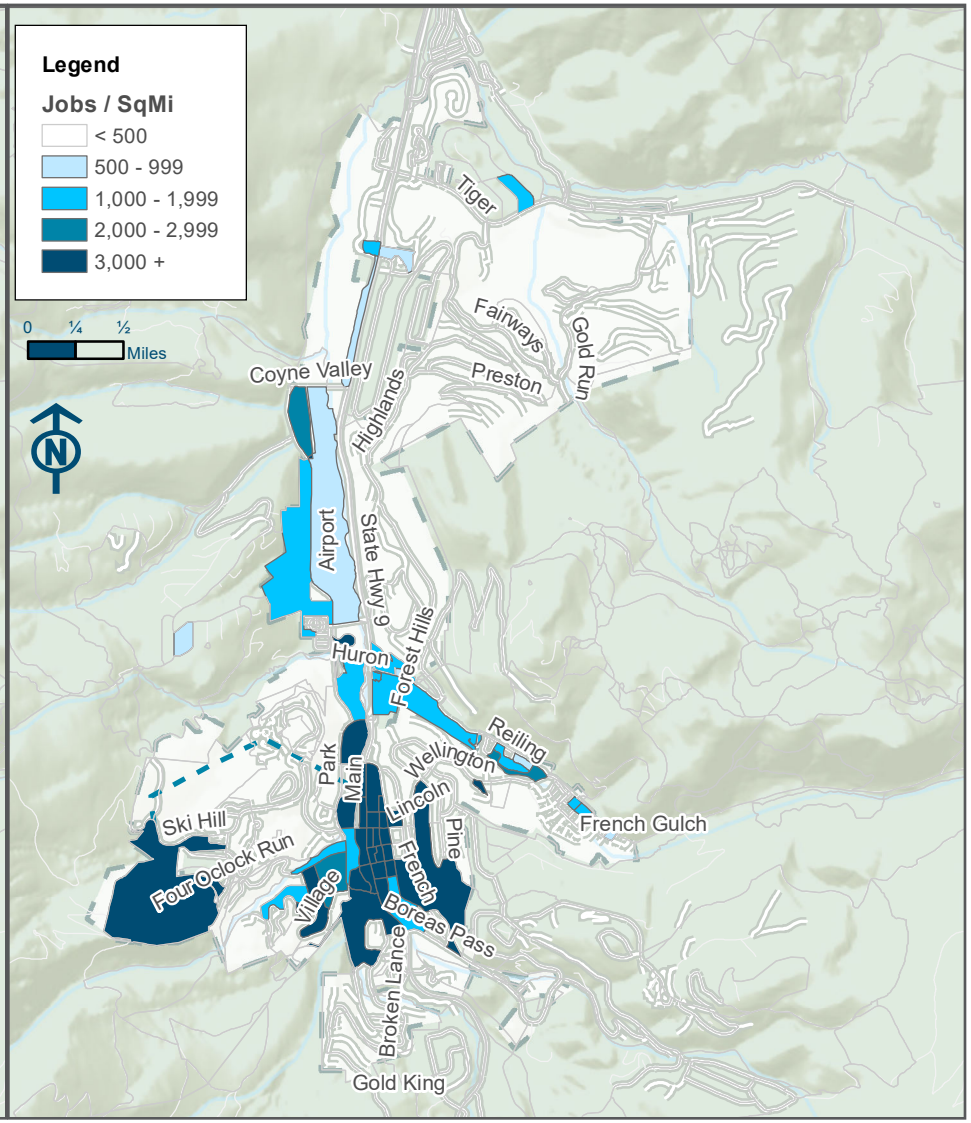


Figure 10 Activity Density



Where Residents Work

Figure 11 shows where people who live in Breckenridge work. Most residents also work in town or within Summit County. This indicates that transit service may be a viable option for many residents. Approximately 35% of employed residents work less than 10 miles from home and 14% work between 10 and 24 miles from home. Ensuring access to places of employment and that service spans are appropriate for workers is key to increasing transit use.

Where Employees Live

Figure 12 shows where people who work in Breckenridge live. Overall, a significant number of people who work in the town also live nearby. The data shows that 60% of employees live less than 10 miles away from work. However, nearly 27% live greater than 50 miles away. For those commuters, transit may not be a viable option. Coordination with other regional transit providers and potential intercept lots to alleviate the need to drive into town with a vehicle may be appropriate strategies.

Figure 11 Where Residents Work

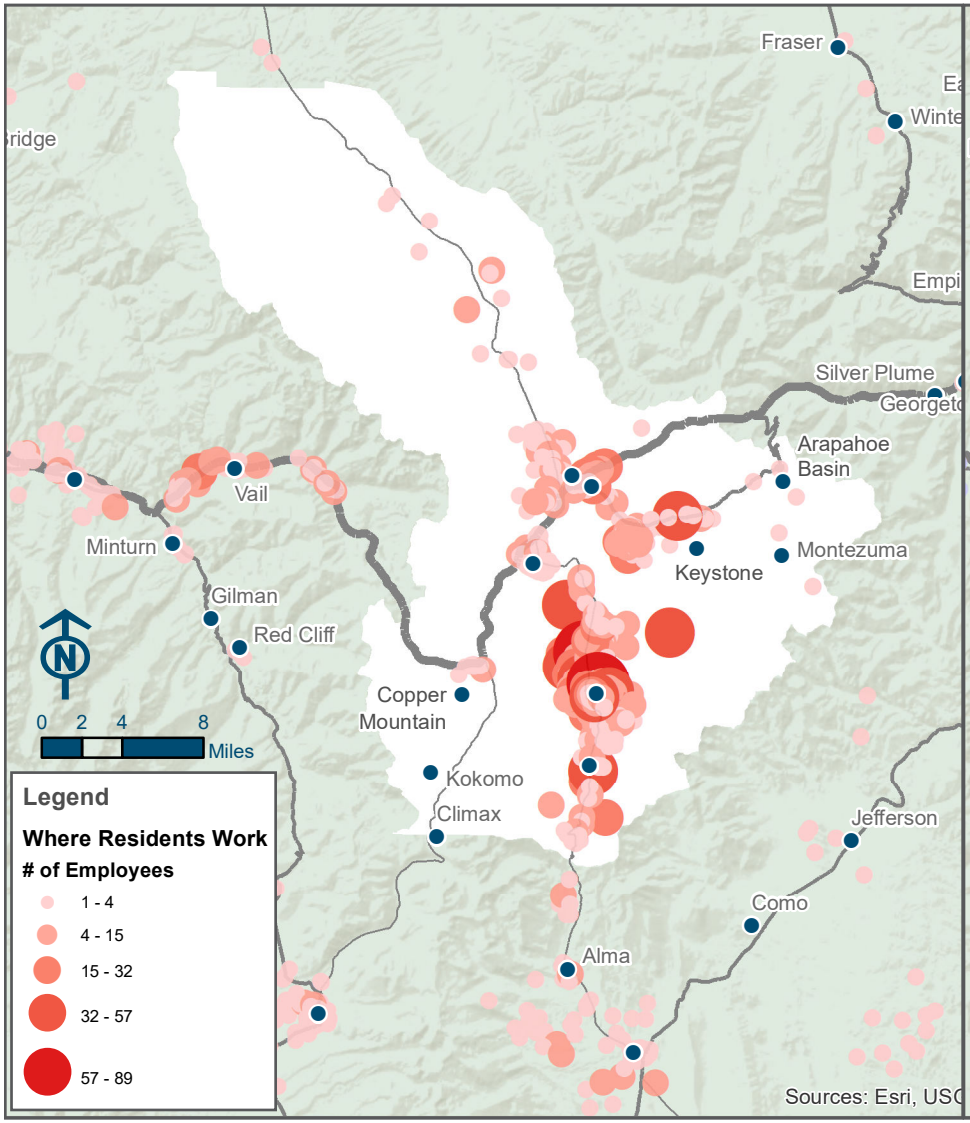
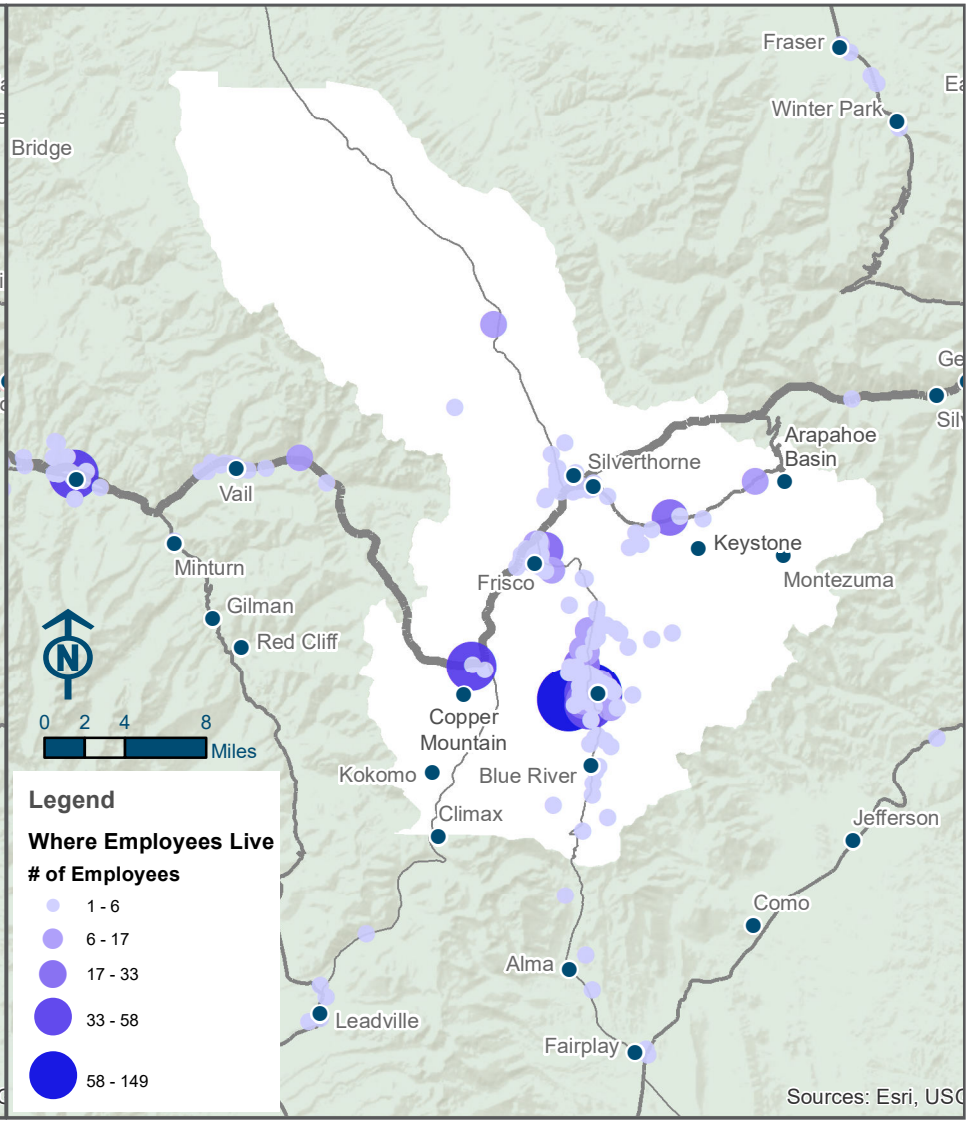


Figure 12 Where Employees Live



The Transit System

The Breckenridge Free Ride transit system consists of two bus networks: the winter network, which typically runs from November to April, and the summer network, in place the remainder of the year. The system is a single-hub network oriented around Breckenridge Station, with all but one route—the Upper Warriors Mark Shuttle—passing through the station.

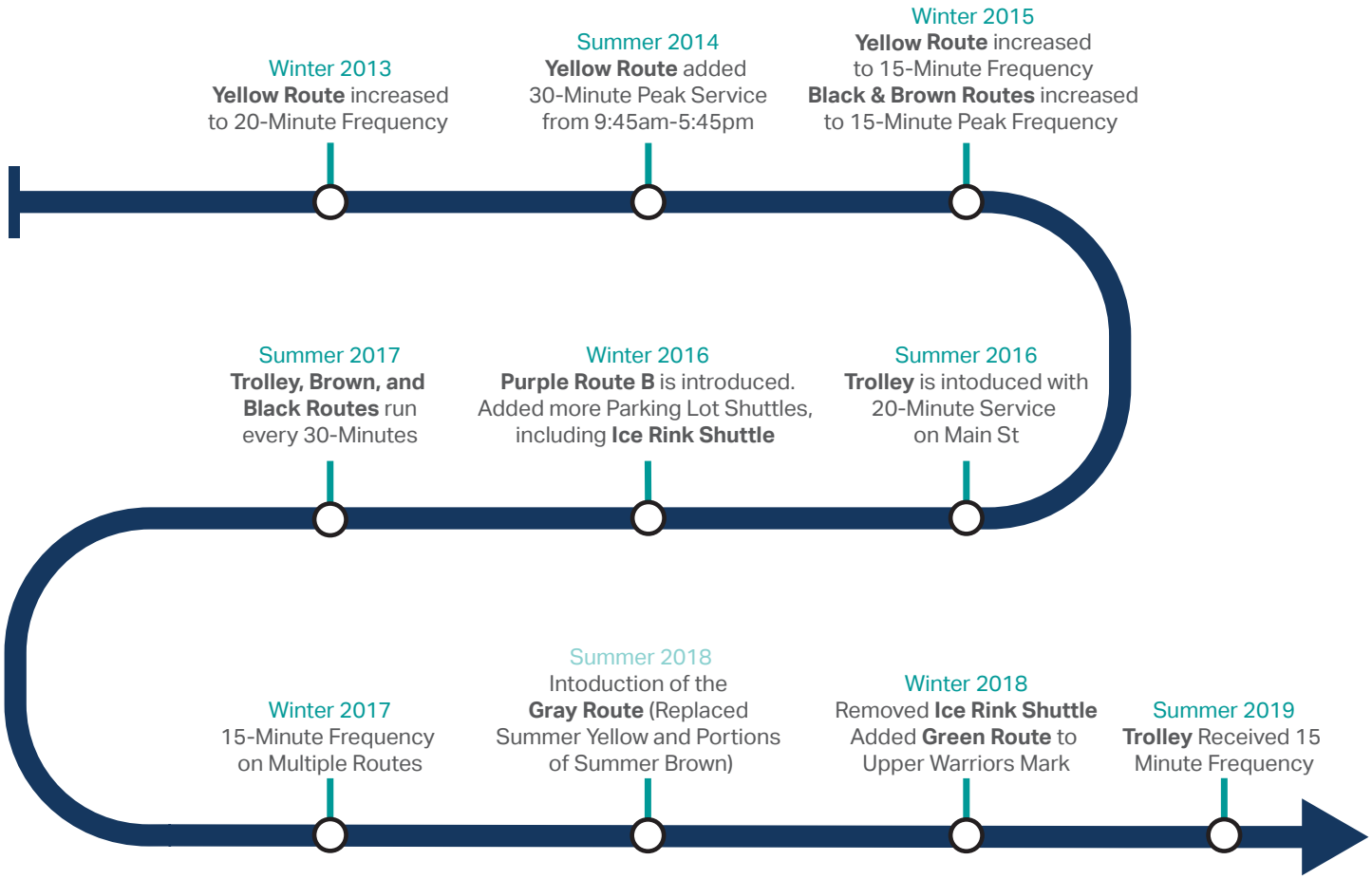
Funding & Operation

While the Town of Breckenridge funds and operates the majority of the routes in the system, several routes are funded and/or operated by other entities. Despite the fragmented operations, the public-facing service information appears uniform as one network with integrated schedules & maps. Full route profiles for all operated routes can be found in Appendix A.

Figure 13 Service History Timeline

Transit Service History

Over the past five years, Breckenridge has invested a 27-percent increase in service hours during the winter season. The timeline at right highlights some of the key service additions and modifications during this time.



Town-Operated Routes

The Town of Breckenridge directly funds and operates five all-day routes (Yellow Route, Brown Route, Main Street Trolley, Purple A, Purple B) and one early-morning early route (Employee Parking Shuttle). The directly-operated routes utilize the town's low-floor fleet, most of which feature front and back doors. Vintage-styled buses are deployed on the Main Street Trolley, serving its namesake street throughout the year.

Summit Stage Intergovernmental Agreement

The Purple Route serves a portion of Reiling Road which lies outside of the Town's city limits and within unincorporated Summit County. It is funded through an intergovernmental agreement with Summit County. The route, which was historically operated by the county's transit system, was transferred over to the Town on the agreement that the county would subsidize its operation. In November 2016, the route was augmented with a second vehicle, doubling its level of service and creating two separate routes, Purple Route A operating clockwise and Purple Route B operating in a counter-clockwise direction.

Additionally, the Summit Stage provides Para-Transit service within Breckenridge.

Contracted Service

One route, the Upper Warriors Mark Shuttle, currently requires a smaller vehicle type due to geometric constraints of the roadway network. As of the 2018–2019 Winter Season, the service was contracted out to Peak 1 Express and was operated with Mercedes-Benz Sprinter vans.

Resort-Operated Routes

Vail Resorts operate four of the town's transit lines during the winter season and one route during a portion of the summer season. Although the Town of Breckenridge coordinates and schedules transit service between the two providers, operations are handled independently, with each entity taking on driver hiring, training, dispatching, and supervision.

Figure 14 Winter & Summer Network Route Details

Winter Route	Operations	Funding	Summer Route	Key Destinations
Yellow Route	Town	Town	Gray Route	Colorado Mtn. College; Public Works; Rec Center; City Market; Beaver Run
Main Street Trolley	Town	Town	Main Street Trolley	City Market; Main Street; Ice Rink
Brown Route	Town	Town	Gray Route	Beaver Run; Warriors Mark Neighborhood; Racquet Club; Ice Rink
Brown Evening Route**	Town	Town	Gray Route	Beaver Run; Warriors Mark Neighborhood; Racquet Club; Ice Rink
Purple Route A	Town	IGA*	Purple Route A	Wellington Neighborhood; Library; Post Office
Purple Route B	Town	IGA*	Purple Route B	Wellington Neighborhood; Library; Post Office
Employee Parking Shuttle	Town	Town	Gray Route	Satellite Parking Lot; F-Lot; Ice Rink
Upper Warriors Mark	Peak 1 Express	Town	–	Upper Warriors Mark Neighborhood
Black Route	Vail Resorts	Vail Resorts	Epic Discovery Express	Peaks 7 & 8; F-Lot; Beaver Run
Black Express Route	Town	Town	Black Express	Peaks 7 & 8; F-Lot
Blue Route	Vail Resorts	Vail Resorts	–	City Market; Library; Ice Rink; Beaver Run
Satellite Parking Shuttle	Vail Resorts	Vail Resorts	Gray Route	Satellite Parking Lot; Breck Station/Gondola
Ski Hill Shuttle	Vail Resorts	Vail Resorts	Black Express	Peaks 7 & 8; Breck Station/ Gondola

* Intergovernmental agreement between Summit County and Town of Breckenridge

** Brown Evening omits serving Beaver Run in the southbound direction but maintains service northbound before returning to Breck Station

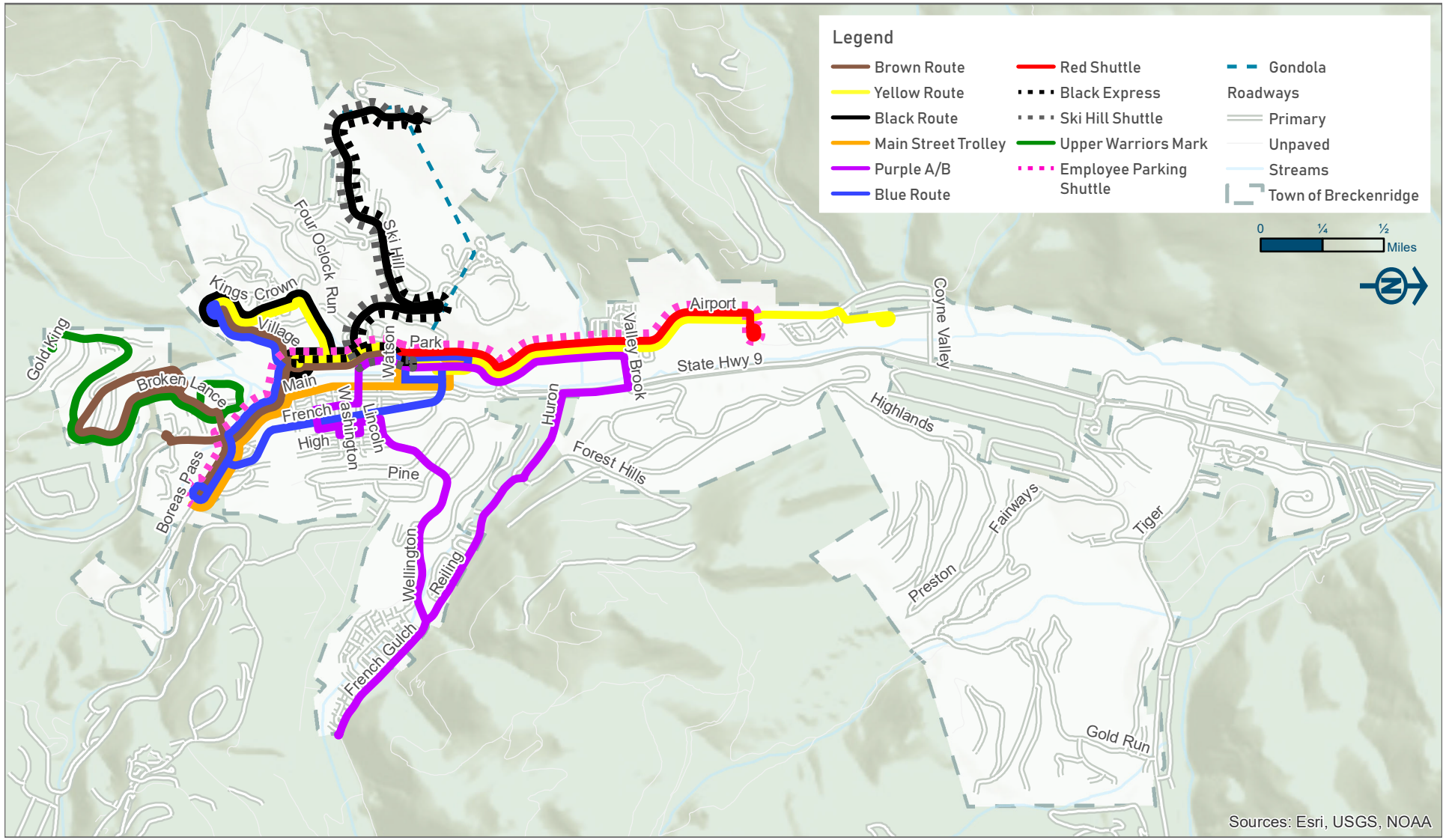
Vail Resorts operate high-floor vehicles which do not lend themselves to an efficient transit operation; the design requires patrons to 'step-up' into the vehicles, which can be time-consuming for large passenger volumes and be cumbersome for passengers carrying ski gear.

The Winter Network

The Breckenridge Free Ride Winter Network (Figure 15), which runs from November to April each year, consists of thirteen bus routes connecting key destinations and neighborhoods in the Service Area. The routes symbolized in dashed lines operate a more limited span of service in the morning or evening while those in solid lines run most or all of the day.

The winter network routes serve many parts of the town and vary in terms of operations and funding sources. Figure 14 lists the system routes and key destinations served by each route.

Figure 15 Winter 2019 Network



The Summer Network

The Summer Network (Figure 16), which runs from April to November each year, consists of six bus routes and closely resembles the Winter Network. Differences between winter and summer network include a consolidation of the Yellow and Brown routes to form the Gray route and the dropping of the Blue, Black Express, and Shuttle routes. As these routes primarily serve the lifts and resort, their need is reduced during the summer. Figure 14 highlights the system routes and destinations served for each route.

Figure 16 Summer 2019 Network

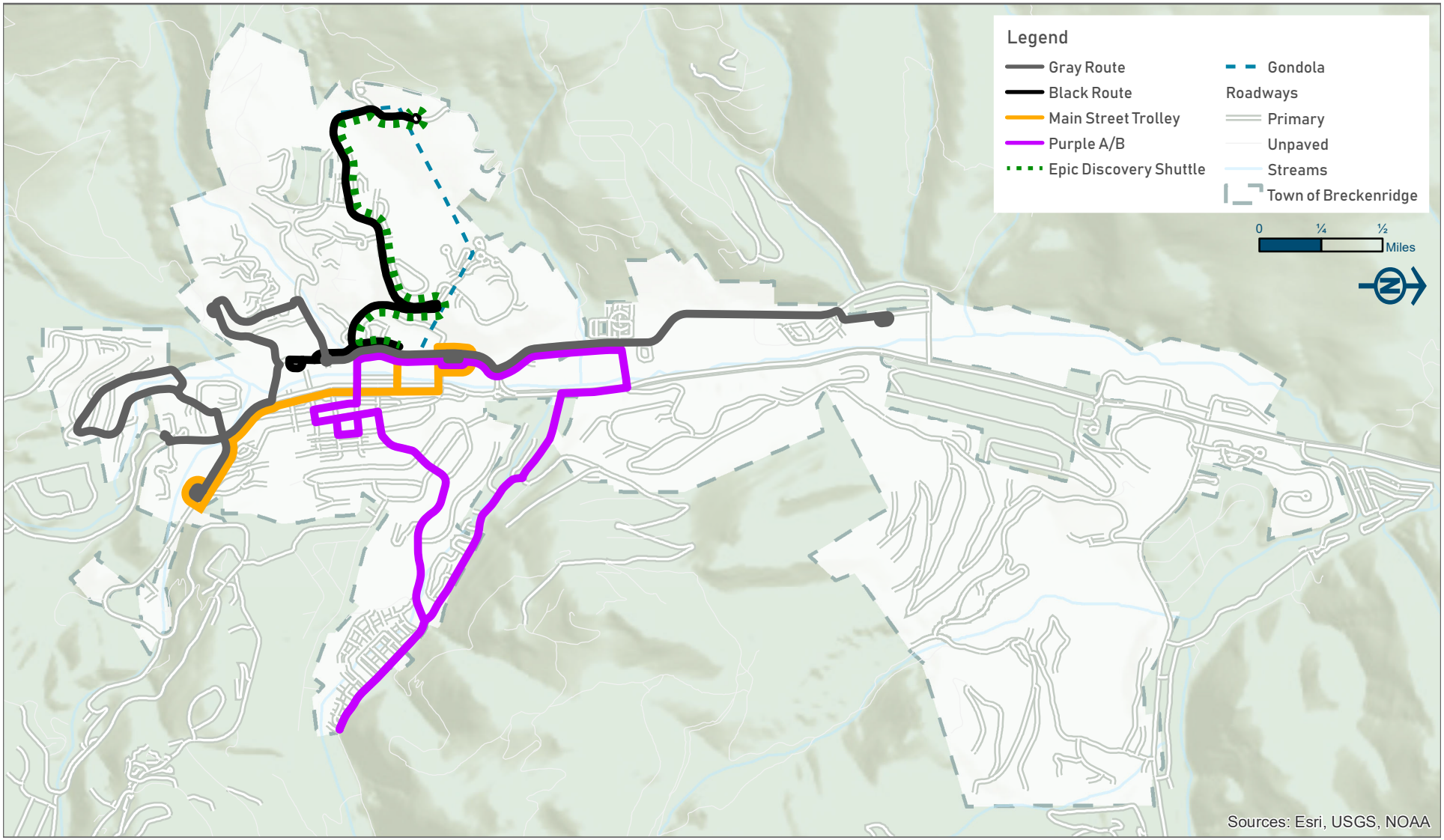


Figure 17.A Base Route Frequency at Sampled Times (in minutes)

Route	Morning (9am)	Day (12pm)	Evening (8pm)
Winter Routes*			
Yellow Route	15	15	15
Main Street Trolley	30	15	15
Brown Route	15	15	–
Brown Evening	–	–	30
Purple Route A	30	30	30
Purple Route B	30	30	30
Upper Warriors Mark	15	15	–
Black Route	15	15	–
Black Express	–	–	30
Blue Route	20	20	–
Satellite Parking Shuttle	20	20	–
Summer Routes			
Gray Route	20	20	20
Main Street Trolley	30	15	15
Purple Route A	30	30	30
Purple Route B	30	30	30
Black Express	30	30	30
Epic Discovery Express	30	30	–

*Both Employee Parking Shuttle and Ski Hill Shuttle operate five and six round-trips, respectively, at a 20-minute headway during the early morning hours and are not captured in this table

Service Levels

Frequency

Figure 17.A lists the headways for each route as sampled during morning, midday, and evening, with the most frequent services arriving every 15 minutes and the most infrequent operating every 30 minutes. The existing network operates a consistent service level throughout the week and season, and headways remain static throughout most of the day with few exceptions. Moreover, all existing headways are "clockface headways," meaning a frequency that is a divisor of 60 minutes. Clockface headways increase system legibility and are useful when coordinating connections between routes; the practice should be maintained through any future network modifications.

While 15 minutes is a common industry-wide standard for frequent transit service, the smaller geographic area of the Town of Breckenridge induces shorter transit trips that are often more in competition with walking than driving. Maintaining and expanding upon high frequency will be a principle of the proposed network plan within the Recommendations chapter.

Span of Service

Figure 17.B presents the first and last trip start times for all routes within Winter and Summer Networks. The all-day routes operated by the town offer a span of service ranging from about 6:15 in the morning to about 11:45 at night, equating to 17.5 hours each day. Most services operated by Vail Resorts, such as the Blue Route, Black Route, and Satellite Parking Shuttle, operate from 8:00am to around 5:00pm.

The network contains a few exceptions to an otherwise standard set of service span; the town-operated Employee Parking Shuttle and the resort-operated Ski Hill shuttle only operate a handful of trips in the early morning. During the summer, the Black Express bookends the midday service provided by the Epic Discovery Express.

Figure 17.B Span of Service by Route as Measured in January 2019 and July 2018

Route	First Trip Start Time	Last Trip Start Time	Span (rounded)
Winter Routes			
Yellow Route	6:15am	11:20pm	17:00
Main Street Trolley	9:00am	10:00pm	13:00
Brown Route	6:10am	5:15pm	11:00
Brown Evening	5:45pm	11:15pm	5:30
Purple Route A	6:15am	11:15pm	17:00
Purple Route B	6:30am	11:00pm	16:30
Upper Warriors Mark	7:55am	8:40pm	12:45
Black Route	8:05am	5:05pm	9:00
Black Express	5:45pm	11:15pm	5:30
Blue Route	8:00am	4:40pm	8:45
Satellite Parking Shuttle	8:00am	5:45pm	9:45
Employee Parking Shuttle	6:20am	7:40am	1:15
Ski Hill Shuttle	6:00am	7:40am	1:45
Summer Routes			
Gray Route	6:20am	11:24pm	17:00
Main Street Trolley	9:00am	10:00pm	13:00
Purple Route A	6:15am	11:15pm	17:00
Purple Route B	6:30am	11:00pm	16:30
Black Express	6:15am; 6:45pm	7:15am; 11:15pm	5:30
Epic Discovery Express	7:45am	6:15pm	10:30

Travel Time

A key factor in attracting ridership is the ability of the transit network to offer competitive travel times to the places people want to go. If a trip takes too long to complete on Free Ride, people will seek other options, like walking, driving, or hailing a ride. Accordingly, analysis of trip times between popular destinations will be an important way to assess the benefits of changes to the network.

The Transit Experience in Minutes

The analysis summarized in Figure 18 calculates the typical transit travel time between major destinations and points of interest in Breckenridge on the Winter 2018 – 2019 network. A transit trip includes three time components: walking, waiting, and riding. If a connection, or transfer, is required to complete the trip, these components will be repeated for each connecting leg of the journey.

The points selected for the matrix are current bus stops, so no walk time was assumed from the origin or to the destination. However, one minute of walk time is included for connections within Breck Station or other transit hubs.

Wait time is assumed to be half the scheduled headway, rounded up to a whole minute. While attention to the schedule and real time arrival information can help reduce the wait time people experience at the stop, there is still a difference between the time someone is ready to go and when the bus shows up to take them. Assuming a random trip start time, the average wait until the next bus will be half the headway.

Ride time is taken from the Winter 2018 – 2019 schedule. For cases where there is more than one route between points, both were calculated and the faster one selected.

The Importance of Frequency

In a service area as small as Breckenridge, travel times are relatively short. As a result, the wait time represents an outsized portion of the overall trip. For many trips the wait time more or less equals the ride time, and for some it is significantly more. For a ride from Breck Station to the Ice Rink, for example, the average wait of 8 minutes is nearly as long as the ride of 10 minutes. From Downtown to the Wellington neighborhood, the wait for Purple B which runs every 30 minutes dwarfs the ride time of just 5.

The Impact of Transfers

Short ride times also amplify the impact of any connections required to complete a trip due to the additional wait time. For example, a trip from Beaver Run to the Wellington neighborhood includes a combined 16 minutes of waiting and just 15 minutes of ride time. In some cases, clockface headways allow timed connections that are shorter than half the headway, but sometimes they are longer. Yellow Route from Colorado Mountain College misses Black Route to Peak 7 by one minute, resulting in a trip with 22 minutes of waiting for 18 minutes of riding.

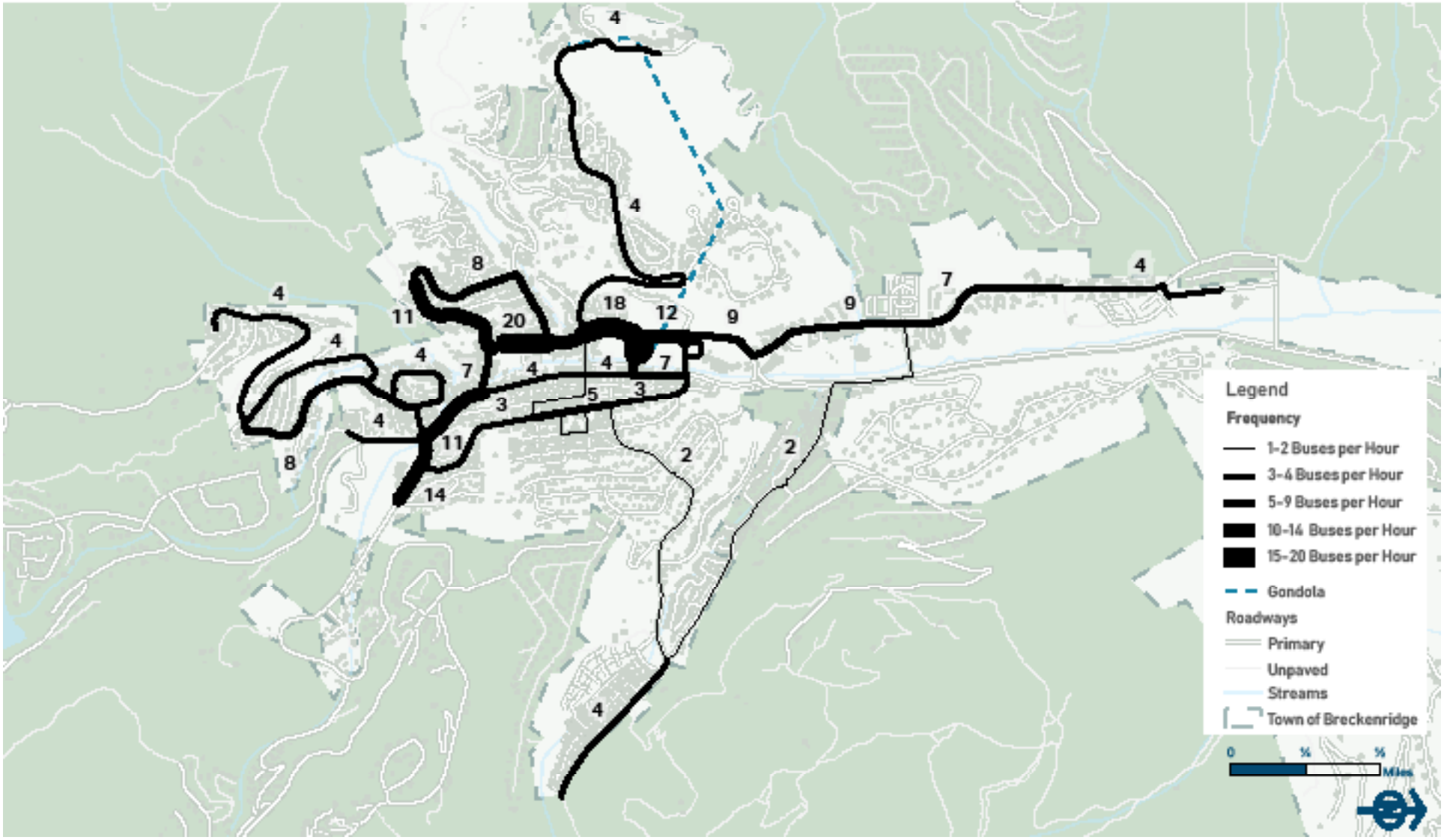
Figure 18 Winter 2018-2019 Network Travel Time Matrix

From → / To ↓	Breck Station	Beaver Run	Peak 7	Ice Rink	Colorado Mtn. College	Wellington Neighborhood	Upper Warriors Mark
Breck Station		11	20	19	17	20	28
Beaver Run	13		34	15	29	36	24
Peak 7	17	27		35	35	38	46
Ice Rink	18	14	39		36	38	17
Colorado Mtn College	19	31	40	39		38	48
Wellington Neighborhood	19	17	41	37	37		48
Upper Warriors Mark	24	17	45	24	42	45	

Winter Network Frequency

Figure 19 visualizes the level of transit service provided on different segments of the Winter Network. Thicker lines indicate a greater number of buses servicing the segment each hour, a metric that corresponds with better frequencies (provided that the schedules of overlapping routes are coordinated) and therefore shorter wait times for passengers. When schedules of overlapping routes are coordinated, frequency is the inverse of buses per hour. For example, four trips service French Gulch Road each hour, meaning that buses arrive every fifteen minutes. As the map indicates, the segments of Park Road, Village Road, Main Street, and Boreas Pass Road connecting Breck Station, F Lot, Beaver Run, and Ice Rink see the highest levels of service. However, many of these segments are very short, so passengers traveling more than a few bus stops away may not reap the benefits—namely, the very short headways—that a high volume of buses per hour provides.

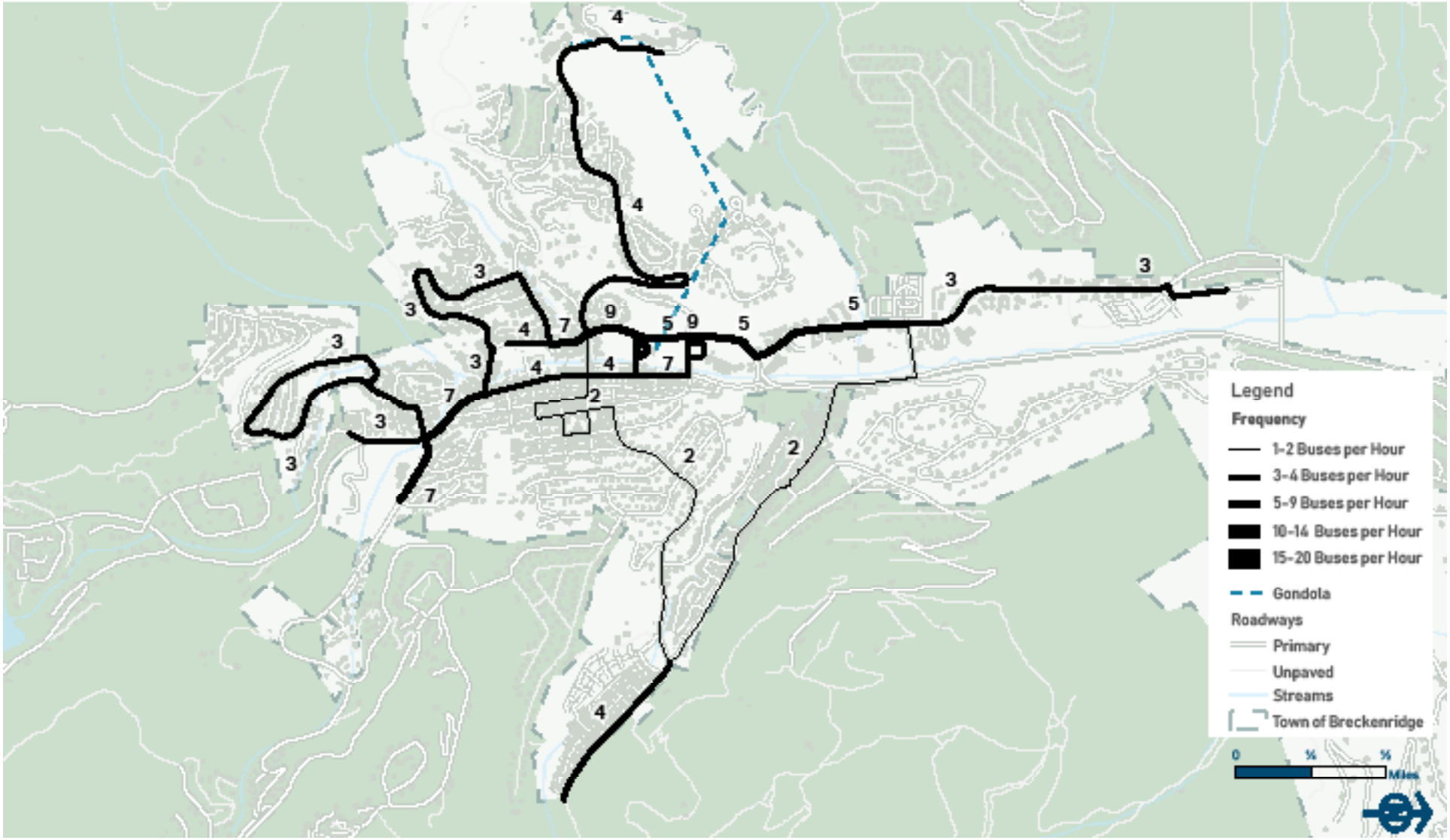
Figure 19 Winter Network Buses Per Hour By Segment



Summer Network Frequency

Figure 20 visualizes the level of transit service provided on different corridor segments in the Summer Network. As in the corresponding Winter Network map, thicker lines indicate a greater number of buses servicing the segment each hour, a metric that corresponds with better frequencies (provided that the schedules of overlapping routes are coordinated) and therefore shorter wait times for passengers. Compared to the Winter Network, the Summer Network provides similar frequencies and levels of service in the Wellington neighborhood, on Main Street in Downtown, and to Peaks 7 and 8. However, the Summer Network offers much less service connecting Breck Station, F Lot, Beaver Run, and Ice Rink via Park Road, Village Road, Main Street, and Boreas Pass Road.

Figure 20 Summer Network Buses Per Hour By Segment



Ridership & Productivity

Examining when and where people use Breck Free Ride is critical to understanding and improving the system.

Seasonal & Weekly Variation

Given the seasonal and tourism-oriented nature of the Breckenridge economy, transit ridership varies considerably over the course of the year and even over the course of the typical week. Figure 21.1 shows the daily boardings on Town-operated routes for all of 2018 and January 2019.

As the figure indicates, ridership is significantly higher in winter than in summer: the Winter Network regularly sees over 5,000 boardings in a day, whereas the Summer Network rarely sees more than 3,000. Ridership is also consistently higher on Fridays, Saturdays, and Sundays (shown in red) than on other weekdays (blue), particularly in the winter.

Route Performance

Figure 21.2 lists the average daily boardings of each Town-operated route in the Winter and Summer Networks alongside the quantity of service (measured in terms of service hours and service miles) on all routes. The ratios of ridership to service—boardings per service hour and boardings per service mile—capture the productivity of each route.

In the Winter Network, the Yellow Route and the Brown Route experience the highest ridership, with each route garnering between 1,500 and 1,600 boardings on the average January day. However, the Brown Route achieves this level of ridership with 22 percent fewer hours and 32 percent fewer miles of service than the Yellow Route, making the Brown Route the most productive route in the Winter Network.

In the Summer Network, the Gray Route is the highest-ridership and most productive route in terms of boardings per service hour. The Main Street Trolley garners higher ridership per service mile than any other route in the Summer Network; it trails the Yellow Route in terms of boardings per service hour due to the Trolley's slower speed.

Seasonal differences in ridership and productivity vary by route. In July, the Gray Route performs comparably to the Yellow Route, one of its Winter Network counterparts, seeing just over 1,500 boardings per day and 29 boardings per service hour. The Main Street Trolley performs 37 percent better in July than in January, while the two Purple Routes see 40 percent fewer boardings in July than in January.

Figure 21.1 Daily Boardings, January 2018–January 2019

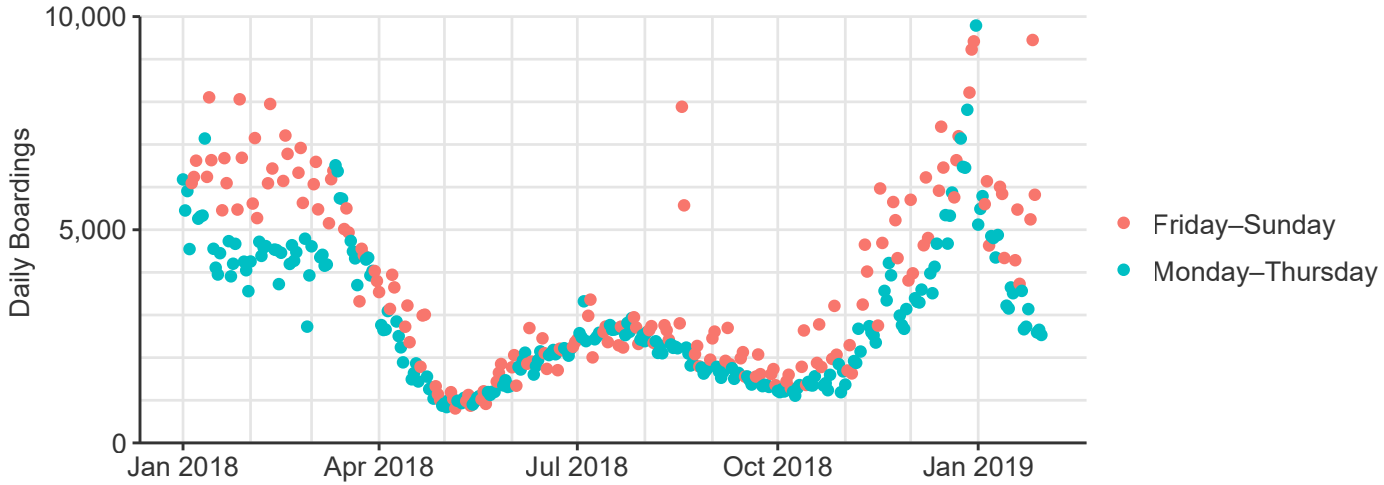


Figure 21.2 Ridership & Productivity of Winter and Summer Network Routes

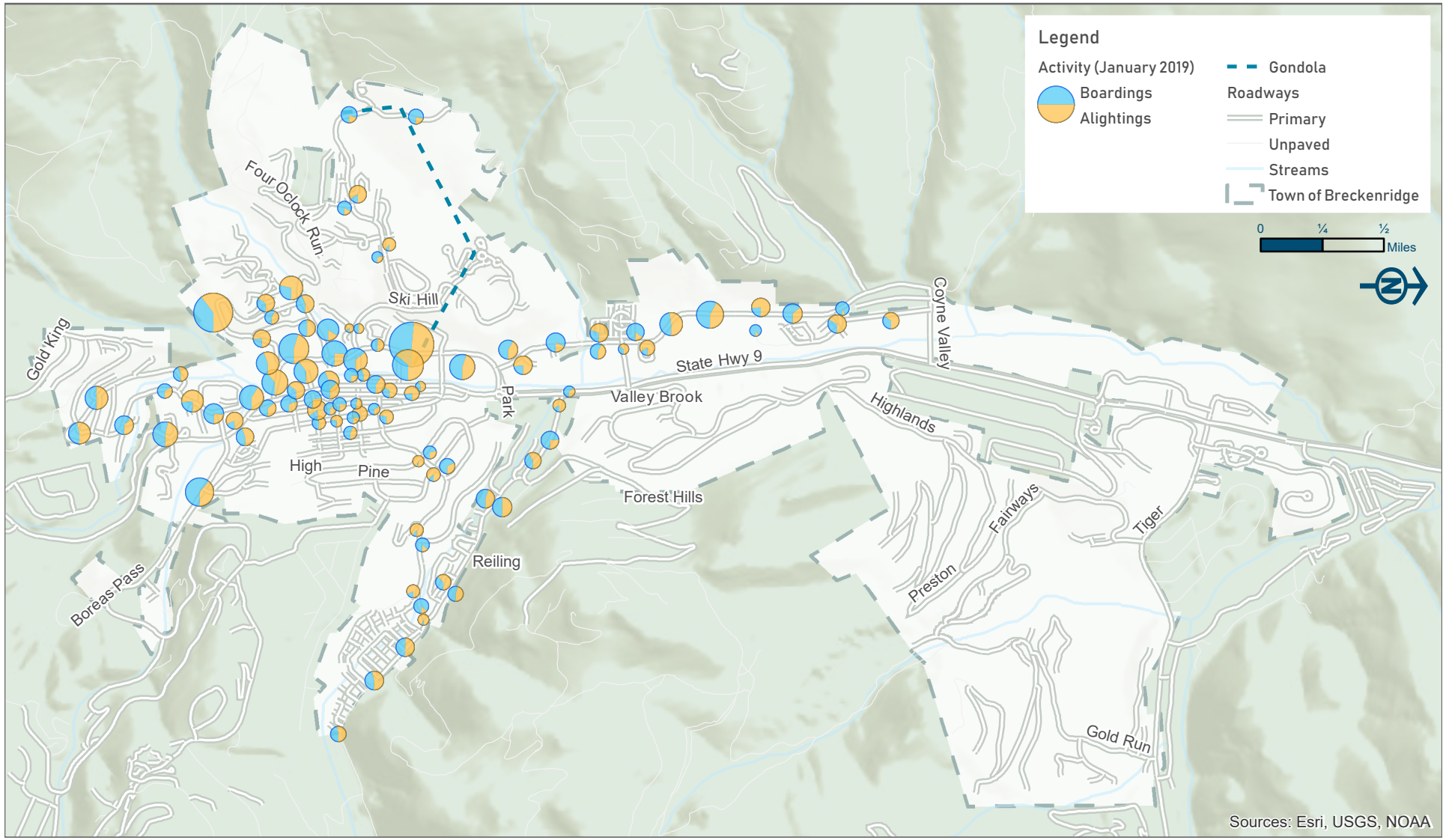
	Route	Average Daily Boardings[1]	Daily Service Hours	Daily Service Miles	Boardings per Service Hour[1]	Boardings per Service Mile[1]
Winter	Yellow Route	1512	51.8	521.4	29.2	2.9
	Main Street Trolley	426	24.3	153.3	17.5	2.8
	Brown Route	1569	40.4	354.8	38.8	4.4
	Purple Route A	335	17.4	204.9	19.3	1.6
	Purple Route B	320	16.9	195.9	19.0	1.6
	Employee Parking Shuttle	36	1.7	29.4	21.4	1.2
	Upper Warriors Mark[2]	–	13.0	175.4	–	–
	Black Route[2]	–	27.8	263.6	–	–
	Black Express	158	5.9	63.9	26.9	2.5
	Blue Route[2]	–	18.2	147.9	–	–
	Satellite Parking Shuttle[2]	–	10.1	102.9	–	–
	Ski Hill Shuttle[2]	–	1.6	20.9	–	–
Summer	Gray Route	1517	52.0	580.5	29.2	2.6
	Main Street Trolley	585	24.3	153.3	24.1	3.8
	Purple Route A	202	17.4	204.9	11.6	1.0
	Purple Route B	190	16.9	195.9	11.2	1.0
	Black Express[3]	108	17.3	70.2	17.4	1.6
	Epic Discovery Express[2, 3]	–	10.9	92.4	–	–

1. Metrics reflect January 2019 ridership data for the Winter Network and July 2018 data for the Summer Network.
2. Routes operated by Vail Resorts and Peak 1 Express lack Automatic Passenger Counters (APCs) that record boarding and alighting data.
3. During the peak of summer season, Black Express operates only morning and evening service; day service is provided by the Epic Discovery Express.

Winter Network Stop Activity

Figure 22 visualizes the average daily activity at Breck Free Ride stops in January 2019. Specifically, the map shows boarding and alighting data collected by Automatic Passenger Counters (APCs) on routes operated by the Town of Breckenridge, but not on routes operated by Vail Resorts, Peak 1 Express, or Summit Stage, which lack APCs. Accordingly, the map underestimates the volume of activity at stops serviced by the Upper Warriors Mark, Black, Blue, Satellite Parking, and Ski Hill routes and shuttles. Of all the stops in the Winter Network, Breckenridge Station and Beaver Run experience the highest volumes of boardings and alightings. On the average January day, Breckenridge Station sees over 1,250 boardings, while Beaver Run sees nearly 500. The four other stops with over 200 combined boardings and alightings on the average January day are F-Lot, Ice Rink, Breck Terrace #2, and Park Ave Lofts.

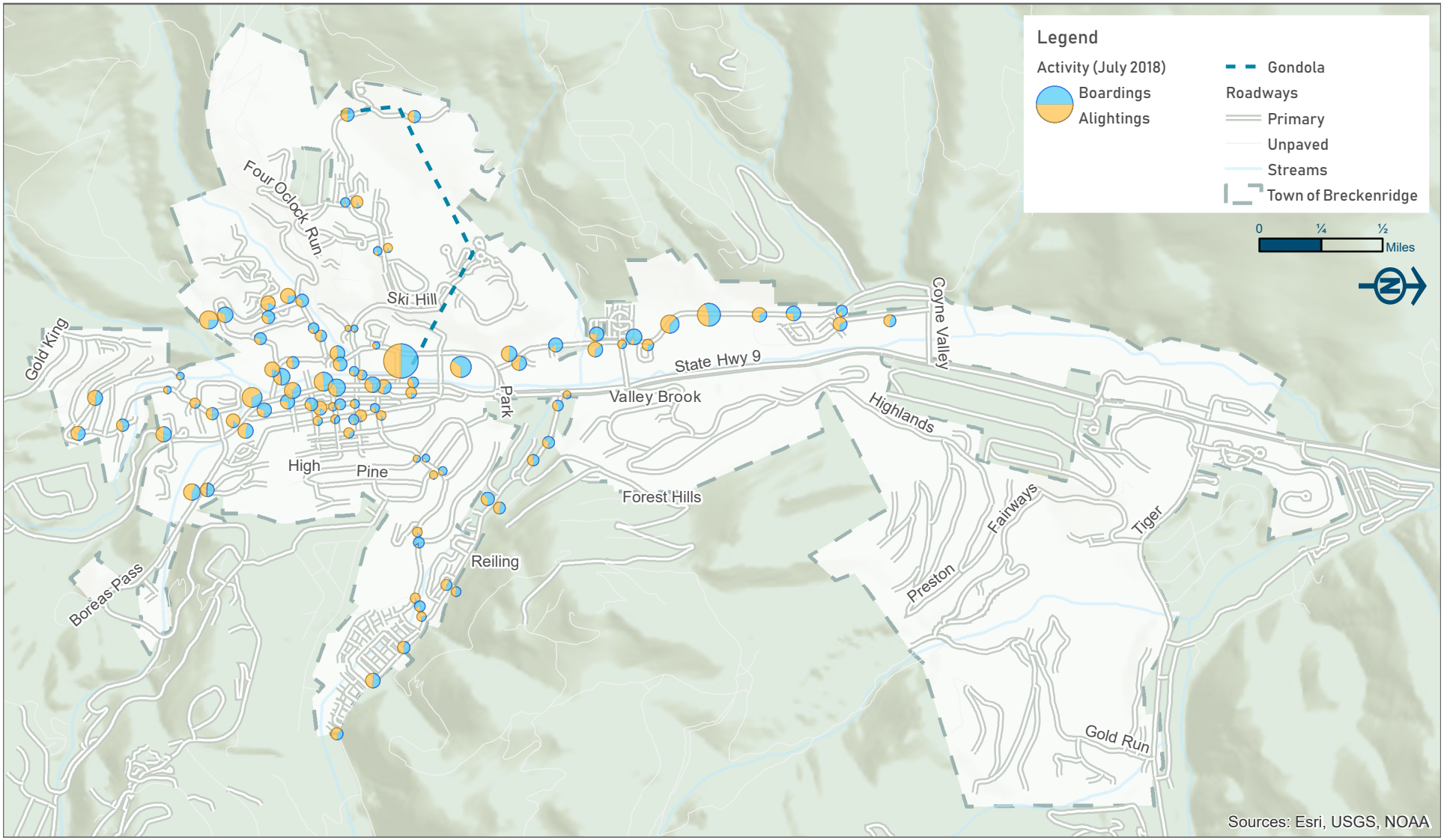
Figure 22 January 2019 Boardings & Alightings By Stop



Summer Network Stop Activity

Figure 23 visualizes the average daily activity at Breck Free Ride stops in July 2019. As in the corresponding Winter Network map, the map includes only boardings and alightings on routes directly operated by the Town of Breckenridge, and therefore underestimates the volume of activity at stops serviced by Epic Discovery Express (operated by Vail Resorts). As in the Winter Network, Breckenridge Station sees more ridership than any other stop in the Summer Network, experiencing almost 900 boardings and 900 alightings on the average July day. The two other stops that see over 200 combined boardings and alightings on the average July day are Breck Terrace #2 and City Market.

Figure 23 July 2018 Boardings & Alightings By Stop



The Importance of Scheduled & Actual Running-Times

Proper calibration of schedules to real-world running times is essential. On one hand, overly aggressive schedules can create discrepancies between scheduled and actual arrival times that lead to late buses and on-time performance and reliability issues for customers. On the other hand, overly conservative schedules mean buses are either waiting needlessly at stops to realign with the schedule (and could be getting customers to destinations faster and cycling more efficiently) or departing from stops earlier than scheduled, upsetting customers who arrive at bus stops on time. One of the central challenges in Breckenridge is creating a schedule that works effectively for a variety of traffic conditions.

Speed & Reliability

Trip Distribution

All trips onboard town-operated routes (which feature onboard equipment capable of generating ridership and performance data) were examined to find insights in existing schedule adherence. Vail Resorts and contractor-operated services do not currently generate any data. At the time of writing, stop-level arrival times were not available for July 2018.

A distribution was created using data from January 2019 to examine the spread of schedule adherence across all trips by route. In this analysis, a vehicle is considered 'late' if it records an arrival to any stop more than five minutes past its scheduled time. Conversely, a vehicle is denoted as arriving early if it reaches any stop before its scheduled time.

Median Schedule Adherence

Figure 24 presents a few key metrics from the aforementioned distribution. The Median Stop Arrival Variance – which is calculated by subtracting the actual arrival time from the scheduled arrival time and then rounding to the nearest minute – is only one or two minutes more than scheduled for almost all routes in the Winter Network. The means that, for each route, half of the recorded trips arrived less than one or two minutes late to each stop while the other 50 percent of trips arrived more than these one to two minutes late. While Purple A and Purple B showed the higher variance values for the all-day network, the Employee Parking Shuttle appears as an outlier. The tight scheduling of this five-trip, early-morning service can likely be attributed with the suboptimal performance.

Percent Late/Early

The trip distribution identified 17- to 23-percent of all stop arrivals where the bus was running more than five minutes late. Conversely, the all-day network earned an on-time performance percentage in the high-70s to low-80s.

The existing network assigns a timepoint to every stop in the system, which means that operators should be constantly monitoring their route and schedule adherence to never pass or depart a timepoint early. In the study month, three all-day routes arrived at about one-fifth of their stops early, requiring drivers to pull over and service the stop regardless of if there are no passengers who wish to board or alight. Notably, Purple A and Purple B experienced this situation at less than one in every ten stops along their trips. Tied for the highest early percentage, the Black Express route appears to have a good amount of running-time built into the current schedule.

Impact of Weekly Trends

The transit system currently operates a single service type consistently throughout the week and throughout the season (with the exception of some additional services, such as the Ski Hill Shuttle). There are numerous advantages of running few service types: maps and timetables are easier to craft and are more legible to the passenger and a consistent schedule is easier to staff and schedule. Performance data from January 2019 suggests a more pronounced deviation of schedule adherence than the current schedules can account for.

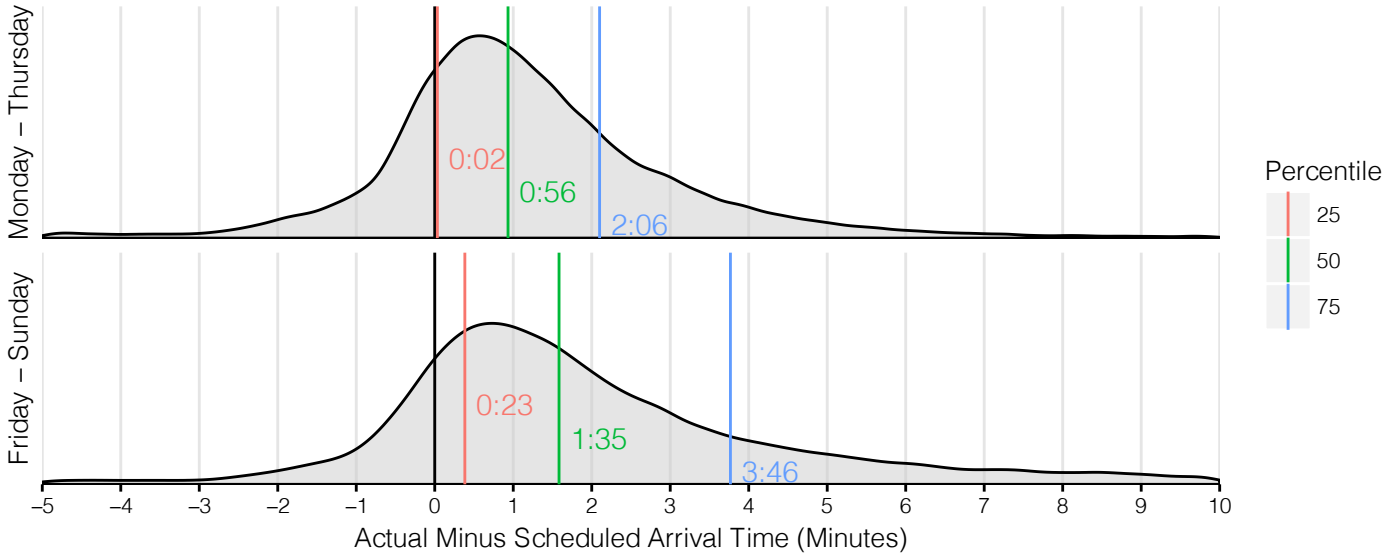
Figure 25 displays two distributions, one for all trips occurring from Monday through Thursday and the second for trips during Friday through Sunday. During the first half of the week, the median (50th percentile) value shows that routes are slightly less than one minute late arriving to each stop, compared to about one-and-a-half minutes during the second half. The difference is more apparent when examining the 75th percentile; one-fourth of stop arrivals Monday through Thursday arrive more than two minutes late while one-fourth of stop arrivals Friday through Sunday are more than three-and-a-half minutes late

Figure 24 Schedule Characteristics and Schedule Adherence

Route*	Scheduled Running-Time (min)	Average Scheduled Speed (mph)	Median Stop Arrival Variance (min)	Stop Arrival Percent Late	Stop Arrival Percent Early
Yellow Route	38	10.1	+1	17%	21%
Main Street Trolley	23	8.2	+1	20%	23%
Brown Route	36	11.1	+1	17%	22%
Purple Route A	24	15.3	+2	23%	8%
Purple Route B	21	15.7	+2	18%	6%
Employee Parking Shuttle	20	17.7	+5	45%	6%
Black Express Route	21	15.2	+1	5%	23%
Gray Route	46	11.2	–	–	–
Main Street Trolley	25	7.5	–	–	–
Purple Route A	24	15.3	–	–	–
Purple Route B	22	15.7	–	–	–

[1] Resort-operated routes, where ridership and trip data were not available, are excluded from this table

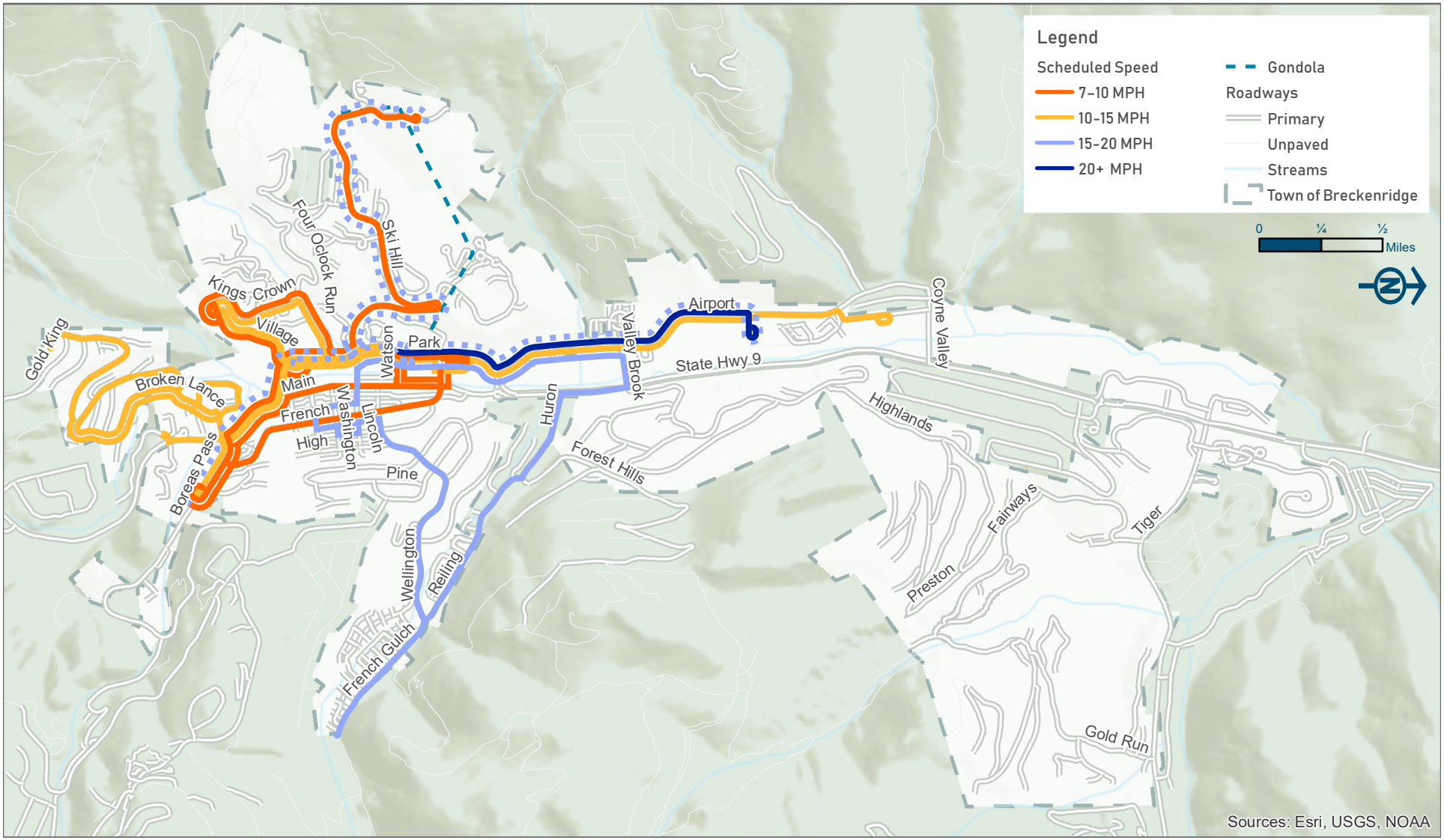
Figure 25 Schedule Adherence Variance Comparing Monday – Thursday and Friday – Sunday



Winter Network Scheduled Speed

Figure 26 visualizes the scheduled speed of routes in the Winter Network. During the winter period, there are multiple routes that operate at less than 10 miles per hour. Additionally, two of the primary routes, Yellow and Brown, operate between 10 and 15 miles per hour. These routes are likely stopping more often for people to board and based on observations, boardings in the winter take longer due to the presence of boots and equipment. These routes are also operating on primary corridors, which could indicate that traffic is also a factor in their scheduled speed. While it is important to set the schedule times as to not consistently be running late, it is also important to provide service to destinations as efficiently as possible.

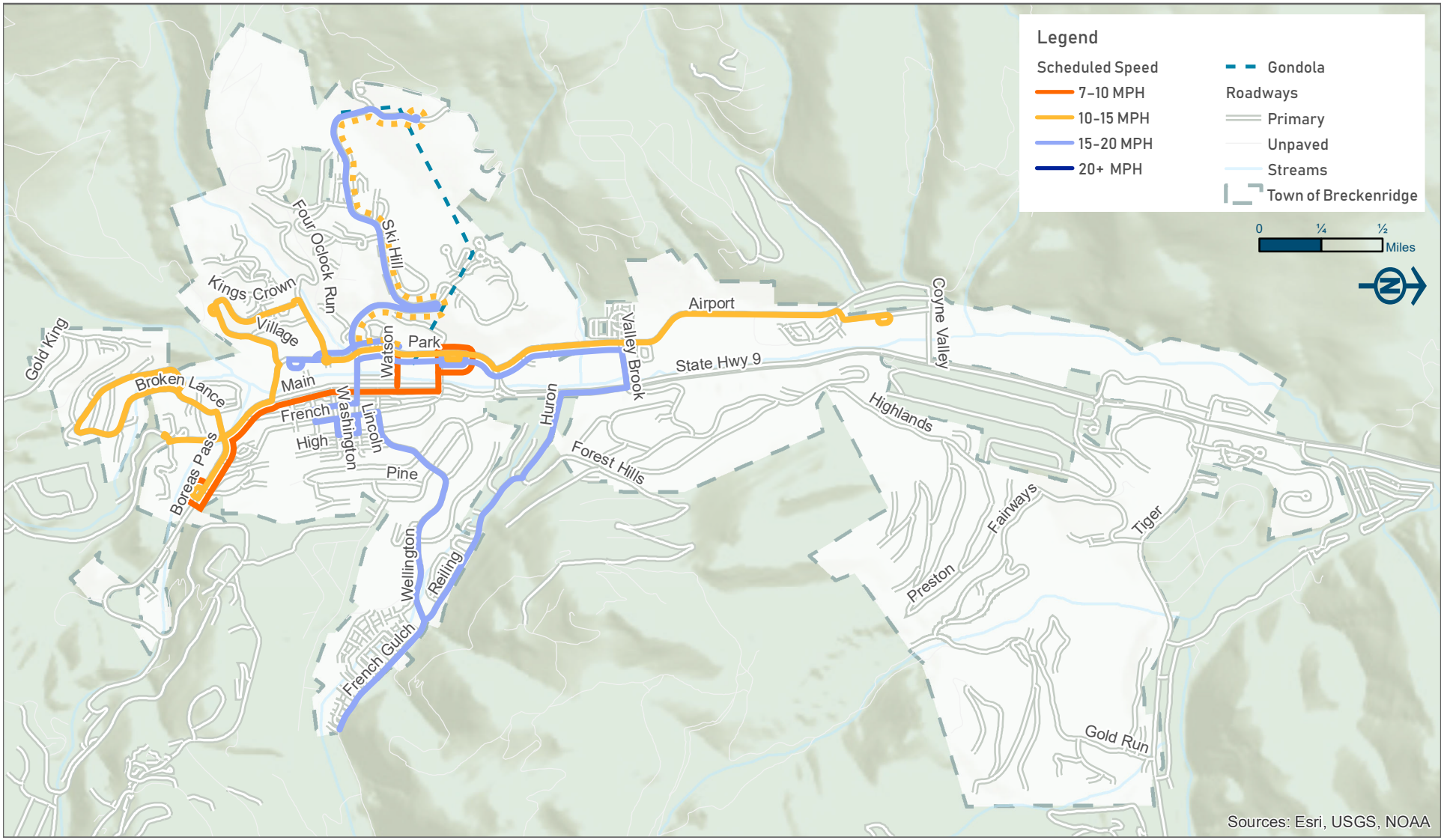
Figure 26 Winter Network Scheduled Speed By Route



Summer Network Scheduled Speed

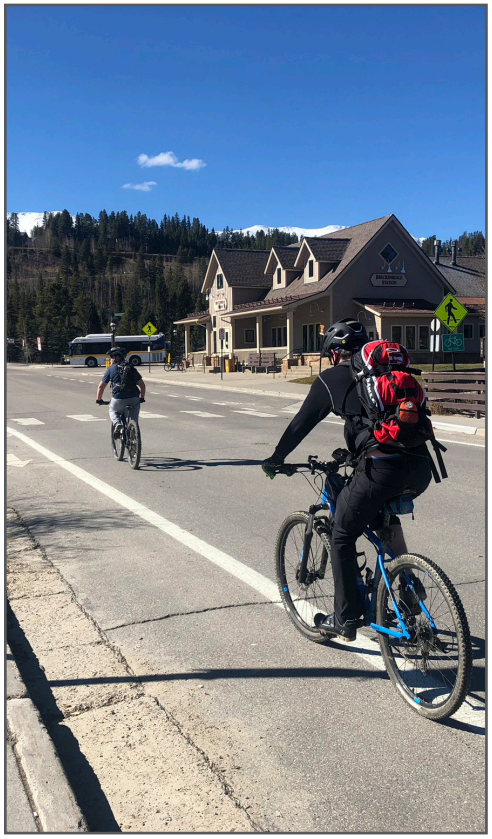
Figure 27 visualizes the scheduled speed of routes in the Summer Network. As opposed to the winter network, only the Main Street Trolley operates less than 10 miles per hour. The difference in boarding time and fewer vehicles in town during the summer season is reflected in the scheduled speed. Buses are able to operate more efficiently during the summer.

Figure 27 Summer Network Scheduled Speed By Route



Multimodal Connectivity

Most every transit trip is actually a multimodal trip that involves walking, driving, or biking to and/or from the bus stop. To attract and retain transit ridership, it is important that access to transit is comfortable, safe, and convenient. The sidewalk network and conditions, trails and bikeways, and parking lots are all components of access to transit and connectivity. Figure 28 identifies existing bikeways, key pedestrian areas like Main Street and the Riverwalk, and proposed parking structures from previous planning efforts that could feed transit use. It should be noted that the use of many bike facilities is reduced in winter months by the presence of snow and ice.



Bicyclists arriving at Breckenridge Station from Summit Stage (top)
Bicyclists connecting to Blue River Bikeway near Breckenridge Station (bottom)

Pedestrians along the Blue River Bikeway (top)
Full parking lot at the South Gondola Lot adjacent to Breckenridge Station (bottom). The South Gondola Lot is currently planned for a future parking garage.

Investments in Pedestrian Areas

The Town of Breckenridge has made great investment in pedestrian infrastructure and placemaking in the Downtown Area. Both the streetscaping of Main Street and the development of the Riverwalk area make walking around Downtown attractive and create stronger connections to transit. Additional investment in sidewalk and street enhancements will make riding transit more accessible and appealing. A stronger pedestrian connection between Main Street and Breck Station would help make the transit routes serving the station feel better connected to other Downtown destinations. Building sidewalks where there are none today will also expand the reach of the transit system. For example, Warriors Mark, Wellington, and the Block 11 areas are missing sidewalks today.

Parking Strategies

Traffic congestion in Breckenridge creates frustrations for many drivers and is detrimental to providing effective, predictable transit service. Gridlocked streets greatly increase the travel times for buses and make it nearly impossible to maintain on-time service. A strategy to address this challenge is to increase the number of parking spaces on the north and south end of town, and connect these parking areas to transit. By intercepting visitors with transit on the edge of town, the number of vehicles, and congestion, in town may be reduced.

Pedestrians along Main Street during the International Snow Sculpture Competition weekend

Bicycle Network

Bike Lanes

Dedicated on-street bike lanes provide north-south bicycle connections in the Downtown area. Main Street and Park Ave have lanes that help provide connections to Downtown shops, F Lot, Breck Station, and the Blue River Bikeway.

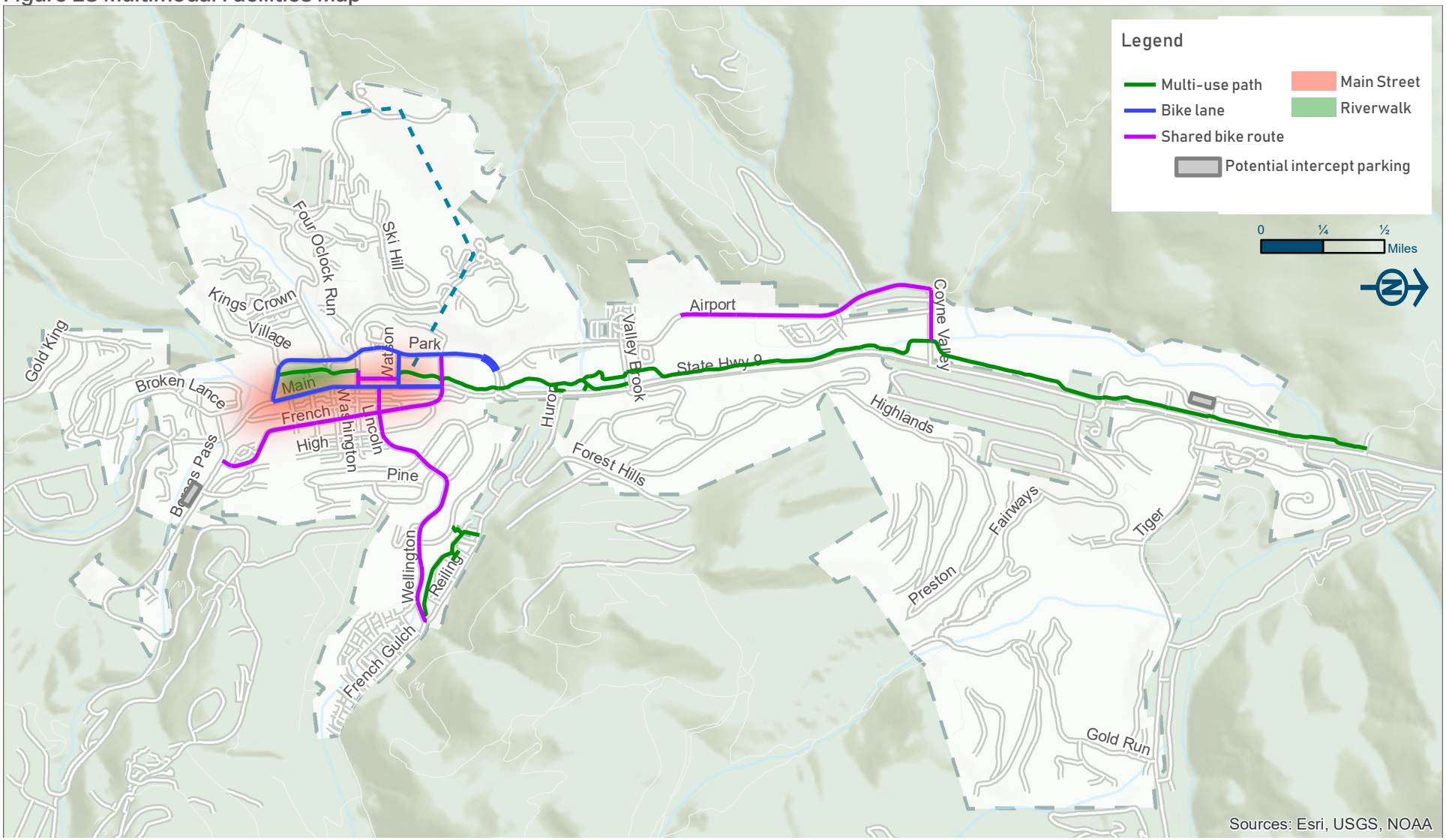
Shared bike routes

Roadways marked with bicycle symbols create shared bike routes and are present on a variety of streets in the town. French Street, Wellington Road, and Airport Road are the longest routes in Breckenridge, and connect residents to retail areas.

Multi-use paths

Off-street paths in Breckenridge provide connections to local destinations, recreational opportunities, and a regional connection to nearby communities. The Blue River Bikeway serves as a north-south spine for the bike network. There are additional paths, both paved and unpaved, throughout residential areas.

Figure 28 Multimodal Facilities Map



Main Street Trolley stop in Downtown (top)
Lodging Shuttle stop in Downtown (bottom)

Marketing & Communication

As Breckenridge is a destination location, there are consistently people in town that have not used the transit network before. To increase transit ridership and reduce the need for people to drive, it is important to communicate where transit can take you and how to use it. Bus stops are one primary location where people identify the ability to ride transit and learn where they can go. Free Ride uses a variety of tools to provide information to the community about transit services in Breckenridge. The following information identifies what types of materials are available and how they are accessed as well as how Free Ride communicates with the community. Overall, the town provides a variety of useful information to encourage the use of transit. Added information and consistency in materials would be useful for visitors who are not familiar with the town. For example, materials that could be provided with lodging check-ins or in rentals could further boost awareness of transit and encourage people to ride the system.

Website

The Town has a dedicated transit website that can be accessed through the town's main webpage or on its own. The website has a wealth of information available for people who want to know how to use the system and may be riding for the first time and for regular riders who want to know where their bus is or what time it will arrive at their stop. Maps of the system and each route along with schedules are prominently available on the website. The website provides a number of resources and guides and is easy to navigate.

Mobile App

The real-time information available on the Free Ride website is also available through the mobile app, My Free Ride. The app provides real-time travel information about stops, bus arrival, bus capacity, and more. The app is heavily marketed for residents and visitors to be able to easily find out where to access their desired bus route and when it will arrive. The app also provides updates on the system such as construction or other delays that are slowing the buses down so that people can plan for those delays and plan their trips accordingly. Additionally, it is possible to select favorite routes or stops and schedule notifications through the app for specific days and times to catch the bus. The mobile app is linked to the Free Ride's intelligent transportation system software. The software is managed through the transit agency so any changes in the network can be easily and automatically updated in the app. This reduces the possibility of errors or delays in information.

Bus Stops

Bus stops are very powerful mechanisms to provide information. Currently, approximately 25% of Breckenridge's bus stops have shelters. There is a difference in the available information at bus stops with shelters and those without as there is more space available to post information when a shelter is present. Shelters in Breckenridge are semi-enclosed to provide relief from the weather and many have real-time bus arrival information on electronic message boards as well.

Schedules and Maps

Bus schedules for the appropriate route(s) are placed at each bus stop. The information includes the route name and scheduled bus arrival times. Transit system maps are very useful as they show the connectivity of the system for the transit routes, but also to the town and destinations as well. System maps can significantly increase the use of transit by helping people understand the breadth of locations they can access by transit. Currently, some bus stops with shelters do have system maps, but not all of them. Maps are also missing at bus stops where there is no shelter. In some locations where system maps are present, they are not located adjacent to the schedule information. This can present difficulties to people who are attempting to use the system and figure out where they are going.

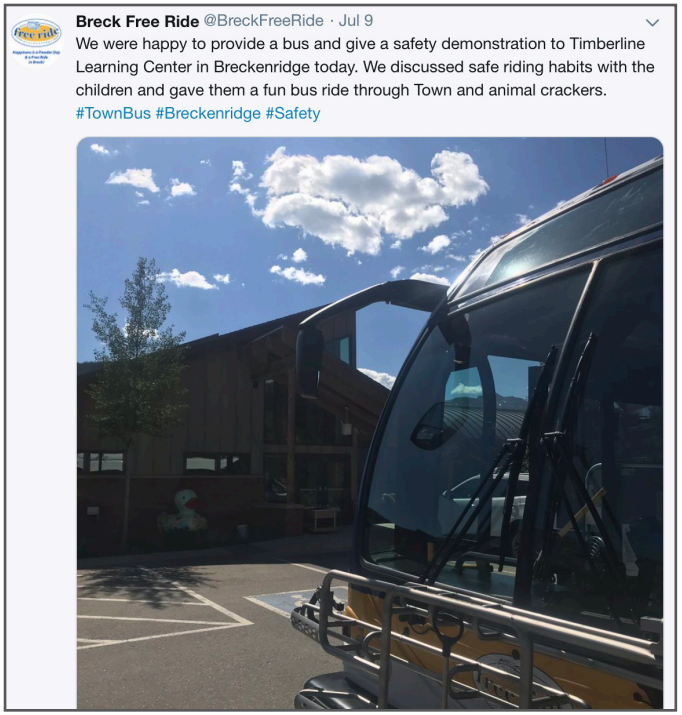
Social Media

Breckenridge Free Ride has an active social media presence and uses Twitter regularly to communicate with the community. Facebook is also utilized to provide information by comes from the Town's primary Facebook page. Information regarding changes in service, delays, events, and more are provided through tweets and posts. On Twitter, @BreckFreeRide has 458 followers, and @TownBreckCO has over 9,800 followers.

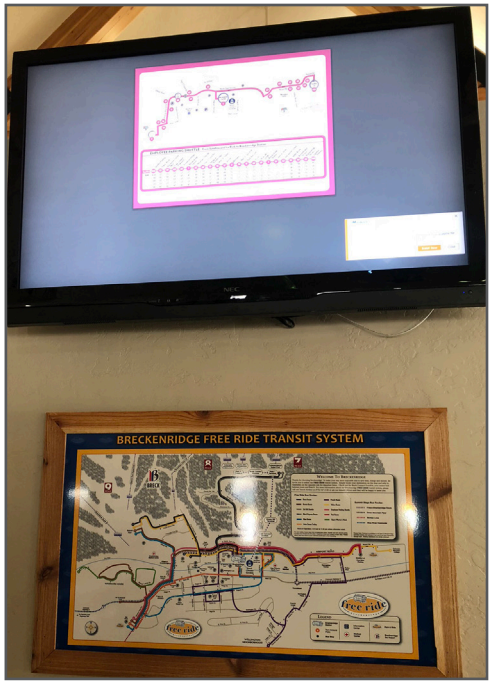
Promotional Cards

The Town has developed small promotional cards that encourage people to use their website and app and to use transit instead of driving in Breckenridge. The cards are consistent with other town materials and complement the character of the town. These cards are provided to businesses and other locations where visitors frequent.

Marketing materials to promote Free Ride



Twitter post from July 2019 (top)
Bus shelter with schedule information and real time bus arrival signage (bottom)



System map and real-time information screen at Breckenridge Station (top)
Free ride bus stop without shelter (bottom)

Operations, Fleet & Facilities

Organizational Structure

Breckenridge Free Ride is managed and directly operated by Town of Breckenridge staff under the Public Works Department. The town uses contracts and intergovernmental agreements to operate some of the services. Free Ride is recognized as a rural transit system by the Federal Transit Administration (FTA) and receives some federal funding for operations and capital expenditures. Approximately 85% of operating funds are local from the Town's budget.

What makes Free Ride, and other rural systems like it, successful is the local government's commitment to transit through a dedicated funding stream. Breckenridge Free Ride has strong management staff, high ridership, and a solid funding base in place, providing a solid foundation for continued enhancement of the transit system.

Bus stop shelter facility along Airport Road

Current Fleet

Breckenridge Free Ride operates a variety of buses that range in age from new to 17 years old. The Town is in the process of procuring their first electric buses from Proterra which are anticipated to be delivered this fall as part of its goal to reach an all-electric bus fleet by 2030. Current vehicles are from a mix of manufactures and models that range from 27 to 35 feet in length and 20 to 28 people in seating capacity. Figure 29 identifies the current fleet and details. Free Ride operates these vehicles in a difficult environment of heavy passenger loads (particularly when events are in town) and severe winter weather. As vehicles age, this can place a strain on the maintenance department to ensure vehicles are operational, particularly in the winter.

Normal winter peak vehicle requirements are 17 fixed-route vehicles. Non-winter peaks operate less service and require fewer vehicles allowing for significant downtime for older vehicles for maintenance and potential use as back-up vehicles. Retirement of the three oldest vehicles will reduce the average fleet age from 6.5 years to 4 years. Only the three oldest buses have more than 300,000 miles and a majority of the fleet is in excellent or good condition. Breckenridge is keeping up with fleet replacement and maintenance of buses.

Recommendations for the future fleet will be developed as part of the transit plan. The number of vehicles and their size and type will be dependent on the strategies and recommendations for the future network.

Operating Facilities

Breckenridge Free Ride operates one transit center within the system. Breckenridge Station is the primary hub that all bus routes currently utilize and is located near Downtown Breckenridge adjacent to the gondola terminal. Breckenridge Station was built in 2006 with a grant from the Federal Transit Administration. The land is owned by Vail Resorts and is leased by the Town. Upgrades to some facilities within Breckenridge Station are planned when funding is available. Beyond Breckenridge Station, the town has 20 shelters in its system that are maintained and operated by Free Ride. These shelters are all in good or excellent condition (as of July 2019).

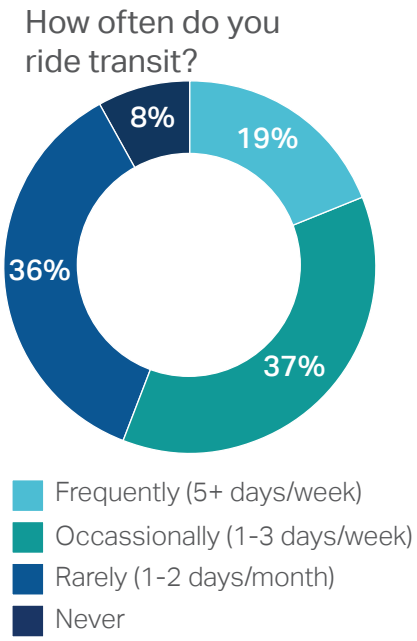
Free Ride also operates two support facilities – a bus maintenance facility and bus barn for parking. Both of these facilities are located adjacent to the Public Works building on Airport Road. New bus bays have been added to the bus barn in 2019 in order to accommodate additional buses and prepare for the electric buses that are expected to be delivered in 2019.

Manufactured Year	Mileage*	Vehicle ID	Manufacturer	Model	Length	Capacity
2002	433,661	9209	CCI	Opus LFB-29	30	20
2002	414,358	9207	CCI	Opus LFB-29	29	20
2008	256,872	9215	GIL	G30B102N4	35	28
2008	238,019	9214	GIL	G30B102N4	35	28
2013	168,745	9224	GIL	G27E102N2	29	20
2013	93,212	9221	CMC	EZ STREET	27	20
2013	77,936	9222	CMC	EZ STREET	27	20
2016	83,539	9225	GIL	G27E102N2	29	25
2016	63,514	9226	GIL	G27E102N2	29	25
2016	47,562	9227	EBC	EZRIIM35	35	28
2017	67,830	9228	EBC	EZRider32	32	24
2017	58,491	9230	EBC	EZRM-32	32	24
2017	53,691	9229	EBC	EZRM-32	32	24
2018	8,442	9233	EBC	EZ-RIDER 32	32	24
2018	6,653	9232	EBC	EZ-RIDER 32	32	24
2018	6,364	9231	GIL	G27E102N2	30	25

CCI: Chance Bus Inc. GIL: Gillig Corporation CMC: Champion Motor Coach Inc. EBC: ElDorado Bus
*Mileage as of July 2019

Bus maintenance facility (top)
Bus barn storage facility (bottom left and right)

Figure 30

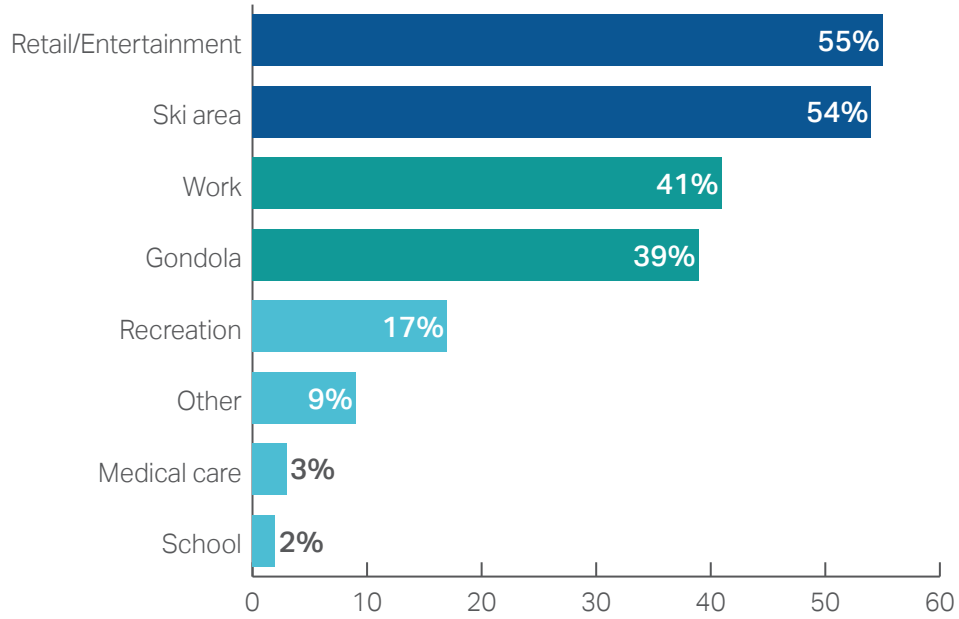


Community Survey Summary

About the Survey

A community survey was conducted from April 28th through May 30th to gain information from the community about transportation needs, their existing interaction with riding Breck Free Ride or other service in Breckenridge, and how the bus network could better serve them in the future. A total of 397 surveys were completed, representing a variety of perspectives including full and part time residents, employees, and visitors. The survey responses support the development of recommendations that can aid the Town of Breckenridge in meeting their goals for public transportation, mobility, and sustainability. The following information provides a summary of the survey questions and responses. Full survey questions and responses can be found in Appendix C.

Figure 31 Where do you typically go when riding the bus?



Key Response Findings

To understand the background of the respondent's transit experience, the survey first asked how often the respondent uses transit in Breckenridge (Figure 30). People who took the survey provided perspectives from those who ride frequently to never. Overall, a majority of respondents, 56%, ride transit regularly with at least one trip per week and only 8% never ride transit. The responses from each group will provide insights as to what types of improvements will be most useful to existing riders versus attracting new riders to the system.

Ridership data collected from the buses provides information on where people get on and off the bus, but does not indicate the actual purpose or destination of the trip. For survey respondents who do use transit (includes frequent, occasional, and rare riders) the purpose or type of destination for their transit trip(s) were asked. Participants could identify all options that apply (Figure 31).

Survey respondents identified a variety of trip purposes. The top response was for retail or entertainment purposes. The next trip purpose was to the ski areas, followed by work and the gondola. This indicates that trips to downtown, businesses, and resort or skiing areas are the greatest destinations where people are choosing to ride transit. This correlates with the high number of trips from boarding data in or near the downtown area, including Breckenridge Station, and at the resorts.

People who live (full-time or seasonally), work, and access recreation in Breckenridge are more likely to ride the bus frequently. Those who live nearby but outside Breckenridge are likely to ride transit only occasionally or rarely.

Reasons for Transit Use

While it is important to understand how often people are using transit and where they are going, for planning purposes it is crucial to identify the reasons why people are choosing to ride transit or not. The factors that contribute to why transit is or is not a chosen mode of transportation are particularly useful to identify the types of improvements to the transit network that may be most correlated with increasing ridership on the transit network. Additionally, there are some factors that may not be able to be altered, such as weather or the access to destinations too remote for effective or efficient transit service. Understanding the magnitude of these factors in decision-making for riding transit can ensure that resources and improvements to transit are utilized in the most effective ways.

Overwhelmingly, the two primary reasons that people use transit in Breckenridge are because the bus is convenient to access and/or to their destination, and that parking is difficult and/or costly. Only 11% of respondents identify that they ride the bus because they have no access to a vehicle. This indicates that riding the bus for a particular trip is a choice for a majority of riders. People also indicated that sustainability, safety, and cost of transit factors that positively impact the use of transit in Breckenridge.

Looking deeper into the data for statistical differences between groups of respondents, some interesting differences were identified. Respondents that live in areas surrounding Breckenridge and visitors indicated at a higher rate than those who live in town that riding the bus is economical. As Breckenridge is a small town, those with longer trips are more likely to realize the financial benefits of free transit than those with very short trips. Additionally, people who live in Breckenridge seasonally most identified over other groups that the bus schedule is frequent and meets their needs. Respondents living in the town on a seasonal basis may have more flexibility in their schedules, which could contribute to their greater use of transit over those who live or work in Breckenridge full time.

On the other hand, people indicated that their top reasons for not riding transit include access to errands/other trip purposes or bus stops that are not convenient, and that riding the bus takes longer than to drive. Additionally, a number of people indicated that bus service does not run late enough.

Figure 32 What are the primary reasons you ride transit?

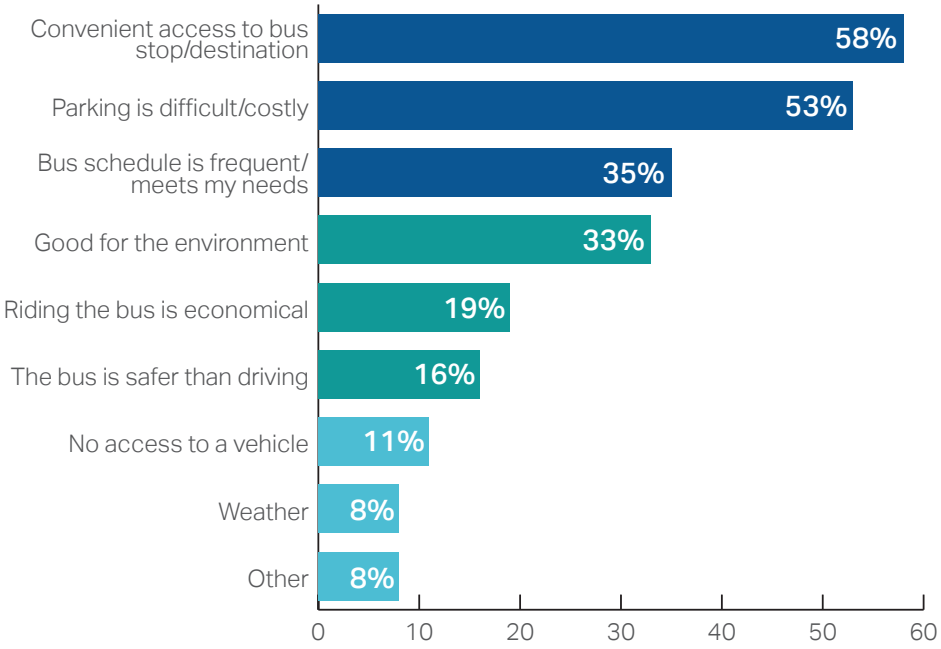


Figure 33 What are the primary reasons you do not ride transit?

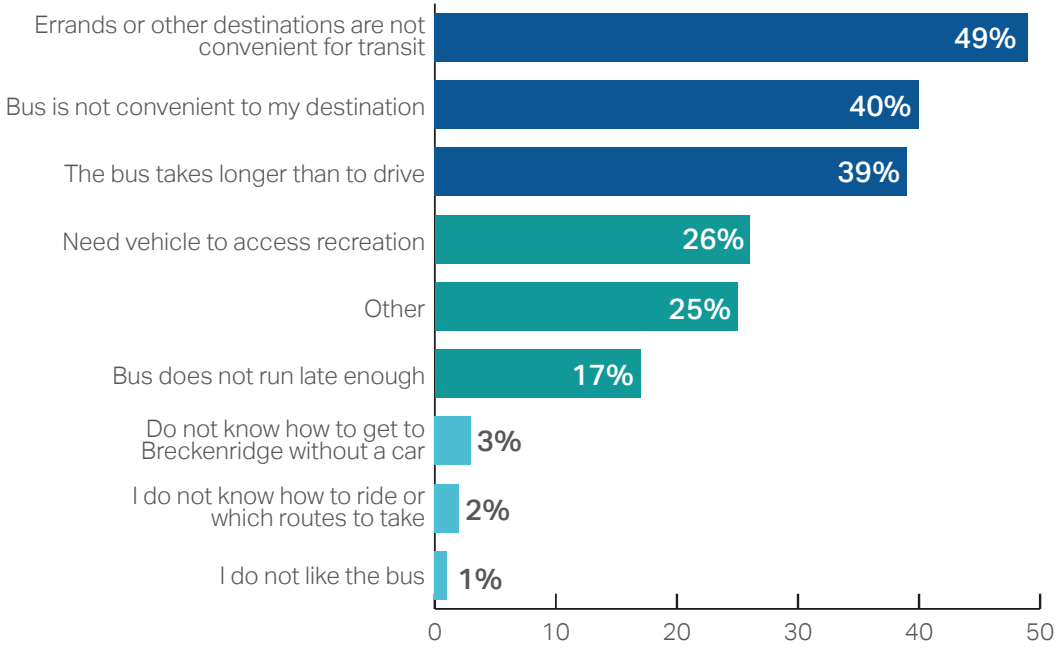


Figure 34 What would most encourage you to ride the bus more or start riding?

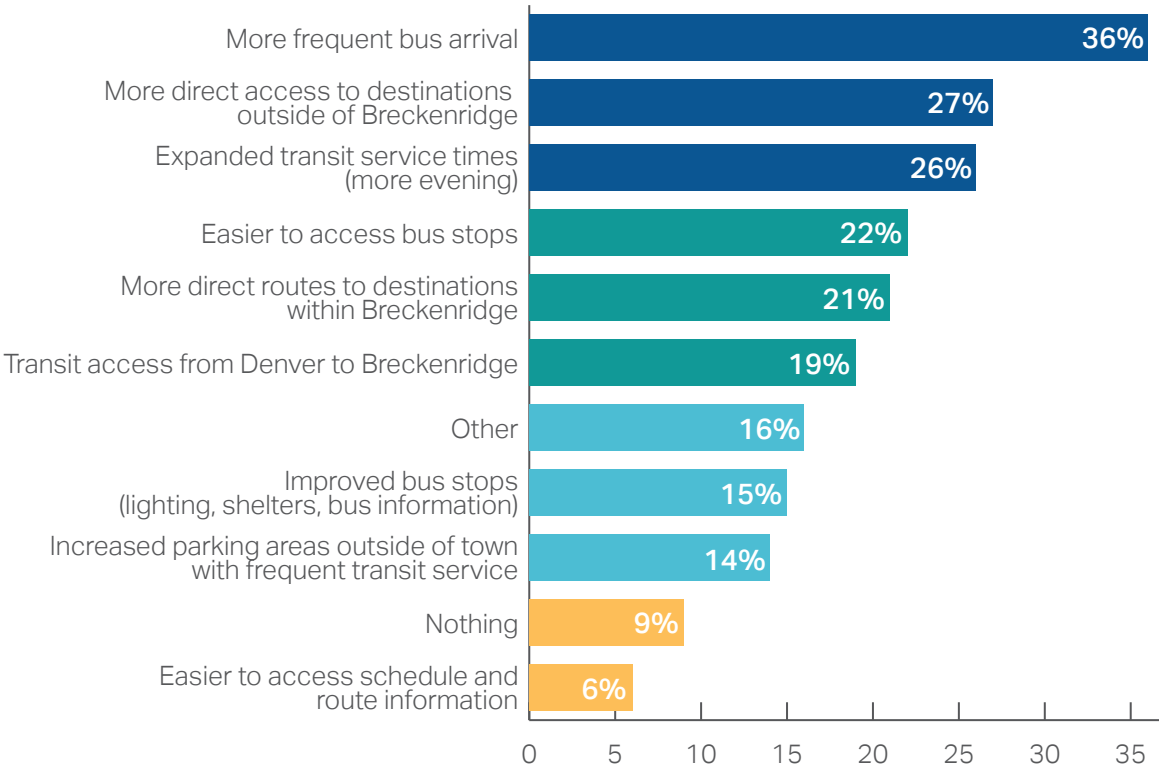
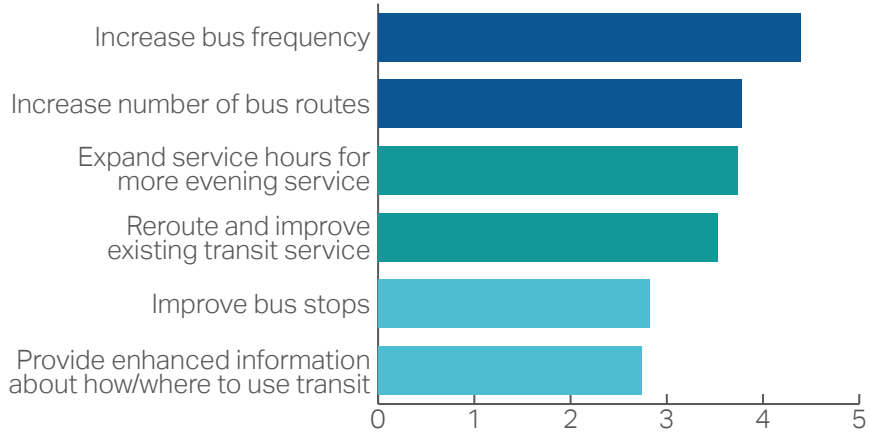


Figure 35 Prioritize the following types of improvements to the bus system.



Transit Improvements

Identifying desired improvements to the transit system to increase ridership is a key component of this plan. The survey asked respondents what would encourage them to ride the bus more often or to start riding the bus in general. Participants were asked to identify their top three choices. The top three overall responses were for more frequent bus arrival, more direct access to destinations outside of Breckenridge, and more evening service, respectively. Survey respondents were also asked to prioritize potential funding for desired improvements. Frequency of service, increasing bus routes, and extending service hours were the top priorities expressed. This correlates with the desired type of improvements and shows potential support of funding from the community for these types of improvements.

Looking at the statistically significant differences between responses, the following findings were identified as pertinent to understanding the need for and type of transit improvements.

- People who live in surrounding areas, work in Breckenridge, and visit frequently indicated that more direct access to destinations outside of Breck would encourage more transit use.
- Visitors wanted to see improved bus stops/shelters/information more than any other group.
- Employees identified expanded service hours as an encouragement for riding more and a high priority. Frequent bus riders also identified expanded service hours as a priority more than those who do not ride the bus often or at all.
- Business owners identified enhanced info about how/where to use transit as a high priority, likely as they are in frequent communication with visitors. Materials to communicate the network could be very useful to them. Visitors also prioritized enhanced information over residents and employees.
- For people already riding transit, increased frequency of bus service is more desirable as a high priority than for those who don't ride. Those who don't ride prioritized increasing the number of bus routes more than frequency of service.
- Occasional and rare riders prioritized enhanced information about how/where to use transit more than frequent riders.

Peer Agency Comparison

As a component of the transit system performance analysis, a peer transit system review was conducted to identify how the Free Ride system is operating compared to its peers and if there are particular lessons that can be learned from other systems and applied in Breckenridge.

Breckenridge Free Ride's performance measures and other characteristics were reviewed in the context of comparable ski-oriented mountain transit systems of similar size or other characteristic such as funding or fleet composition. Eight "peer" systems in Colorado, California, Nevada, Idaho, and Wyoming were selected which share some characteristics with Breckenridge (Figure 36). Peer reviews necessitate consistent data and performance measures. For these purposes, the National Transportation Database (NTD) data for each system was utilized. Data from 2017 was the most current reported data at the time of this report.

Overall, Breckenridge performs comparably to many of its peer agencies. For the data collected here, only information to the local bus network was utilized to compare like transit operations as Free Ride does not operate regional or commuter service at this time.

The Town of Vail is an outlier in this group, but has a smaller service area in a more compact and dense setting. Steamboat Springs, Colorado and Park City, Utah produce more boardings and operate in similar operational settings.

Looking specifically at the operating expenditures in Figure 37, Breckenridge has one of the highest operating costs per hour the bus is in service. This indicates that the buses are running slower and is a potential place for efficiency in the network to be gained.

One-Way Trips	
Town of Vail	2,800,000
Park City	2,048,480
Steamboat Springs	1,134,565
Breckenridge	1,009,179
Tahoe	800,688
Sun Valley	492,991
Winter Park	453,821
Roaring Fork	264,980
Jackson Hole	27,870

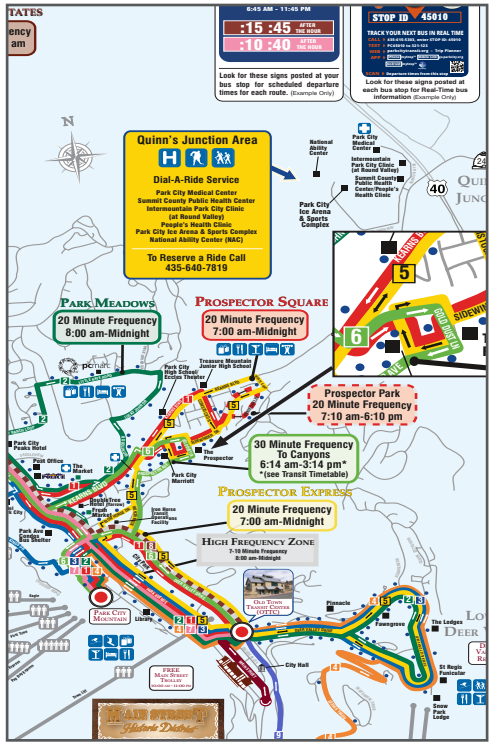
Revenue Hours	
Roaring Fork	100,291
Park City Transit	77,607
Town of Vail	62,000
Breckenridge	48,141
Steamboat Springs	42,136
Tahoe	33,773
Sun Valley	31,024
Winter Park	24,962
Jackson Hole	1,374

Revenue Miles	
Park City Transit	1,150,919
Roaring Fork	965,155
Town of Vail	640,000
Steamboat Springs	542,102
Breckenridge	504,820
Sun Valley	504,436
Tahoe	416,238
Winter Park	359,689
Jackson Hole	40,436

Trips/ Revenue Hour	
Town of Vail	45.2
Steamboat Springs	26.9
Roaring Fork	26.7
Park City Transit	26.4
Tahoe	23.7
Breckenridge	21.0
Jackson Hole	20.3
Winter Park	18.2
Sun Valley	15.9

Trips/ Revenue Mile	
Town of Vail	4.4
Roaring Fork	2.8
Steamboat Springs	2.1
Breckenridge	2.0
Tahoe	1.9
Park City Transit	1.8
Winter Park	1.3
Sun Valley	1.0
Jackson Hole	0.7

Figure 36 Boarding and Service Productivity Comparison



This excerpt from a Park City Winter Transit Guide shows a high level of information and complexity making it difficult to clearly identify how and where to use the system.

Funding and fare structures are also important items to consider. Many of the peer agencies operate fare-free systems for local bus travel. This type of system allows for visitors to easily use transit as an option and also allows for faster boarding times as people in these resort communities typically have other gear they are carrying and gloves in the winter season.

Breckenridge Free Ride operates a similar to slightly higher level of service during the summer season over many of the peer agencies. The number of bus routes and frequencies of service does decrease in each peer community during the summer season.

Beyond looking at operating expenditures, boardings, and service productivity, Peer agencies can be beneficial to identify best practices in other aspects such as how they communicate information, the organizational structure, fleet composition, and more. As Breckenridge continues to see increases in visitors and transit use, these other factors are very important to consider.

All of the peer agencies studied use a color-coded system for their routes. Some utilize a color and number system. As the systems get larger with more routes, the colors begin to be more difficult to communicate and understanding the system is not as intuitive, particularly for people who are visiting for short periods of time or not used to using transit. Colors can be better suited to communicating differences between types of transit service or how often the bus arrives.

Operational Expenditures	
Roaring Fork	$ 9,795,262
Park City Transit	$ 9,368,367
Town of Vail	$ 5,000,000
Breckenridge	$ 4,129,757
Steamboat Springs	$ 3,118,134
Tahoe	$ 3,061,655
Sun Valley	$ 2,159,475
Winter Park	$ 1,860,216
Jackson Hole	$ 203,718

O.E. / Revenue Hour	
Jackson Hole	$ 148.27
Park City Transit	$ 120.72
Roaring Fork	$ 97.67
Tahoe	$ 90.65
Breckenridge	$ 85.78
Town of Vail	$ 80.65
Winter Park	$ 74.52
Steamboat Springs	$ 74.00
Sun Valley	$ 69.61

O.E. / Revenue Mile	
Roaring Fork	$ 10.15
Breckenridge	$ 8.18
Park City Transit	$ 8.14
Town of Vail	$ 7.81
Tahoe	$ 7.36
Steamboat Springs	$ 5.75
Winter Park	$ 5.17
Jackson Hole	$ 5.04
Sun Valley	$ 4.28

O.E. / One-Way Trip	
Jackson Hole	$ 7.31
Park City Transit	$ 4.57
Sun Valley	$ 4.38
Winter Park	$ 4.10
Breckenridge	$ 4.09
Tahoe	$ 3.82
Roaring Fork	$ 3.66
Steamboat Springs	$ 2.75
Town of Vail	$ 1.79

Higher

Lower

Figure 37 Operating Expenditure Comparison

2

Case for Action

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The Case for Action

The Transit Master Plan (TMP) represents an opportunity to reflect upon the current transit system, changes in Breckenridge in the past decade, and how the transit network supports the Town's goals. Breckenridge Free Ride has been developed to provide mobility options for people in town as well as mitigate the travel impacts of increasing visitorship, such as congestion and unpredictable travel times. Routes in the current system have been focused on providing access to key destinations.

The TMP looks at the network holistically for opportunities to better support the Town's goals. When considering changes to the Free Ride service that many customers are accustomed to, it is important to ensure that the reasons for making changes are clear. This section outlines five key factors supporting the case for action.

Five Key Factors for Change

- There is **a need to define clear goals** for transit in Breckenridge and how the network helps meet the Town's goals.
- **Demand for transit can overwhelm the system** during the highest-volume days.
- **Population, development, and visitors have increased** since the previous TMP in 2009.
- **The community has identified desired improvements** for frequency and other service options.
- It is an opportunity to **build on the success** of the current transit network.

A Need to Define Clear Goals

The Town has developed goals as a part of other plans, of which some relate to transportation and transit. However, there were no clear goals developed to identify the purpose for transit service. Without clear goals it can be difficult to focus transit resources as needs and demands change. For example, if a transit system is primarily focused on driving ridership, the network will concentrate high-frequency service in the areas with the most activity. On the other hand, if the system is focused on providing coverage, the routes will be spread out to provide access to the greatest number of people, but will not operate as frequently.

The TMP process heavily relied on town staff and utilized community feedback and other adopted Town goals to identify three primary goals for transit service:

1. **Make transit the first choice**
2. **Provide simple and legible information**
3. **Keep the Town moving on busy days**

These goals reflect desired outcomes of an improved transit network – primarily increased ridership – and build off of each other. Simple and legible information will help communicate the network and use of transit. The more people that can easily access and ride transit, the more people will think of transit as a first choice for mobility. As more people choose transit, the ability of the Town to maintain mobility during busy days increases.

Demand for Transit Can Overwhelm the System

The Town of Breckenridge has successfully grown its transit network since the early 2000s. Ridership gains have stemmed from significant increases in visitorship and demand, as well as increases in transit service and access to destinations. The system is run highly efficiently; however, on days when demand is highest and the greatest number of people are using transit, the system can become delayed.

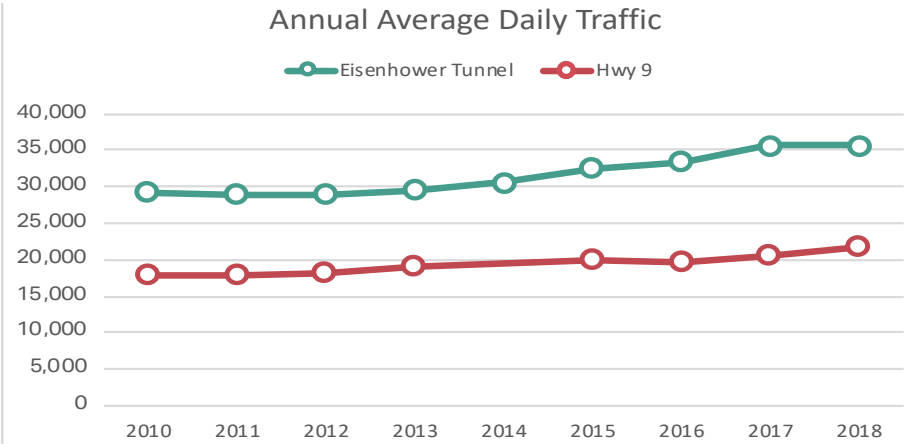
The transit network provides consistent frequency and hours of service each day of the week for both the summer and winter season schedules. The winter season has approximately 75% more hours of service offered daily than in the summer. This is useful to riders as there are no changes in bus frequency or service span for different days of the week. However, this also means that the same amount of service is provided regardless of the actual demand. There is opportunity to better match the scheduling and frequencies of the bus routes to be able to more consistently meet the actual demands, particularly when the town experiences significant peaks in demand in the winter season.

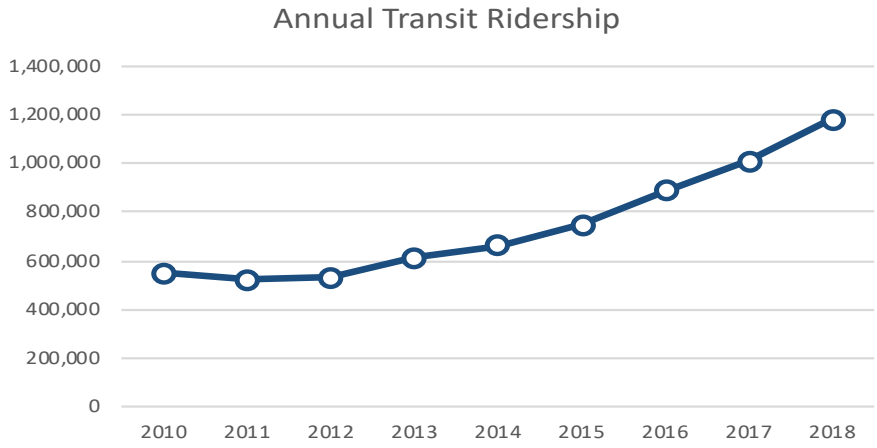
Population, Development, & Visitors Have Increased

Over the past several years, Breckenridge has continued to experience growth. The number of visitors, both day and overnight, have increased resulting in increased travel and associated congestion along key corridors to popular destinations in town. Highway 9 has experienced an increase in vehicles of more than 20% between 2015 and 2019. As a result, the town is experiencing an increase in the number of days per year that severe congestion is experienced. The ability for residents, employees, and visitors to get around town is hindered during these times, impacting local quality of life and the experience of visitors.

As parking can be difficult to find, more people are turning to transit to attend events, access the ski resort, go to work, and more. In order to provide reliable mobility options that can encourage people not to drive, the transit network must provide effective service that gets people where they want to go when they want to go.

Additionally, some housing developments have focused on providing affordable housing that is close to transit. These developments further increase both the need for and use of the transit network in town. Trips from these housing types are more likely to focus on access to employment, schools, shopping, and other daily needs of residents and workers.





The Community has Identified Desired Improvements

Through community surveys (from this project, and previous efforts of the Town), several key themes have consistently emerged as desired improvements to the transit system or issues that are experienced. These themes and needs include:

- Parking in town is difficult and people want options for getting around without having to drive and park.
- Primary destinations are currently met with the network; however, there is a desire for connectivity to more neighborhoods within Breckenridge and locations outside of Breckenridge such as Blue River, Alma, Frisco, and Silverthorne, which are locations where many employees live as the costs of living in Breckenridge are high.
- The ski areas is the primary destination, but employment and retail/entertainment are also common purposes for transit trips.
- Greater frequency of buses is desired.
- Bus stops are a primary location where people get information about transit. Ensuring these locations are informative and easy to understand is necessary.
- More direct routes to destinations are desired by the community, particularly in the peak winter season.
- Due to the small size of town, if bus access is not easy, people are more likely to drive for their entire trip.
- Nearly 40% of the online survey respondents either do not know about or do not use the My Free Ride app for transit information (See Appendix C for full survey results).

Community feedback highlights that, while the current system is highly utilized, there are opportunities to increase ridership. Data analysis in Chapter 1 also provides evidence of destinations with the greatest demand that either must maintain high service levels or where increased service levels could improve access. Stops with high ridership include Breck Station, Beaver Run, F-Lot, Ice Rink, Breck Terrace #2, Park Ave Lofts, and City Market. City Market has current boardings that average over 100 per day and is a destination for residents and visitors throughout the year.

Building on Success and Use of the Current Transit Network

Today, Breckenridge operates a network that has been thoughtfully tailored over the years to maximize operational efficiency with the current level of resources invested. The Town benefits from having years of previous service patterns to inform optimal alignments of service. Ridership and productivity have directly informed most previous service expansions. As a result of these improvements, the Free Ride system transports a large number of passengers annually (over 1 million trips). This is a significant success considering the town's small geographic size and permanent population.

Service planning decisions that shaped the current network were based in sound judgment. However, numerous route-level modifications can have a cumulative effect that does not support higher-level network goals of increasing ridership. The Purple A, for instance, currently deviates to directly serve the library. While the choice to offer direct service is rational in its own regard, the routing is in conflict with the goal of increasing transit ridership because it results in a slower transit trip for most riders. Primary transit planning principles for increasing transit ridership focus on dedicating resources in ways that providing fast, direct, frequent service.

The Town provides 15-minute headways across most winter routes throughout the week, meeting the industry standard for frequent transit service. In a small geographic area with a high number of visitors and irregular trip patterns, this is an area of opportunity to continue to build ridership with even greater frequency of bus service. The more often a bus arrives, the easier it is for people to get where they want to go when they want to get there.

"Trolley to the Troll" The Troll art installation near the Ice Rink has increased ridership on the Trolley.

Transit Network Objectives

As previously discussed, the TMP has identified three primary transit goals for the Town:

1. Make transit the first choice
2. Provide simple and legible information
3. Keep the Town moving on busy days

To achieve the goals amid the variety of challenges that exist, the proposed transit network must:

- Clarify network development and goals through clear objectives;
- Think through existing constraints; and
- Revisit current practices to improve outcomes.

A Clarity of Goals

Meeting the Town's goals requires trade offs to be made between types of transit service that competes for resources. While it is recognized that providing coverage of transit service to more parts of Town and outlying areas is valuable, the resources it would take to provide service to lower-density areas are significant in comparison to the anticipated ridership benefits.

On the other hand, focusing resources on gaining ridership is an option that is more primarily aligned with the Town's principal goals. By focusing on and improving existing areas of service where the greatest number of people are traveling, there is a greater potential to increase use of transit in town.

Most transit agencies allocate resources to meet some of each type of need (coverage and ridership). This is true of the current Free Ride network as well. This plan, however, is recommending a reallocation of resources to better meet needs that can contribute to increased ridership in the short-term.

Thinking Through Existing Constraints

Some operational barriers can be perceived internally as insurmountable. In order to improve upon the existing network, this report seeks to identify and explore a number of these challenges and address how the network as a whole could be positively or negatively affected. These constraints consist of the current budget, the number of buses available, traffic issues, direct access to destinations, ease of use, and more. Some of the particular challenges in the current network include:

- Demand for increased frequency of buses – in both 2018 and 2019 rider survey
- Traffic and keeping buses on schedule at peak times
- Duplication of routes and efforts
- Legibility of network information

Addressing these challenges will be essential in development of a network that is able to continue the Town's positive ridership trends.

Revisiting Current Practice to Improve Outcomes

The following six objectives have been developed as the primary underlying factors that have guided proposed changes to the Free Ride transit network.

1. Improve reliability
2. Communicate a simple & legible system
3. Provide fast service between key locations
4. Continue integration between services (Town & Resort)
5. Design the network to be able to grow with demand
6. Support potential/future supplemental transit service

Details for each of the objectives and how they relate to improvements in the transit network are identified in more detail in this section and on each of the proposed route detail pages.

3

System Recommendations

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System Recommendations

This chapter presents the ultimate recommended Breck Free Ride network and describes how it is designed to fulfill the needs and objectives identified in the Case for Action. It then outlines near-term steps and a phased approach for achieving the ultimate network as coordination and funding levels are advanced in the future.

Service Plan

Three Service Scenarios

The proposed network offers three Service Scenarios for the Free Ride system. These Service Scenarios represent three separate snapshots of how investments made for the system would be translated to service frequency and span. In terms of implementation, the network could be incrementally funded as feasible; in other words, a jump from 0% to 20% additional investment is not required. Consideration should be given, however, for making synchronized investments to coordinated routes.

Scenario 1

Scenario 1 focuses on creating efficiency, simplicity, and reliability in the network through key route modifications. It utilizes the same number of buses and service hours as the existing system. This scenario would increase the capacity of the network by approximately 625 passengers per day in the Winter schedule.

Transit in Breckenridge currently relies upon close coordination between the Town and Vail Resorts as the resort operates several routes in the Free Ride network. Based on the level of coordinated changes achievable in the short-term, Scenarios 1A and 1B are offered. These options are discussed further at the end of the chapter.

Scenario 2

Scenario 2 maintains current service levels but introduces Winter Base and Winter Peak schedules to better match the service to variable demand. Scenario 2 would require an increase of 6 buses and increases the capacity of the network by approximately 2,075 passengers per day in the Winter Peak.

Scenario 3

Scenario 3 represents a growth scenario with an approximate 20% increase in service hours and two additional peak buses above Scenario 2. In the Winter peak, the network capacity increases by approximately 3,300 passengers per day.

Service Scenario 3 is not a terminal vision for transit service expansion. Frequency enhancements on all routes past the listed service levels can greatly benefit riders, add capacity, and assist in achieving high reliability, should the resources for continued expansion become available.

How much capacity is gained in the service scenarios?

By increasing the frequency of routes and thus the number of service hours, it is then possible to increase the capacity of the network to carry more riders and in turn get more vehicles off the roads. If it is assumed that each bus can carry 25 passengers, the following is the added capacity within the network:

Scenario 1 Winter: 625 passengers

Scenario 2 Winter Peak: 2,075 passengers

Scenario 3 Winter Peak: 3,300 passengers

Seasonal Service Levels

Within each Service Scenario, service levels vary by season according to ridership demand. This section describes the variations proposed to best meet the needs of high ridership during the winter season and lower ridership during the summer.

The plan recommends maintaining the two current service types, Winter and Summer, in Scenario One.

In Scenarios Two and Three, Winter Base and Winter Peak variations are introduced to better tailor service to demand. Winter Base service is operated on days during the Winter season where low-to-moderate ridership is anticipated, based on historical data. All routes operate during Winter Base but some at lower headways than the current Winter schedule.

Winter Peak service is deployed during the Winter season when high ridership is expected, such as on weekends, holiday weeks, and during special events. Frequency is doubled on key routes, so all published trips on the Winter Base schedule are provided as well as additional ones in between. Buses may run late due to traffic but extra layover is provided and frequency is high so a bus is always coming soon. All routes operate during Winter Peak.

Summer service occurs during a similar Mid-April to Mid-November time frame as the existing network and is characterized by generally lower service levels across the network to match demand. All lines operate identical routings as their Winter counterparts, with two exceptions. The 5-French route is not recommended to operate during the summer to conserve resources, akin to the Blue Route today. The 3-Warriors Mark route would run its Winter evening pattern during the summer.

To promote ease of customer understanding, only frequencies are variable between service types. Route alignments and spans of service are maintained throughout the year, increasing service simplicity and potentially streamlining route training for new operators. (Notably, the Town's previous transit study also recommended three service types: Winter, Shoulder, and Summer. These recommendations were not implemented.)

What are Service Hours?

Service hours are the summation of all hours that all vehicles on a route are in passenger service; referred to as 'Revenue Hours' on systems which charge a fare. Revenue hours are used in National Transit Database reporting.

Headway and Frequency

Headway and frequency are two related terms for describing how often buses are scheduled to run. Headway is measured in minutes between buses. While "frequency" is often used interchangeably, it is technically measured in buses per hour.

Service Scenario 1 Cost-Neutral	Summer			Winter		
	Headway		Span (Hours)	Headway		Span (Hours)
	Day	Evening		Day	Evening	
1 – Airport	15	20	17	15	20	17
1x – Airport Rd. Parking Shuttle	—	—	—	20	—	12
2 – Mountain	30	30	16	15	30	16
3 – Warriors Mark	30	30	17	15	30	17
4 – French	—	—	—	15	—	12
5 – Wellington	30	30	17	15	30	17
T – Main Street Trolley	15	30*	14	15	30*	14

Frequency Legend

Every 10 minutes

Every 15 minutes

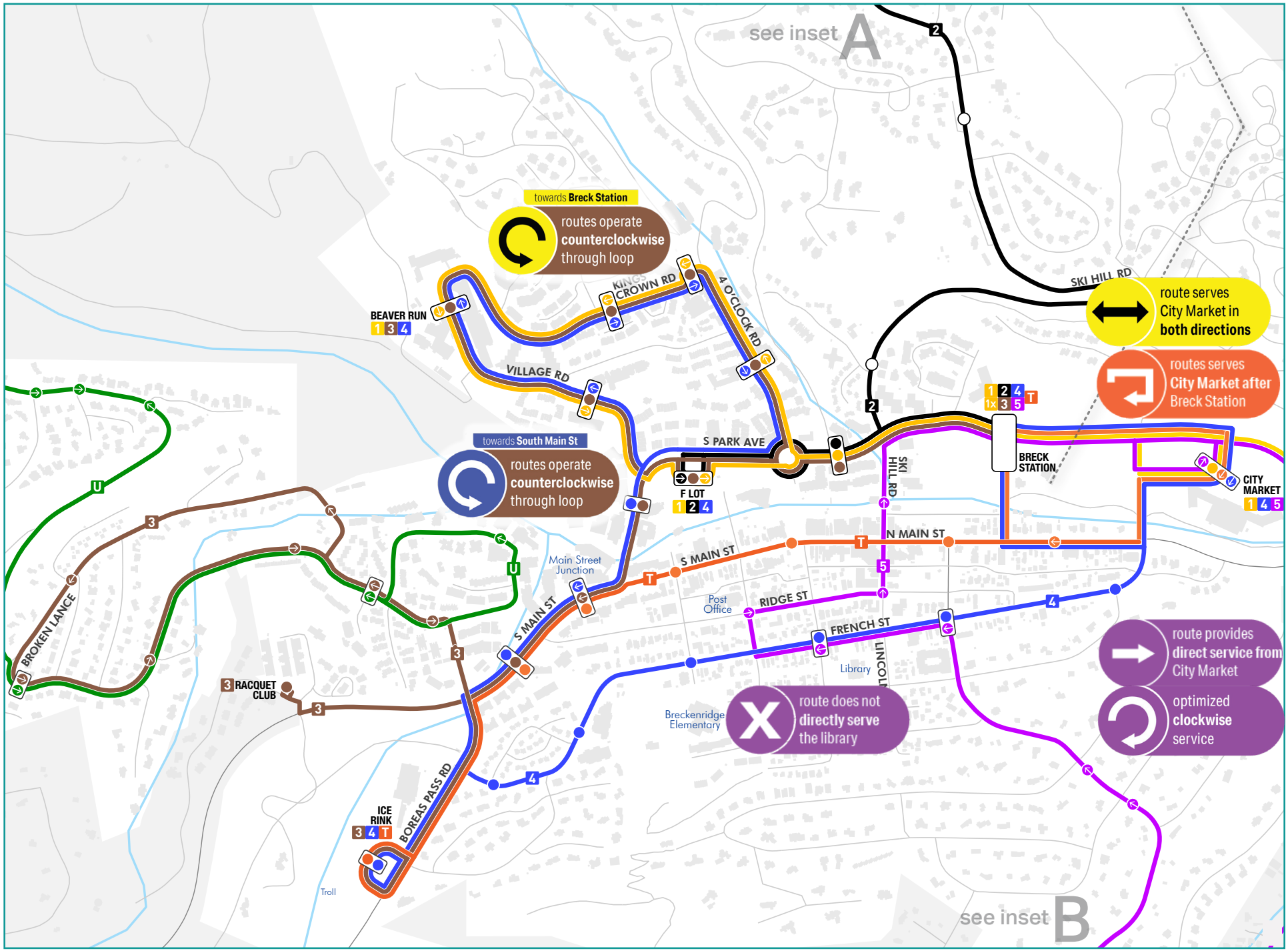
Every 20 minutes

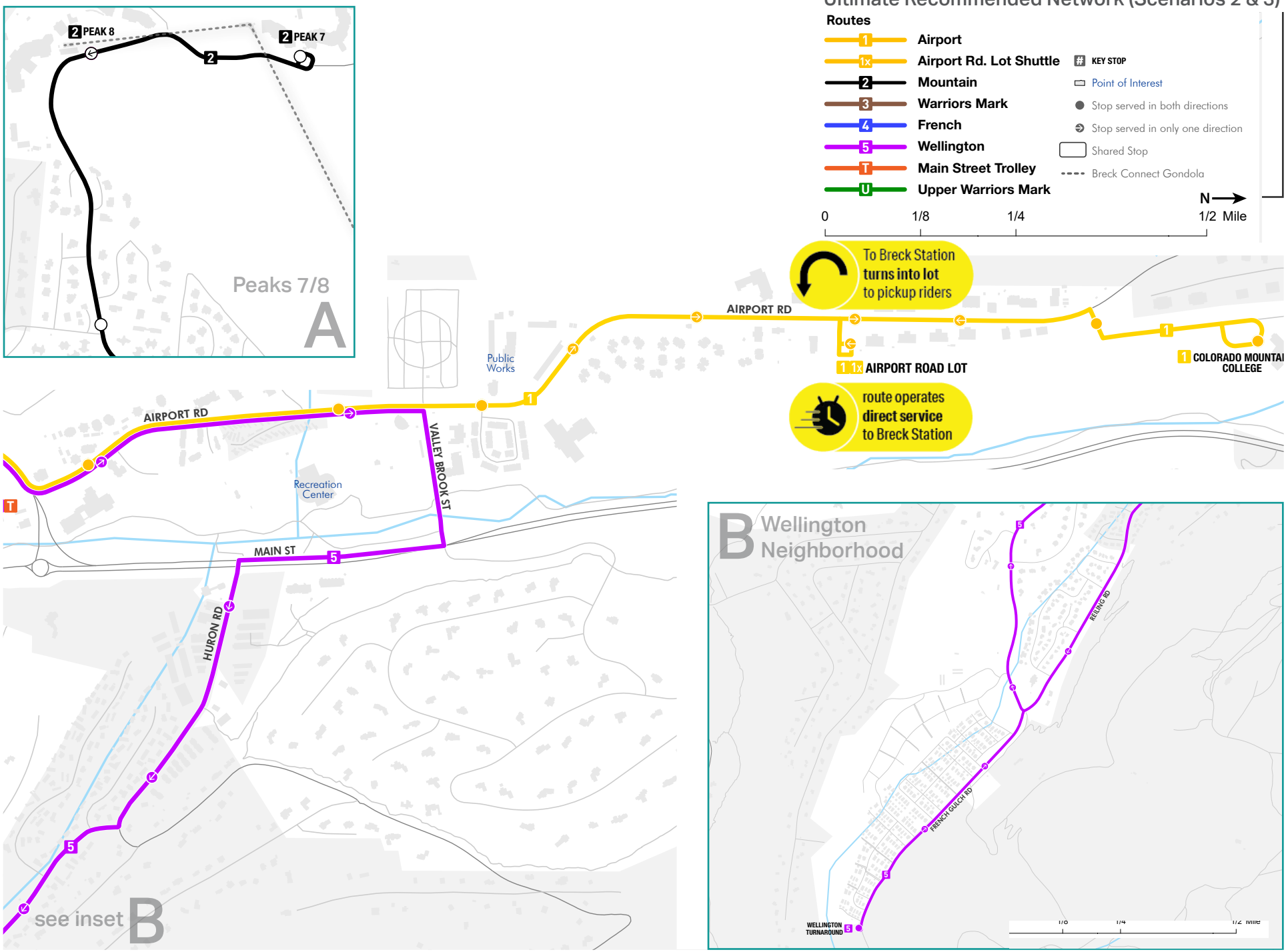
Every 30 minutes

Service Scenario 2 +0% Service Hours	Summer			Winter Base			Winter Peak		
	Headway		Span (Hours)	Headway		Span (Hours)	Headway		Span (Hours)
	Day	Evening		Day	Evening		Day	Evening	
1 – Airport	15	15	17	20	15	17	10	15	17
1x – Airport Rd. Parking Shuttle	—	—	—	20	—	12	20	—	12
2 – Mountain	30	30	16	20	30	16	10	30	16
3 – Warriors Mark	30	30	17	20	30	17	10	30	17
4 – French	—	—	—	20	—	12	10	—	12
5 – Wellington	30	30	17	30	30	17	15	30	17
T – Main Street Trolley	15	30*	14	10	30*	14	10	30*	14

Service Scenario 3 +20% Service Hours	Summer			Winter Base			Winter Peak		
	Headway		Span (Hours)	Headway		Span (Hours)	Headway		Span (Hours)
	Day	Evening		Day	Evening		Day	Evening	
1 – Airport	15	15	17	10	20	17	10	20	17
1x – Airport Rd. Parking Shuttle	—	—	—	20	—	12	20	—	12
2 – Mountain	30	30	17	20	20	17	10	20	17
3 – Warriors Mark	15	30	17	20	20	17	10	20	17
4 – French	—	—	—	20	—	12	10	—	12
5 – Wellington	30	30	17	30	30	17	15	30	17
T – Main Street Trolley	15	30	17	10	20	17	10	20	17

**Off-peak headways on Main Street Trolley apply to mornings in Scenarios 1 & 2.*


see inset A
towards Breck Station
routes operate counterclockwise through loop
towards South Main St
routes operate counterclockwise through loop
route serves City Market in both directions
routes serves City Market after Breck Station
route provides direct service from City Market
optimized clockwise service
route does not directly serve the library
see inset B
BEAVER RUN
KINGS CROWN RD
4 O'CLOCK RD
VILLAGE RD
S PARK AVE
F LOT
SKI HILL RD
BRECK STATION
CITY MARKET
N MAIN ST
S MAIN ST
Main Street Junction
Post Office
RIDGE ST
FRENCH ST
LINCOLN
Library
Breckenridge Elementary
BROKEN LANCE
RACQUET CLUB
ICE RINK
BOREAS PASS RD
Troll


Ultimate Recommended Network (Scenarios 2 & 3)
Routes
1 Airport
1x Airport Rd. Lot Shuttle
2 Mountain
3 Warriors Mark
4 French
5 Wellington
T Main Street Trolley
U Upper Warriors Mark
KEY STOP
Point of Interest
Stop served in both directions
Stop served in only one direction
Shared Stop
Breck Connect Gondola
N
0
1/8
1/4
1/2 Mile
2 PEAK 8
2 PEAK 7
2
Peaks 7/8
A
To Breck Station
turns into lot
to pickup riders
AIRPORT RD
1 1x AIRPORT ROAD LOT
1 COLORADO MOUNTAI
COLLEGE
route operates
direct service
to Breck Station
Public
Works
AIRPORT RD
VALLEY BROOK ST
Recreation
Center
MAIN ST
HURON RD
see inset B
B Wellington
Neighborhood
RELING RD
FRENCH GULCH RD
WELLINGTON
TURNAROUND

Winter Base Service

Existing Winter Service

- Does not distinguish between Winter Base and Winter Peak service.
- Buses operate frequently (every 15 minutes) along the Yellow, Black, Brown Routes and the Main Street Trolley.
- More frequent service is provided along the Beaver Run loop by the overlap of Yellow and Black.
- Service along French Street (Blue) operates every 20 minutes and service to Wellington runs every 30 minutes in each direction (Purple A/B).

Scenario One

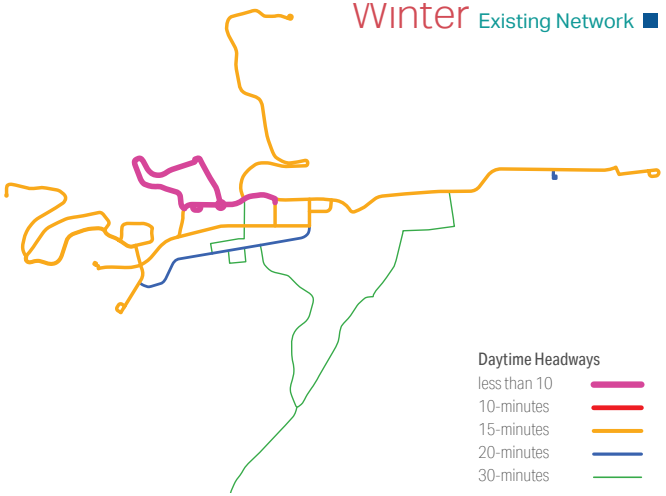
- Does not distinguish between Winter Base and Winter Peak service.
- All lines operate at a 15-minute headway, providing consistently-timed connections between routes.
- Coordinated service on the Beaver Run loop offers a higher frequency.

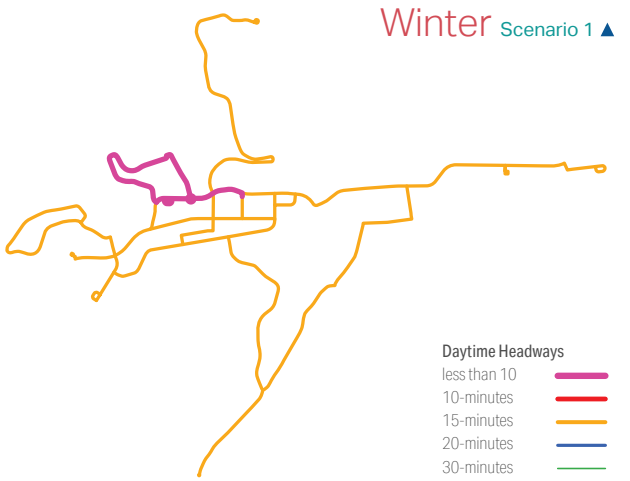
Service Scenario Two

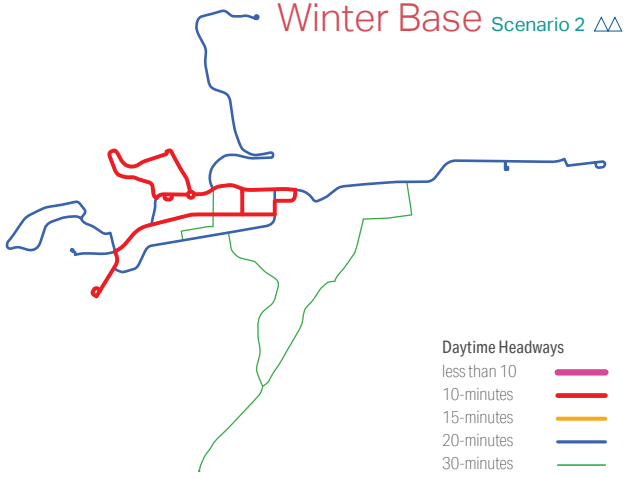
- The Main Street Trolley offers 15-minute headways throughout much of its service day
- Routes 1-Airport, 2-Mountain, 3-Warriors Mark, and 4-French run every 20 minutes; routes are coordinated where possible, especially along the Beaver Run loop, to offer higher frequencies between key destinations.
- Route 5-Wellington runs every 30 minutes.

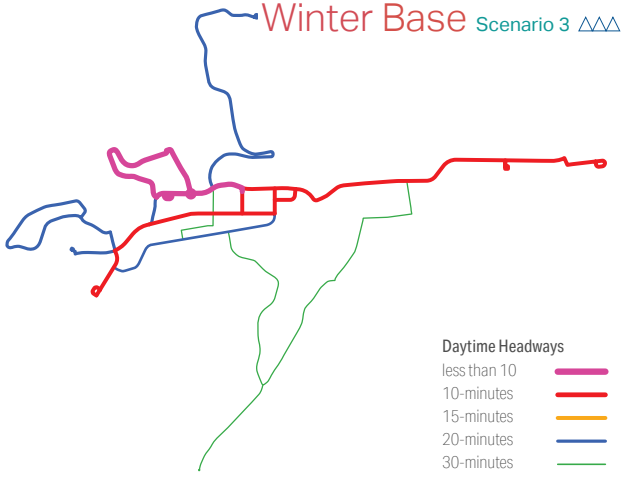
Service Scenario Three

- The Main Street Trolley and Route 1-Airport offer 10-minute headways
- Routes 2-Mountain, 3-Warriors Mark, and 4-French run every 20-minutes.
- Route 5-Wellington runs every 30 minutes.









Winter Peak Service

Existing Winter Service

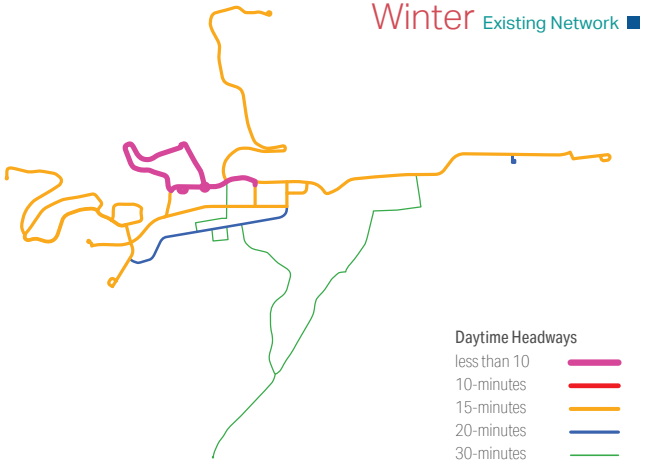
- Does not distinguish between Winter Base and Winter Peak service.
- Buses operate frequently (every 15 minutes) along the Yellow, Black, Brown Routes and the Main Street Trolley.
- More frequent service is provided along the Beaver Run loop by the overlap of Yellow and Black.
- Service along French Street (Blue) operates every 20 minutes and service to Wellington runs every 30 minutes in each direction (Purple A/B).

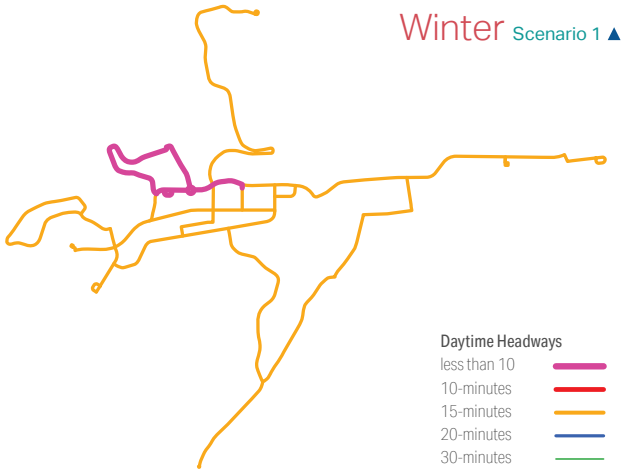
Scenario One

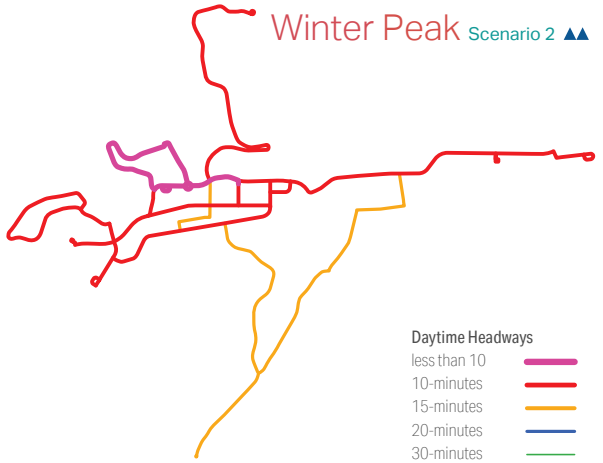
- Does not distinguish between Winter Base and Winter Peak service.
- All lines operate at a 15-minute headway, providing consistently-timed connections between routes.
- Coordinated service on the Beaver Run loop offers a higher frequency.

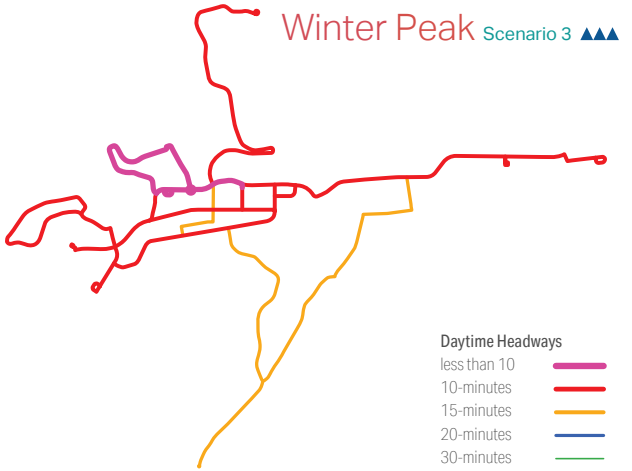
Service Scenarios Two and Three

- All lines (except Route 5-Wellington) operate at 10-minute headways on Winter Peak days in Service Scenarios Two and Three – a significant improvement over the existing network.
- Frequency on Route 5-Wellington is doubled to every 15 minutes.
- Evening frequency also increases on most routes.
- Span of service on several routes increases to provide consistent, 17-hour span across most of the network.









Summer Service

Existing Summer Service

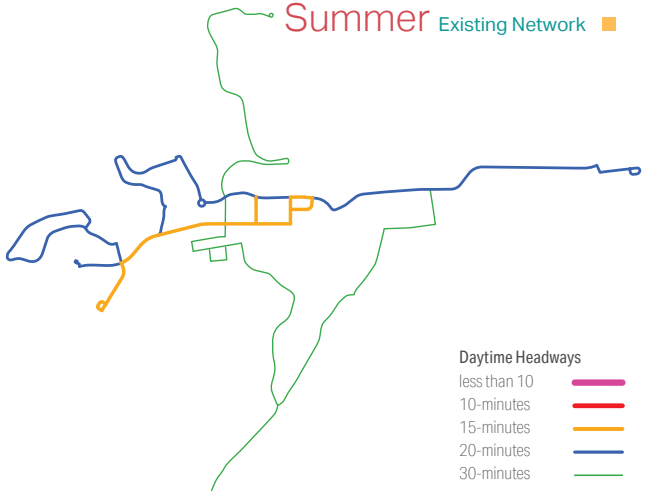
- The Town's main summer route, Gray, runs every 20 minutes while the Black and Purple A/B routes run every 30 minutes.
- The Main Street Trolley operates frequently (every 15 minutes) for most of its service day.
- Service along French Street (Blue Route) is not provided during the summer season.

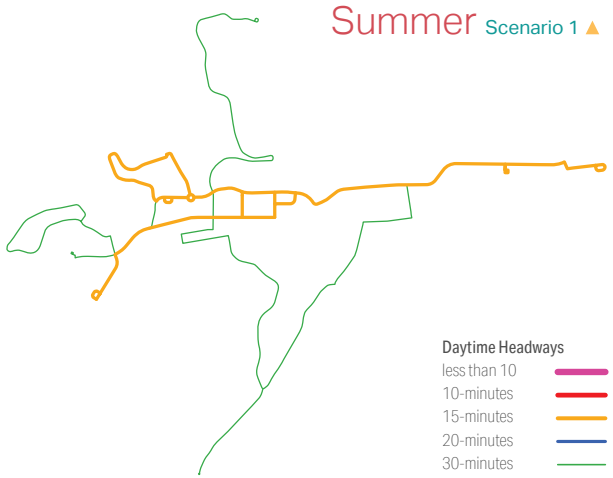
Scenarios One and Two

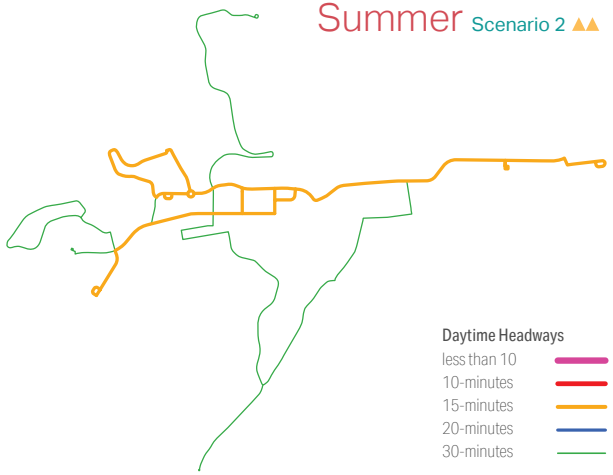
- Route 1-Airport and the Main Street Trolley run frequently (every 15 minutes) throughout the summer season.
- All other lines operate every 30 minutes.
- Summer service is not proposed along French Street matching existing summer service.

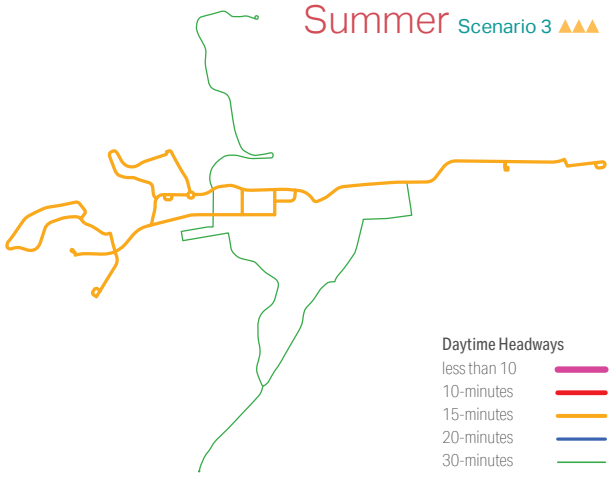
Service Scenario Three

- The Main Street Trolley offers 15-minute frequent headways throughout more of its service day.
- Span of service on some routes increases to provide consistent, 17-hour span across most of the network.

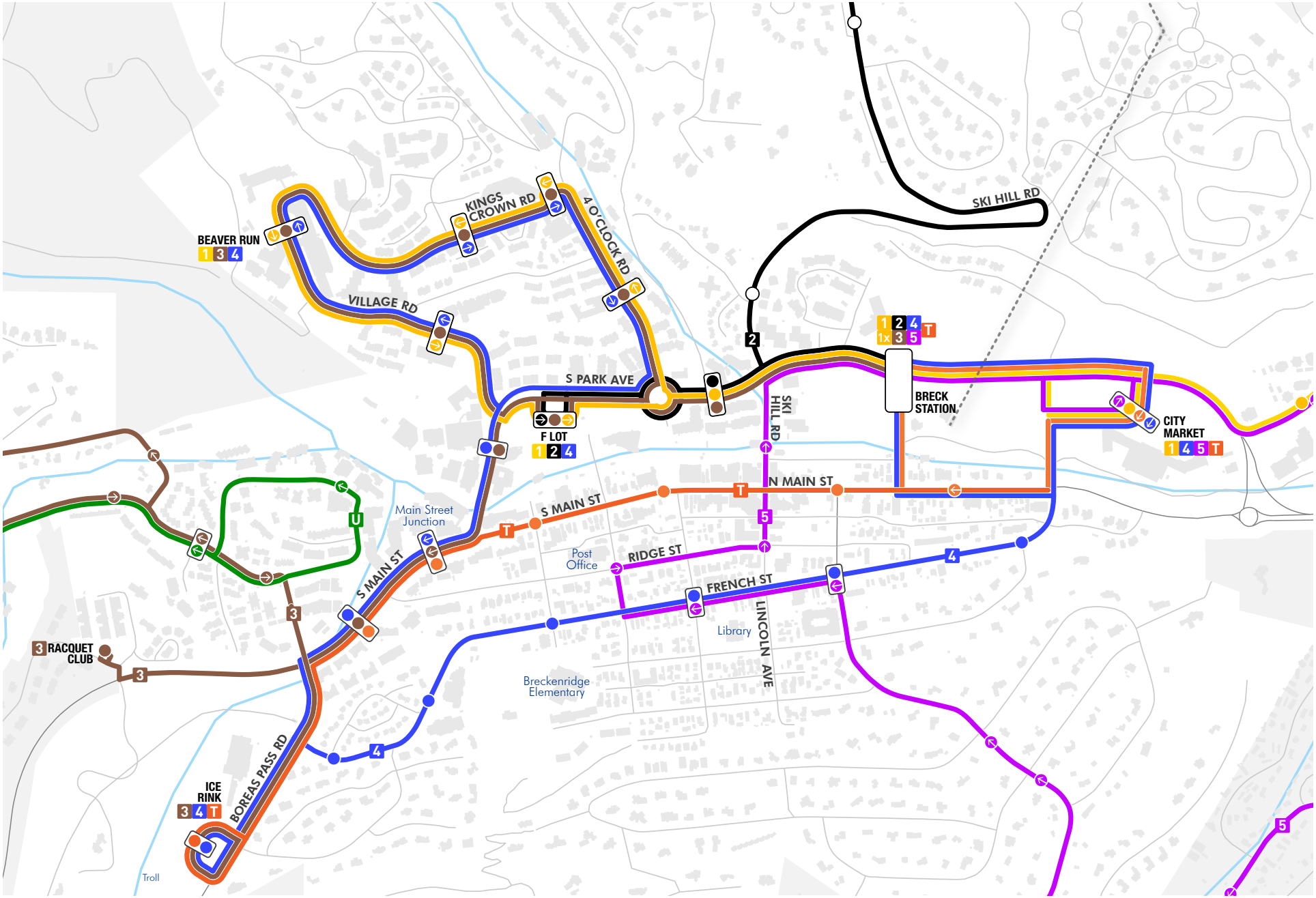








Proposed Route Profiles & Network Objectives



1 Airport

Colorado Mountain College to Beaver Run

Frequency and Span	Summer		Winter Base		Winter Peak	
	Day	Evening	Day	Evening	Day	Evening
	Headway (min)	Headway (min)	Headway (min)	Headway (min)	Headway (min)	Headway (min)
Existing*	20	20	15	15	–	–
Service Scenario 1	15	20	15	20	–	–
Service Scenario 2	15	15	20	15	10	15
Service Scenario 3	15	15	10	20	10	20
Operating Characteristics	**Service Hours**	**Buses Required**	**Service Hours**	**Buses Required**	**Service Hours**	**Buses Required**
Existing*	51	3	51	3	–	–
Service Scenario 1	48	3	48	3	–	–
Service Scenario 2	51	3	37	3	79	5
Service Scenario 3	51	3	62	4	76	5

**Existing frequency, span, and operating characteristics shown for the winter Yellow route and summer Gray route which are similar but not identical to the proposed 1-Airport.*

Key Route Information

6:15 AM - 11:15 PM Operated by the Town

A Travels to Beaver Run in a counterclockwise loop. This coordinates with other routes traveling towards Breck Station to provide simpler communication to riders regarding which bus stop and bus to use to reach their desired destination.

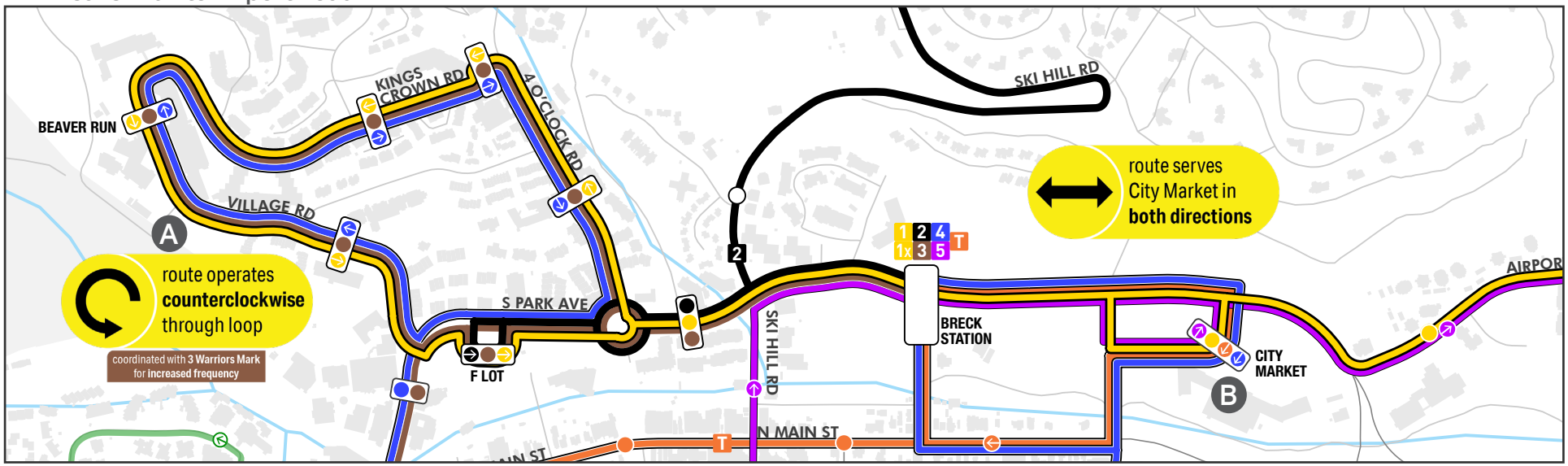
B Serves City Market in both directions. This provides easier, direct access to shopping destinations for people on the north side of town. Currently, the Yellow route only serves City Market in the northbound direction, requiring more complicated trip planning to make a round trip.

C Serves Airport Road Lot. Traveling southbound, 1-Airport turns into the Airport Road Lot and picks up passengers traveling south to Breck Station. Traveling northbound, 1-Airport stops along the road at the existing bus stop adjacent to the lot.

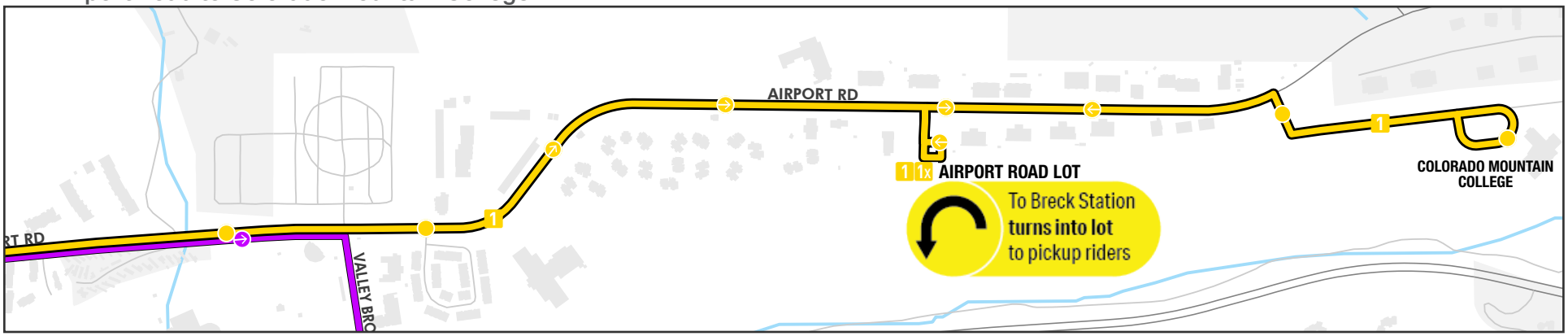
This route is the spine of the network. Nearly 50% of riders in the network use the current Yellow route. This serves a variety of purposes and is important for visitors, skiers, and employees in town.

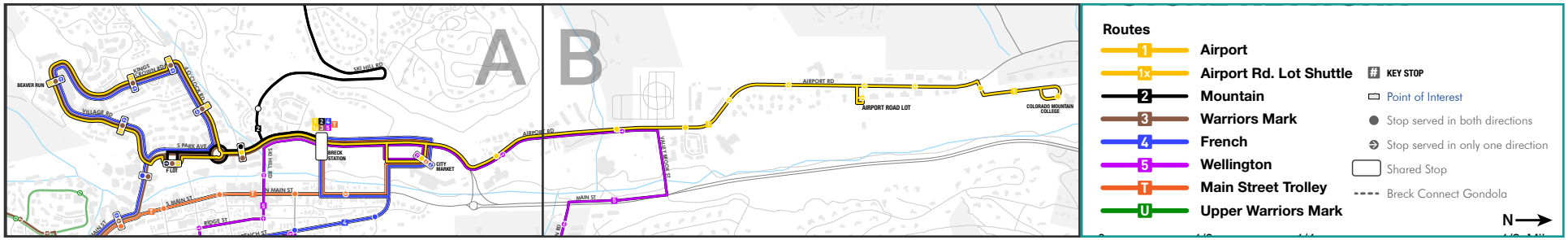
Network Objective		Proposed Route Justification
1	Improve Reliability	Frequent service is provided on highest-ridership segments of the network, matching service to demand and avoiding delays from passenger overloads that can occur in the highest-demand days in the winter season.
2	Communicate a Simple & Legible System	Coordinated with 3-Warriors Mark to provide frequent and consistent service between the Beaver Run Loop and. Coordinated with 1X-Airport to provide additional service between the Satellite lot and Breck Station when needed.
3	Provide Fast Service Between Key Destinations	City Market is served in both directions, simplifying the service pattern and improving travel times for trips to the shopping center.
4	Continued Integration Between Services	Consolidates service to Airport Road Lot from two separate routes to two patterns of one line, improving legibility while maintaining the operational flexibility to add trips to and from the lot as needed.
5	Network Facilitates Growth with Future Demand	Service is able to be increased as needed, especially between Breck Station and the Airport Road Lot.
6	Supportive of Supplemental Service	Could coordinate with future intercept lot on the north end of town.

A — Beaver Run to Airport Road



B — Airport Road to Colorado Mountain College





1x Airport Road Lot Shuttle

Airport Road Lot to Breck Station

Frequency and Span	Summer		Winter Base**		Winter Peak*	
	Day Headway (min)	Evening Headway (min)	Day Headway (min)	Evening Headway (min)	Day Headway (min)	Evening Headway (min)
Existing*	–	–	20	–	–	–
Service Scenario 1	–	–	20	–	–	–
Service Scenario 2	–	–	20	–	20	–
Service Scenario 3	–	–	20	–	20	–
Operating Characteristics	**Service Hours**	**Buses Required**	**Service Hours**	**Buses Required**	**Service Hours**	**Buses Required**
Existing*	–	–	1 (10)	1 (1)	–	–
Service Scenario 1	–	–	2 (10)	1 (1)	–	–
Service Scenario 2	–	–	2 (10)	1 (1)	2 (10)	1 (1)
Service Scenario 3	–	–	2 (10)	1 (1)	2 (10)	1 (1)

**Existing frequency, span, and operating characteristics shown for Employee Parking Shuttle and Red routes which are similar but not identical to the proposed route.*
Note: (#) indicates service hours and the number of buses that would be operated by the Ski Resort.

Key Route Information

6:15 AM – 6:15 PM Operated by the Town between 6:15 AM and 8:00 AM. The resort would operate between 8:00 AM and 6:15 PM.

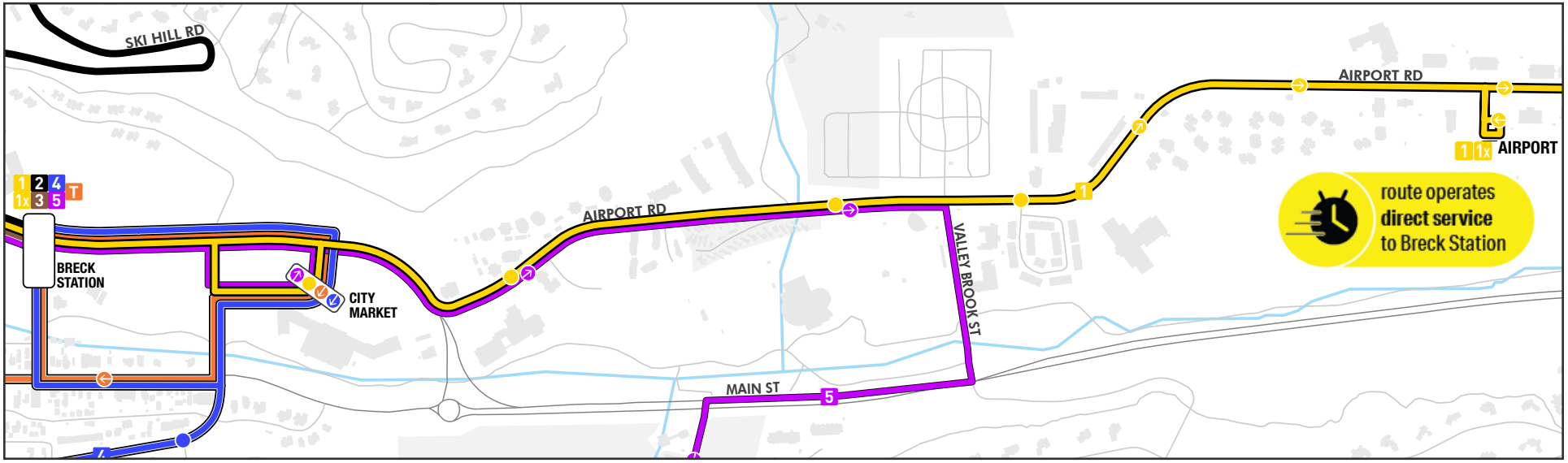
Consolidates the current Red and Employee Parking Shuttle Routes. This clarifies the role of the parking shuttle routes as supplemental service to the 1-Airport route.

Provides supplemental frequency and capacity to the 1-Airport route that can be scaled as needed based on demand.

The 1-Airport route would provide continued service to the Airport Road Lot after service for the shuttle ends, supporting people being able to stay in town longer without having to re-park.

Network Objective		Proposed Route Justification
1	Improve Reliability	Supplements 1-Airport service during busy times to prevent overloads.
2	Communicate a Simple & Legible System	Overlaid with the 1-Airport route so it is easier to communicate the availability of traveling back to the lot beyond 6 PM.
3	Provide Fast Service Between Key Destinations	Provides a direct link to Breck Station.
4	Continued Integration Between Services	Consolidates two separate routes into one overlaid express service.
5	Network Facilitates Growth with Future Demand	Service is able to be scaled as needed based on demand. Indicated frequency is a placeholder; service would be dynamic like existing Red route.
6	Supportive of Supplemental Service	N/A

Airport Road Lot to Breck Station



2 Mountain

Peaks 7/8 to Beaver Run via Breck Station

Frequency and Span	Summer		Winter Base		Winter Peak	
	Day Headway (min)	Evening Headway (min)	Day Headway (min)	Evening Headway (min)	Day Headway (min)	Evening Headway (min)
Existing*	30	30	15	30	–	–
Service Scenario 1	30	30	15	30	–	–
Service Scenario 2	30	30	20	30	10	30
Service Scenario 3	30	30	20	20	10	20
Operating Characteristics	**Service Hours**	**Buses Required**	**Service Hours**	**Buses Required**	**Service Hours**	**Buses Required**
Existing*	6	1	6 (29)	1 (3)	–	–
Service Scenario 1	3 (13)	1 (1)	10 (18)	1 (2)	–	–
Service Scenario 2	3 (13)	1 (1)	10 (18)	1 (2)	22 (18)	1(3)
Service Scenario 3	4 (13)	1 (1)	(16) 18	2 (2)	44 (18)	2 (4)

**Existing frequency, span, and operating characteristics shown for the Black, Black Express, and Ski Hill Shuttle routes which are similar but not identical to the proposed route.*
Note: (#) indicates service hours and the number of required buses that would be operated by the Ski Resort.

Key Route Information

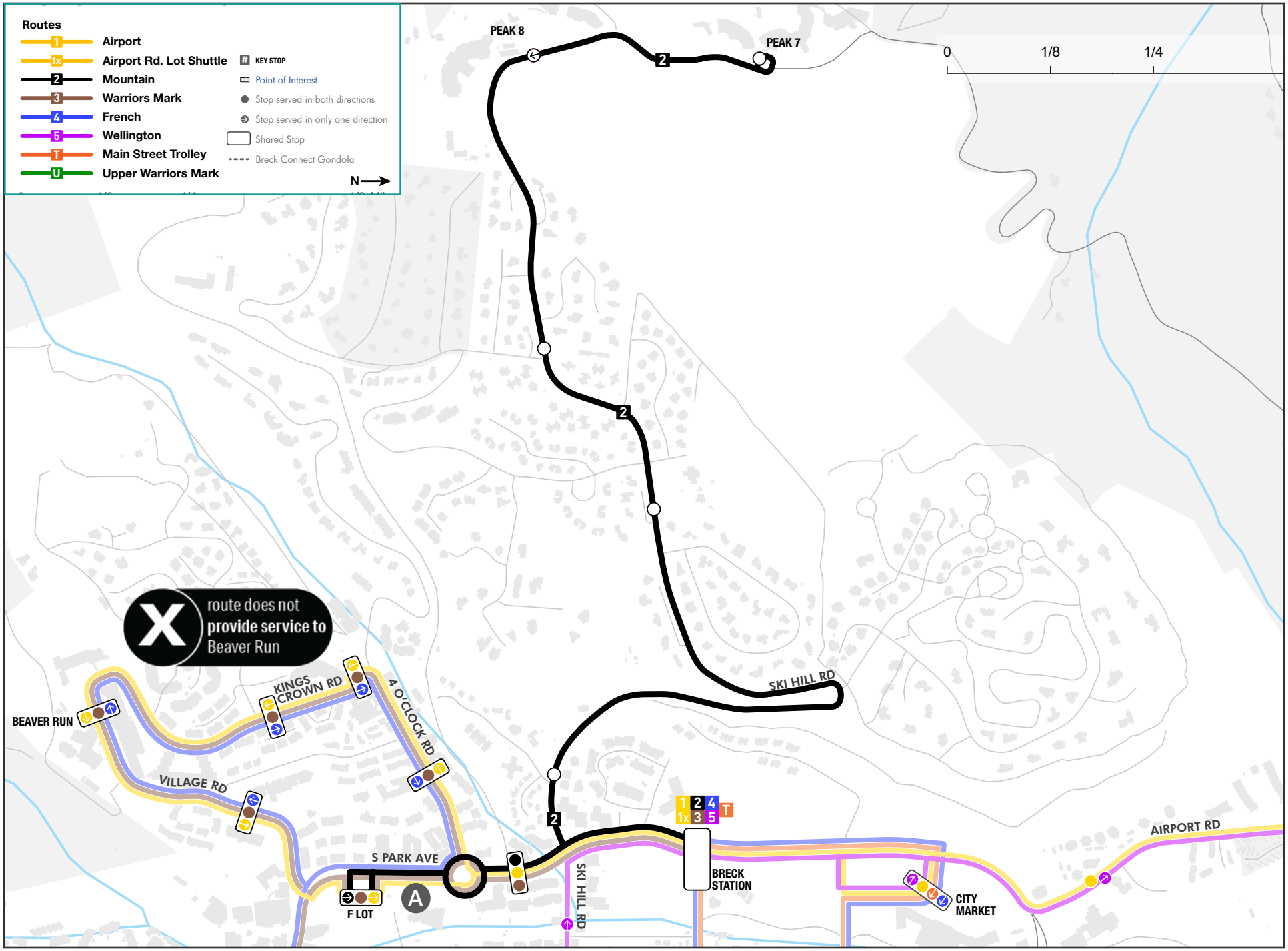
6:15 AM - 11:15 PM; Operated by the ski resort from 6:15 AM to 5:45 PM, then by the Town until 11:15 PM.

A Simplifies operations of this route by focusing on providing access from F-Lot and Breck Station to Peaks 7 & 8 (by no longer going to Beaver Run).

Consolidates the current Ski Hill Shuttle, Black, and Black Express routes, which simplifies mapping and communication to riders.

Allows for resources (1 bus) to be reallocated to 4-French, providing 15-minute winter service. Beaver Run has service with both 1-Airport and 3-Warriors Mark running every 15 minutes each from Breck Station. Removing the high-floor buses on the link from Breck Station to Beaver Run can improve travel time consistency and relieve scheduling challenges. In Scenarios 2 and 3 as the frequencies in the Winter Peak continue to increase, the service levels provided between Breck Station and Beaver run also continue to increase.

Network Objective		Proposed Route Justification
1	Improve Reliability	Route designed to allow for the continued distribution of schedule recovery time to be built into the route at key points (Peak 7/8, Breck Station)
2	Communicate a Simple & Legible System	Simplified route design providing access between F-Lot, Breck Station, and Peaks 7/8; avoid confusion of having two Black routes from Breck Station.
3	Provide Fast Service Between Key Destinations	Alignment maintains a fast connection between Breck Station and F-Lot
4	Continued Integration Between Services	Service continues to be operated jointly by the Town (evenings) and Vail Resorts (daytime)
5	Network Facilitates Growth with Future Demand	Line supplements capacity on 1 Airport and 3 Warriors Mark along South Park Avenue
6	Supportive of Supplemental Service	N/A


Routes
1 Airport
1x Airport Rd. Lot Shuttle
2 Mountain
3 Warriors Mark
4 French
5 Wellington
T Main Street Trolley
U Upper Warriors Mark
KEY STOP
Point of Interest
Stop served in both directions
Stop served in only one direction
Shared Stop
Breck Connect Gondola
N
0
1/8
1/4
PEAK 8
PEAK 7
2
SKI HILL RD
route does not provide service to Beaver Run
BEAVER RUN
KINGS CROWN RD
4 O'CLOCK RD
VILLAGE RD
S PARK AVE
F LOT
A
SKI HILL RD
1 2 4
1x 3 5 T
BRECK STATION
AIRPORT RD
CITY MARKET

3 Warriors Mark

Breck Station to Warriors Mark via Beaver Run

Frequency and Span	Summer		Winter Base		Winter Peak	
	Day	Evening	Day	Evening	Day	Evening
	Headway (min)	Headway (min)	Headway (min)	Headway (min)	Headway (min)	Headway (min)
Existing*	**	**	15	30	–	–
Service Scenario 1	30	30	15	30	–	–
Service Scenario 2	30	30	20	30	10	30
Service Scenario 3	15	30	20	20	10	20
Operating Characteristics	**Service Hours**	**Buses Required**	**Service Hours**	**Buses Required**	**Service Hours**	**Buses Required**
Existing*	**	**	39	3	–	–
Service Scenario 1	17	1	45	3	–	–
Service Scenario 2	17	1	31	2	59	4
Service Scenario 3	31	2	34	2	76	5

**Existing frequency, span, and operating characteristics are shown for the Brown route which is similar but not identical to the proposed route.*
***Summer frequency, span and operating characteristics for the Gray route are included in the 1-Airport route comparison chart.*

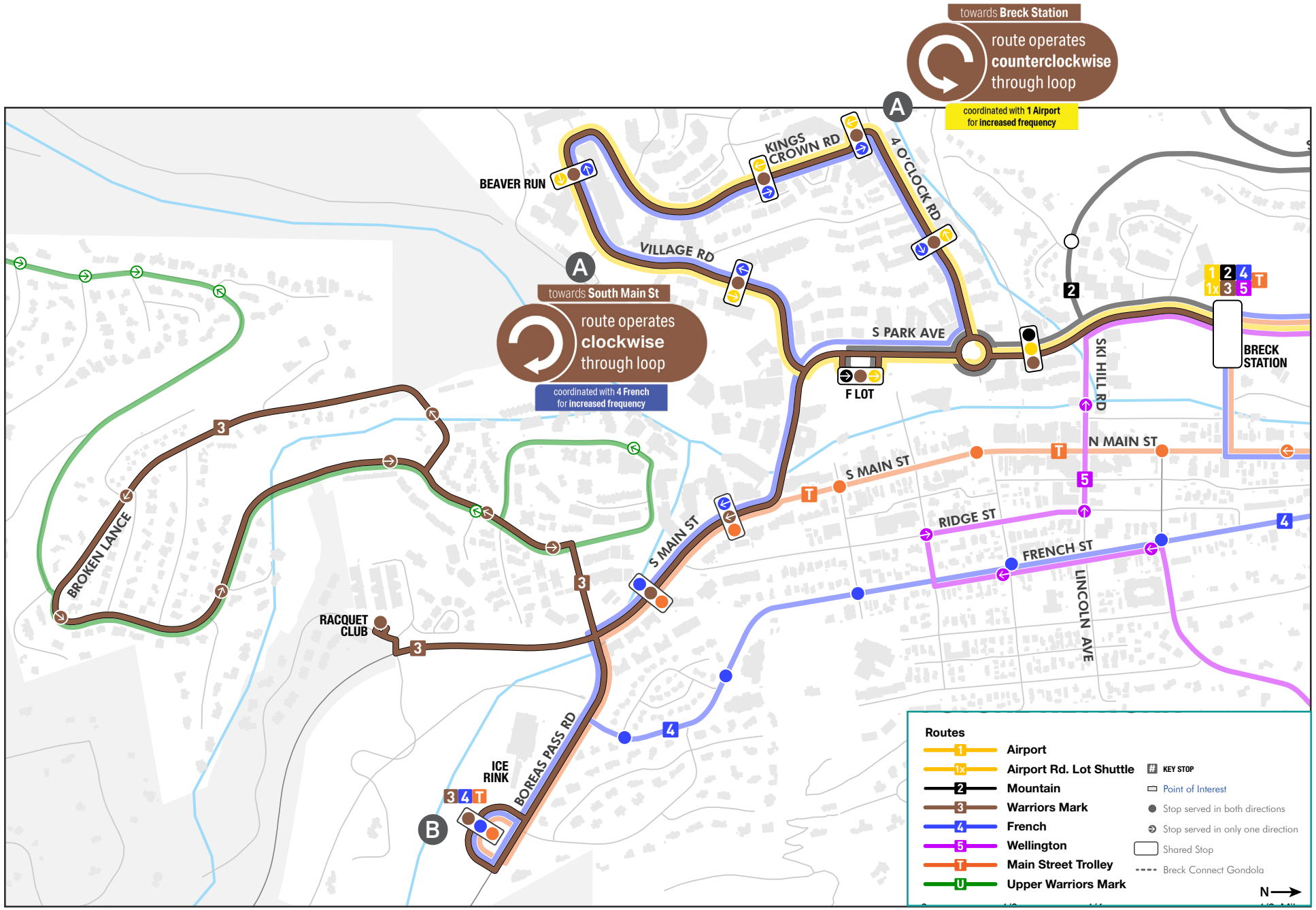
Key Route Information

6:15 AM - 11:15 PM

A Coordinates the with other routes to add frequency around the Beaver Run loop. Traveling towards Breck Station the route coordinates with 1-Airport. Traveling towards Warriors Mark the route coordinates with 4-French. This provides service every 7.5 minutes in Scenario 1 Winter and every 5 minutes in Scenario 2 and 3 Winter Peak in both directions around the loop.

B The 3-Warriors Mark route serves the Ice Rink in Scenario 1 Winter, but does not serve the Ice Rink in the Summer season, nor in Scenarios 2 and 3. This shortens the route and trips to most destinations by several minutes. It also facilitates future increased frequency and coordination with other high frequency routes in the network. If the Ice Rink is improved to be a larger intercept lot in the future, service could be added as an overlay to meet the needs of riders from the intercept lot.

Network Objective		Proposed Route Justification
1	Improve Reliability	Added layover time to facilitate increased on-time arrivals
2	Communicate a Simple & Legible System	Coordinated with routes 1-Airport and 2-Mountain to provide frequent service between the Beaver Run Loop and Breck Station and with 4-French to provide frequent service to South Main Street
3	Provide Fast Service Between Key Destinations	Routing streamlined to provide faster trips between Warriors Mark and the Ski and Racquet Club to most destinations
4	Continued Integration Between Services	N/A
5	Network Facilitates Growth with Future Demand	N/A
6	Supportive of Supplemental Service	N/A


towards Breck Station
route operates counterclockwise through loop
coordinated with 1 Airport for increased frequency
A
towards South Main St
route operates clockwise through loop
coordinated with 4 French for increased frequency
BEAVER RUN
KINGS CROWN RD
4 O'CLOCK RD
VILLAGE RD
S PARK AVE
F LOT
SKI HILL RD
BRECK STATION
N MAIN ST
S MAIN ST
RIDGE ST
FRENCH ST
LINCOLN AVE
BROKEN LANCE
RACQUET CLUB
ICE RINK
BOREAS PASS RD
B
Routes
Airport
Airport Rd. Lot Shuttle
Mountain
Warriors Mark
French
Wellington
Main Street Trolley
Upper Warriors Mark
KEY STOP
Point of Interest
Stop served in both directions
Stop served in only one direction
Shared Stop
Breck Connect Gondola
N

4 French

Breck Station to Beaver Run via French Street, Ice Rink

Frequency and Span	Summer		Winter Base		Winter Peak	
	Day Headway (min)	Evening Headway (min)	Day Headway (min)	Evening Headway (min)	Day Headway (min)	Evening Headway (min)
Existing*	-	-	20	-	-	-
Service Scenario 1	–	–	15	-	–	–
Service Scenario 2	–	–	20	-	10	–
Service Scenario 3	–	–	20	-	10	–

Operating Characteristics	Service Hours*	Buses Required	Service Hours	Buses Required	Service Hours	Buses Required
Existing*	-	-	- (18)	- (2)	-	-
Service Scenario 1	–	–	8 (28)	3 (3)	–	–
Service Scenario 2	–	–	4 (20)	2 (2)	20 (28)	4 (4)
Service Scenario 3	–	–	4 (20)	2 (2)	20 (28)	4 (4)

**Existing frequency, span, and operating characteristics are shown for the Blue route which is simlar but not identical to the proposed route.*
Note: (#) indicates service hours and the number of required buses that would be operated by the Ski Resort.

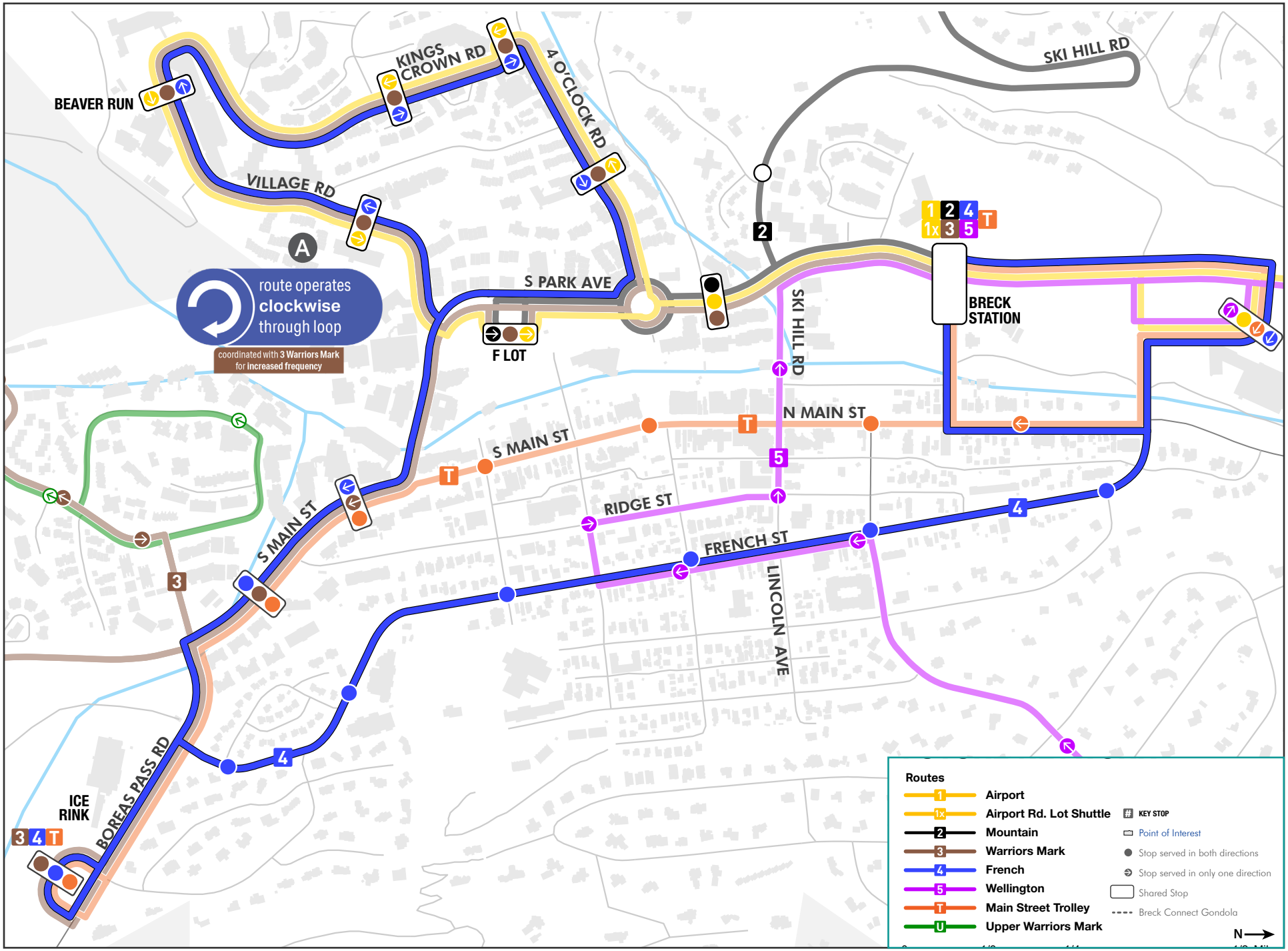
Key Route Information

6:15 AM - 6:15 PM

A Operates in a loop around Beaver Run, coordinating with 3-Warriors Mark route to provide increased frequency at shared stops.

In Scenarios 2 and 3, the route would require beginning operations at 6am, 2 hours earlier than the existing route. This is due to 3-Warriors Mark not going to the Ice Rink in those scenarios. The additional two hours of service in the morning are assumed in this report to be operated by the Town, but could also be operated by the resort.

Network Objective		Proposed Route Justification
1	Improve Reliability	N/A
2	Communicate a Simple & Legible System	Coordinated with 3 Warriors Mark to provide frequent service between the Beaver Run Loop and South Main Street
3	Provide Fast Service Between Key Destinations	Provides a direct connection from Beaver Run to Ice Rink during the winter season
4	Continued Integration Between Services	Modified route allows the Resort to continue offering their current Beaver Run to French Street service while enhancing the line's role within the transit network through service coordination
5	Network Facilitates Growth with Future Demand	Frequency increases are anticipated and are costed as a part of the corresponding transit service scenarios
6	Supportive of Supplemental Service	Summer service could be added as deemed necessary, although the transit plan does not call for its inclusion


BEAVER RUN
KINGS CROWN RD
4 O'CLOCK RD
SKI HILL RD
VILLAGE RD
A
route operates clockwise through loop
coordinated with 3 Warriors Mark for increased frequency
S PARK AVE
F LOT
2
1 2 4
1x 3 5 T
BRECK STATION
SKI HILL RD
N MAIN ST
T
S MAIN ST
5
RIDGE ST
4
FRENCH ST
S MAIN ST
3
LINCOLN AVE
4
ICE RINK
3 4 T
BOREAS PASS RD
Routes
1 Airport
1x Airport Rd. Lot Shuttle
2 Mountain
3 Warriors Mark
4 French
5 Wellington
T Main Street Trolley
U Upper Warriors Mark
KEY STOP
Point of Interest
Stop served in both directions
Stop served in only one direction
Shared Stop
Breck Connect Gondola
N

5 Wellington

Breck Station to Wellington Neighborhood Clockwise

Frequency and Span	Summer		Winter Base		Winter Peak	
	Day Headway (min)	Evening Headway (min)	Day Headway (min)	Evening Headway (min)	Day Headway (min)	Evening Headway (min)
Existing*	30	30	30	30	–	–
Service Scenario 1	30	30	15	30	–	–
Service Scenario 2	30	30	30	30	15	30
Service Scenario 3	30	30	30	30	15	30
Operating Characteristics	**Service Hours***	**Buses Required**	**Service Hours**	**Buses Required**	**Service Hours**	**Buses Required**
Existing*	17	1	17	1	–	–
Service Scenario 1	17	1	31	2	–	–
Service Scenario 2	17	1	17	1	31	2
Service Scenario 3	17	1	17	1	31	2

**Existing frequency, span, and operating characteristics are shown for the Purple A route which is similar but not identical to the proposed route .*
Note: The existing Purple B route has the same headways, service hours and number of buses, which is where the resources to increase frequency and buses come from without increasing capital or operating costs.

Key Route Information

6:15 AM - 11:15 PM

A Operates in a one-way, clockwise loop starting at Breck Station (current Purple A route). This increases frequency along the route to every 15 minutes.

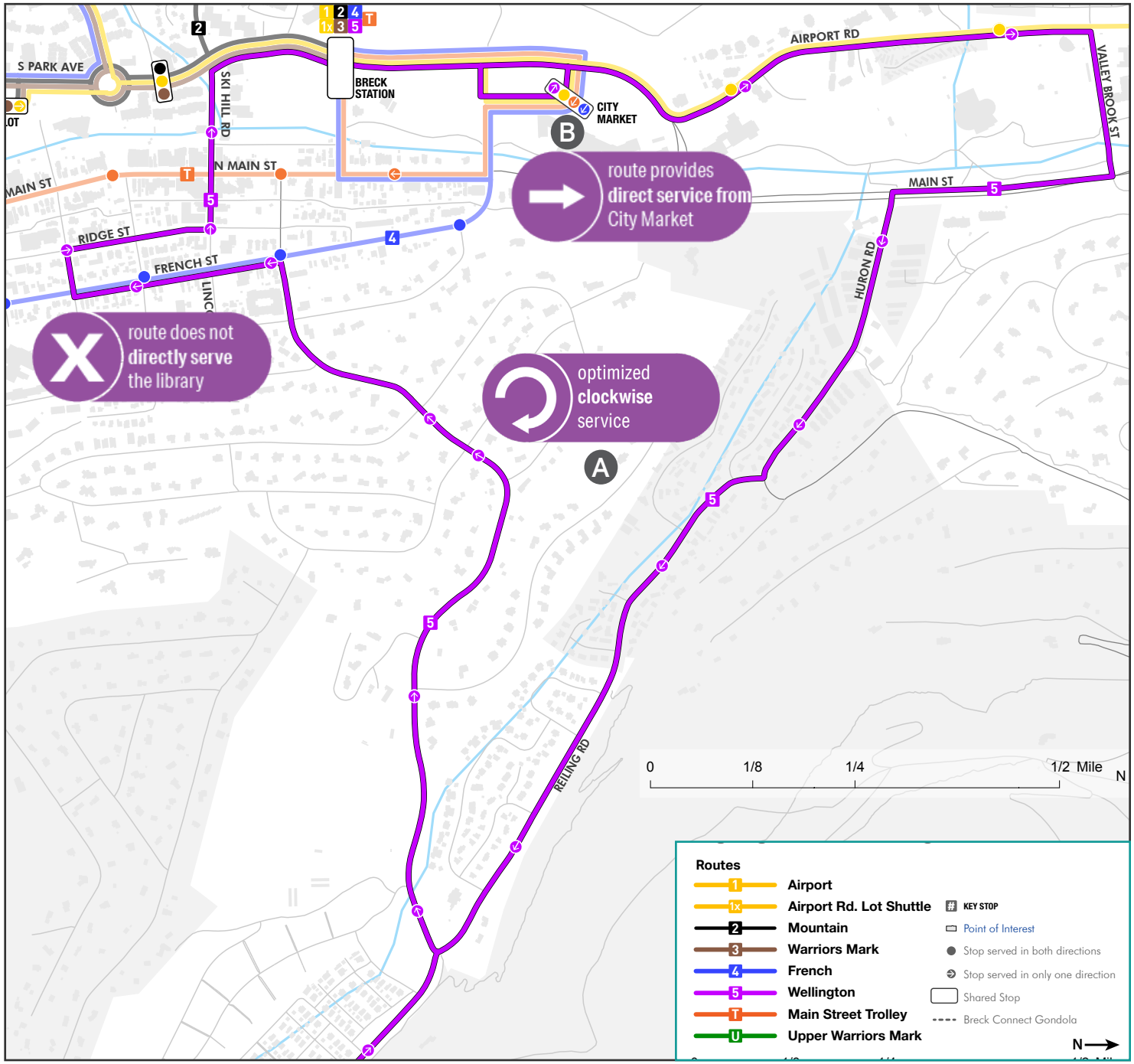
The single-direction loop service pattern is easier to operate for the Town and allows flexibility to tailor service levels to the demand. It is also easier for riders by reducing the complexity of figuring out which bus is coming from which direction to make the most efficient trip.

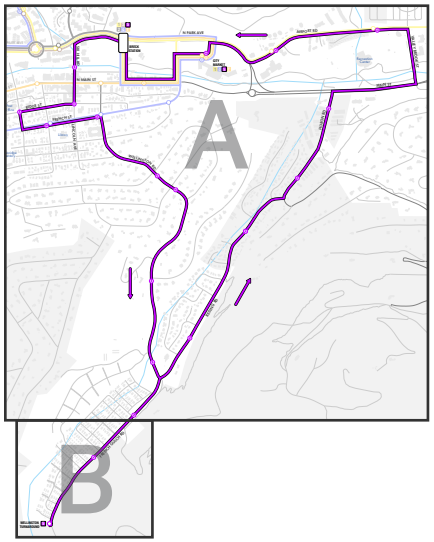
The clockwise loop best leverages existing infrastructure, such as sidewalks and shelters.

B Direct service to City Market is provided. City Market is a top destination, provides essential services, and was identified by online survey participants as a desired connection.

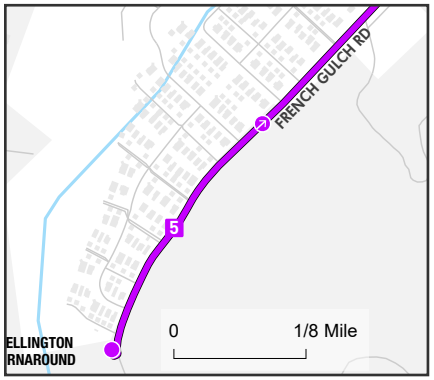
Network Objective		Proposed Route Justification
1	Improve Reliability	Unidirectional operations increase frequency and ability to mitigate service delays through bus spacing management
2	Communicate a Simple & Legible System	Service pattern is more easily conveyed and understood
3	Provide Fast Service Between Key Destinations	Connects City Market directly to Wellington Neighborhoods, reducing transfers without increasing the overall bus running time
4	Continued Integration Between Services	N/A
5	Network Facilitates Growth with Future Demand	Unidirectional line allows for higher-frequency service with the ability to tailor service levels to demand
6	Supportive of Supplemental Service	Single service pattern easier to operate as a part of a late-night transit pilot

A — Route Overview





B — French Gulch Road Inset



Main Street Trolley

Breck Station to Ice Rink via City Market

Frequency and Span	Summer		Winter Base		Winter Peak	
	Day	Morning/ Evening	Day	Evening	Day	Evening
	Headway (min)	Headway (min)	Headway (min)	Headway (min)	Headway (min)	Headway (min)
Existing*	15	30	15	30	–	–
Service Scenario 1	15	30	15	30	–	–
Service Scenario 2	15	30	10	30	10	30
Service Scenario 3	15	30	10	20	10	20

Operating Characteristics	Service Hours*	Buses Required	Service Hours	Buses Required	Service Hours	Buses Required
Existing*	24	2	24	2	–	–
Service Scenario 1	25	2	25	2	–	–
Service Scenario 2	25	2	36	3	36	3
Service Scenario 3	31	2	48	3	48	3

**Existing frequency, span, and operating characteristics are for general comparison purposes as the route is similar but not identical in the proposed network.*

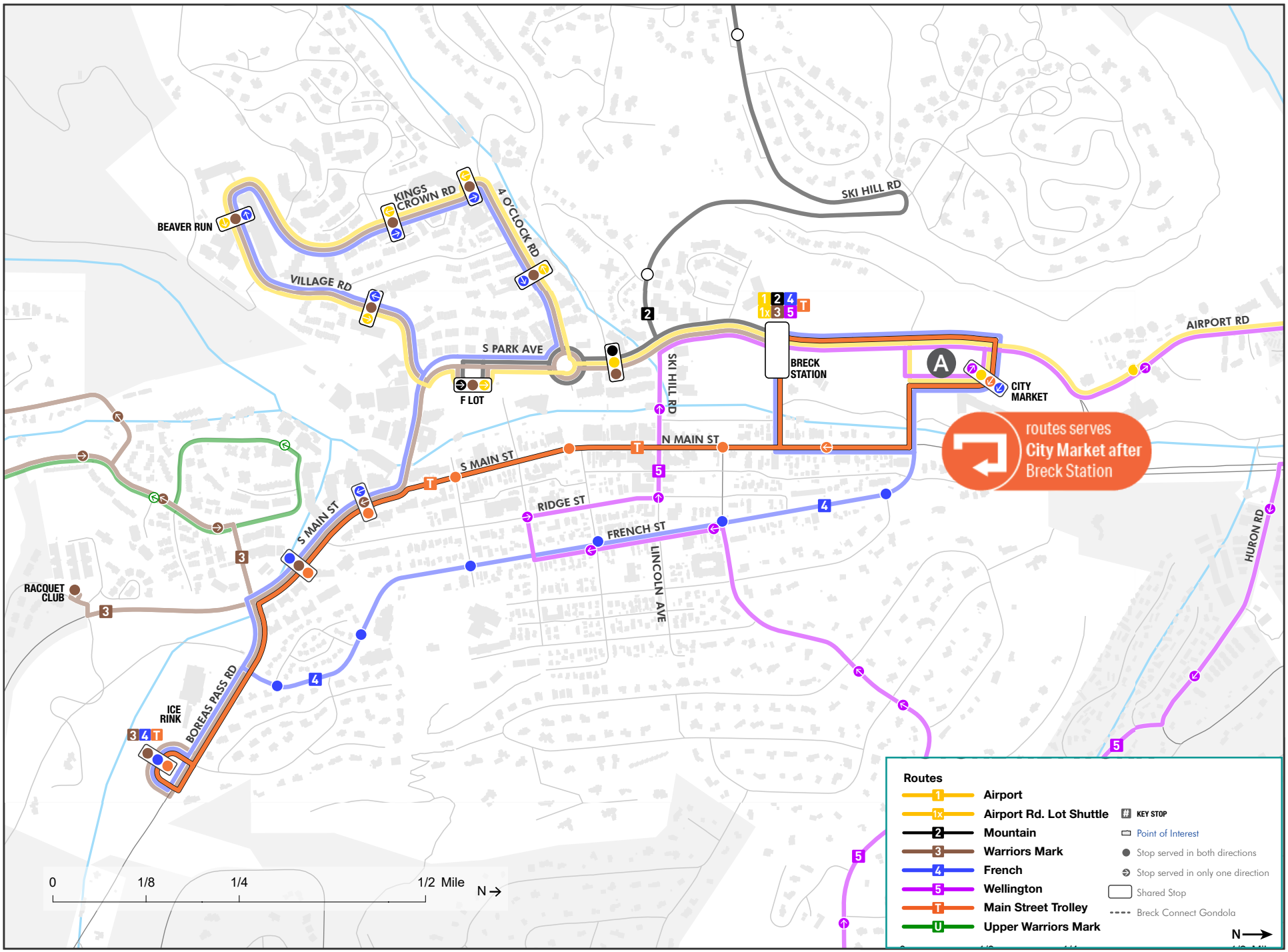
Key Route Information

9:15 AM - 11:15 PM

A The Trolley route is realigned to serve City Market after Breck Station. This reduces the running time of the route and reduces transfers for people traveling from City Market.

Frequency is maintained at 15 minutes in Scenario 1 and further to every 10 minutes in the winter season in Scenarios 2 and 3.

Network Objective		Proposed Route Justification
1	Improve Reliability	Revised alignment between Breck Station and City Market reduces running time
2	Communicate a Simple & Legible System	Simple, straight alignment is maintained along namesake street
3	Provide Fast Service Between Key Destinations	Additional frequency provided in service scenarios to supplement key service to Ice Rink (troll) and central business district. Reduces transfers for people traveling from City Market
4	Continued Integration Between Services	N/A
5	Network Facilitates Growth with Future Demand	Proposed frequency enhancements account for increased demand to Ice Rink (Troll) and City Market
6	Supportive of Supplemental Service	N/A


BEAVER RUN
KINGS CROWN RD
4 O'CLOCK RD
SKI HILL RD
VILLAGE RD
S PARK AVE
F LOT
BRECK STATION
CITY MARKET
AIRPORT RD
routes serves City Market after Breck Station
N MAIN ST
S MAIN ST
RIDGE ST
FRENCH ST
LINCOLN AVE
HURON RD
RACQUET CLUB
ICE RINK
BOREAS PASS RD
0
1/8
1/4
1/2 Mile
N
Routes
Airport
Airport Rd. Lot Shuttle
Mountain
Warriors Mark
French
Wellington
Main Street Trolley
Upper Warriors Mark
KEY STOP
Point of Interest
Stop served in both directions
Stop served in only one direction
Shared Stop
Breck Connect Gondola
N

Achieving Network Objectives

This section provides detailed information that identifies how the proposed network meets the six network objectives identified in Chapter 2 Case for Action.

Transit Network Objective 1: Improve Reliability

Ensuring that routes in the network operate on or close to schedule is critical to providing service that customers feel confident relying upon. Current routes cycle very efficiently. This means that Free Ride is getting the most service it can out of the hours a bus is on the road.

This also means there is very little slack to make up for delays. On the days with the most riders and the most traffic, buses are often delayed. When this happens, Free Ride will often skip a trip to get back on schedule. This means that less service is being provided on the days when the most people are riding and transit is the most needed. Figure 6 shows the percent of trips that are late based on the number of daily boardings. The data shows that as daily ridership increases, buses are more likely to run behind schedule.

The future network is designed to be more reliable by adding time to the cycles of busy routes to help them stay on time. Additionally, future service scenarios focus on increasing frequency on peak days when the system experiences the heaviest ridership. Based on observed ridership patterns, there are approximately 50 peak days per year, which equates to Friday, Saturday, and Sunday from December through mid-March, and the week from Christmas Eve to New Years Day. This is highlighted in Figure 7.

Figure 6 On Time Performance

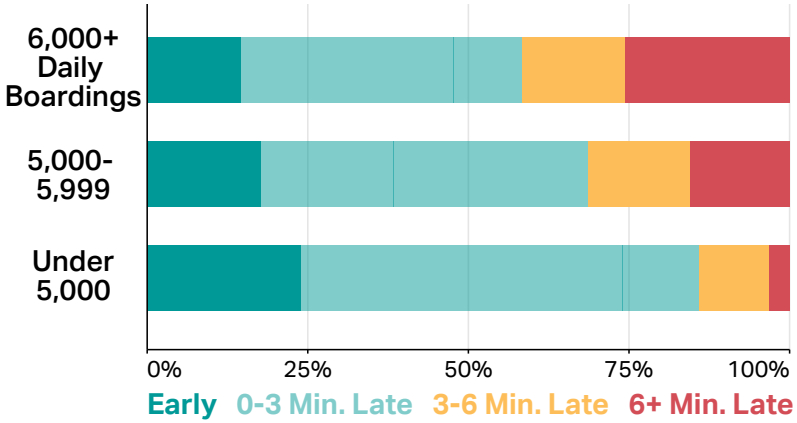
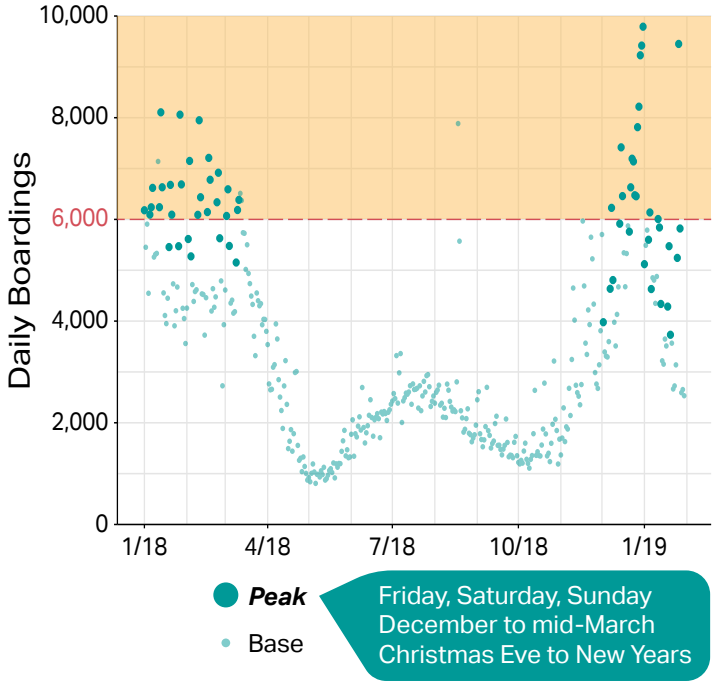


Figure 7 Boardings by Time of Year and Day of Week



Transit Network Objective 2: Communicate a Simple & Legible System

A simple and legible transit system has routes that are easy for people to learn and understand. Reducing duplication of routes can help simplify the network and ensure that operating resources are being used most efficiently.

The future network reduces complexity by reducing the number of routes in the schedule from 11 to 6. This is achieved by combining routes and changing how the routes are communicated. For example, the current network has a Black and Black Express route identified as separate routes for day and evening service, respectively. The proposed network would consist of the 2-Mountain route only and communicate any differences in stops and schedule times on one route map and schedule. The proposed 1-Airport and 1X-Airport routes would also be communicated on a single route map and schedule.

The proposed network routes are also more consistent across seasons so there's no need to learn a new bus system twice a year. While frequencies may change, the only routing change from winter to summer is that one route is dropped.

It is recommended to change the route naming structure from using colors as the primary identifier of a route/bus to using numbers and route or destination identifiers. Numbers are more universal identifiers for transit and translate clearly from printed materials to bus marquees. As Breckenridge has a significant number of visitors from across the country and abroad, numbers are able to be more easily communicated. Additionally, adding a numbering system to the route identifier will help persons who may be colorblind in identifying their desired route and how to use the transit system.

The proposed network is design do that destinations served from each stop are consistent and more easily communicated to riders. For example, service on the Beaver Run loop is redesigned to make it easier to know where to catch the next bus to your destination. The other advantage of this design is that routes can stay the same year-round, whether or not the Beaver Run parking lot/ transit center is open to buses.

App Technology

Breck Free Ride has an existing My Free Ride app that identifies the system routes, bus stop locations, and real-time arrival information. It is also useful to send out messaging regarding service updates. It is recommended to continue using a mobile app to promote use of the network. However, there are other existing apps like "Transit" that many people already have on their phone and are highly regarded as a standard for interfacing with a transit system. The interface is very user-friendly and could help encourage people to ride transit more in town. It is recommended to provide an open API that other app developers can use to incorporate Free Ride data. The My Free Ride app can also be improved to be more user friendly and convey the information in clear, simple means.

Figure 8

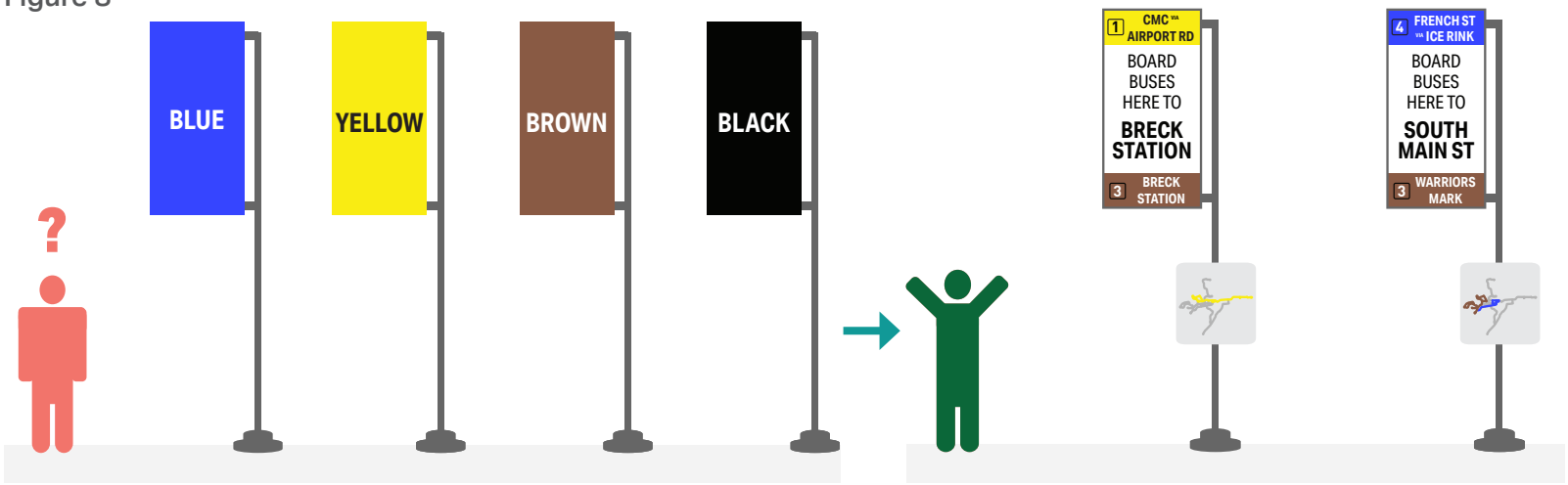


Figure 8, above, highlights how directionality and destination based routes and bus stops can work together to help transit users identify easily where they need to be to get to their desired destination. The current bus stops identify routes, but do not identify where multiple routes will provide access to the same destinations. Additionally, maps included with bus stop signage will improve understanding of the network.

Transit Network Objective 3: Provide Fast Service Between Key Destinations

The future network is designed to provide faster travel times and get people where they're going more quickly This is accomplished by coordinating service between routes on busy segments like the Beaver Run loop so buses arrive every 7 to 10 minutes. Faster trips are also achieved with strategic connection points. Schedules haven't been developed yet but would be carefully coordinated to shorten connection times where possible.

Estimated Travel Time Impacts

When deciding whether to make a trip on transit or to choose another mode, overall trip time is a primary factor people consider. Providing trips fast enough to be competitive with driving or walking is key to growing transit's mode share.

A transit trip has three components: walking to/from the bus stop, waiting for the bus, and riding time on board. Waiting and riding may be repeated if the trip involves a transfer. Making a trip faster can be achieved though improvements to all three components:

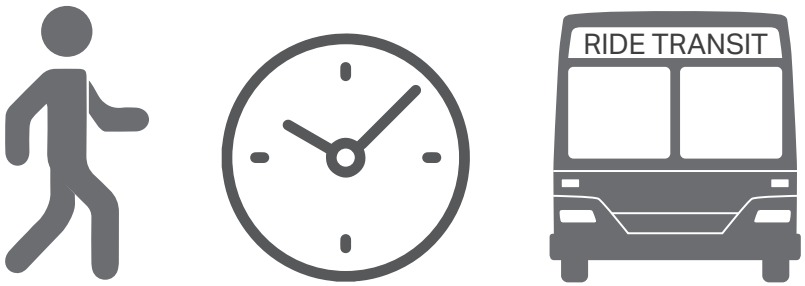
- Locating stops near the housing, employment, shopping, services, entertainment, and resort destinations that generate and attract trips can ensure walking times to access transit are short. At the same time, stops must be properly spaced to ensure that too many stops don't slow the bus down.
- Wait time is reduced by providing high service frequency, i.e., buses coming often. Even with real time tools available to help people minimize their wait outside, the time between buses is the difference between when someone is ready to go and when transit is ready to take them.
- Ride time is minimized by direct routes. While some people express a preference for "one route that goes everywhere," making people ride through deviations from their direction of travel increases both the real and perceived duration of a transit trip.

To assess the impact of the future network on trip times, travel times for both the existing and future network (Scenario 1 Winter) were estimated among 9 locations in Breckenridge representing high-ridership stops and geographical diversity. The 72 resulting pairs are intended to capture the most commonly made trips in Breckenridge.

For the purposes of these estimates, wait time is assumed to be half the headway. For example, if a route runs every 20 minutes then a person showing up to a stop at random would expect to wait 10 minutes on average. As specific schedules are not available for the future network, transfer wait times are also taken to be half the headway with one or two minutes added if a walk is required to reach the connecting stop.

Travel times are based on existing schedules and anticipated running times for future routes. Any mid-route layovers are accounted for.

Figure 9 Components of a Transit Trip



The results of the travel time analysis are shown in Figure 10. Approximately 45% of the trips represented are expected to be faster in the future network, with 10% by 6 or more minutes. About 36% stay essentially unchanged and 20% are expected to take longer to complete. Improvement or no change to 81% of trips is a favorable outcome for network changes with no added service.

Some trade-offs arise when direct connections to certain destinations increase travel time to others. For example, the southbound stop on route 1 Airport at City Market dramatically shortens trips to City Market from Airport Road but lengthens trips from Colorado Mountain College to many other destinations by 1 to 2 minutes. However, trips *to* Colorado Mountain College benefit from the overall network improvements and average approximately 2 minutes faster in the future.

The total change in travel time for trips from and to each destination improves for more a majority of locations assessed, led by average improvements of over 2 minutes per trip for Beaver Run, Peak 7, Ice Rink, City Market, Warriors Mark, and Wellington Neighborhood. In a small service area like Breckenridge where trips are relatively short, this represents a considerable overall improvement.

This analysis was conducted for the cost-neutral Scenario 1; Scenarios 2 and 3 would see additional improvements generated by higher frequency on most routes. More details regarding the anticipated travel time changes can be found in Appendix B.

Key Destinations Used for Travel Time Analysis

- Breck Station
- Beaver Run
- F-Lot
- Peak 7
- Ice Rink
- City Market
- Colorado Mountain College
- Warriors Mark
- Wellington Neighborhood

Figure 10 Estimated Travel Time Changes: Percent of 72 Typical Trips

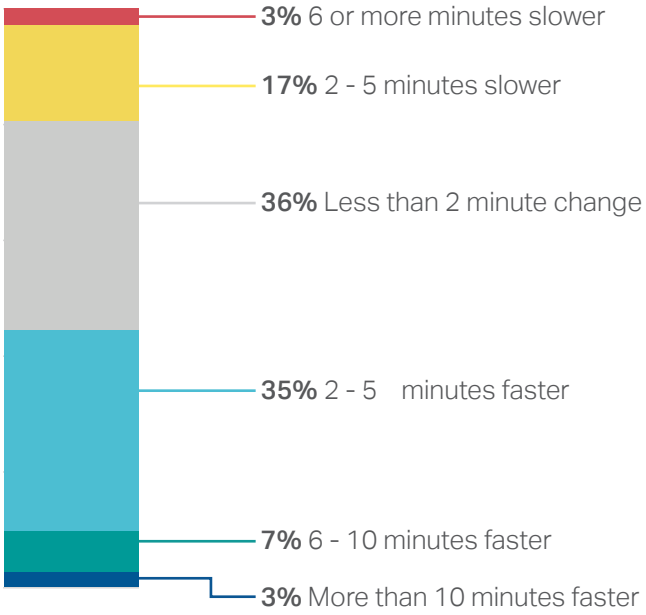
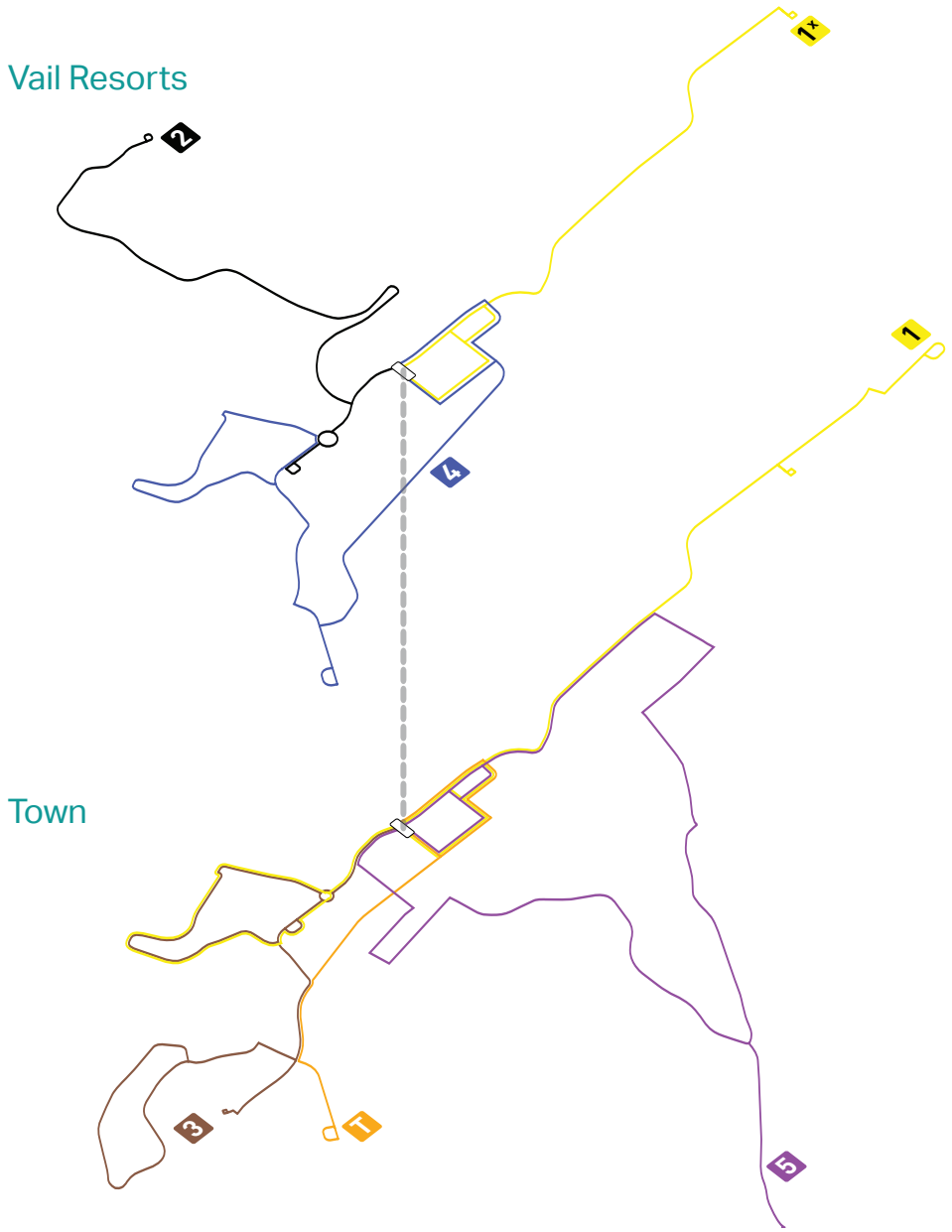


Figure 11. Resort & Town Route Overlay



Transit Network Objective 4: Continue Integration Between Services (Town & Resort)

The fourth objective is to build on existing coordination between the town and the ski resort to provide an integrated system that maximizes benefits. The town and the ski resort currently coordinate their services well and appear to be one operation to the public. However, the ski resort's services are focused primarily on facilitating access to the mountain base areas and the gondola.

The town has incorporated the ski resort-operated routes within its mapping and interactive app to help riders know where to access transit and which routes to use.

Differences between the operators include the types of buses and technology used. The ski resort runs high-floor buses that require more time for loading and unloading and do not have technology on board to track boardings by stop, reducing the ability to understand ridership patterns.

A system that is further integrated between the town and the ski resort could yield benefits for both organizations and provide enhancements to the customers. It is recommended to formalize an agreement between the Town and ski resort so that, at a minimum, ridership on ski resort-operated buses can be officially counted with the Free Ride boardings. Having a more complete picture of transit use in town will help plan for the future and will help the town compete for grant funding. With an agreement, it is also possible that grant funding could potentially be used for bus acquisition to address the issues with running high-floor buses.

Further, it is a benefit to the resort for the Town to be able to accommodate more skiers and visitors. However, traffic impacts the ability for people to access Breckenridge and the resort. For the Town to accomplish its goal of keeping the town moving, all transit resources must be coordinated for maximum effectiveness. Both the Town and ski resort must work together to advance their complementary goals.

Transit Network Objective 5: Network Facilitates Growth with Future Demand

The fifth goal is to plan for additional service in the future to help reduce driving and achieve Breckenridge's environmental goals. The future network is presented in three scenarios. The first two maintain approximately the same number of annual service hours as are provided today, while Scenario 3 grows service by about 20%. This is highlighted in Figure 12.

Specifically, Scenario 1 offers a single winter schedule and a summer schedule, similar to existing but with the route and network revisions described. Next, Scenario 2 presents a concept of peak and base schedules in the winter to be more responsive and adaptable to the extreme fluctuations in demand that the system experiences. As shown in Figure 13, Scenario 1 requires the same number of buses operated currently while Scenario 2 has a higher bus requirement because it increases service on the 50 peak days. Scenario 3 continues building on Scenario 2, increasing the number of buses in both the winter and summer to provide higher frequency year-round.

The scenarios were developed as a way to highlight how the network can grow while recognizing the short-term constraints of budgets and equipment, such as the number of available buses. Scenario 1 is able to be implemented in the next season with no significant impacts to existing resources.

Figure 12. Service Hours by Scenario

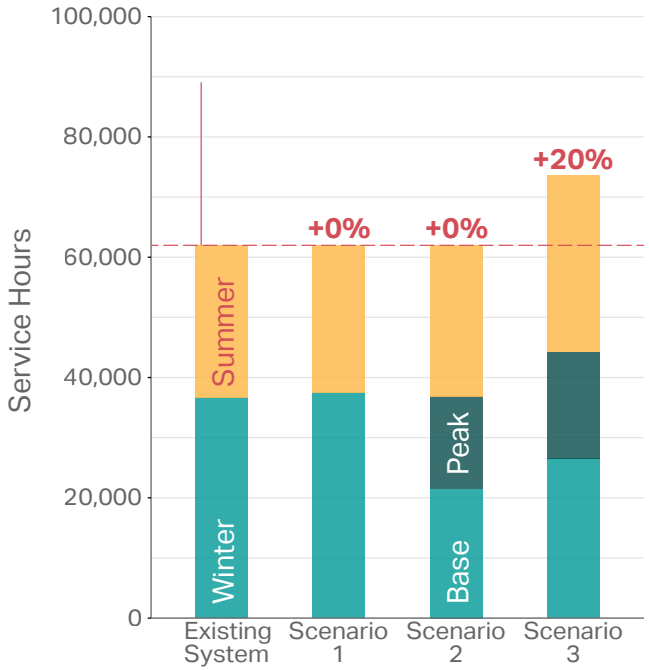
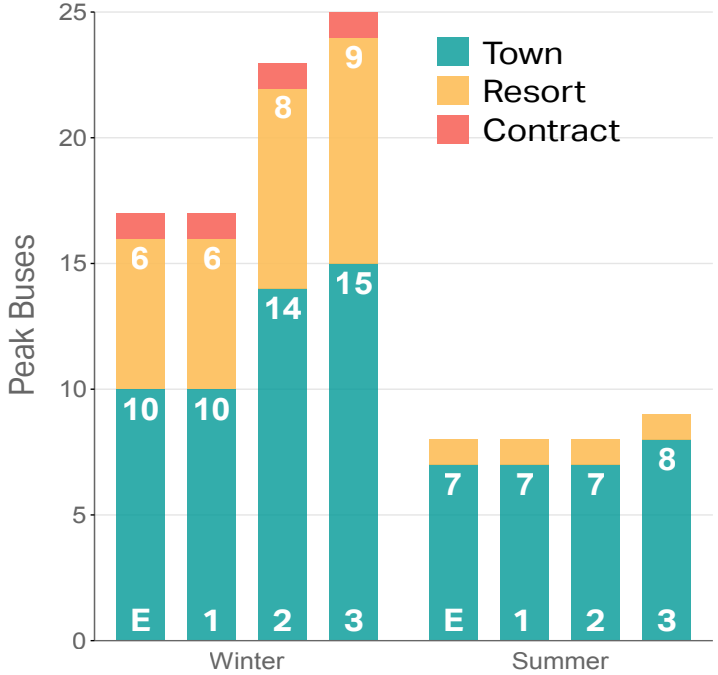


Figure 13. Buses Required by Scenario & Season



Transit Network Objective 6: Supportive of Supplemental Service

All of the scenarios presented in Objective 5 will support additional service options in the future. While supplemental services can provide benefits to the transit network, they can also be costly. The focus of this plan is on the core network, and designing a network that can grow in the future. The supplemental services will be addressed as add-on items that will not reduce resources from the network, but add to them where appropriate and feasible. This includes the potential for various late night service strategies, integration of the Boreas Pass Loop, neighborhood access bus service, and development of intercept parking lots and related bus service. Providing options and understanding of supplemental services separate from the core network will also help clarify for the town where partnerships or grant funding may be pursued and most useful.

Late-Night Service Options

The system recommendations presented in this report support the Town's goals of achieving higher sustainability, mitigating gridlock and improving access and mobility for the Town's residents, visitors, and employees. The proposed routes presented earlier form the core network, which is designed to both accommodate future growth and to be operated year-round, removing the complexity of separate winter and summer networks. This section presents the long-term vision of how the Town can begin to offer transit service later into the night that can support employment, equity, and connections to the Summit Stage regional network.

The Case for Late-Night Service

Both the Existing and Proposed transit networks are designed to support a ridership goal by creating a service that offers the most utility to the largest number of potential riders during peak hours. While an investment in late-night transit service does not offer a direct return in ridership gains, increasing the span of service allows the option of taking transit to become more relevant to more riders. Visitors to Breckenridge may be more inclined to take transit if they know that later service is available should their plans change. Employees in Breckenridge, especially those in the service sector, can hold later shifts and do not have to worry about the financial impact of routinely having to hail rides after work. Residents of Breckenridge may benefit from being able to embrace car-free or car-lite lifestyles.

Regional Connection

Summit Stage's Frisco – Breckenridge line offers its final trip at 1:30am during both winter and summer service. Expanding transit options for late night service could allow Breckenridge employees to more easily catch the final northbound bus while allowing residents of Breckenridge to return home from the rest of the regional network.

Pilot Project Introduction

Later service can be tested or introduced as a pilot program during an upcoming winter season, allowing for a low-risk method of gauging potential demand without committing to future service. Four potential types of late night service options are presented on page 79 and highlight advantages and disadvantages for the Town's consideration in future efforts.

Late-Night Option 1
Fixed-Routes

Service Description: Operate routes with published schedules and fixed stops. Service can be composed of lines from the daytime network, with or without route modifications, or special alignments created for night service. Buses run at lower frequencies compared to daytime service, and modified routes or interlining buses between routes allows for the night network to operate with fewer resources than during the evening.

Advantages
- Night service operates as an extension of day service, maintaining simplicity for riders
- Published schedules and timed connections facilitate trip planning, as well as recurring trips.

Disadvantages
- Staffing and fleet considerations must be made to provide additional service

Late-Night Option 2
Deviated/Flex Routes

Service Description: Operate either designated routes where passengers can request a deviation of a predetermined distance or designated a 'flex zone' where passengers can request service via call-in, app, or on-board. May use existing bus stops or offer curb-to-curb flexibility.

Advantages
- Can provide more direct and convenient service when demand levels are low.
- Can cover more area with fewer routes and vehicles.

Disadvantages
- Demand-Response service has a passenger capacity that is lower than fixed-route service
- Deviations can contribute to longer and variable running times and slower service along the line
- Fleet considerations depending on service type offered.

Late-Night Option 3
Demand-Response

Riders either use an app, call-in, or board a curb-to-curb shared ride service at a hub location. Service acts as a shared-ride taxi.

Advantages
- Passenger wait times could be lower in periods of low demand
- Curb-to-curb service may be more attractive to potential riders than walking to fixed stops at night

Disadvantages
- Demand-Response service has a passenger capacity that is lower than fixed-route service and typically costs more per rider to provide
- More difficult and costly to provide at higher levels of demand.

Late-Night Option 4
Subsidized Ridehailing

Service Description: Partnership with Transportation Network Company (such as Uber, Lyft, or Via) to offer partially or fully-subsidized trips for passengers in a designated (geofenced) area during set hours of operation.

Advantages
- All operational challenges, including staffing and fleet considerations, are passed along to the contracted company.
- Passengers benefit from point-to-point service on services they may already be familiar with.

Disadvantages
- Demand-Response service has a passenger capacity that is lower than fixed-route service and typically costs more per rider to provide

Boreas Pass Integration

Service to Boreas Pass, a neighborhood located to the Southeast of Breckenridge, is currently operated by Summit Stage. The line is interlined with the Frisco-Breckenridge service, providing a one-seat ride from Boreas Pass and South Main Street in Breckenridge to the connection point to the rest of the regional network. The service operates year-round with 30-minute headways, and–like all of Free Ride and Summit Stage–is fare-free.

Recently there has been consideration of the Town of Breckenridge assuming operations of the line from Summit Stage in a similar arrangement of service along Reiling Road. The Town entered into an intergovernmental agreement with Summit Stage to operate the Purple route that partially falls outside of the Town limits.

Advantages of Assuming Operations

Incorporating the Boreas Pass Line into the Free Ride network allows for all routes serving Breckenridge (and its immediate surrounding area) to be deployed by a single operator (the Town), potentially facilitating more seamless planning, scheduling, and communications.

Challenges of Providing Service

The current challenges of hiring and retaining enough drivers would be further exacerbated by the addition of more routes and service. Additionally, the costs of fleet needs would be significant. In the long term, the addition of this route and the required buses could cause the need for expansion of the number of bus bays for storage as well.

Recommendation

In the short-term it is not recommended to assume operations of this route and for the Town to focus resources on increasing frequencies of the core bus network as identified in Scenarios 2 and 3. However, it is recommended to continue conversations with Summit Stage to identify opportunities in the longer-term where the town would be able to assume operations in a way that adds to the network and does not take away resources from existing service needs. Grant funding may make this option more feasible.

Additionally, in the short term, better integration of customer information including stops, maps, and app data are recommended. These components can facilitate increased use of the existing service in town.

Neighborhood Access Service

Transit access for neighborhoods within Breckenridge is an important consideration when developing transit service. However, many neighborhoods within Breckenridge are spread out and are difficult for transit to operate in. This typically results in transit service that is inefficient and has a high cost of operation. The Town has been paying to have contracted service operate as the Green route to connect the Upper Warriors Mark neighborhood to the rest of the system. It is recommended that the Green route be eliminated or be reduced to operate in the peak of the winter season only. There are three key reasons for this recommendation, identified below.

- There are operational challenges to providing service due to the terrain and roadway network. It is not feasible for the Town's fleet to provide service due to the absence of suitable turnaround space for the bus. It is not economical for the town to purchase new buses that can would only operate on this route and not be able to be used in the larger system.
- While ridership has been increasing over the years on this route, it is a high cost of service per rider when analyzed over the full winter season. The cost of service per rider would be reduced if the route operated during the winter peak between the week prior to Christmas through spring break weeks in March.
- As this route has limited capacity and relies upon contracted services, it is not able to contribute as highly to meeting the Town's goals of moving the most people with the resources available. Doing so requires focusing resources to increase frequency between key destinations and along the highest ridership routes.

Intercept Lots & Express Service

During ski season and events, the town experiences incredible strain on the street network and limited parking in the Main Street area. These effects impede the ability of the Free Ride system to operate, impact quality of life of residents, and can detract from visitor experience. The expansion of intercept lots on the north and south sides of town present an opportunity to limit the number of vehicles utilizing the central streets. Well-aligned intercept lots and bus routes will ensure that those forgoing parking downtown will still be able to reach their destinations, and use active modes of transportation the remainder of their visit.

Candidate locations for intercept lots should be on the far sides of town, and easily accessible from State Highway 9. In the interest of cost, surface lots are preferable, at least initially. Construction of structured parking can cost at least four times that of paved surface lots. Existing lots, such as those at the Ice Rink and Colorado Mountain College present the most cost-effective potential locations. In addition to these existing surface lots, the McCain Property is a suitable location for an intercept lot. Like the nearby CMC lot, it is well situated on the north side of town, and easily accessible from State Highway 9. Transit service to both the CMC and McCain Property Intercept Lots could be coordinated.

State Highway 9 at Tiger Road is another favorable area for a northern intercept lot, and a location the Town should consider moving forward. In the future, an Airport Road extension may also provide a stronger connection to the Breck Station. The use of unpaved lots during particularly high traffic weekends and events could be utilized to address those select days with limited capital expenditure needed for construction. Transit service to intercept lots should react to increases in their usage. Additional service should be provided on days with high intercept lot usage, and the service should cater towards the type of trips that are most in demand i.e. access to an event on Main Street or serve ski slopes.

To make intercept lots and attractive and preferable option requires properly managing the limited parking in the downtown area. Both on-street and off-street parking should be priced with a structure that supports the town's goals. On-street parking should be priced in a way that provides affordable access for short periods of times, but is priced high enough over long periods to discourage all-day parking. Parking should be priced so that the majority of people going skiing all day, for example, will find off-street lots, particularly intercept lots, more viable than on-street parking. Parking pricing may need to be dynamic and vary by day of week and time of year to achieve the desired outcomes.

Communication will play a huge role in the success of intercept lots. Information should be readily available within town and resort visitor communications. Signage, including dynamic messaging signs, on the north and south approaches to town can be used to communicate intercept lot locations, parking pricing, and downtown traffic conditions.

Additionally, express or limited-stop bus service from intercept lots to Breck Station or an additional key destination could make intercept lots a more attractive option for day visitors and reduce the number of people driving into town. Other features that can further entice use of intercept lots include:

- Dynamic messaging signage along highway entices and guides patrons to lot with real-time space count and bus information.
- Parking Guidance system navigates users from entry point to parking space.
- Amenities such as lockers (for ski-equipment) and restrooms.
- Visitor Information Kiosk.

Other considerations for intercept lots focus on the ability to coordinate appropriate levels of transit service to ensure that people can return to their vehicle after their activities in town. Additionally, given the peak-oriented nature of service, the service may be operated as a partnership between the Town and Vail Resorts or as purchased transportation (contracted out).

Location is Key

There is an advantage to locating parking lots so they can be served with regular Breck Free Ride or Summit Stage routes on regular days and be supplemented with the express service on peak days where the additional capacity is needed. This allows the facilities to be in use more often and leverages resources for multiple purposes.

Scenario Options 1A and 1B

The Free Ride network and Vail Resort's transit service coordinate to complement each other and provide additional capacity in the network overall. However, as these two entities are separate operators, Scenarios 1A & 1B were carefully designed as to not reallocate resources between the agencies. The number of service hours and buses were maintained for each entity separately.

Scenario 1A is a short-term network for the Town to operate with network changes primarily to the Town's operated routes. This network still coordinates with the resort, but does not rely upon any resource reallocation or increases from the resort.

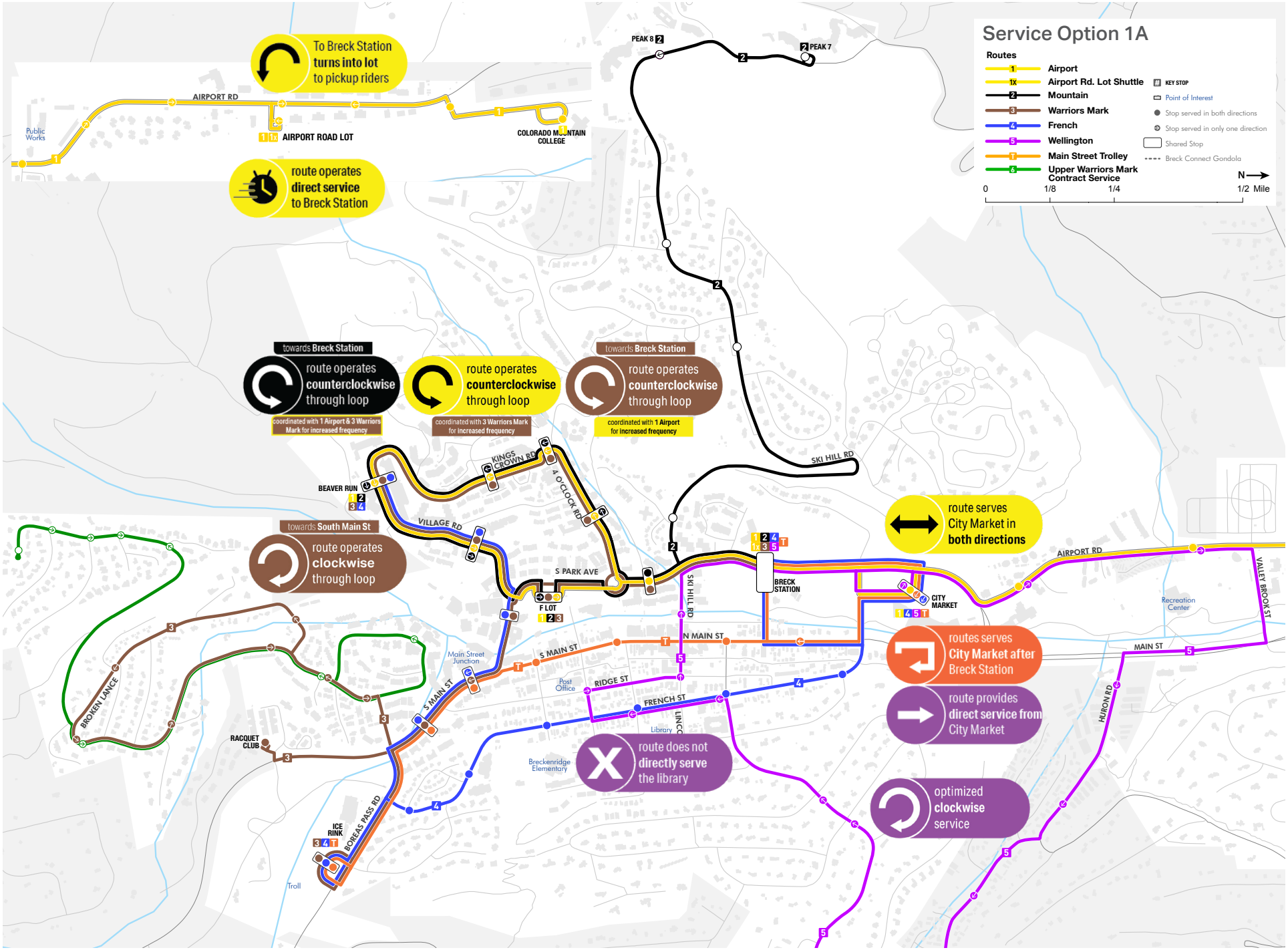
Scenario 1B reallocates service within the Vail Resorts operated routes to better coordinate transit service overall between destinations. However, as ridership data was not available for the resort-operated routes, additional data collection is recommended to confirm that the required capacity between destinations is maintained.

1A Changes & Benefits

- This network option facilitates initial routing changes in the Town's operations, but does not rely on any significant changes from the ski resort routes. The primary change for the ski resort operations is that the 2-Mountain would operate in a loop that would be coordinated with 1-Airport and 3-Warriors Mark.
- All routes use the same routing from Breck Station to Beaver Run on the loop, which improves simplicity of the network and allows for easier communication to riders regarding which bus goes where and which they should use.
- The routes do not require any routing changes between the winter and summer operations that currently result from the closure of the Braver Run lot turnaround in the summer.
- City Market receives more direct service as it is one of the top destinations by boardings and community requests. The 1-Airport stops at City Market in both directions and the 5-Wellington adds City Market to the route.
- Reconfiguration of the Trolley allows for direct trips from City Market to destinations along the Trolley route.
- The 1X- Airport Road Lot Shuttle consolidates the Red route and Employee Parking Shuttle to clarify the role of the parking shuttle route as supplemental service to the 1-Airport route. 1-Airport enters the Airport Road lot on the route to Breck Station, providing service when the 1x isn't running.
- The 5-Wellington route puts all buses in operation into a single direction loop to increase frequency and improve operational constraints.

1A Challenges

By not fully coordinating the ski resort and Town transit services, there are missed opportunities to provide higher frequencies between key destinations. For example, without shifting resources, the 4-French route cannot operate at the same headways as the 3-Warriors Mark. This service coordination could result in effective headways between shared destinations of every 7.5 minutes. However, to do that would require revising the 2-Mountain route to not serve Beaver Run, as recommended in other scenarios, to allow one bus to be reassigned to 4-French.


Service Option 1A
Routes
1 Airport
1X Airport Rd. Lot Shuttle
2 Mountain
3 Warriors Mark
4 French
5 Wellington
T Main Street Trolley
6 Upper Warriors Mark Contract Service
KEY STOP
Point of Interest
Stop served in both directions
Stop served in only one direction
Shared Stop
Breck Connect Gondola
N
0 1/8 1/4 1/2 Mile
To Breck Station turns into lot to pickup riders
route operates direct service to Breck Station
towards Breck Station
route operates counterclockwise through loop
coordinated with 1 Airport & 3 Warriors Mark for increased frequency
coordinated with 3 Warriors Mark for increased frequency
coordinated with 1 Airport for increased frequency
towards South Main St
route operates clockwise through loop
route serves City Market in both directions
routes serves City Market after Breck Station
route provides direct service from City Market
route does not directly serve the library
optimized clockwise service
AIRPORT RD
AIRPORT ROAD LOT
COLORADO MOUNTAIN COLLEGE
PEAK 8
PEAK 7
SKI HILL RD
KINGS CROWN RD
4 O'CLOCK RD
BEAVER RUN
VILLAGE RD
S PARK AVE
F LOT
BRECK STATION
CITY MARKET
N MAIN ST
S MAIN ST
RIDGE ST
FRENCH ST
MAIN ST
VALLEY BROOK ST
HURON RD
Recreation Center
Main Street Junction
Post Office
Library
Breckenridge Elementary
BROKEN LANCE
RACQUET CLUB
ICE RINK
BOREAS PASS RD
Troll

Operator Service Parameter Options

Continued and expanded coordination of transit service and data is encouraged between the Free Ride system and Vail Resorts. However, this plan recognizes that these operators provide separate services so reallocation between the providers of buses or service hours is not possible and was not factored into the service scenarios. The service scenarios presented on page 56 were based on Service Option 1B (the Proposed Network) and are options for how the network can continue to grow in the future.

While these scenarios are built on a network with recommended route changes by Vail Resorts (1B), the scenarios can still be effective if the routing changes are not made. The service scenarios presented in this plan focused on changes to the Free Ride network, but recognizes that for transit service in Breckenridge to be functional for as many people as possible, some additional resources for the resort-operated routes are recommended.

These scenarios present a path for how to increase frequency, service levels and route coordination to better meet the goals and are an opportunity to continue coordination efforts to meet the needs of the Town, the resort, and the community. Adjustments to the Free Ride network and scenarios can be made to account for future changes related to community needs, operational constraints, or coordination changes.

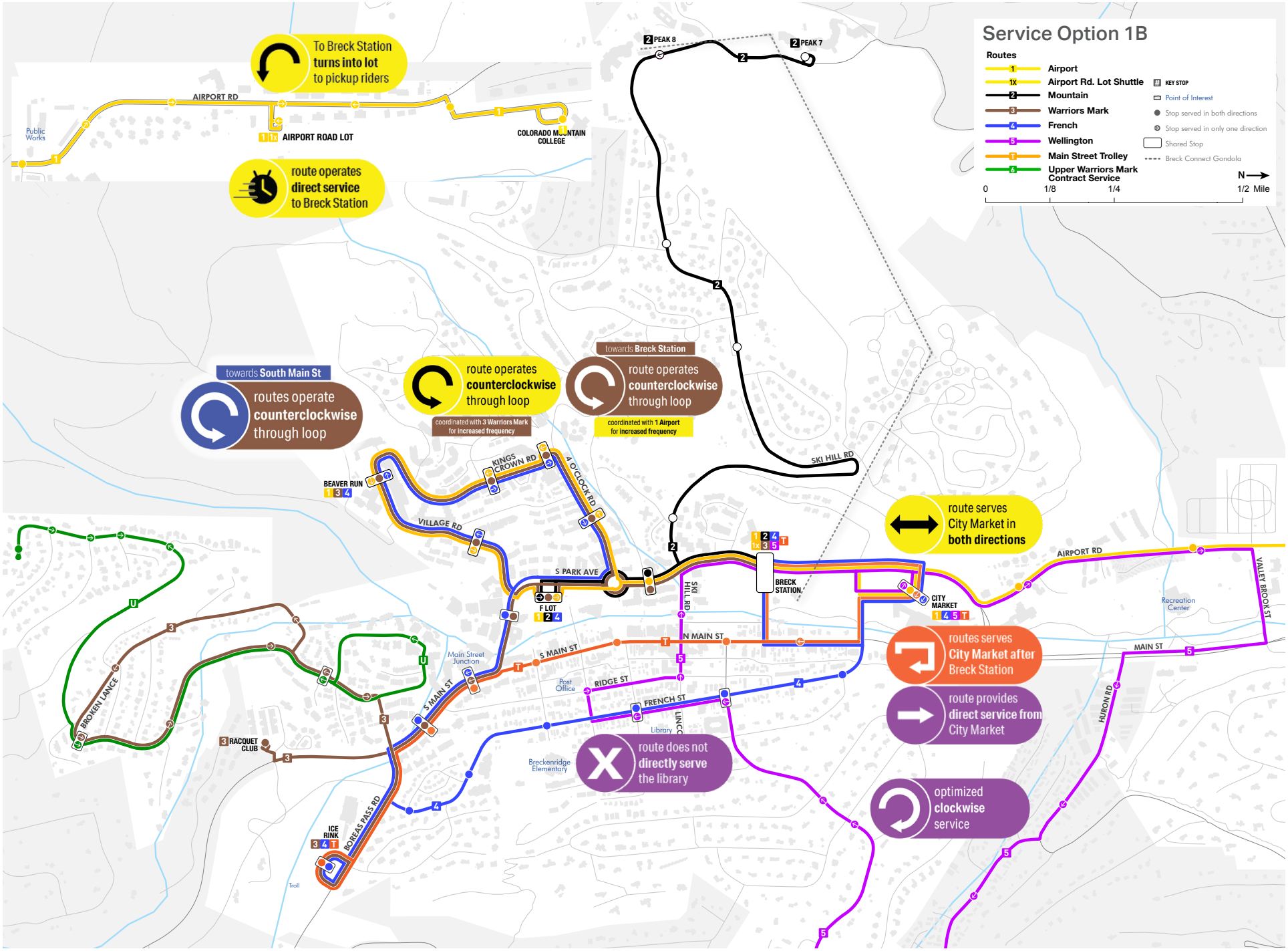
1B Key Changes & Benefits

In addition to those described for 1A, the following changes proposed in Scenario 1B provide some additional benefits:

- The 4-French route operates around the Beaver Run loop clockwise, coordinating with the 3-Warriors Mark so that all buses going to South Main Street serve the same stops. This makes it easier to communicate with riders about which bus can be boarded to reach their destination. The routing on the loop also means that the routes do not need to change between the Winter and Summer seasons as they are not reliant upon turning into the Beaver Run parking lot (available only in the winter season). Matching headways on the two routes allows the schedules to be offset, providing higher frequency on the shared segment.
- The 2-Mountain route consolidates the existing Ski Hill Shuttle, Black, and Black Express routes to add simplicity and legibility to the maps and operations in the network.

1B Challenges

The remaining route change that separates Scenario 1B from the ultimate network is the deviation of 3-Warriors Mark to the Ice Rlnk. While 1B maintains this deviation to reduce coordination with the ski resort and to allay capacity concerns, it is not recommended in the ultimate network. The deviation duplicates other routes, lengthens travel times from Warriors Mark to nearly all destinations, and causes challenges with cycle time at certain frequencies.


Service Option 1B
Routes
1 Airport
1X Airport Rd. Lot Shuttle
2 Mountain
3 Warriors Mark
4 French
5 Wellington
T Main Street Trolley
6 Upper Warriors Mark Contract Service
KEY STOP
Point of Interest
Stop served in both directions
Stop served in only one direction
Shared Stop
Breck Connect Gondola
N
0 1/8 1/4 1/2 Mile
To Breck Station turns into lot to pickup riders
route operates direct service to Breck Station
towards South Main St
routes operate counterclockwise through loop
route operates counterclockwise through loop
coordinated with 3 Warriors Mark for increased frequency
towards Breck Station
route operates counterclockwise through loop
coordinated with 1 Airport for increased frequency
route serves City Market in both directions
routes serves City Market after Breck Station
route provides direct service from City Market
route does not directly serve the library
optimized clockwise service
AIRPORT RD
AIRPORT ROAD LOT
COLORADO MOUNTAIN COLLEGE
PEAK 8
PEAK 7
SKI HILL RD
KINGS CROWN RD
4 O'CLOCK RD
BEAVER RUN
VILLAGE RD
S PARK AVE
F LOT
BRECK STATION
CITY MARKET
N MAIN ST
S MAIN ST
RIDGE ST
FRENCH ST
MAIN ST
VALLEY BROOK ST
HURON RD
Recreation Center
Main Street Junction
Post Office
Library
Breckenridge Elementary
BROKEN LANCE
RACQUET CLUB
ICE RINK
BOREAS PASS RD
Troll

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4

Capital & Operation Recommendations

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Capital Investments

Strategic capital investments that improve bus travel times and reliability can make trips faster for customers and generate ongoing operating cost savings. Investments in customer and operating facilities can improve the experience of using transit for riders and operators. The following projects were identified through the planning process, public survey, and staff discussions for inclusion in the long-range transit vision. The map on page 90 highlights the locations of these proposed investments.

1. South Park Avenue at Village Road

The intersection of South Park Avenue and Village Road is challenging for transit vehicles, car drivers, and people walking alike. With no stop or signal control on Park Avenue, left turns from Village Road are difficult when traffic is heavy. No pedestrian crossing of Park Avenue is provided. The crosswalk across Village Road is set back from the corner at the outlet of a high-speed channelized right turn lane.

Due to the potential for delay from the left turn at Park Avenue, additional running time is assumed for the 1 Airport and 3 Warriors Mark on the segment between Beaver Run and F-Lot. Intersection improvements to reduce running time variability, such as a signal or roundabout, would allow faster and more reliable running times. A safe crossing location would reduce a quarter-mile gap between existing crosswalks and improve access to bus stops including F-Lot.

2. Northbound Stop at City Market

A northbound stop location along North Park Avenue near the City Market driveway with a sidewalk connection to the shopping center would allow the 1-Airport to serve the center without deviating into the parking lot. This would streamline the route and save time for passengers riding through.

3. Breckenridge Station

As the hub of the Free Ride network, gondola access location, and primary connection point to Summit Stage, safe and efficient operations at Breck Station are critical to transit in Breckenridge.

As development occurs around the station, especially the proposed parking garage, ensuring fluid bus operations into and out of the station will increase in importance. Consideration should be given to separating bus and general traffic to ensure buses aren't caught in the congestion created by the additional parking capacity. The parking garage should take access somewhere other than Watson Street as long as Breck Station relies on Watson Street for transit access. Improvements to the intersection of Watson Street and Park Avenue should also be studied.

It is recommended that Breck Station be reconfigured with the ability to better accommodate additional buses, including layover space, and improving the ingress/egress of transit vehicles to the station. Improved pedestrian accommodations and connectivity within the transit center area would enhance the pedestrian experience and safety. Improved signage with dynamic, real-time arrival information also would be useful to help riders identify where they need to be and how long before their bus arrives.

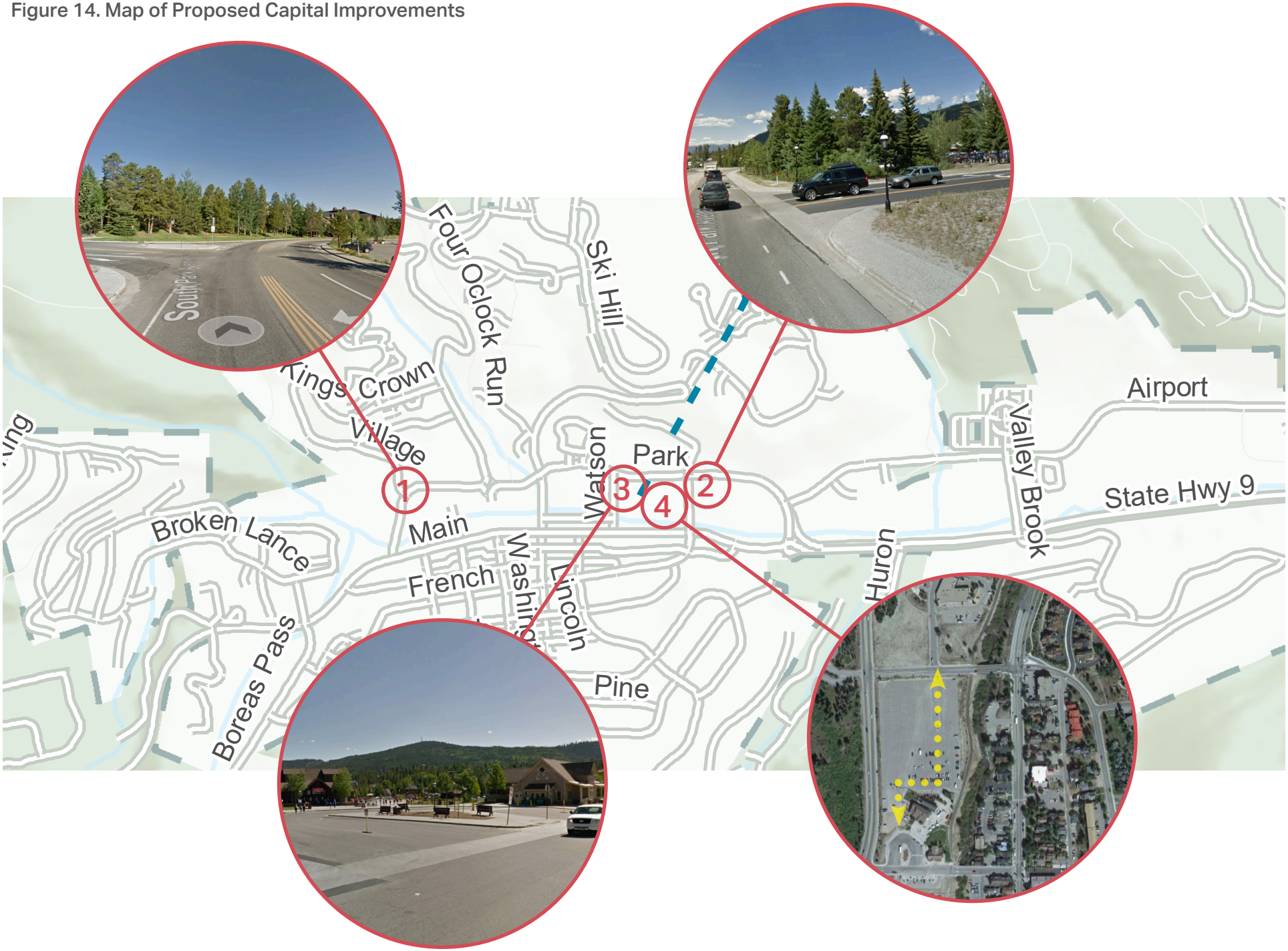
4. North Gondola Lot Connection

A roadway connection allowing buses to travel through the North Gondola Lot between the City Market driveway and Breck Station would allow several routes (1-Airport, 4-French, 5-Wellington, Trolley) to avoid difficult turns and bypass congested segments of Park Avenue and Main Street. Creating this connection should be a priority in any future plans to redevelop the North Gondola Lot site and/or Breck Station.

Bus Stop Improvements

All bus stops should be regularly evaluated for potential improvements and accessibility. Bus stops should be upgraded with more informational signage, including maps of the routes that serve the stop and nearby destinations. Bus stops should also include pedestrian-scale lighting, seating, and shelters where possible.

Figure 14. Map of Proposed Capital Improvements



Access to Transit

The level of accessibility to transit for multiple modes has a direct relationship with resulting transit use. However, the needs for access to transit and how the access can foster improved ridership varies by mode. When accessibility to transit is easy to understand and navigate, it can bolster transit ridership. As such, parking, pedestrian, and bicycle access are important to consider and incorporate in the TMP.

Vehicle Access/Parking

Vehicle traffic and parking will remain an important component of Breckenridge transportation for people making trips that aren't served by transit.. However, in recent years, congestion has significantly increased with the town experiencing more days of traffic congestion and gridlock, presenting new challenges for mobility. The Town has implemented parking management and smart parking programs to assist in communicating parking opportunities and payment. Parking management has also included paid parking to help incent turnover of parking spaces and to encourage use of the transit system.

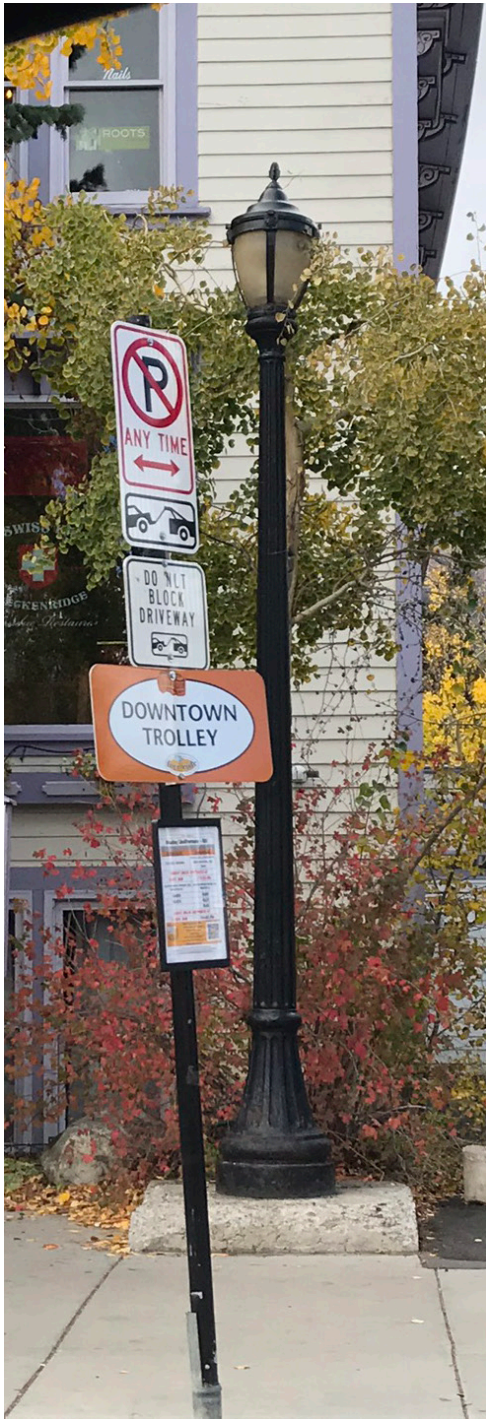
In order to effectively allow people to park in town and utilize transit for internal trips, the transit network must go to the desired destinations and be accessible at varied times of the day. Additionally, the parking areas must feel safe for people to access outside of the busier daytime hours.

For example, if visitors park in the Airport Road parking lot in order to go skiing and want to eat at a restaurant downtown after, they must feel comfortable that they will be able to get to their vehicle if they spend more time downtown than anticipated. If the transit network does not provide access to lot late enough, or if the lighting is inadequate for provide a sense of security, it is likely that the vehicle will only park there for skiing then will drive to find closer parking in the afternoon/evening.

This scenario has led to an increase of traffic into town during the late afternoon as the ski slopes are closing. Better coordinating parking areas and transit service can encourage a "park once" type of network where more people use transit for their in-town trips.

Existing transit stop on Airport Rd. with the Airport Rd. Lot in the background.

Breck Station with the South Gondola parking lot to the right and the North Gondola parking lot to the left.



Parking Management

Parking pricing and management is an existing program within transportation in Breckenridge. Recent changes have made significant traffic improvements in town. However, as visitorship continues to increase there is still a need to monitor and adjust these programs and policies and to better coordinate parking and the use of transit. As the transit system in Breckenridge is free, and the town is compact with trips between destinations taking a short amount of time, pricing of parking can encourage people to drive less. In other cities with good transit networks in place, higher costs for parking have been shown to increase transit usage.

In addition to pricing, time limits can also be effective at managing where people park and for how long. There are some areas of town where it is more useful to encourage parking turnover for access to businesses, such as Main Street. Other locations are better suited to provide parking options for longer-term needs, such as skiing. It is recommended that the Town examine its parking management policies and incorporate time limits in certain areas where the focus is on parking turnover, such as Main Street.

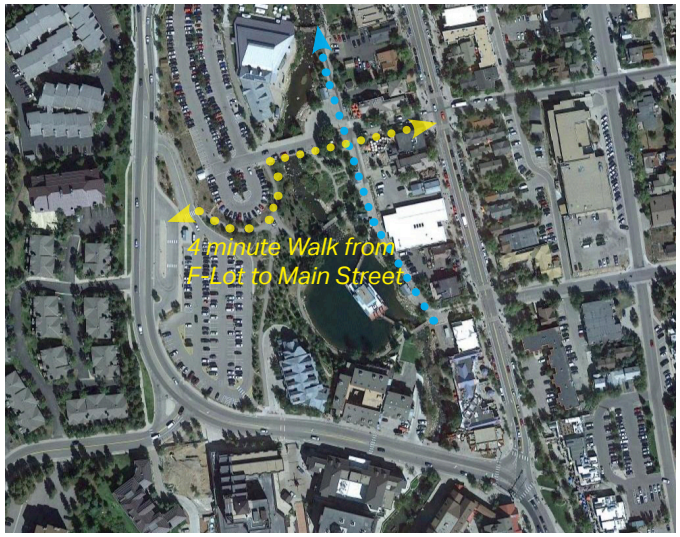
Off-street parking is better suited for day-long parking needs. These lots are many times already coordinated with transit service. The network and service recommendations in the TMP provide an opportunity to provide enhanced service to key parking lots to encourage "park once" activity in town.

Pedestrian & Bicycle Access

On either end of a transit trip there is always at least some walking, or sometimes bicycling, needed to reach the bus stop or final destination. The town's continued investment in pedestrian and bicycle infrastructure will benefit all transit riders. ADA compliant sidewalks and curb ramps are essential to providing access to transit for all.

Adequate bicycle parking will also support more trip types. All transit center and stop locations with high ridership should provide bicycle parking. At locations where bicycle parking is observed to be high, additional amenities should be provided, such as bicycle lockers, bicycle cages, and/or repair stations. Information at transit centers should provide riders with offerings in the surrounding areas, and direct them to popular destinations.

For example, F Lot is a centrally located stop that is well served by multiple routes and within walking distance of Main Street. Wayfinding and destination information at F Lot may better inform riders about all of the options within walking distance. Riders wishing to make it to Main Street don't necessarily need to wait for another bus, but can take advantage of the River Walk and other investments near Main Street that the town has made.



Linking Development & Transit

As future housing is planned and developed in Breckenridge, there is an opportunity to coordinate those needs with transit. This can be referred to as a type of transit-oriented development (TOD). As parking in town can be difficult, it is important that housing developments, particularly those focused on affordable or workforce housing, work together with the transit network in order to provide mobility for residents. While there are several components to successful TOD, not all of the components will apply in a small town. For Breckenridge, two primary components should be focused on for coordinating future developments with transit: location and pedestrian accessibility.

Coordinating Development Near Transit

In order for new development to not add significant vehicle trips to the street network, it must first be located in an area with access to frequent transit service. While it is possible to add transit service to serve new developments or destinations, the costs of operating new services and the impacts to the network overall to ensure functional route timing and coordination can be high. The aim for new developments should be to locate along an existing route, or close proximity so that extending the route would not cause significant increases in operating expenses or introduce the need for adding a bus to maintain the frequency.

Coordination among different town departments that play a role in housing and transportation can aid in the creation of housing and developments that best align with existing transit services. It is recommended that the Town develop guidelines for TODs or future developments within 1/2 mile of a transit route. Guidelines should focus on reduced parking requirements and accessibility for people walking and biking in order to encourage less dependency on vehicles and bolster transit use.

Focus on Pedestrian Accessibility

As all transit riders are pedestrians or bicyclists for at least one end of their trip, effective TODs have a focus on walkability. It is important for people to be able to easily and safely access transit stops from the development. Sidewalks should be wide, buffered from the street where possible, and well lit with pedestrian-scale lighting. Additionally, sidewalks should provide as direct access to transit stops as possible. Typical acceptable walking distances to transit are up to 1/4 mile and sometimes 1/2 mile depending on the surrounding context and conditions.

It is recommended for the Town to work with housing and other developments to prioritize construction of sidewalks within developments and from developments to transit. The savings on land when less parking is needed can significantly off-set the costs of constructing sidewalks. The sidewalks and easy access to transit are also seen as benefits and amenities that are desired by the community.

Elements of Successful TOD

- Walkability
- Density
- Mix of Uses
- Travel Options
- Public Spaces
- Community Engagement
- Create Residential Living
- Live, Work, Play
- Economic Development

Aerial view of "TOD" development on the north of town adjacent to Airport Rd. Direct paths to access transit for pedestrians are not provided resulting in a longer walking distance to access transit.

Promotion of new service from Park City, Utah

Using Marketing to Increase Transit Use

Transit use in both the summer and winter have been increasing overall. As a large number of people in Breckenridge are visitors, it is important that the transit network be easy to learn and understand. Additionally, how and where information is provided can make meaningful differences in whether or not people are aware of the transit network and how to use it. This means that multiple types of marketing materials must be coordinated and complementary.

Breckenridge staff does a good job of developing marketing materials to promote the bus network. It is recommended to build off of the existing marketing and create multiple materials that are coordinated and have a similar look and feel to reinforce current branding of the transit system. This will also allow for materials to provide a range of information that is easily distributed and understandable at various locations such as businesses, lodging, at Breck Station, and more. The intent of these materials should be to inform and encourage use of the system while directing people to more detailed information for specific bus routes and schedules.

As it has been indicated through community input, a large number of people get information about the transit network from the bus stops. Bus stops should provide additional information that helps identify routes and destinations along with bus schedules and the app. Materials should be developed that are appropriate for a stand alone bus stop sign as well as a bus stop with a shelter that has more space for information.

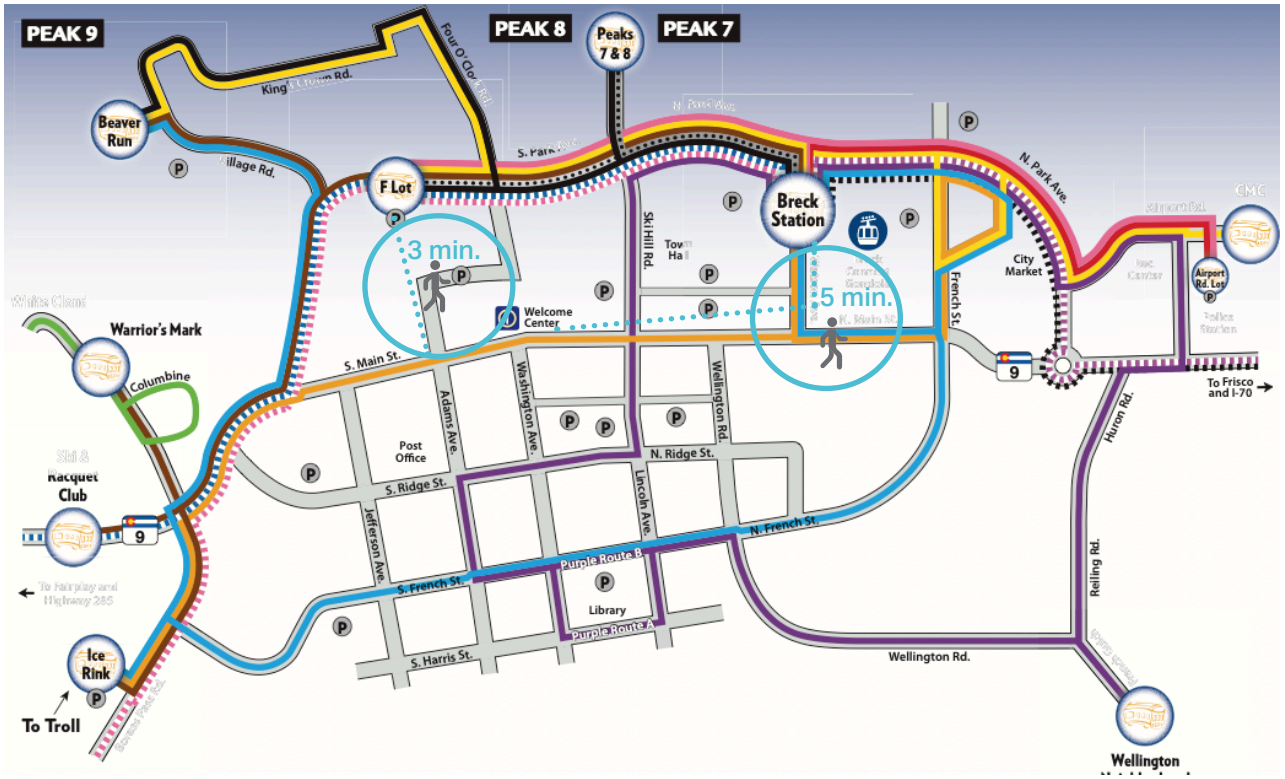
Additionally, it is recommended to begin a "leave-your-car" campaign. The campaign could include partnerships with the ski resort, lodging, or businesses to help pay for the cost of materials and staff time.

It is recommended for the town to continue to utilize the current styles of maps and materials that are currently developed and distributed. However, some simplification and enhancements could be useful to both new and existing riders. For example, the system map is not geographically accurate so it is difficult to identify how far away stops and routes are from destinations. Incorporating walk times or other information to better indicate distance would be useful. The reduction of the number of routes will also allow for the fold-up maps to have a larger system map as well that could be more easily read. Additionally, while the stop numbers on each route map are useful to identify the location where street names may not be on the map, the numbers are not in any order and can be confusing for riders to know what to look for. Removing these numbers, or using sequential numbers could be more useful for riders.

A flyer to incorporate into guest room information packets or as handouts at business and the BTO would incorporate the following best practices:

- Highlights free rides
- Incorporate a general system map with destinations
- Point people to the Free Ride website
- Direct people to use the app

The map below highlights how icons and walk times could be placed on a map. A destination map useful at transit stops as well as Downtown or other visitor locations should identify transit routes and stops but also destinations around town and highlight the walk times from various transit stops to nearby destinations. The maps currently are difficult to discern how long of a trip it would be to walk to Main Street, for example, from F Lot. If this was identified clearly, more people may feel more comfortable or inclined to walk to Main Street from the parking lot which is served by multiple transit routes.



Bus stop signage emphasizes the free cost and frequency that's easy to understand. The map identifies destinations that the route takes you to. The phrasing encourages transit use and being able to leave your car.

Operations

Operational considerations like organizational structure, staffing, and bus fleet contribute to the Town's ability to deliver consistent and reliable transit service. This section identifies key components of operations and recommendations for ensuring capability to implement and operate the network as described in the previous section.

Organizational Structure

Breckenridge Free Ride is managed and directly operated by the Town's Public Works department and is supported by other city departments and staff. Summit County operates transit service beyond the Breckenridge municipal limits and ADA service within.

Breckenridge Transit is recognized as a rural transit system by the Federal Transit Administration (FTA) (Section 5311 rural funding) and receives some funding from the Federal Government. What makes Free Ride, and other systems like it, successful is the local government's commitment to transit through a dedicated funding. With a strong management staff, high ridership and a solid funding base, the organizational structure under the town is reliable. There does not appear to be an operational or financial reason why the overall organizational approach should change.

Seasonal Demands

To understand Free Ride's operation and operating environment, it is essential to discuss seasonal changes and how those changes affect the operation of service. One of the unique and demanding aspects is that the Free Ride system changes operations in different seasons – winter (November to April) and summer (May to November). The system recommendations offer strategies to better manage for seasonal fluctuations.

It is important to understand the issues revolving around seasonal changes and operating challenges posed in this tourist environment. These challenges include:

- Seasonal route changes due to shifts in ridership and needs. This affects staffing, marketing/brochures and the scheduling of maintenance.
- Seasonal staffing changes make recruitment and retention of vehicle operators a major concern of management.
- Winter poses other unique challenges:
  - Traffic becomes a challenge due to significant numbers of visitors to town for overnight and day trips.
  - The volume of riders throughout the winter is punctuated by special events producing extremely high ridership.
  - Slower operating speeds in the winter. Snow and ice combined with heavy passenger loads pose significant challenges for the operation of vehicles and access to buses and bus stops by customers.
  - Many riders carry skis or snowboards, posing storage and space issues inside the vehicles.
  - Experienced and well-trained vehicle operators are required. For safe winter driving, there is no substitute for experienced vehicle operators. This makes the task of recruitment and retention even more important.

Staffing Needs

While the organizational structure of Free Ride is solid, the demands of seasonal changes require staffing to be able to appropriately meet the demands. Transit agencies across the state and country have challenges in hiring and retaining enough drivers to be able to run the desired levels of service. Without the appropriate number of employees, it may be difficult for Breckenridge to meet required staffing levels for the future.

Staff Positions

Critical to the continued success of Breckenridge Transit is the need for additional management and administrative staffing to meet growing demands placed on the service. As the system continues to experience increased demand, the requirements placed on management and staff increase. Preparing for the seasonal transit needs for the winter and "gearing up" for winter service require a lot of staff time and could potentially be a full-time position in itself. A staff person that is dedicated to managing the seasonal changes and devoting time to the preparations needed to operate during the most demanding time is recommended. Additionally, an administrative support position focused on the transit agency is recommended and has been added to the agency's 2020 budget.

Having the right support staff for the drivers is also key to being able to run reliable service. Transit supervisors play a very important role in the network and tasks include overseeing route operations, allocating driver assignments, ensuring compliance with safety standards, and more. Many times in Breckenridge, supervisors are also doing dispatching duties or are called out to the field to drive buses or help with traffic to ensure buses are getting out of the transit center. This places stress on the operations to ensure buses are moving, meeting their schedule, and that drivers are able to get assistance when needed with issues in the field. Separating out the functions of the transit supervisors and hiring staff focused on dispatching and route operations is recommended. Hiring at least one full time and one part time dispatcher would relieve the stress on management and ensure proper oversight and assistance for drivers.

As the Free Ride system continues to incorporate newer technology with electric buses, utilize intelligent transportation systems like Syncromatics, and provide real-time bus arrival information, the needs for an IT and data specialist grow. Currently, the Free Ride network utilizes sophisticated technology and software that requires IT support, however there is not dedicated staff to ensure the software is working properly or to identify issues with the fleet based on data. It is recommended to hire at least one part-time staff person to focus on ensuring the technology systems are running properly, data is being sent and received as needed to provide real-time information, and that the data collected by the software is able to be properly analyzed and reported in a time-efficient manner. As the fleet continues to evolve to all-electric and the IT and data needs grow further, it is likely this position would require transitioning to full-time.

Another area where additional staff would be useful is in marketing. There is a need to drive ridership through education and awareness. A marketing person dedicated to promoting the Free Ride network could focus on ensuring that everyone who comes into Breckenridge is aware of the transit service and how to use it. This position can also assume grant writing duties and ensure that Breckenridge applies for every appropriate grant opportunity available. An additional function could include quarterly customer surveys to determine satisfaction, additional service needs and demographics.

As service grows in Breckenridge, the need for additional positions will expand as well. For example, if late night service were to be implemented, additional staff would be required to operate a 3rd shift. Additionally, increases in the number of buses and service hours will require additional operators and support staff, such as dispatchers and/or supervisors.

Summit Stage Staffing Comparison

Operationally, the Free Ride system has been growing closer to the size of the Summit Stage which provides transit service to all of Summit County. The Free Ride system is nearing the number of buses and annual boardings of the Summit Stage system. As the Free Ride network continues to grow it will be important to provide the right resources to enable proper operations of the system. The Summit Stage staffing can be a model for Breckenridge to utilize. Beyond drivers, the Summit Stage has a number of dedicated transit staff to ensure that operations, administrative, and other needs are able to be promptly addressed and planned for. Below are the various positions represented in the organization dedicated to transit.

- *Transit Director (1)*
- *Operations Manager (1)*
- *Paratransit Coordinator (1)*
- *Road Supervisor (3)*
- *Transit Supervisor (3)*
- *Dispatcher (4)*
- *Planner (1)*
- *Maintenance Foreman (1)*
- *Administrative Assistant (1)*

In addition to drivers, the Free Ride system employs 1 Transit and Parking Manager, 1 Assistant Transit Manager, 4 Transit Supervisors, 1 (new) Administrative Specialist, and receives 0.5 FTE of the Assistant Director of Public Works.

Peer Agency Starting Pay Comparisons

Starting pay for bus drivers is only one part of the equation for recruitment. Benefits packages vary widely and can have a significant impact on the overall compensation offered. The following information provides advertised starting pay for several peer transit agencies and similar agencies nearby as appropriate.

- Breck Free Ride: $20.05/hr
- Copper Mountain: $22.00/hr
- Park City, Utah: $18.77/hr
- Roaring Fork Transit Authority: $19.85/hr
- Steamboat Springs: $17.36/hr
- Summit Stage: $19.30/hr
- Vail: $21.00/hr
- Winter Park: $18.00/hr

Recruitment and Retention

Recruitment and retention are issues among all transit agencies included in the peer review. The significant fluctuations in the number of transit personnel needed creates additional difficulties compared to an agency that has consistent staffing needs throughout the year.

The Town's current pay scale for drivers is within the range other transit agencies. The benefits package that supplements the pay is also an important factor that must be considered. Benefits packages vary widely amongst transit agencies with most peer agencies offering similar benefits to Breckenridge like paid leave, insurance, housing assistance, and wellness programs (including ski pases). Some agencies also offer cash-in-lieu-of programs and cash bonuses to operators as added incentives. The amount of the cash bonus can increase if you sign up to be a driver early or if you complete the whole season.

Breck Terrace employee housing on Airport Rd.

From driver surveys conducted as a part of this plan, housing was identified as the top issue with employment in Breckenridge. As a resort town, housing can be in limited supply and more expensive than outlying or major metro areas. The number of units available for long-term rental or purchase has declined as short-term rentals like Airbnb have become more popular and lucrative for property owners. However, many resort towns, including Breckenridge are actively working to provide housing options for employees.

The Town of Breckenridge has approximately 35 employee housing units available and has instituted a buy-down program modeled after a successful program in Vail which helps keep properties for long-term rentals or resident ownership through deed restrictions. Rates for employee housing in Breckenridge range from $575 to $1,200 per month. As a comparison, Park City offers on-site employee housing options with 21 rooms available at a range of $450 - $600 per month.

The Town's overall pay scale, benefits package, and employee housing options make it competitive among its peers. It is recommended that the Town continue to regularly examine its pay structure and benefits packages to make meeting the seasonal needs as attractive as possible to potential employees and ensure that quality employees are retained once hired. It is recommended that the Town consider additional benefits and means for housing assistance, or adding more employee housing options where possible.

Fleet Considerations

As the Town of Breckenridge aims to move towards an all-electric bus fleet as part of its sustainability plan, there will be capital and potentially operational impacts on the transit system. There are three primary issues that should be considered as the town procures future buses: cost, capability, and consistency. As Scenario 2 will require the use of 4 more vehicles than are operating today and Scenario 3 will require 5 more vehicles than today, planning for the significant capital costs is necessary.

As the system recommendations propose future increases in service and service spans, the demands on the bus fleet will increase. The current running time capacity for the electric buses is lower than that of diesel or hybrid-electric buses. While technology is continuing to evolve, it is possible that transitioning to an all electric fleet would require a greater than one-to-one replacement of buses. This could in turn require greater costs as well as impact operation of the network overall due to potentially shorter run times. Transit agencies across the country are experiencing issues being able to operate electric buses under the same operational demands as diesel, hybrid, or CNG buses.

Electric bus charging station inside the Free Ride bus barn

While there are sustainability benefits from an all-electric bus fleet, there are also sustainability benefits from having more buses move more people and reduce the number of individual vehicles operating on the roads. It is recommended that for the short-term, the town prioritize funding to operate increased transit service before focusing on acquisition an all-electric fleet. The town should monitor changes in technology that will better allow electric vehicles to deliver the same levels of service as traditional buses.

New technology such as remote charging, which allows buses to partially recharge during regular layovers and driver breaks, may allow for an all-electric fleet to better meet the service demands of the network. Remote charging could be easier than in the bus garage as there would be fewer cables to run and it would not be possible to forget to charge a vehicle. Additionally, these newer technologies may reduce the capital costs of electric buses, which could make an all-electric fleet more financially viable as well.

It is also important to continue to operate vehicles that have a fairly consistent size. This allows for flexibility in which vehicles are operating which routes. The current Free Ride fleet largely exhibits this aspect, outside of the Trolley and Purple routes. However, the buses that are operated by Vail Resorts are high-floor buses that are more difficult for accessibility. While not a part of the Free Ride fleet, these buses are seen by the public as part of the same system. It is recommended that Vail Resorts work with the Town to identify potential future buses that are economical to procure and would facilitate increased consistency.

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5

Funding & Performance Measurement

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Funding

The Free Ride system is funded through the Town's general fund and supplemented with federal and state grant funds. The grant funding is used for both operating assistance and capital expenditures. Capital costs include buses, shelters, and transit facilities. Free Ride also collects revenue from advertising on buses as well as at Breck Station. Fees from lift tickets also go into the Town's Parking and Transportation fund that help fund transit service and related programs. As the system recommendations set an ambitious program of service expansion to increase ridership, this will most certainly require additional capital and operating sources of funding in the future. The following information highlights existing and potential sources of funding.

Breckenridge currently does a good job of accessing Federal transit funds for rural areas. Key FTA grant programs are highlighted below.

Section 5311 - Formula Grants for Rural Areas

The Section 5311 program provides formula funding for the purpose of supporting public transportation for people living in areas with populations less than 50,000. This funding in Colorado is administered by CDOT, is limited, and must be distributed to a number of transit systems.

In Colorado, the growth in rural and small urban areas raises the possibility that more rural areas could be seeking Section 5311 funding. Since funding for 5311 is not expected to increase, the levels of funding for Breckenridge could decrease over the next several years if unserved and growing rural areas seek to share in the limited allocation.

Section 5339 - Grants for Buses and Bus Facilities

The Section 5339 program provides federal funding to support the continuation and expansion of public transportation through capital projects to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities. CDOT administers and provides Section 5339 funding for small urban and rural areas with populations less than 200,000.

Within the 5339 funding program, there are other discretionary programs that are applicable.

• Bus Program discretionary funding – With at least 10% per fiscal year to be awarded to projects in rural areas.

• Low & No Emissions Bus Program discretionary funding – Which funds purchase or lease of zero-emission and low-emission transit buses, including acquisition, construction, and leasing of required supporting facilities such as recharging, refueling, and maintenance facilities. A low or no-emission bus is defined as a passenger vehicle used to provide public transportation that significantly reduces energy consumption, air pollution, or direct carbon emissions, when compared to a standard vehicle. At the federal policy level, the federal funding share for these vehicles can be up to 90%, and up to 95% for related "Low-No" equipment and facilities such as recharging or refueling facilities.

Section 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities

Section 5310 provides capital funding to improve mobility for seniors and individuals with disabilities by removing barriers to accessing transportation services and expanding available transportation mobility options. Eligible projects are limited to either:

- Public transportation capital projects that are planned, designed, and carried out to meet the specific needs of seniors and individuals with disabilities, or
- Additional public transportation projects that:
  - Exceed ADA minimum requirements, or
  - Improve access to fixed route service and decrease reliance by individuals with disabilities on ADA-complementary paratransit service, or
  - Provide alternatives to public transportation that assist seniors and individuals with disabilities with transportation.

Figure 15. Operating Funding Sources by Year

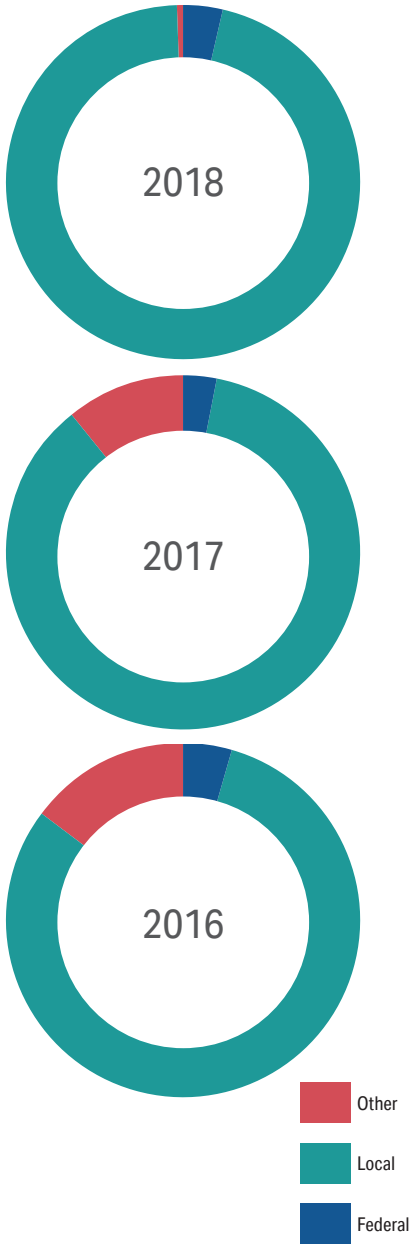
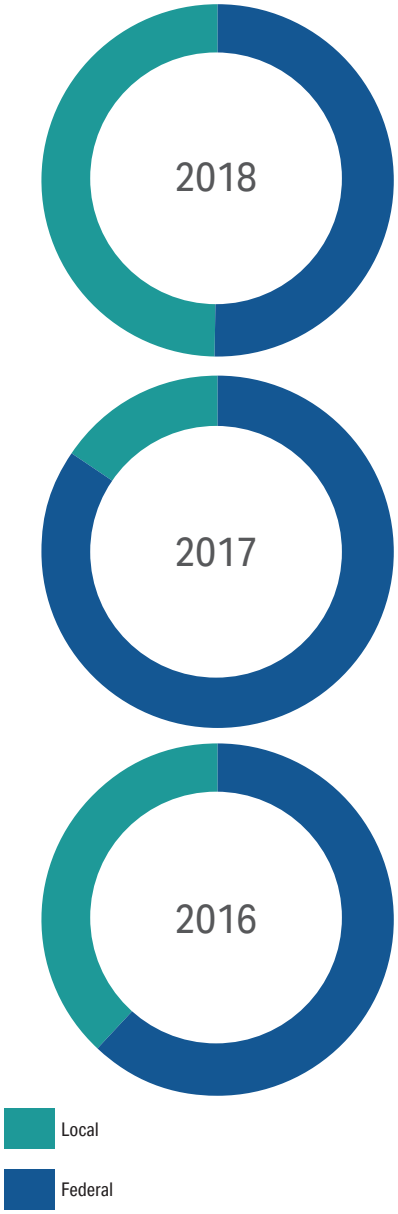


Figure 16. Capital Funding Sources by Year



Other Federal Funds

FTA periodically announces new one-time or annual grant opportunities for targeted purposes, most of which could be applied to investments identified in the TMP. These are regular grant opportunities for a variety of needs and targeted funds for alternative-fueled vehicles. The regular opportunities can help launch the service expansion with the capital support needed. The Department of Energy, for example, has provided grant opportunities for a variety of purposes that can include procuring alternative-fueled vehicles or implementing lower-energy requirement infrastructure.

A formalized agreement between the Town and ski resort could improve the Town's ability to receive increased grant funding. The additional ridership data that would be collected could apply towards FTA formula funds. Additionally, the increased ridership numbers and identification of boardings at stops could help improve the chances of being awarded competitive, discretionary funding by highlighting the significant use of and needs in the system.

Local Funding Sources

The transit service need in Breckenridge is more robust than would be anticipated for a community of its size due to the significant number of visitors and related economic activity like employment. Combined with the relatively small Section 5311 funding, this requires the bulk of operations funding for the long term to be local in nature, typical of similar systems that operate in resort communities.

Unlike many rural transit systems, Breckenridge Free Ride does not depend on Federal funds for the bulk of its funding. The most sustainable approach to increased funding is through sales taxes, some of which are already employed by Breckenridge. The advantage of a sales tax is that much of the cost for transit will be paid by visitors. Additionally, fees can be utilized in conjunction with lodging and lift tickets to help provide funding for transit, as is already being done. It is recommended for the Town to explore additional sales tax or fees dedicated to transit for increasing operating and capital expenses.

Performance Measurement

Performance measurement is used to evaluate transit performance in fixed route systems across the country by the Federal Transit Administration (FTA). Beginning with the passage of the federal Moving Ahead for Progress in the 21st Century Act (MAP-21) in 2012, performance measurement became a more significant component of agency funding and reporting. The FTA annually documents agency performance in the National Transit Database and requires key data from agencies across the country.

Beyond federal agency reporting requirements, performance measurement is useful for transit agencies as a tool to help track and assess the progress toward achieving goals. Performance metrics can be grouped into the following primary categories:

- Ridership & productivity
- Service efficiency
- Service quality
- Service availability
- Safety & security
- Asset management

Transit agencies have a variety of ways that they present their performance metrics and they can be very useful for annual budgeting purposes. The Free Ride system tracks a wide variety of performance metrics annually for reporting purposes, as well as assessing the use of the system and potential future budget needs. Performance metrics should be selected based on how useful they are to the agency, as well as how useful they are for riders to understand.

Beyond identifying how the transit service is performing, performance measurement helps set service design standards and communicate with the community. Service design standards use performance measures to determine objectively where and how service is to be allocated. While much of the Free Ride network is in high demand areas, this becomes particularly important when assessing the need or value of contract service, or when to add service based on requests, such as neighborhood services, late night service, or potential Boreas Pass integration.

Performance measures can also communicate the value of transit service to the community. The benefits of transit service are not always obvious and successfully providing quantifiable data and information can support the value of transit to the community. For example, communicating how many people use the system daily or weekly can help highlight mobility service that is provided to the public. Additionally, how the number of people using transit helps reduce traffic congestion can be meaningful to the community.

Beyond community information, performance measurement helps communicate to potential funding partners the successes and needs of the transit system. Ensuring that the performance metrics used are meaningful and appropriate for the type of system and geography in Breckenridge will be important.

The following performance metrics are recommended to be utilize as a means to assess if the Free Ride system is meeting the transit goals and network objectives identified in the TMP. Note that revue hours and revenue miles are used as that is the national reporting standard. As the Free Ride system is free, these are referred to in the TMP as service hours or service miles but reference the same data.

Ridership & Productivity

- Total annual boardings: this can be further broken down into boardings per month, day and day of the week, by route, and by time of day.
- Passenger trips (boardings) per revenue hour: identifies how ridership compares to resources expended providing service.

- Passenger trips (boardings) per revenue mile: similar metric of ridership compared to service provided.
- Passenger trips per vehicles operated in maximum service: This metric would measure the supply of service provided based on the level of demand during peak times. This metric would be most useful if the Free Ride system implemented a peak and base schedule as recommended in Scenarios 2 and 3.

Service Efficiency

- Operating expense per passenger trip (boarding): identifies the efficiency of transporting riders, both with how service is delivered and the demands for service.
- Operating expense per revenue hour: identifies the efficiency of service delivery.
- Operating expense per revenue mile: similar metric for how efficiently service is delivered.
- Energy consumption per vehicle mile: assesses the energy efficiency of the service. As the system transitions to more electric buses, this metric will become more useful.

Service Quality

- On-time performance: highlights the reliability of service for riders. This can be measured in the percent of trips that are late by X-number of minutes, or how much extra time riders are waiting for the bus.
- Missed trips: this can occur from mechanical breakdowns, driver absences, or severe congestion. It can relate to perceived reliability of the system, inefficiencies in service, and asset management. This can be a useful metric to monitor other measures in the system.
- Travel time: measuring the consistency of travel time can be important for riders. This metric would identify the percentage of trips where the travel time is no more than X% higher than the average for the given route.
- Average headway (in minutes): Identifies how frequently transit service is provided and also relates to service availability in the system.
- Load factor: this relates a level of comfort for passengers by identifying the percentage of riders who are standing. This helps identify if a route is operating over or under available capacity and can indicate if more service is needed on a particular route.
- Customer Satisfaction: measured by a survey to identify how satisfied riders are with the provided transit service.

Service Availability

- Coverage of service: identifies how many route miles are provided per square mile in the service area, or how many people or jobs are within a certain distance of service.

Safety & Security

- Total incidents: identifies minor safety occurrences.
- Total accidents: indicator that reflects both minor and major injuries requiring immediate medical attention.
- Preventable incidents/accidents per X miles: this provides information on how regularly safety incidents are occurring normalized by the amount of service provided.

Asset Management

- Average fleet age (in years): this indicator measures the age as a proxy for reliability/condition of the fleet.
- Percent of fleet over design lifespan: this reflects near-term fleet maintenance or acquisition needs.
- Revenue miles between failures: this identifies maintenance quality and asset condition, it also reflects passenger experience.
- Spare ratio: This data divides the number of vehicles operated in maximum service by the total fleet size, indicating adequate fleet size, and may be reflective of service reliability.
- Number of bus stops with shelters/seating/real-time arrival information: this highlights quality of facilities and the customer experience.

It is recommended for the Free Ride system to adopt official performance measures based on those currently used and those provided in this section. Currently, Free Ride assesses performance monthly and as a year-to-date final report. It is recommended to highlight key metrics and annually provide a community report on the state of transit that is graphic in nature and easy to read for the community. This could correlate with other marketing efforts to boost awareness of the system and its successes to drive ridership. Some examples of best practices are provided on this page.

Sound Transit, Seattle, Washington

City of San Luis Obispo, California

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Appendix A
Existing Route Profiles

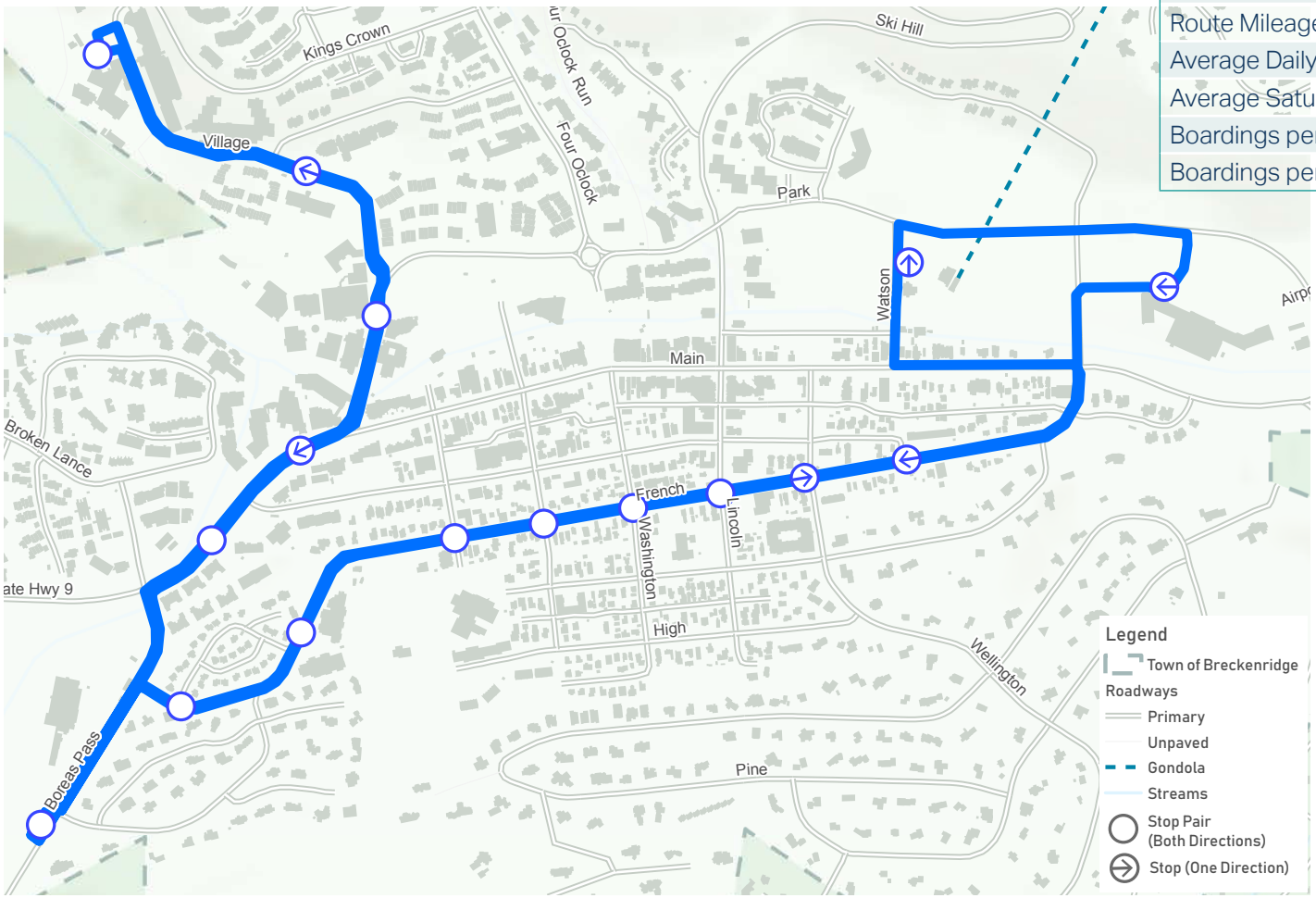
Blue Route

City Market to Beaver Run via French Street, Ice Rink

Route ID #1

Service Type: **Daytime** ■ Service Delivery: **Operated by Ski Resort**

Performance Metrics	
Base Headway	20
Number of Buses (Blocks)	2
First Trip	8:00 AM
Last Trip	4:40 PM
Span (Hours)	8.75
Number of One-Way Trips	55
Number of stops (round-trip)	26
Average Scheduled Running Time	33
Average Scheduled Layover	7
Revenue Hours	18.2
Route Mileage	5.4
Average Daily Ridership (January)	N/A
Average Saturday Ridership (January)	N/A
Boardings per Revenue Hour	N/A
Boardings per Revenue Mile	N/A

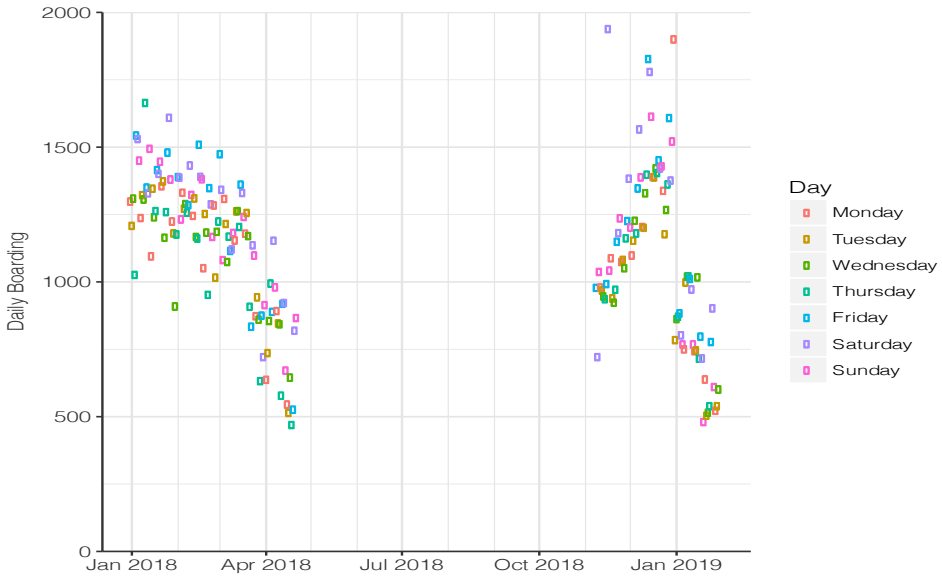


Yellow Route - North

Colorado Mountain College to Breck Station via Airport Road

Route ID #2

Service Type: **All-Day** ■ Service Delivery: **Directly Operated**



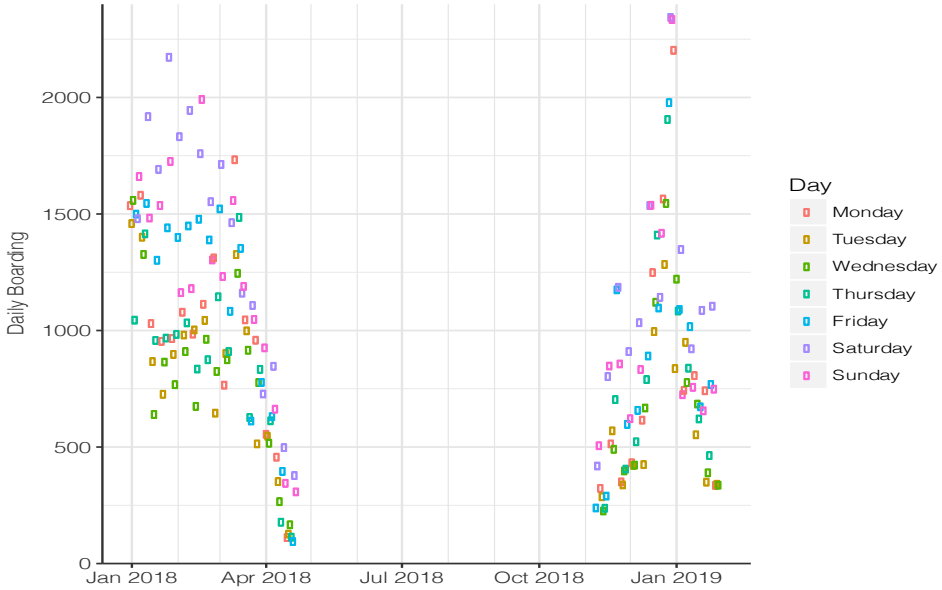
Performance Metrics	
Base Headway	15
Number of Buses (Blocks)	3
First Trip	6:15 AM
Last Trip	11:15 PM
Span (Hours)	17
Number of One-Way Trips	138
Number of stops (round-trip)	18
Average Scheduled Running Time	20
Average Scheduled Layover	0
Revenue Hours	23
Route Mileage	4.7
Average Daily Ridership (January)	899
Average Saturday Ridership (January)	1104
Boardings per Revenue Hour	39.1
Boardings per Revenue Mile	2.8

Yellow Route - South

Breck Station to Beaver Run via F-Lot

Route ID #2

Service Type: **All-Day** ■ Service Delivery: **Directly Operated**



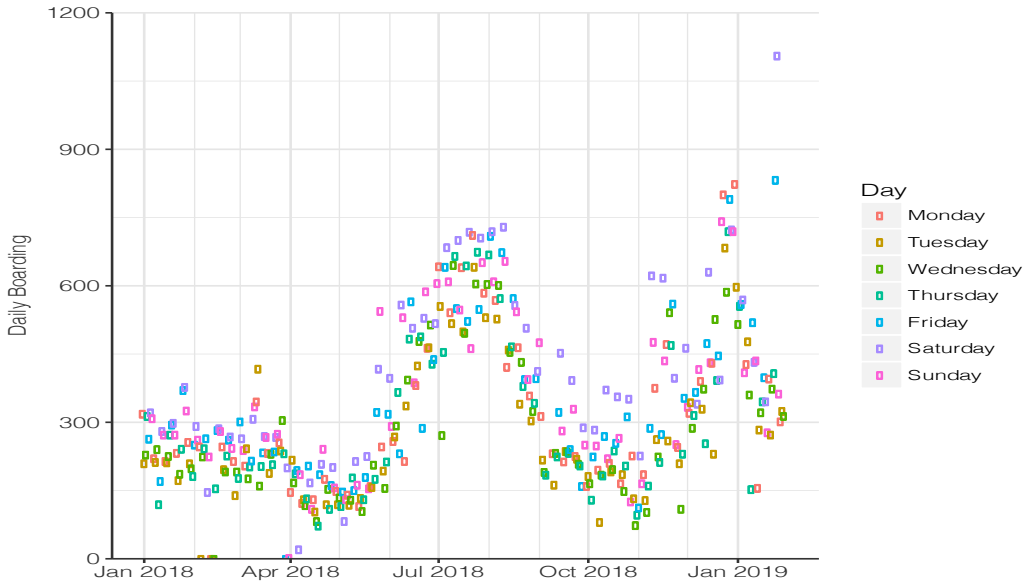
Metric	
Base Headway	15
Number of Buses (Blocks)	3
First Trip	6:20 AM
Last Trip	11:20 PM
Span (Hours)	17
Number of One-Way Trips	138
Number of stops (round-trip)	15
Average Scheduled Running Time	18
Average Scheduled Layover	7
Revenue Hours	28.8
Route Mileage	2.8
Average Daily Ridership (January)	613
Average Saturday Ridership (January)	864
Boardings per Revenue Hour	21.3
Boardings per Revenue Mile	3.1

Main Street Trolley

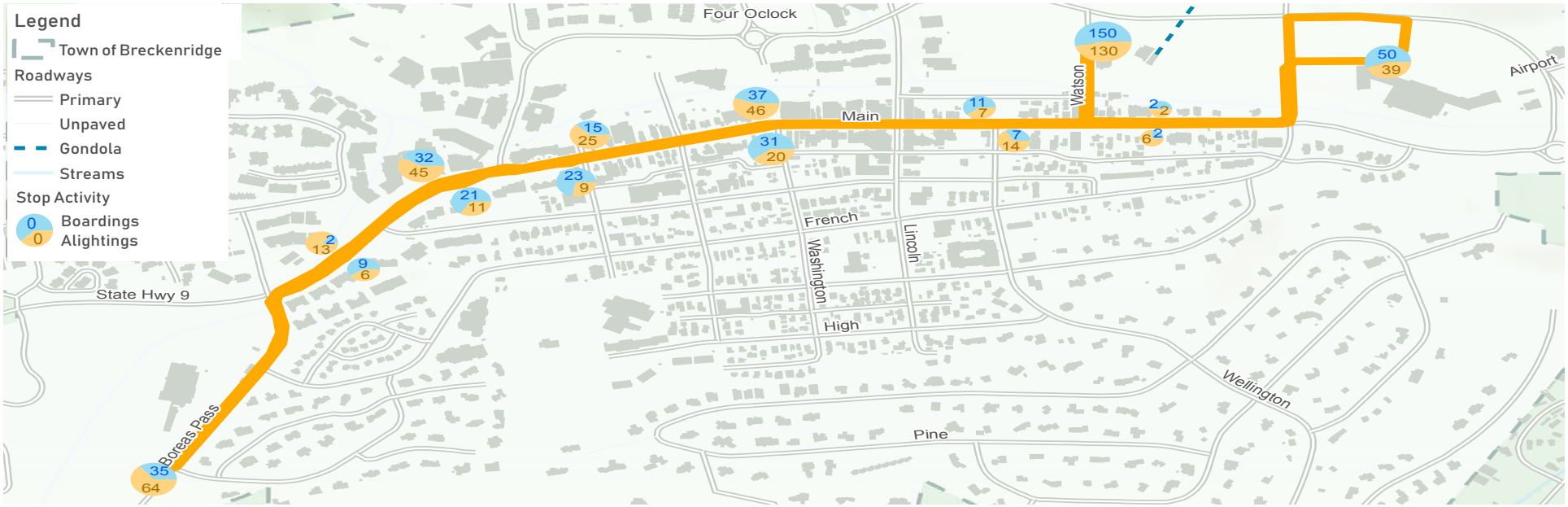
City Market to Ice Rink via Breck Station

Route ID #3

Service Type: **All-Day** ■ Service Delivery: **Directly Operated**



Metric	
Base Headway	15
Number of Buses (Blocks)	2
First Trip	9:00 AM
Last Trip	10:00 PM
Span (Hours)	13
Number of One-Way Trips	98
Number of stops (round-trip)	17
Average Scheduled Running Time	23
Average Scheduled Layover	7
Revenue Hours	24.3
Route Mileage	3.1
Average Daily Ridership (January)	426
Average Saturday Ridership (January)	614
Boardings per Revenue Hour	17.5
Boardings per Revenue Mile	2.8



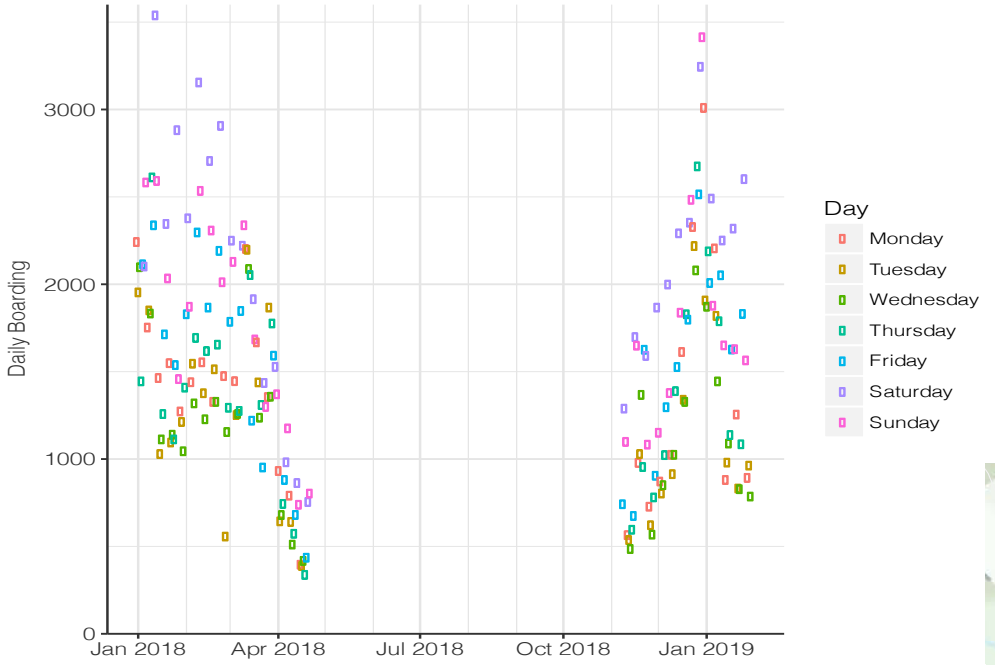
Brown Route

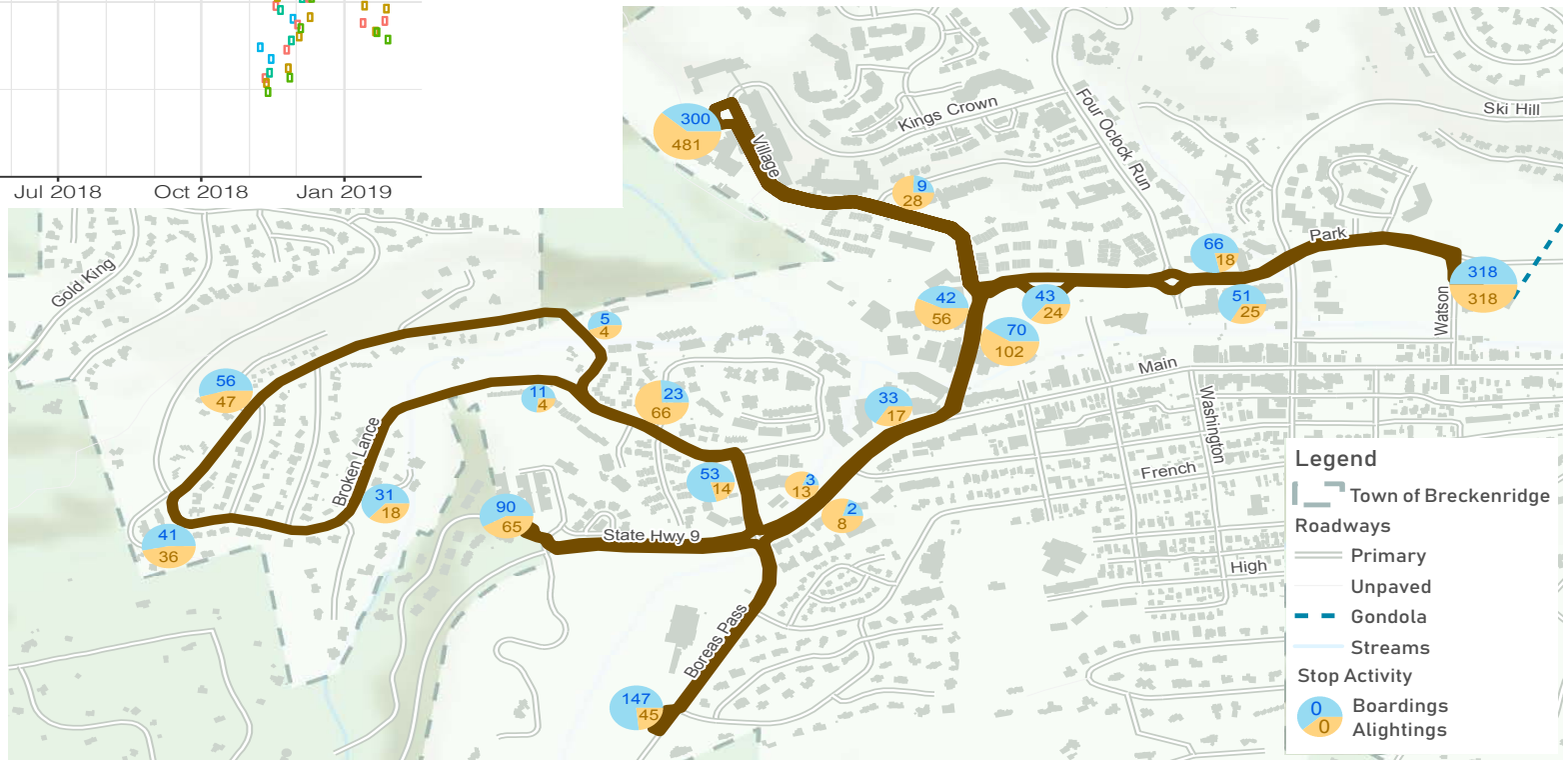
Breck Station to Ice Rink via Beaver Run, Racquet Club

Route ID #4

Service Type: **Daytime** ■ Service Delivery: **Directly Operated**

Metric	
Base Headway	15
Number of Buses (Blocks)	3
First Trip	6:10 AM
Last Trip	5:15 PM
Span (Hours)	11
Number of One-Way Trips	92
Number of stops (round-trip)	24
Average Scheduled Running Time	36
Average Scheduled Layover	9
Revenue Hours	34.5
Route Mileage	6.3
Average Daily Ridership (January)	1569
Average Saturday Ridership (January)	2419
Boardings per Revenue Hour	38.8
Boardings per Revenue Mile	4.4



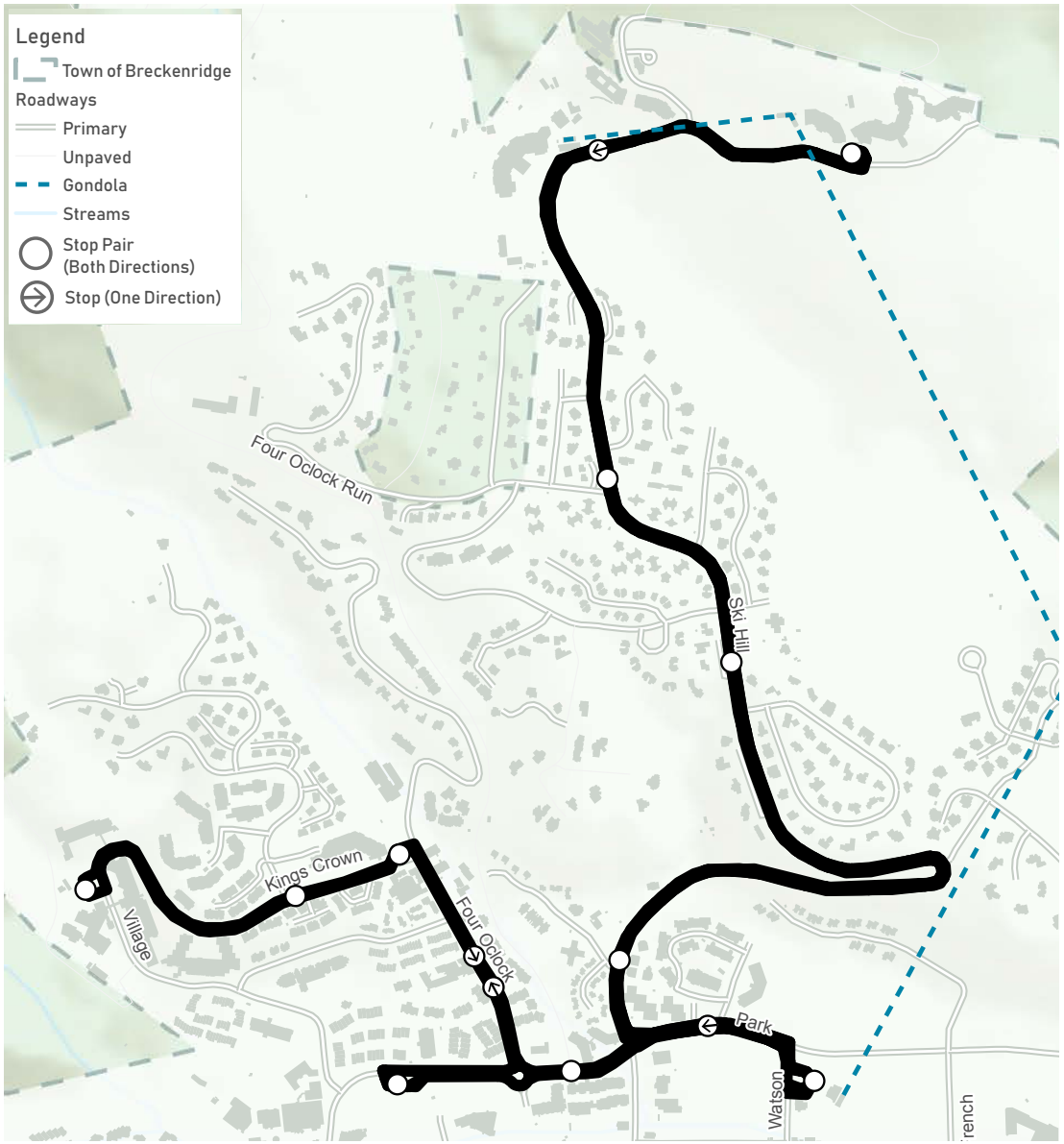


Black Route

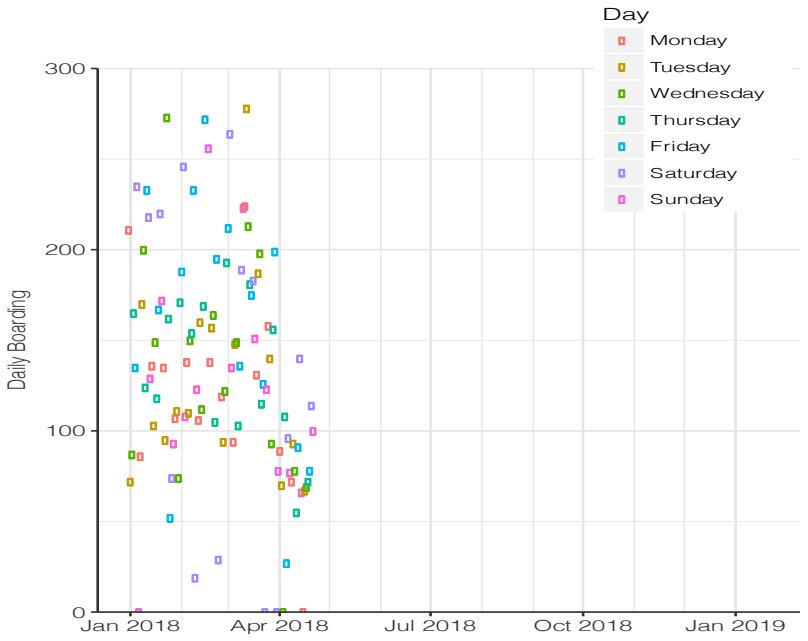
Breck Station to Peaks 7 & 8 via F-Lot

Route ID #5

Service Type: **Daytime** ■ Service Delivery: **Operated by Ski Resort**



Metric	
Base Headway	15
Number of Buses (Blocks)	3
First Trip	8:05 AM
Last Trip	5:05 PM
Span (Hours)	9
Number of One-Way Trips	75
Number of stops (round-trip)	25
Average Scheduled Running Time	45
Average Scheduled Layover	0
Revenue Hours	27.8
Route Mileage	7
Average Daily Ridership (January)	N/A
Average Saturday Ridership (January)	N/A
Boardings per Revenue Hour	N/A
Boardings per Revenue Mile	N/A



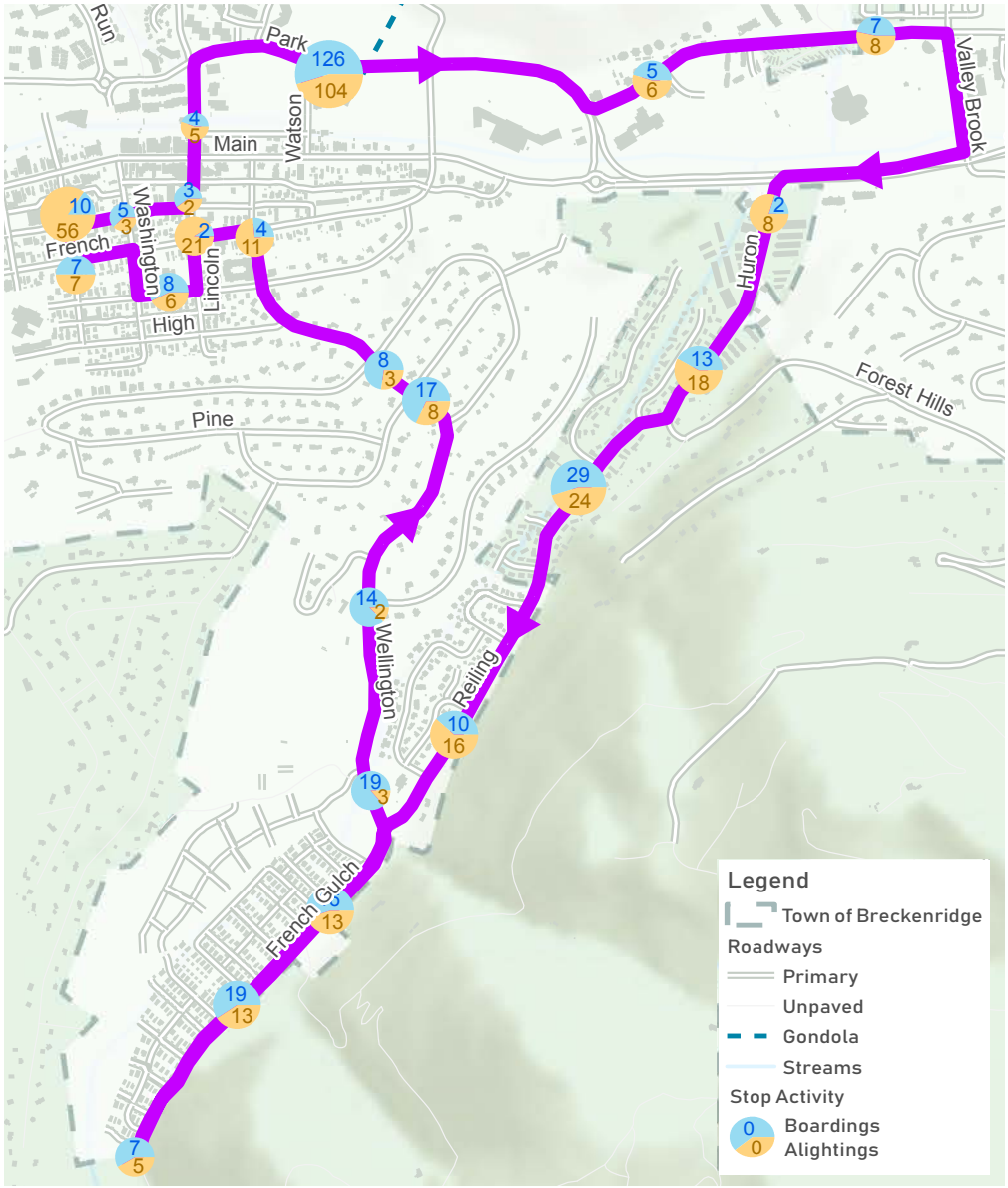
Purple Route A

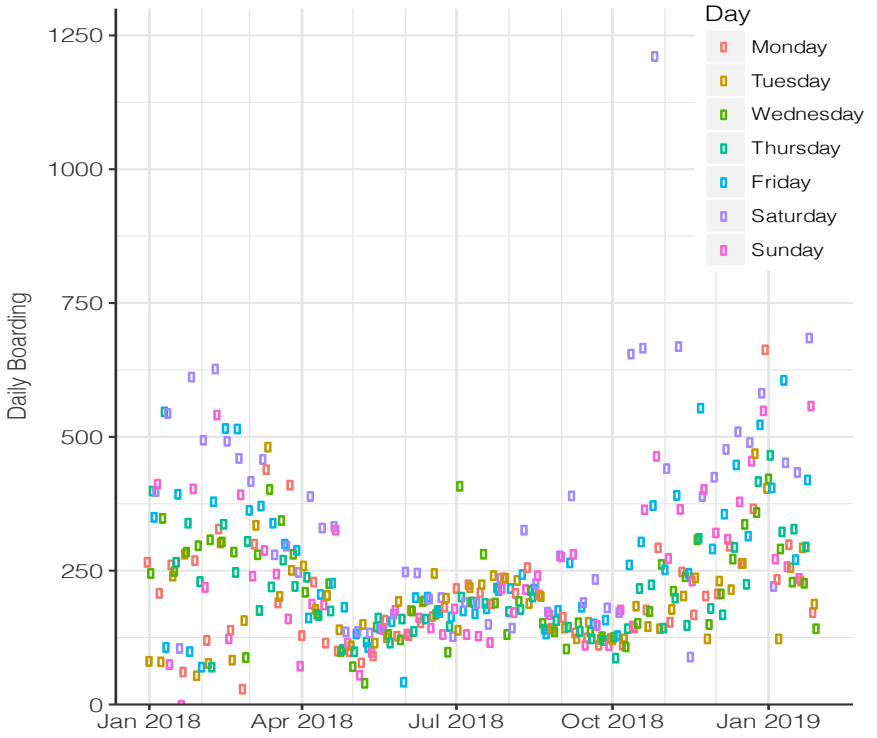
Breck Station to Wellington Neighborhood Clockwise

Route ID #6

Service Type: **All-Day** ■ Service Delivery: **Directly Operated**

Metric	
Base Headway	30
Number of Buses (Blocks)	1
First Trip	6:15 AM
Last Trip	11:15 PM
Span (Hours)	17
Number of One-Way Trips	70
Number of stops (round-trip)	24
Average Scheduled Running Time	24
Average Scheduled Layover	6
Revenue Hours	17.4
Route Mileage	6.1
Average Daily Ridership (January)	335
Average Saturday Ridership (January)	449
Boardings per Revenue Hour	19.3
Boardings per Revenue Mile	1.6



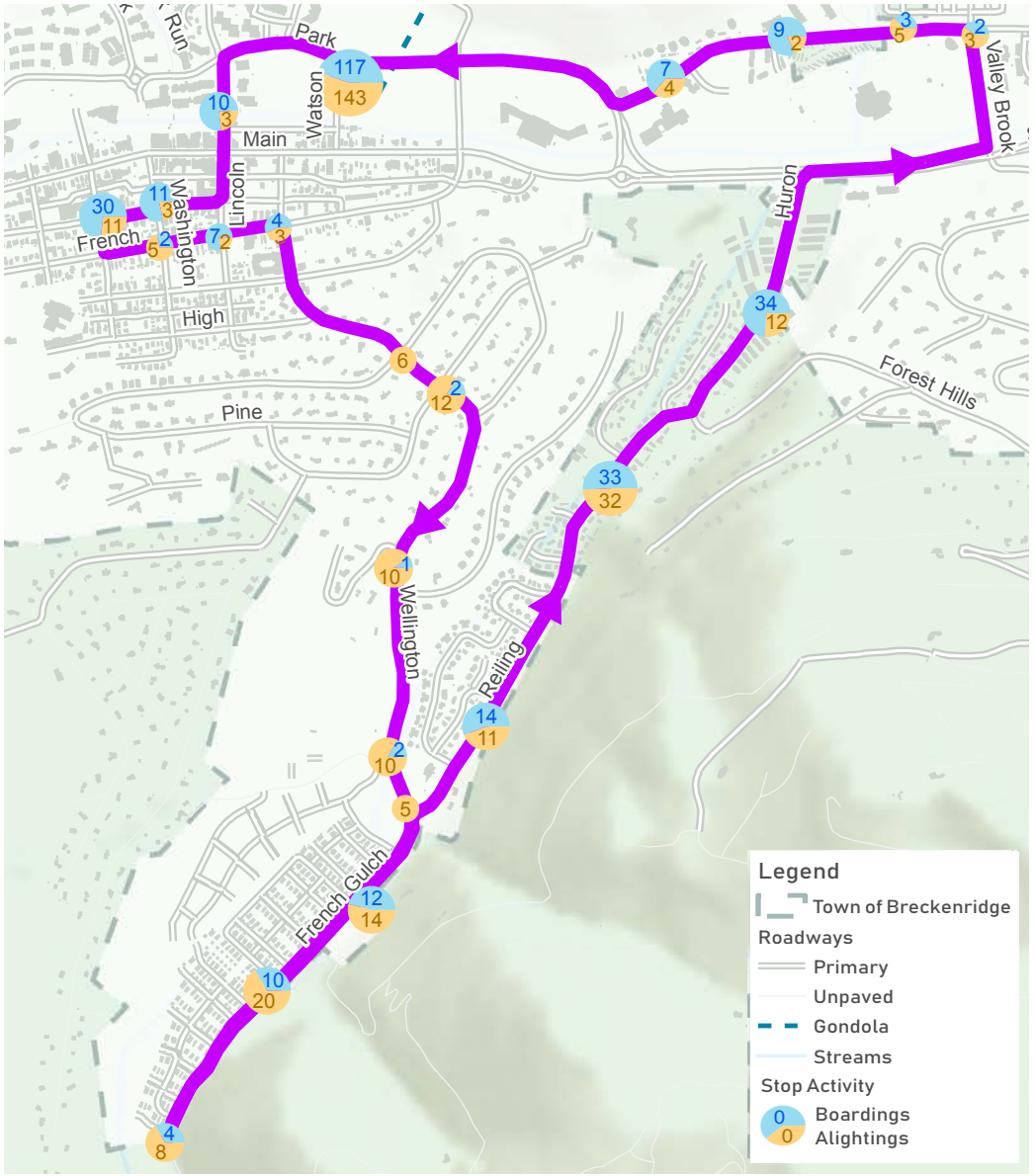


Purple Route B

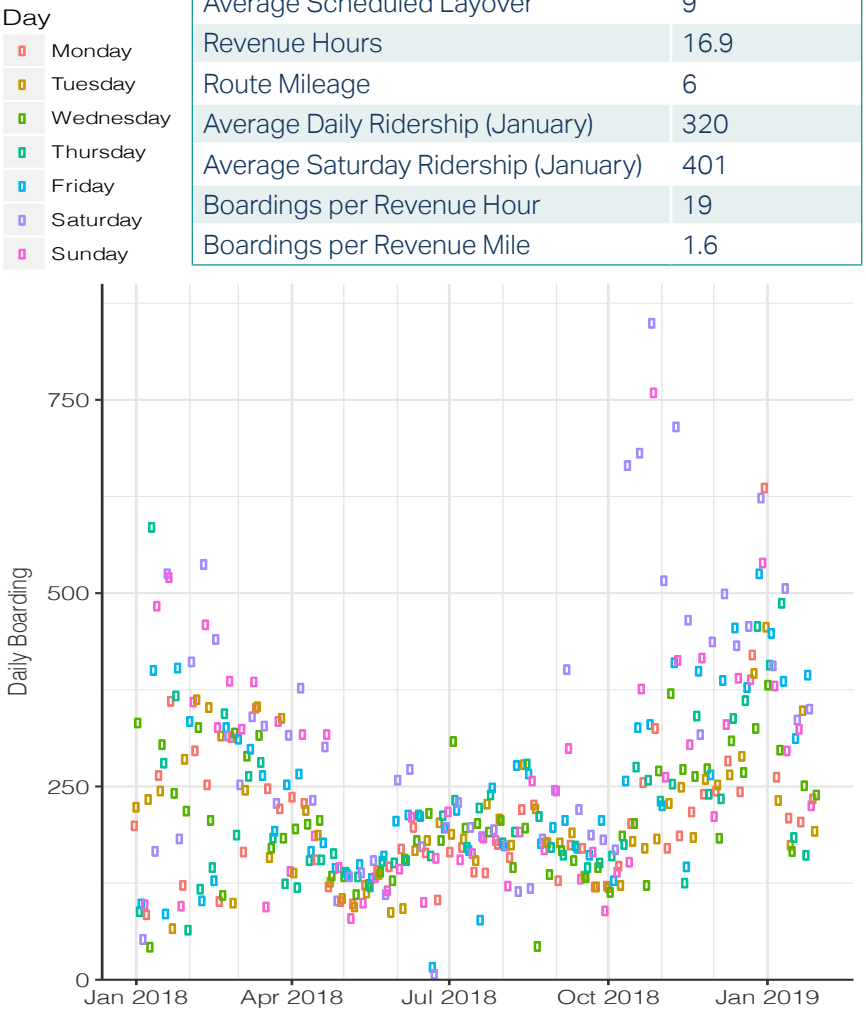
Breck Station to Wellington Neighborhood Counterclockwise

Route ID #7

Service Type: **All-Day** ■ Service Delivery: **Directly Operated**



Metric	
Base Headway	30
Number of Buses (Blocks)	1
First Trip	6:30 AM
Last Trip	11:00 PM
Span (Hours)	16.5
Number of One-Way Trips	68
Number of stops (round-trip)	25
Average Scheduled Running Time	21
Average Scheduled Layover	9
Revenue Hours	16.9
Route Mileage	6
Average Daily Ridership (January)	320
Average Saturday Ridership (January)	401
Boardings per Revenue Hour	19
Boardings per Revenue Mile	1.6

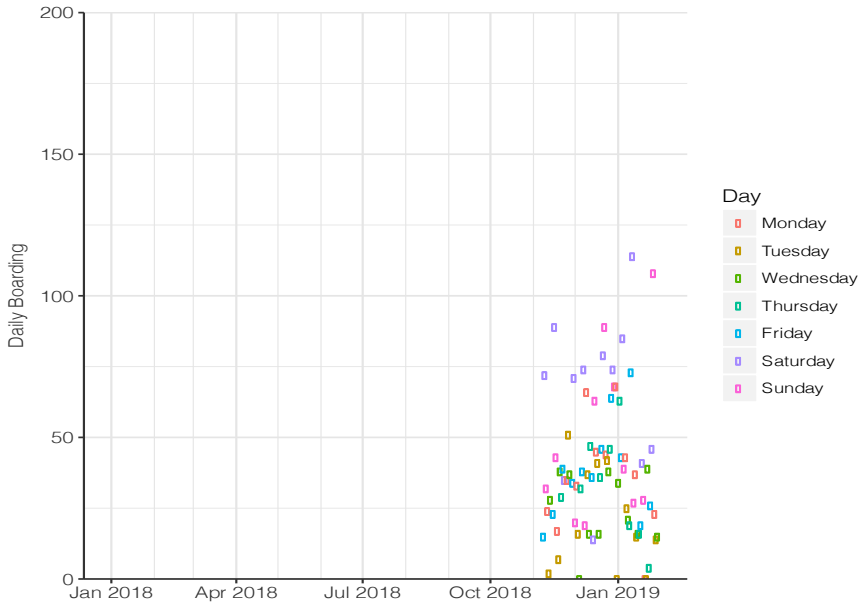


Employee Parking Shuttle

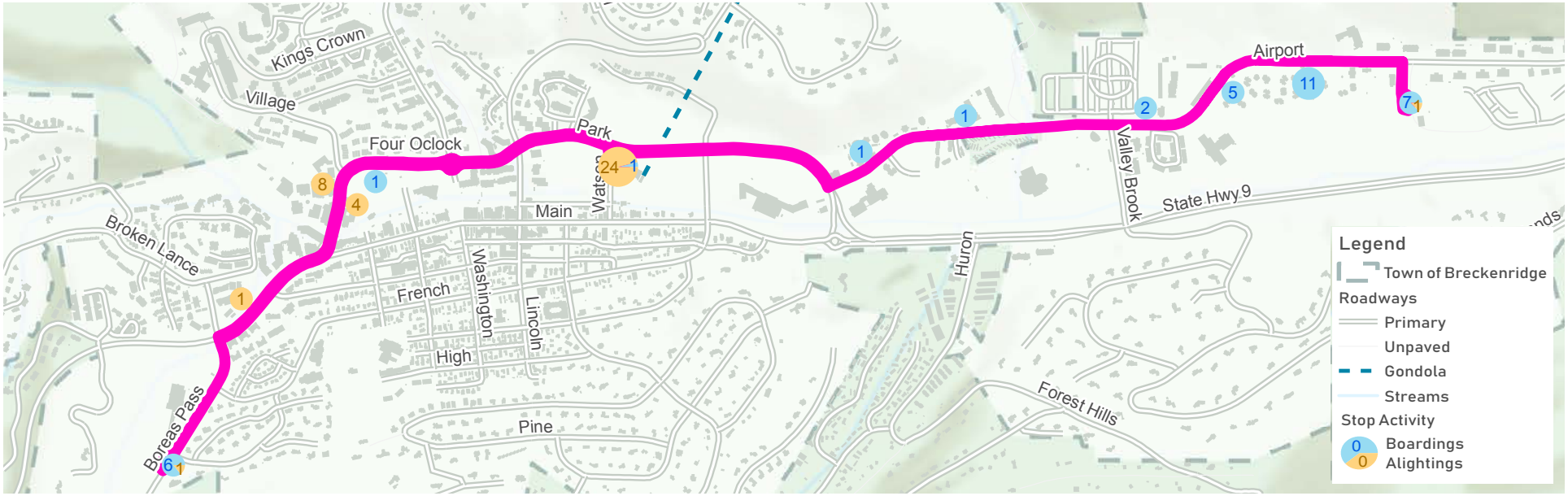
Satellite Parking Lot to Ice Rink via Breck Station, F-Lot

Route ID #8

Service Type: **5 Early Morning Trips** ■ Service Delivery: **Directly Operated**



Metric	
Base Headway	20
Number of Buses (Blocks)	1
First Trip	6:20 AM
Last Trip	7:40 AM
Span (Hours)	1.25
Number of One-Way Trips	10
Number of stops (round-trip)	24
Average Scheduled Running Time	20
Average Scheduled Layover	0
Revenue Hours	1.7
Route Mileage	5
Average Daily Ridership (January)	36
Average Saturday Ridership (January)	72
Boardings per Revenue Hour	21.4
Boardings per Revenue Mile	1.2

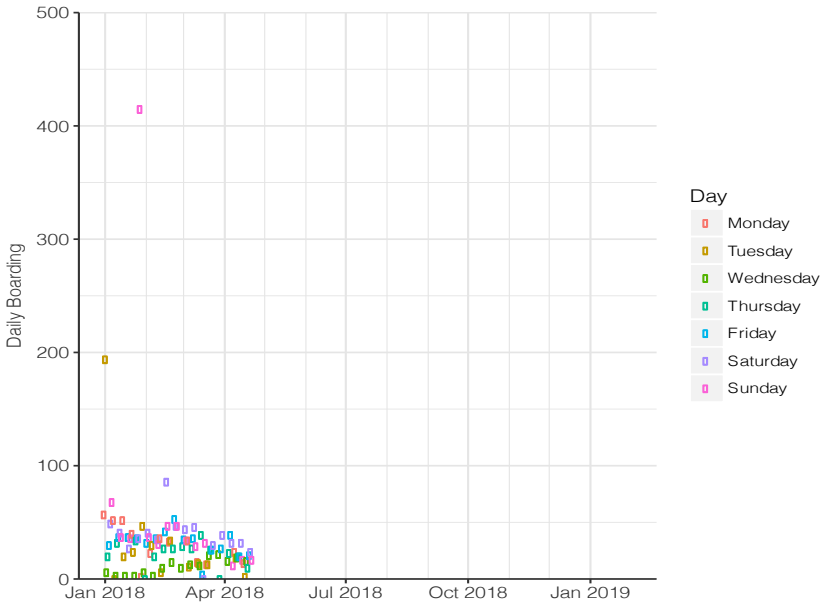


Satellite Parking Shuttle

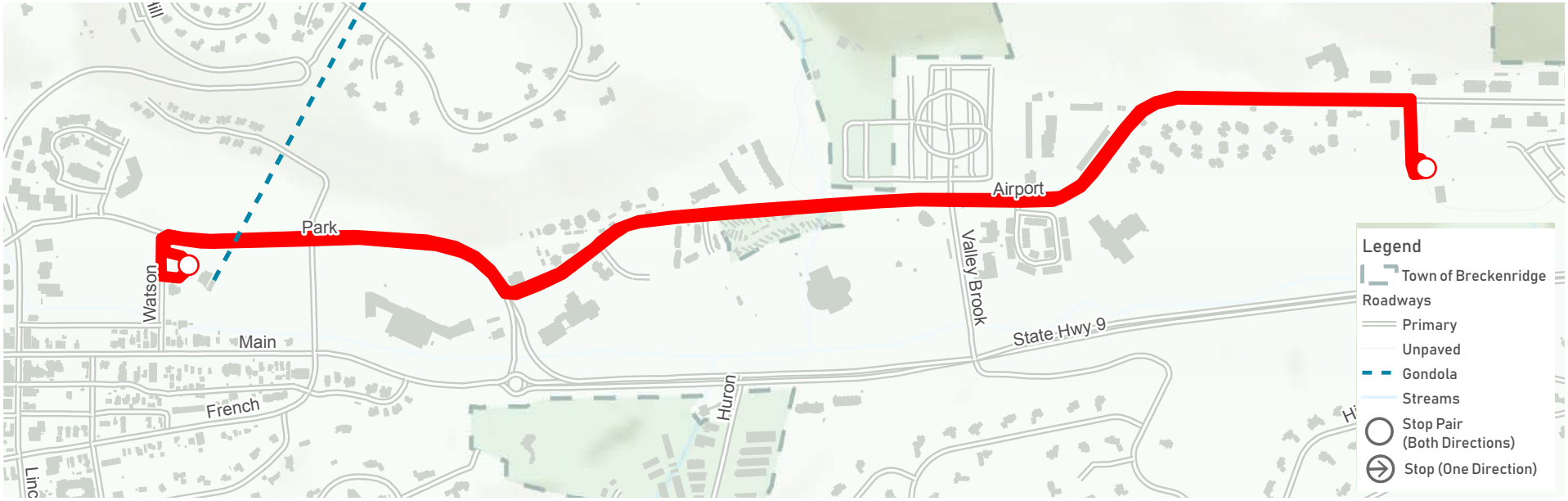
Satellite Parking Lot to Breck Station – Express Service

Route ID #10

Service Type: **Daytime** ■ Service Delivery: **Operated by Ski Resort**



Metric	
Base Headway	20
Number of Buses (Blocks)	1
First Trip	8:00 AM
Last Trip	5:45 PM
Span (Hours)	9.75
Number of One-Way Trips	61
Number of stops (round-trip)	2
Average Scheduled Running Time	10
Average Scheduled Layover	10
Revenue Hours	10.1
Route Mileage	3.4
Average Daily Ridership (January)	N/A
Average Saturday Ridership (January)	N/A
Boardings per Revenue Hour	N/A
Boardings per Revenue Mile	N/A



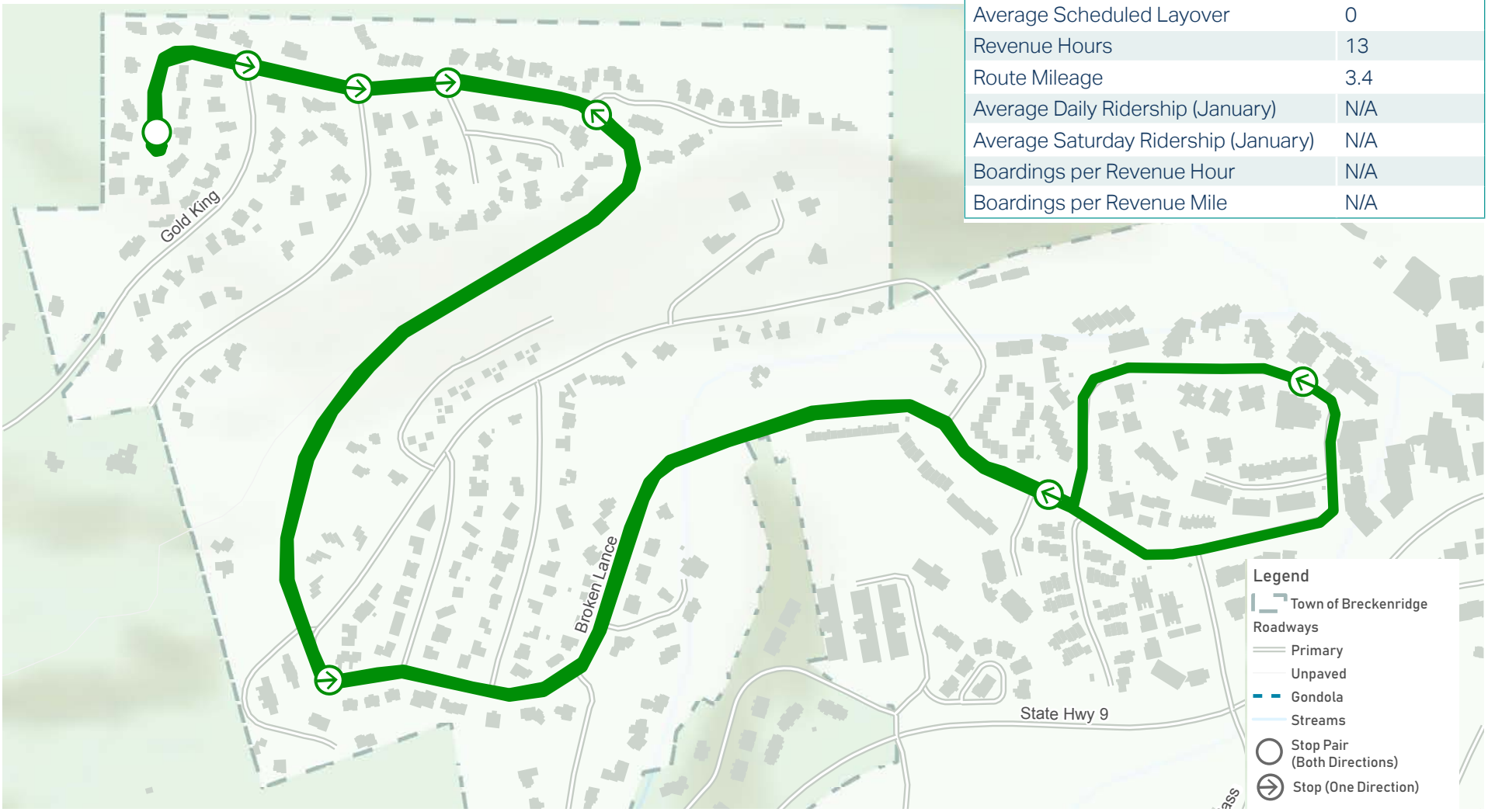
Upper Warriors Mark

Columbine Road to Gold King Way via White Clould Drive

Route ID #11

Service Type: **All-Day** ■ Service Delivery: **Contracted Operator**

Metric	
Base Headway	15
Number of Buses (Blocks)	1
First Trip	7:55 AM
Last Trip	8:40 PM
Span (Hours)	12.75
Number of One-Way Trips	104
Number of stops (round-trip)	10
Average Scheduled Running Time	15
Average Scheduled Layover	0
Revenue Hours	13
Route Mileage	3.4
Average Daily Ridership (January)	N/A
Average Saturday Ridership (January)	N/A
Boardings per Revenue Hour	N/A
Boardings per Revenue Mile	N/A

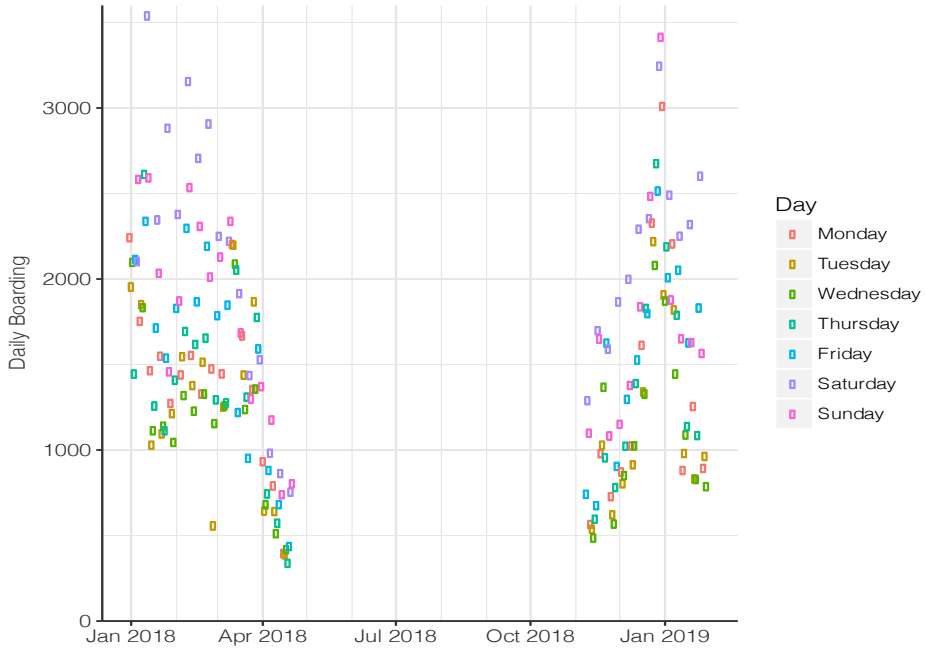


Brown Evening

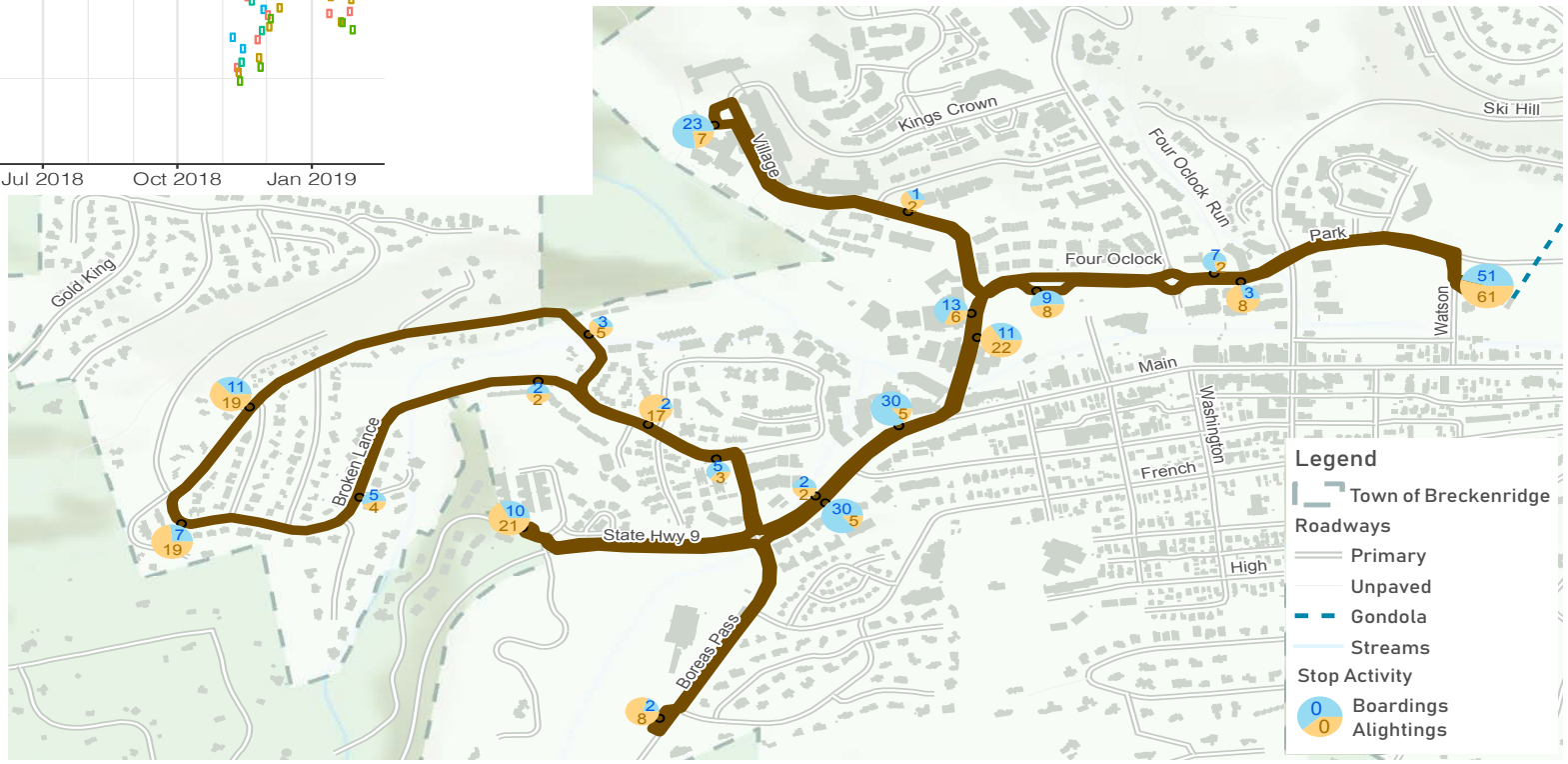
Breck Station to Ice Rink

Route ID #12

Service Type: **Evening** ■ Service Delivery: **Directly Operated**



Metric	
Base Headway	30
Number of Buses (Blocks)	1
First Trip	5:45 PM
Last Trip	11:15 PM
Span (Hours)	5.5
Number of One-Way Trips	24
Number of stops (round-trip)	22
Average Scheduled Running Time	23
Average Scheduled Layover	7
Revenue Hours	5.9
Route Mileage	5.5
Average Daily Ridership (January)	See 'Brown Day'
Average Saturday Ridership (January)	See 'Brown Day'
Boardings per Revenue Hour	See 'Brown Day'
Boardings per Revenue Mile	See 'Brown Day'



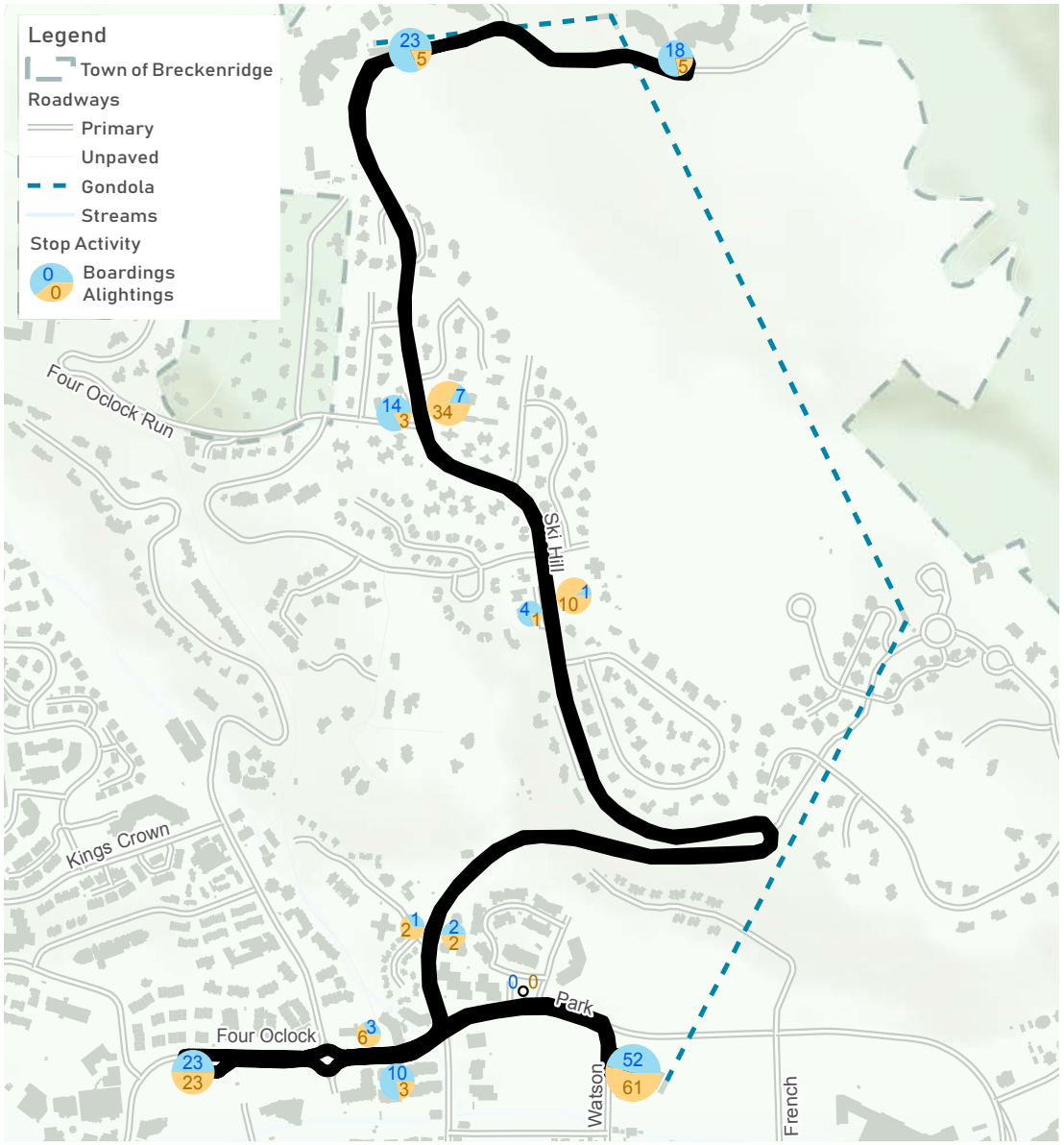
Black Express

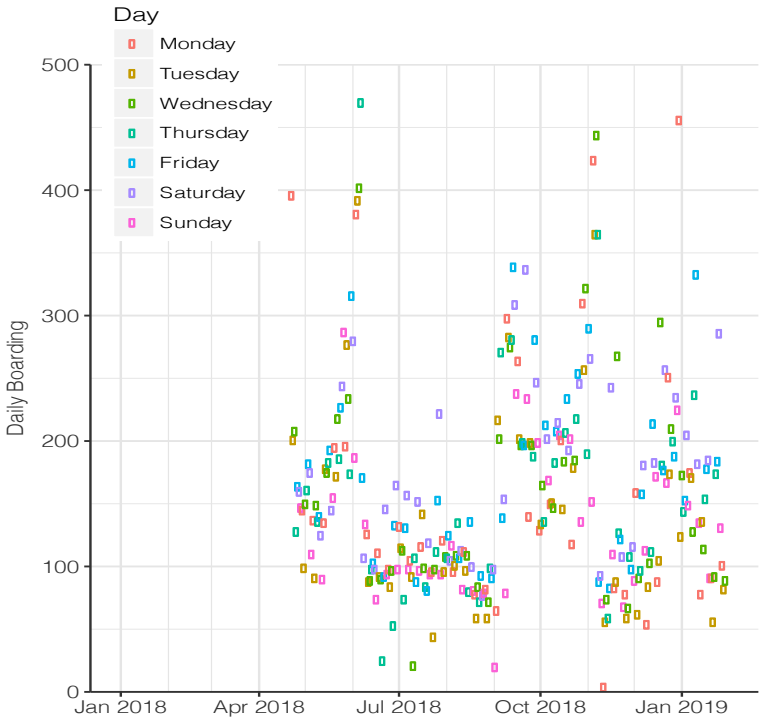
Breck Station to Peaks 7 & 8 via F-Lot

Route ID #13

Service Type: **Evening** ■ Service Delivery: **Directly Operated**

Metric	
Base Headway	30
Number of Buses (Blocks)	1
First Trip	5:45 PM
Last Trip	11:15 PM
Span (Hours)	5.5
Number of One-Way Trips	24
Number of stops (round-trip)	18
Average Scheduled Running Time	21
Average Scheduled Layover	9
Revenue Hours	5.9
Route Mileage	5.2
Average Daily Ridership (January)	158
Average Saturday Ridership (January)	215
Boardings per Revenue Hour	26.9
Boardings per Revenue Mile	2.5



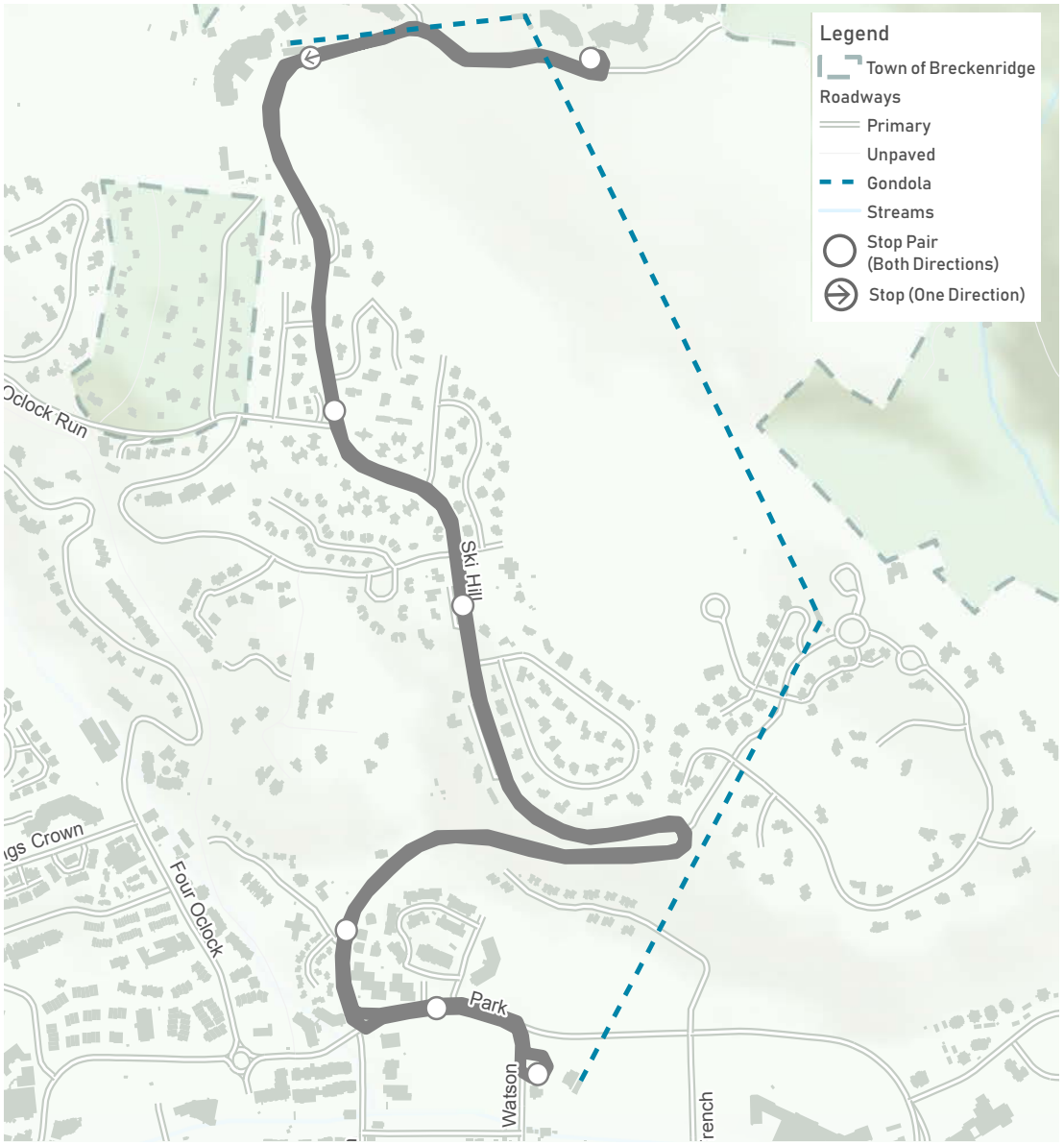


Ski Hill Shuttle

Breck Station to Peaks 7 & 8

Route ID #14

Service Type: **Early Morning, Seasonal** ■ Service Delivery: **Directly Operated**



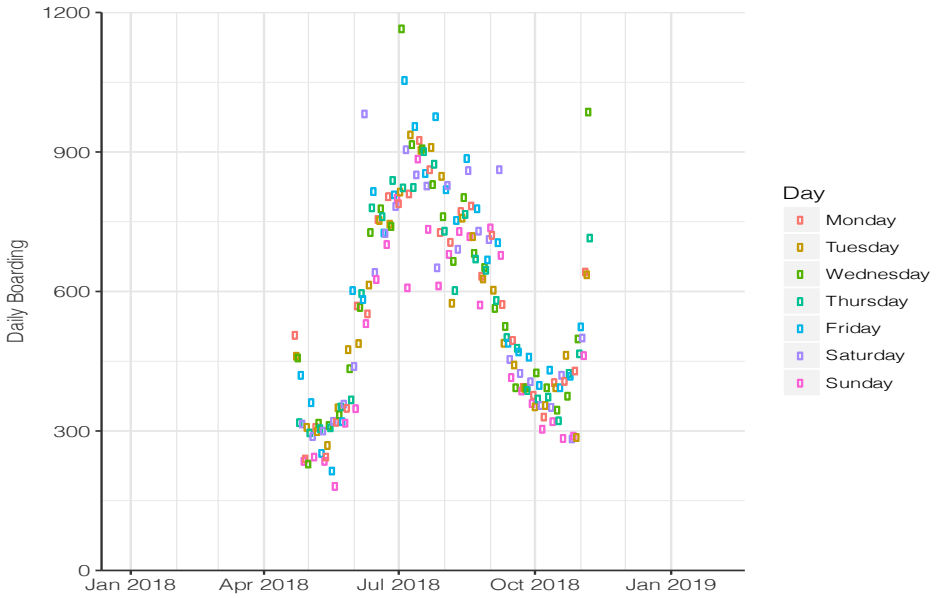
Metric	
Base Headway	20
Number of Buses (Blocks)	1
First Trip	6:20 AM
Last Trip	7:40 AM
Span (Hours)	1.25
Number of One-Way Trips	10
Number of stops (round-trip)	12
Average Scheduled Running Time	15
Average Scheduled Layover	5
Revenue Hours	1.6
Route Mileage	4.2
Average Daily Ridership (January)	N/A
Average Saturday Ridership (January)	N/A
Boardings per Revenue Hour	N/A
Boardings per Revenue Mile	N/A

Gray - North Summer

Colorado Mountain College to Breck Station via Airport Road

Route ID #2

Service Type: **All-Day** ■ Service Delivery: **Directly Operated**



Metric	
Base Headway	20
Number of Buses (Blocks)	3
First Trip	6:20 AM
Last Trip	11:20 PM
Span (Hours)	17
Number of One-Way Trips	104
Number of stops (round-trip)	18
Average Scheduled Running Time	20
Average Scheduled Layover	5
Revenue Hours	21.7
Route Mileage	4.7
Average Daily Ridership (January)	857
Average Saturday Ridership (January)	810
Boardings per Revenue Hour	39.5
Boardings per Revenue Mile	3.5

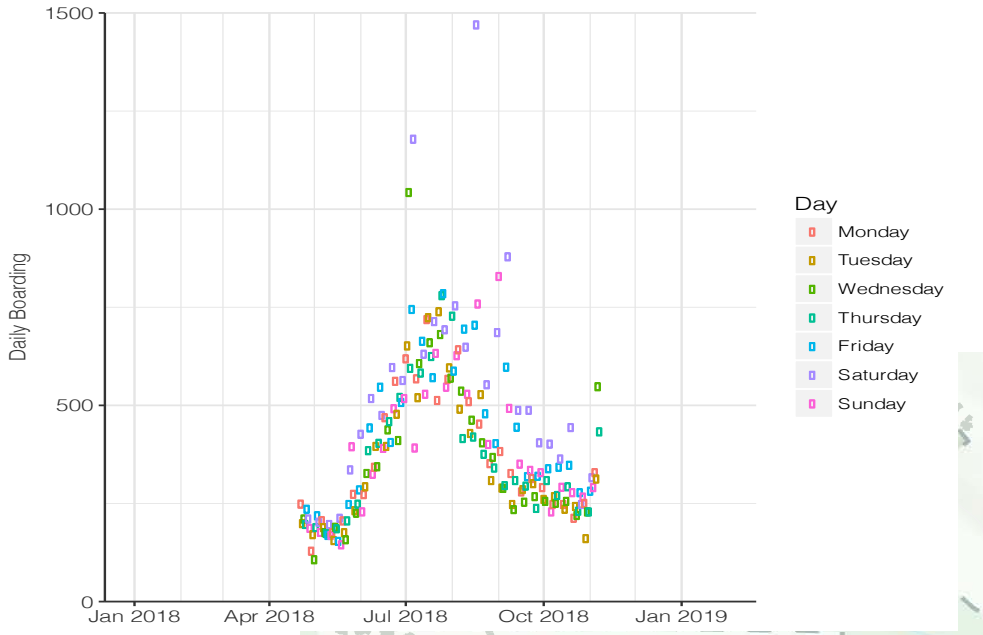
Gray - South Summer

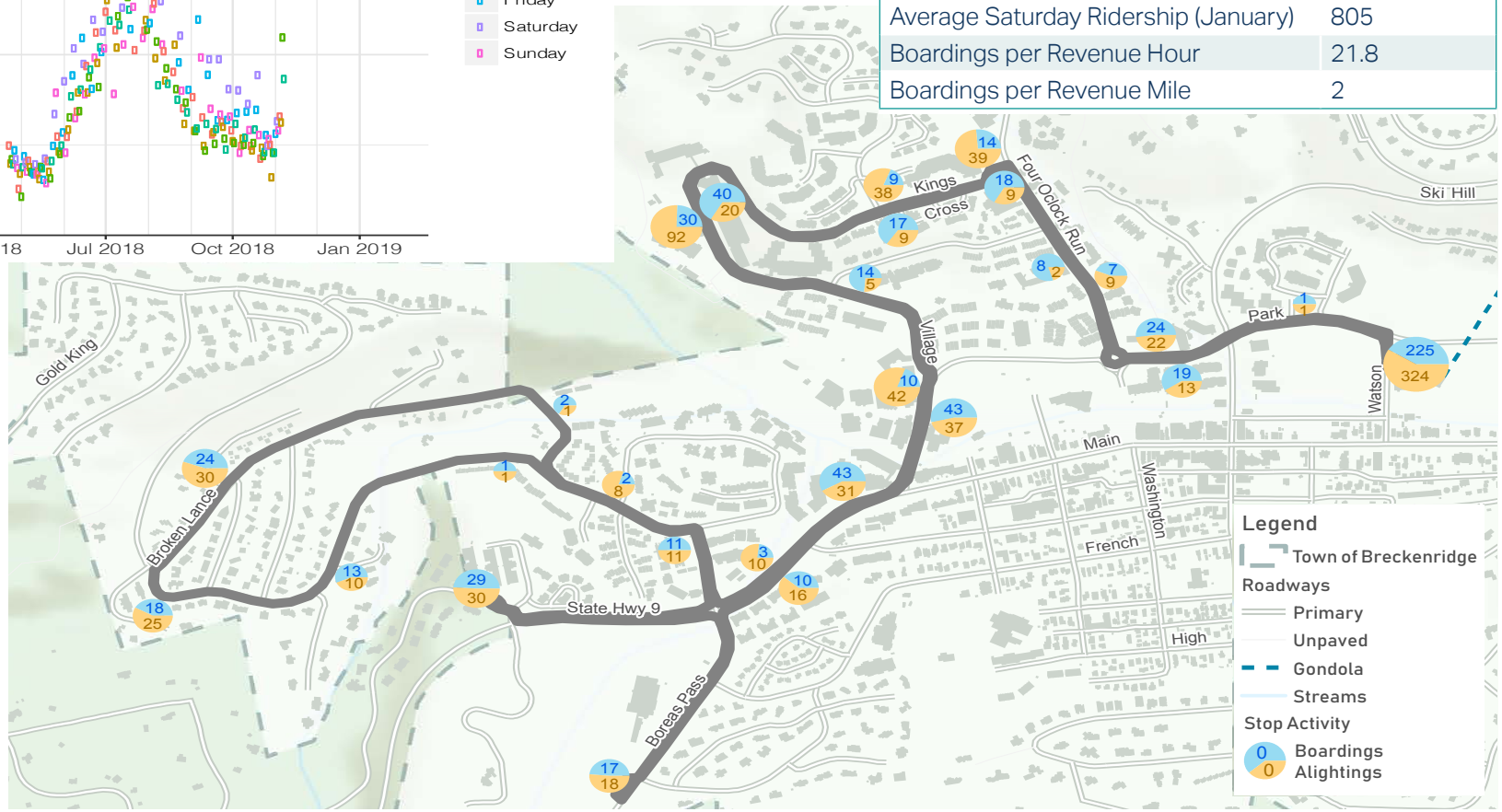
Breck Station to Ice Rink via Beaver Run, Racquet Club

Route ID #2

Service Type: **All-Day** ■ Service Delivery: **Directly Operated**

Metric	
Base Headway	20
Number of Buses (Blocks)	3
First Trip	6:24 AM
Last Trip	11:24 PM
Span (Hours)	17
Number of One-Way Trips	104
Number of stops (round-trip)	29
Average Scheduled Running Time	26
Average Scheduled Layover	9
Revenue Hours	30.3
Route Mileage	6.4
Average Daily Ridership (January)	660
Average Saturday Ridership (January)	805
Boardings per Revenue Hour	21.8
Boardings per Revenue Mile	2



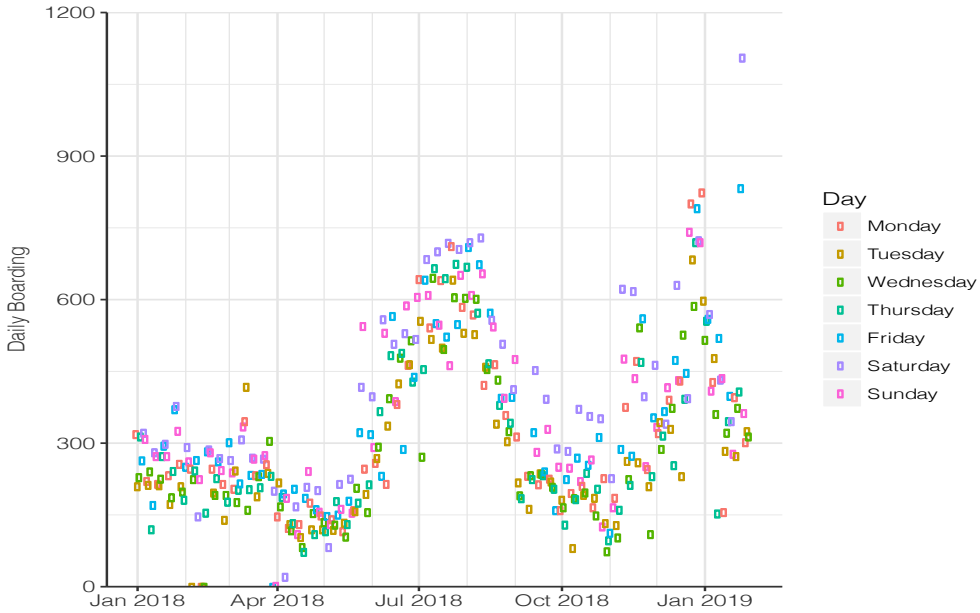


Main Street Trolley Summer

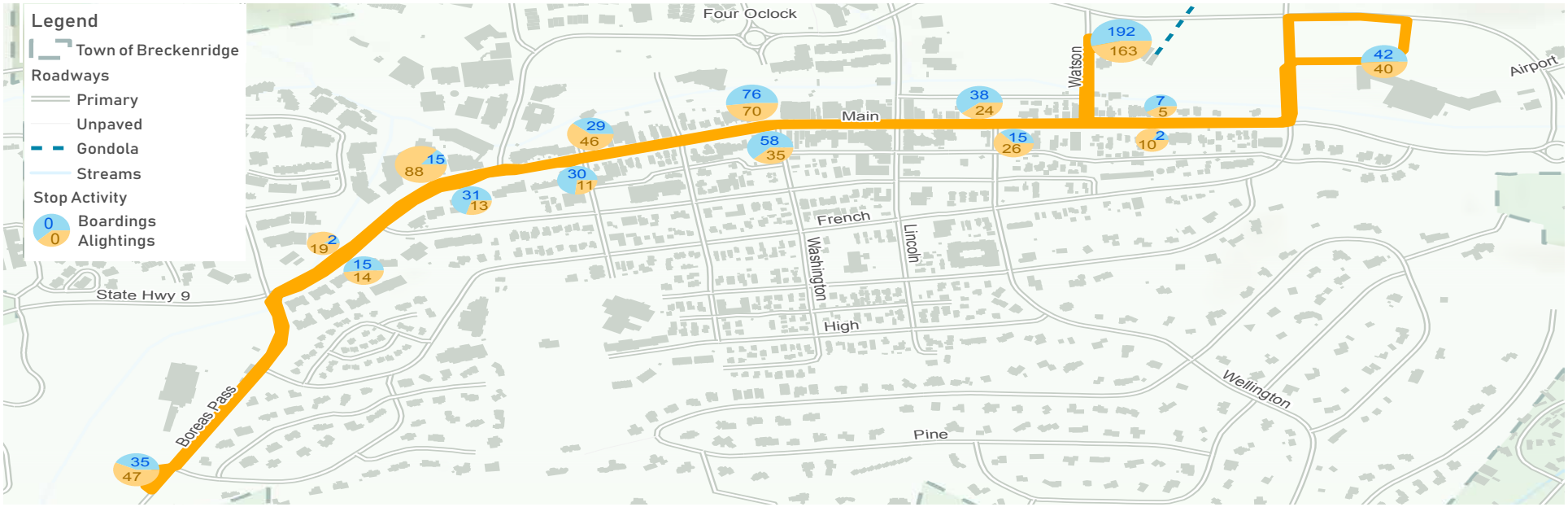
City Market to Ice Rink via Breck Station

Route ID #3

Service Type: **All-Day** ■ Service Delivery: **Directly Operated**



Metric	
Base Headway	15
Number of Buses (Blocks)	2
First Trip	9:00 AM
Last Trip	10:00 PM
Span (Hours)	13
Number of One-Way Trips	98
Number of stops (round-trip)	17
Average Scheduled Running Time	25
Average Scheduled Layover	5
Revenue Hours	24.3
Route Mileage	3.1
Average Daily Ridership (January)	585
Average Saturday Ridership (January)	703
Boardings per Revenue Hour	24.1
Boardings per Revenue Mile	3.8

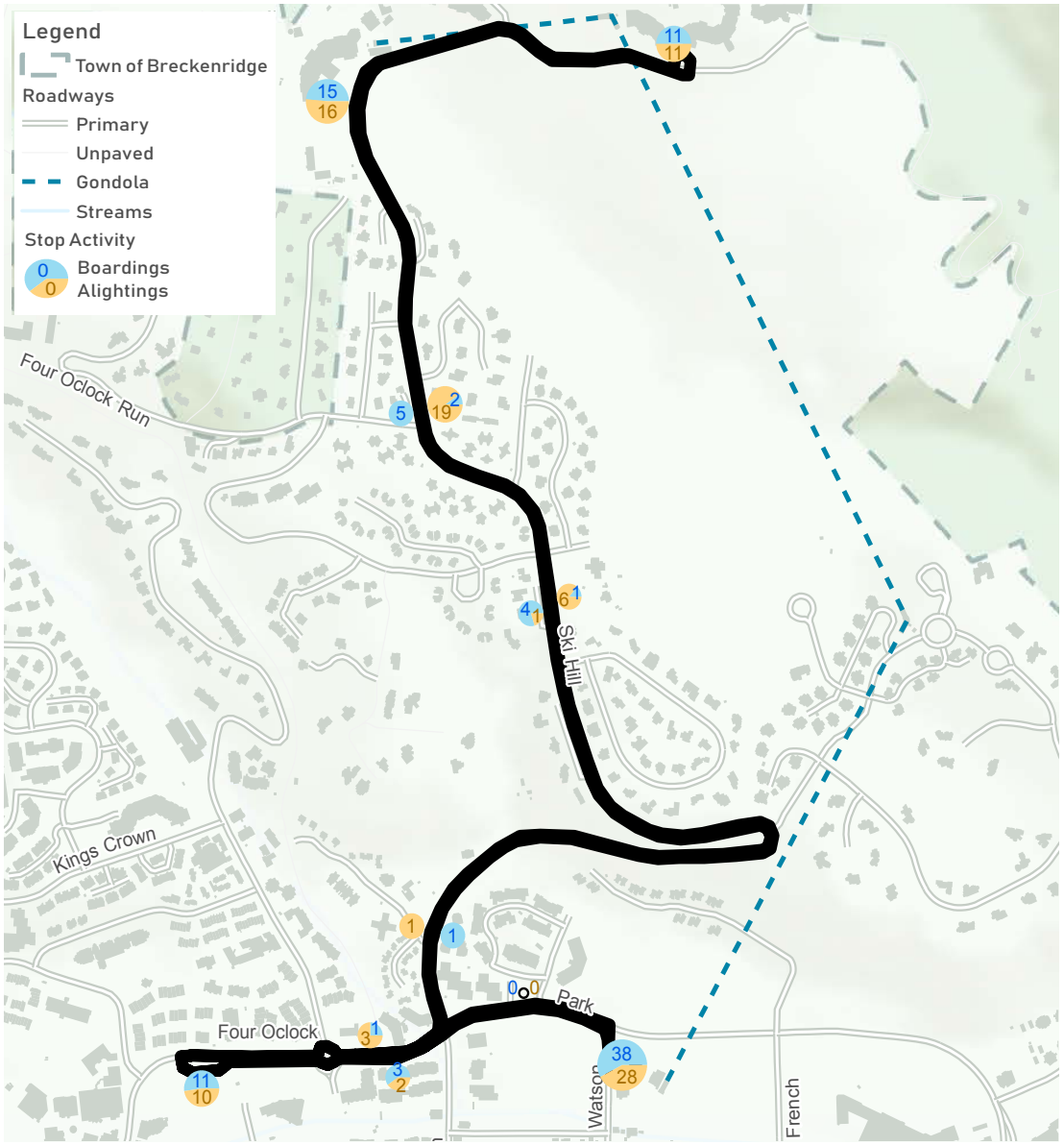


Black Express Summer

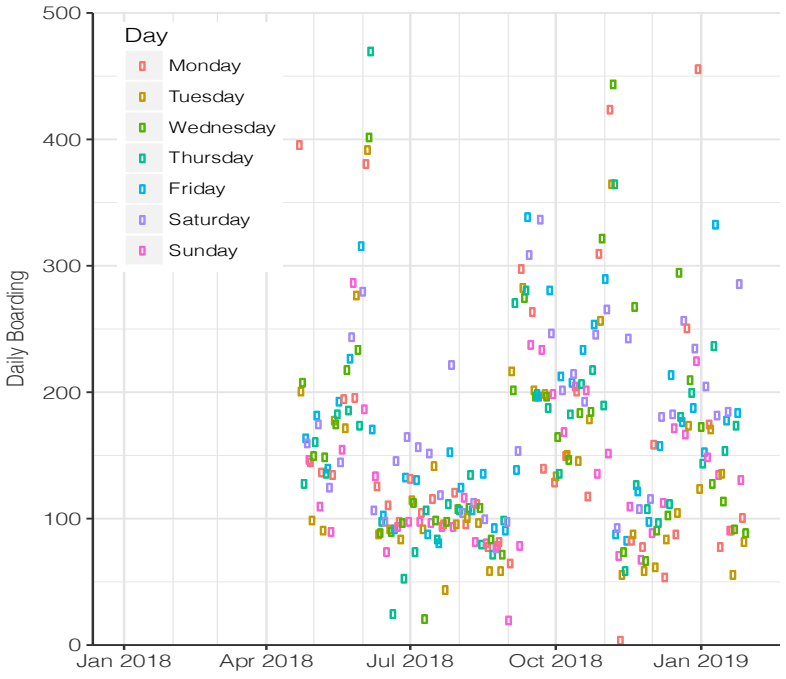
Breck Station to Peaks 7 & 8

Route ID #5

Service Type: **Early Morning/Late Evening** ■ Service Delivery: **Directly Operated**



Metric	
Base Headway	30
Number of Buses (Blocks)	1
First Trip	6:15 AM - 7:15AM
Last Trip	6:45 PM - 11:15 PM
Span (Hours)	5.5
Number of One-Way Trips	26
Number of stops (round-trip)	12
Average Scheduled Running Time	20
Average Scheduled Layover	10
Revenue Hours	6.2
Route Mileage	5.4
Average Daily Ridership (January)	108
Average Saturday Ridership (January)	163
Boardings per Revenue Hour	17.4
Boardings per Revenue Mile	1.55

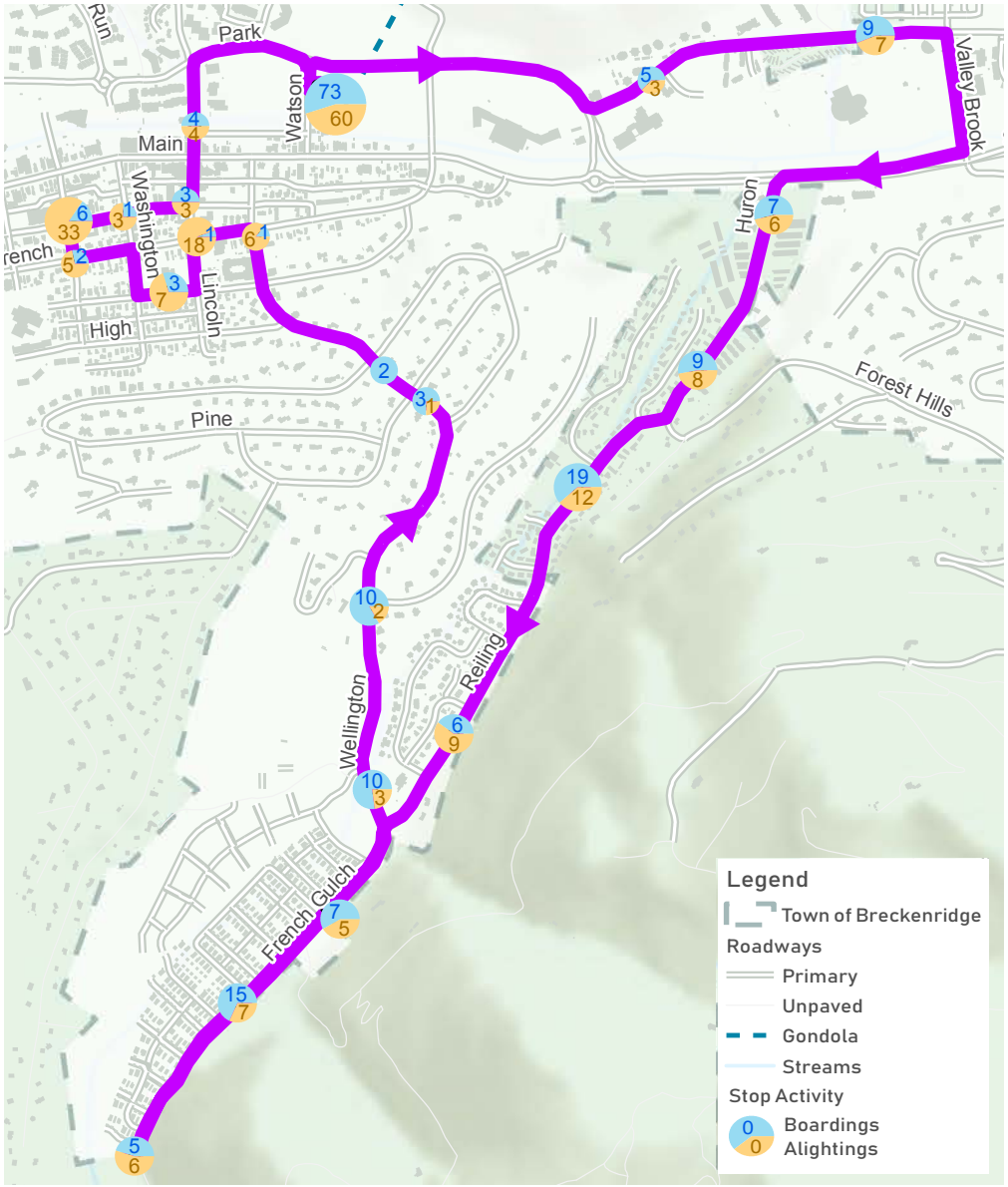


Purple Route A Summer

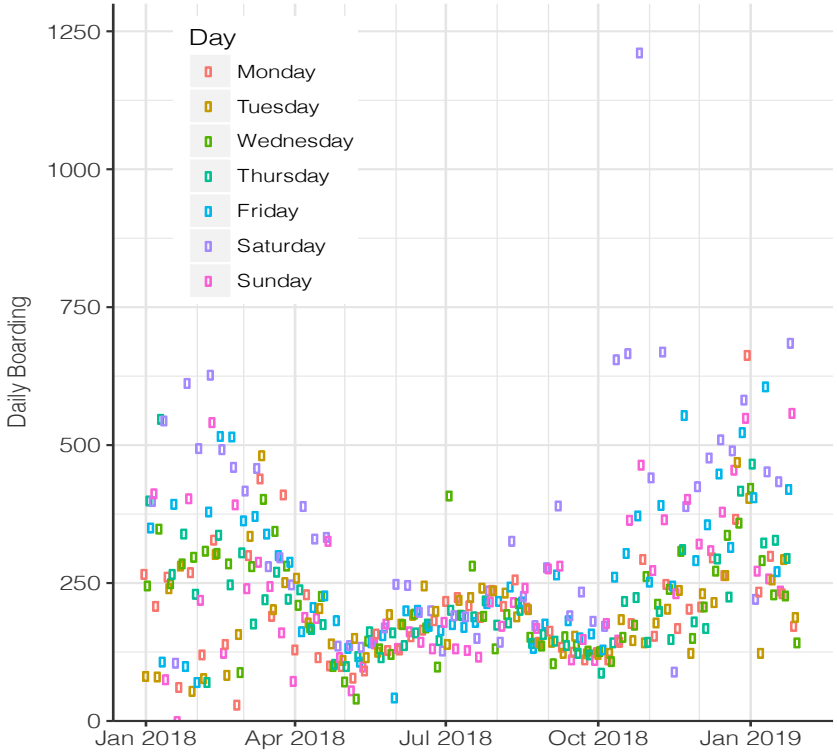
Breck Station to Wellington Neighborhood Clockwise

Route ID #6

Service Type: **All-Day** ■ Service Delivery: **Directly Operated**



Metric	
Base Headway	30
Number of Buses (Blocks)	1
First Trip	6:15 AM
Last Trip	11:15 PM
Span (Hours)	17
Number of One-Way Trips	70
Number of stops (round-trip)	24
Average Scheduled Running Time	24
Average Scheduled Layover	6
Revenue Hours	17.4
Route Mileage	5.9
Average Daily Ridership (January)	202
Average Saturday Ridership (January)	193
Boardings per Revenue Hour	11.6
Boardings per Revenue Mile	0.99

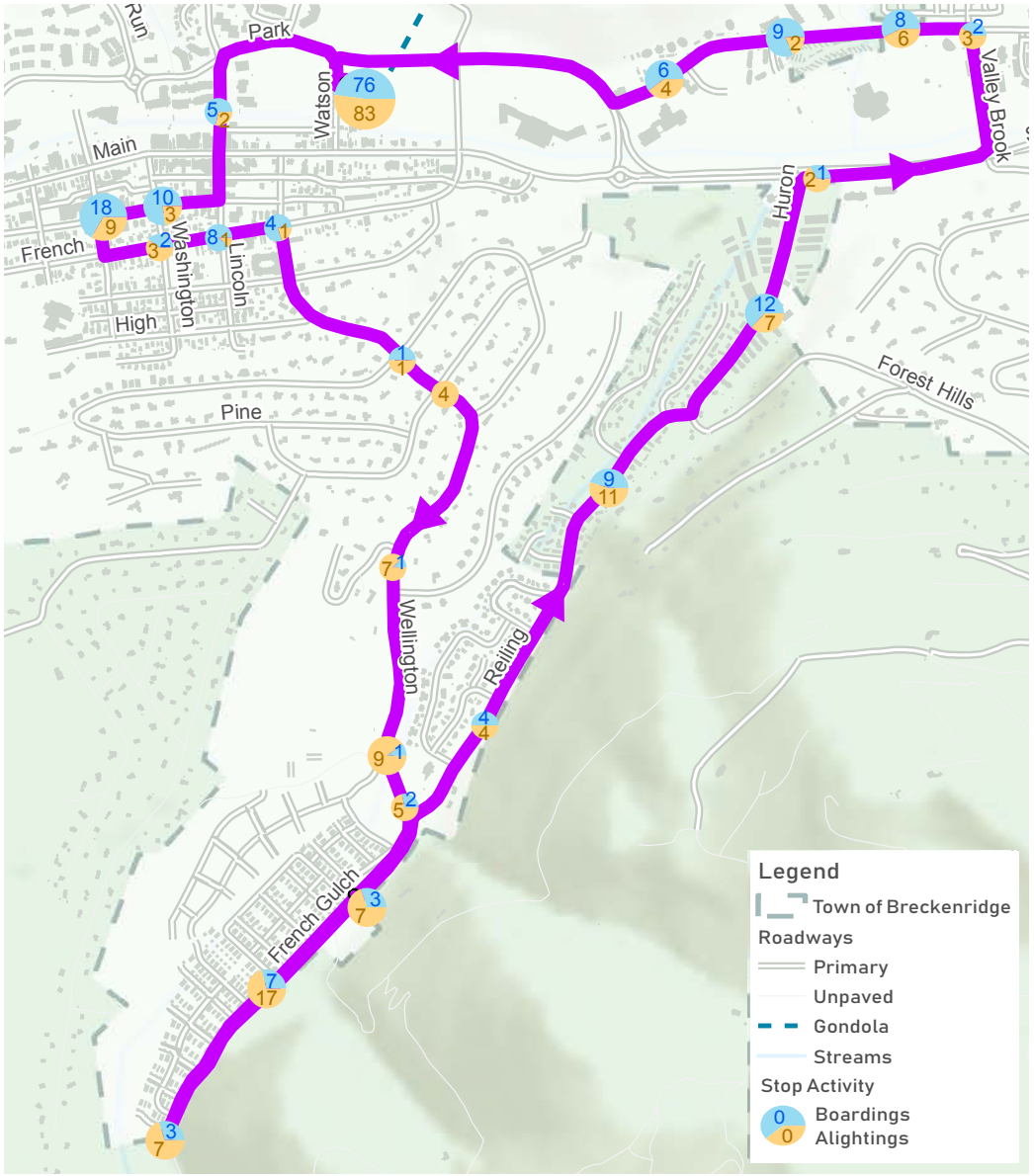


Purple Route B Summer

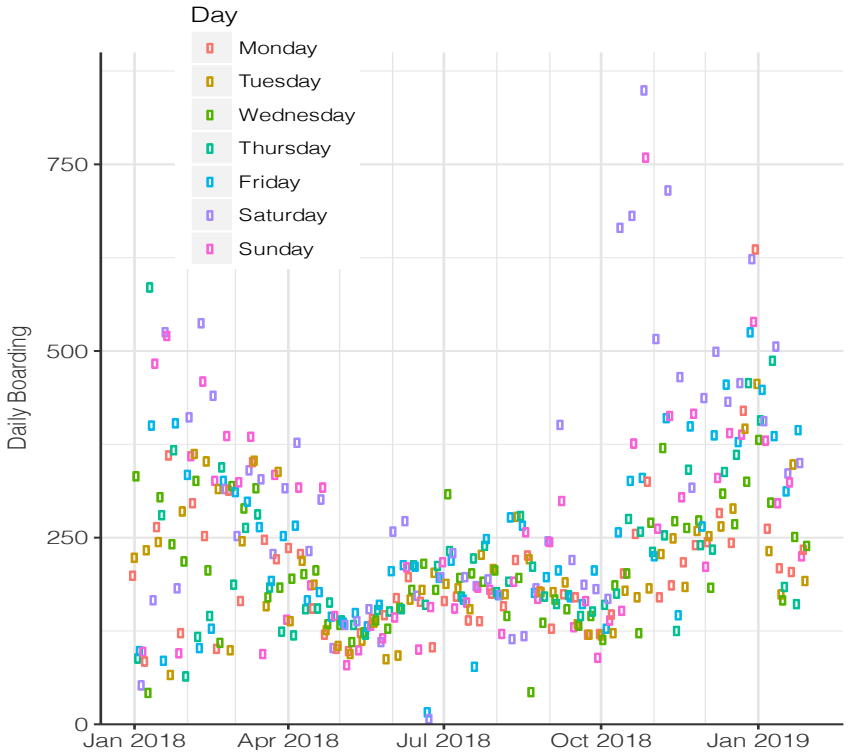
Breck Station to Wellington Neighborhood Counterclockwise

Route ID #7

Service Type: **All-Day** ■ Service Delivery: **Directly Operated**



Metric	
Base Headway	30
Number of Buses (Blocks)	1
First Trip	6:30 AM
Last Trip	11:00 PM
Span (Hours)	16.5
Number of One-Way Trips	68
Number of stops (round-trip)	25
Average Scheduled Running Time	22
Average Scheduled Layover	8
Revenue Hours	16.9
Route Mileage	5.8
Average Daily Ridership (January)	190
Average Saturday Ridership (January)	202
Boardings per Revenue Hour	11.2
Boardings per Revenue Mile	0.98

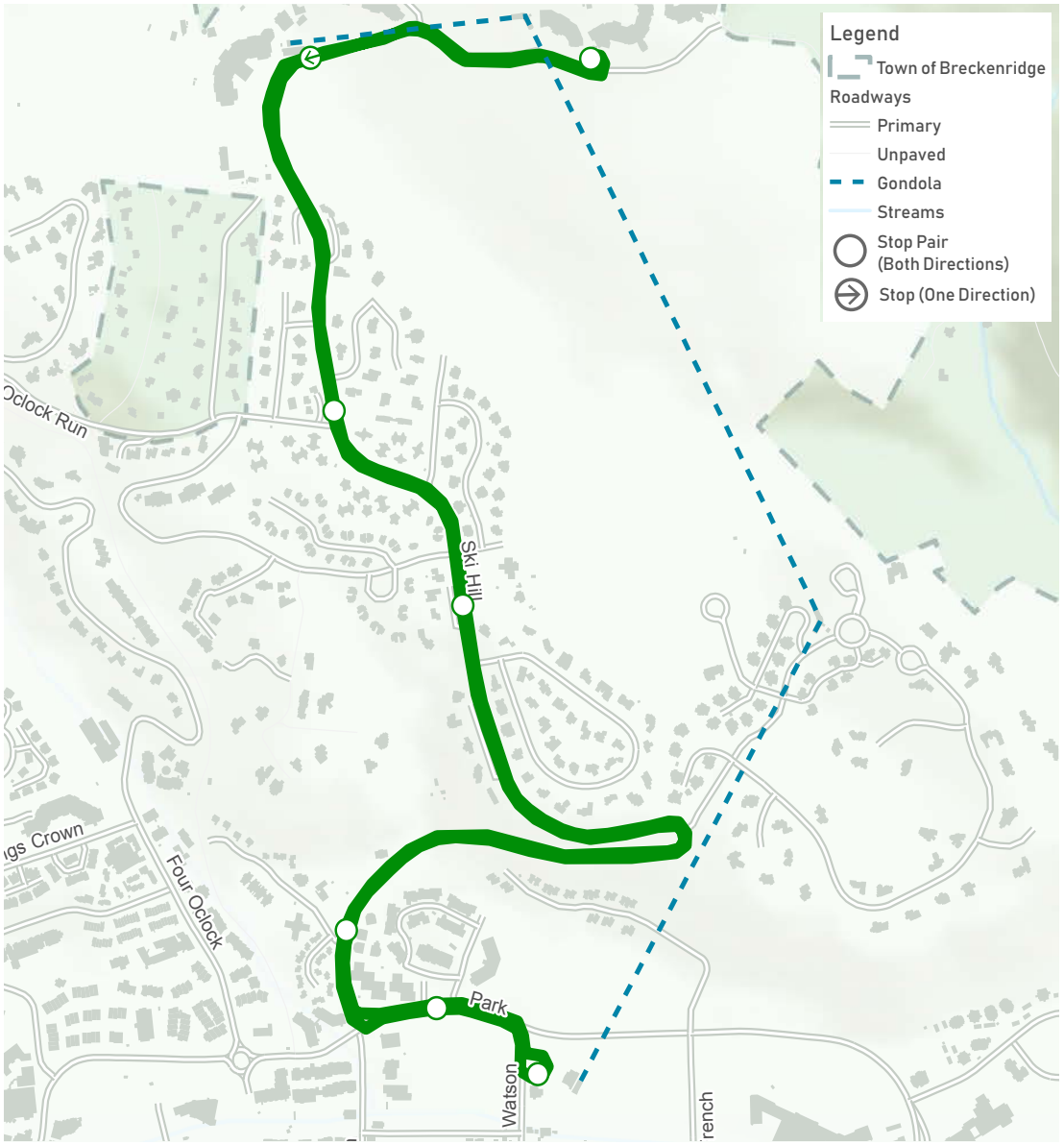


Epic Discovery Express

Breck Station to Peaks 7 & 8

Route ID #8

Service Type: **Daytime** ■ Service Delivery: **Operated by Ski Resort**



Metric	
Base Headway	30
Number of Buses (Blocks)	1
First Trip	7:45 AM
Last Trip	6:15 PM
Span (Hours)	10.5
Number of One-Way Trips	44
Number of stops (round-trip)	12
Average Scheduled Running Time	23
Average Scheduled Layover	7
Revenue Hours	10.9
Route Mileage	4.2
Average Daily Ridership (January)	N/A
Average Saturday Ridership (January)	N/A
Boardings per Revenue Hour	N/A
Boardings per Revenue Mile	N/A

Appendix B
Travel Time Matrix

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Travel Time Estimates

Figure B-1 shows the travel time matrix that was discussed in Chapter 1, Existing Conditions. Figure 2-B highlights estimated changes in travel times between the same destinations with the implementation of the system as described in Scenario 1 in Chapter 3, System Recommendations. As a specific schedule was not developed for the proposed network, Figure B-2 categorizes the changes in travel patterns within minute ranges with corresponding colors.

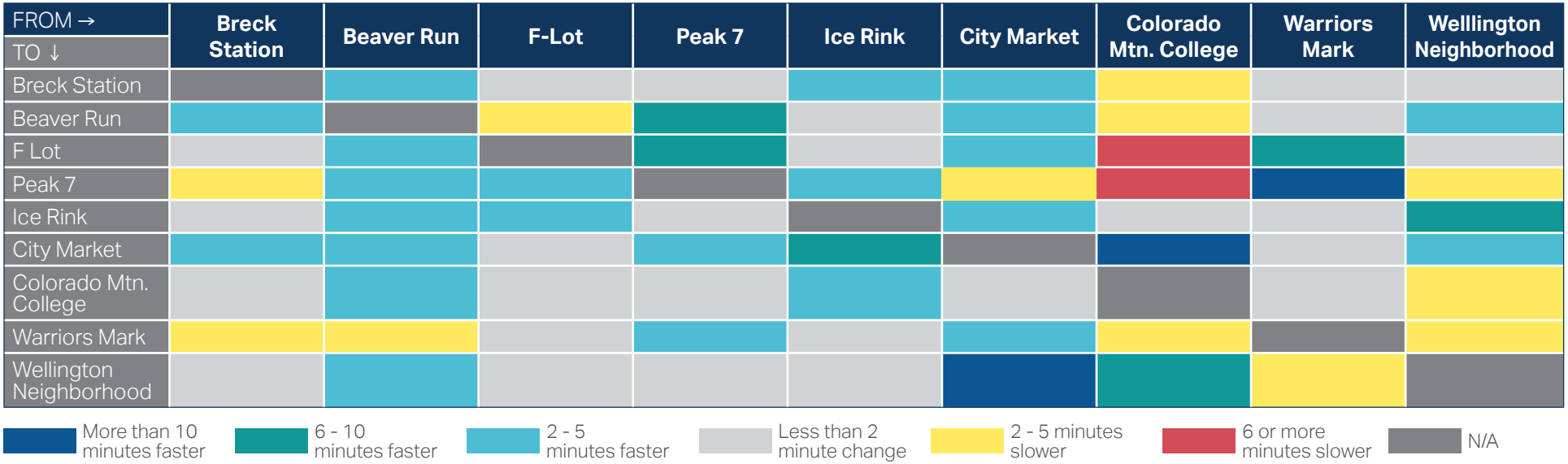
Of the 72 trips analyzed, 81% are faster (45%) or stay the same (36%) in the future network. About 19% are expected to take longer. This is a very favorable outcome for a network change with no additional service.

The frequency of routes in the network has a significant impact on travel times. As frequency is increased in Scenarios 2 and 3, the travel times between destinations would continue to improve thanks to decreased wait times either for bus arrival or for transfers.

Figure B-1 Existing Travel Time Matrix

From / To	Breck Station	Beaver Run	Peak 7	Ice Rink	Colorado Mtn. College	Wellington Neighborhood	Upper Warriors Mark
Breck Station		11	20	19	17	20	28
Beaver Run	13		34	15	29	36	24
Peak 7	17	27		35	35	38	46
Ice Rink	18	14	39		36	38	17
Colorado Mtn College	19	31	40	39		38	48
Wellington Neighborhood	19	17	41	37	37		48
Upper Warriors Mark	24	17	45	24	42	45	

Figure B-2 Estimated Travel time Changes (Scenario 1 Service Levels)



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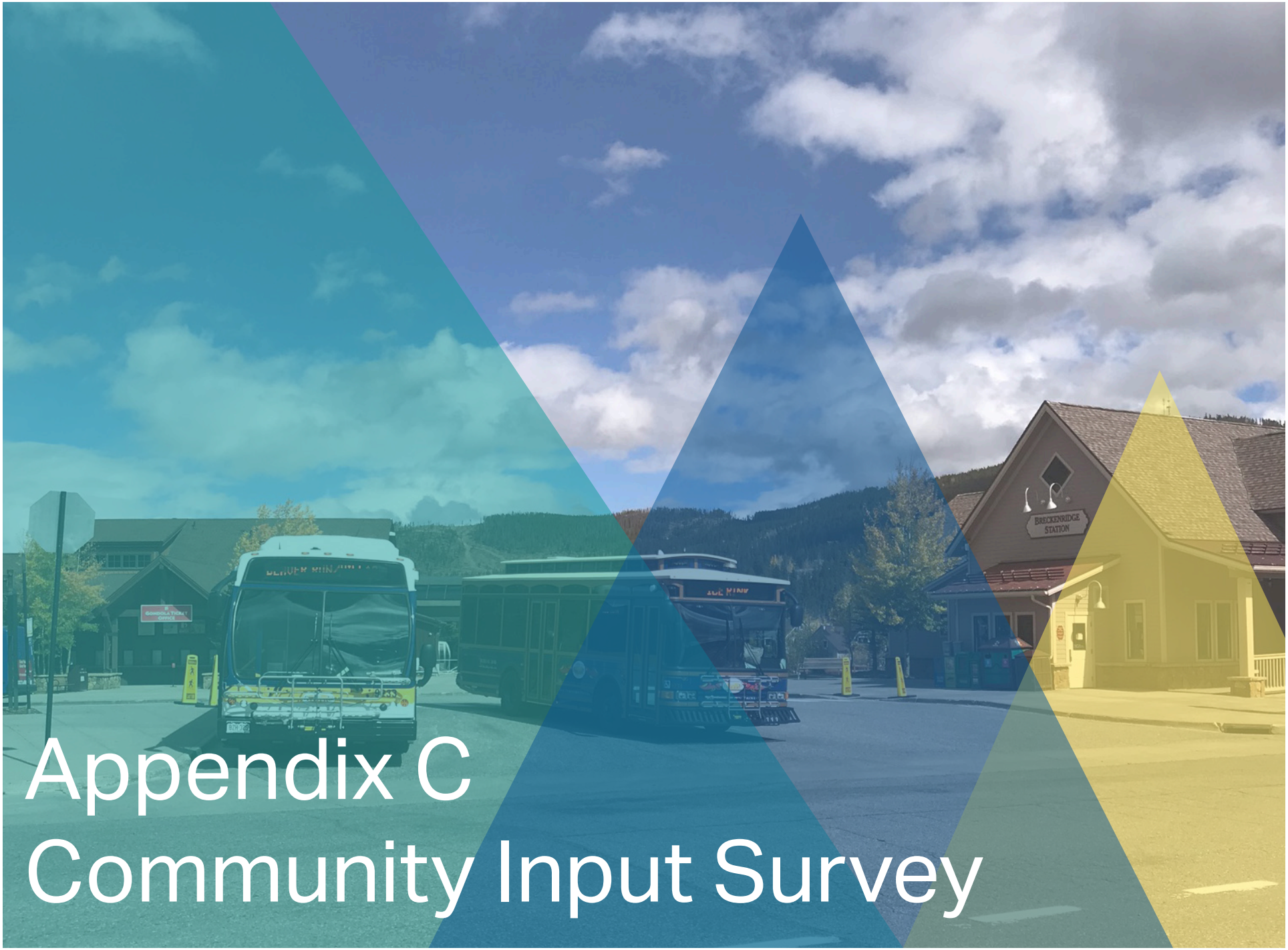
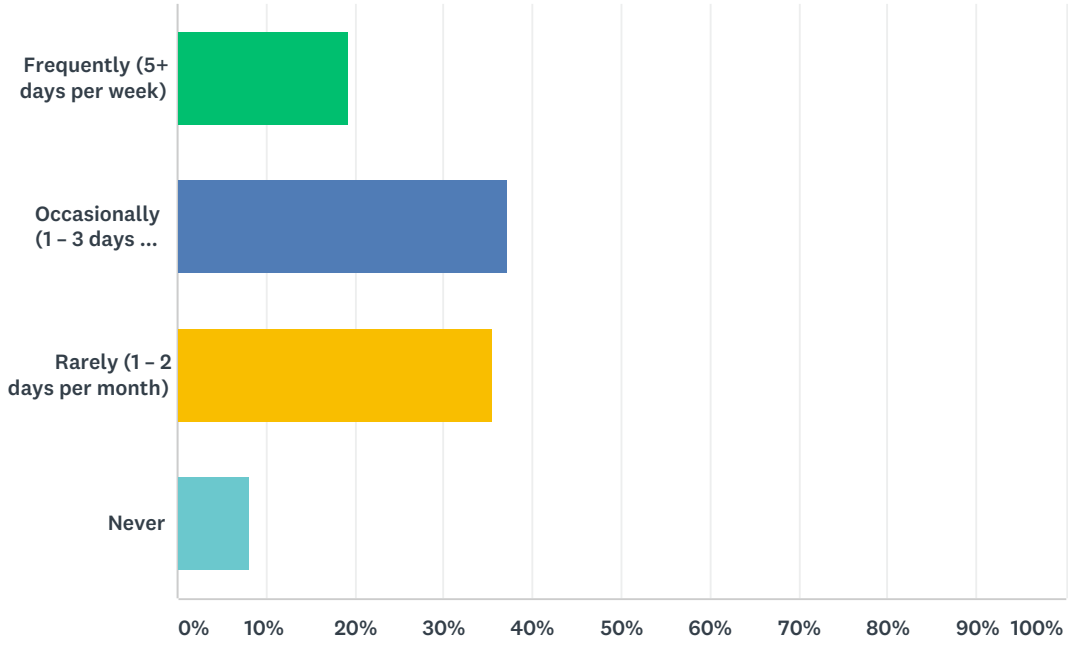


Appendix C
Community Input Survey

Online Survey

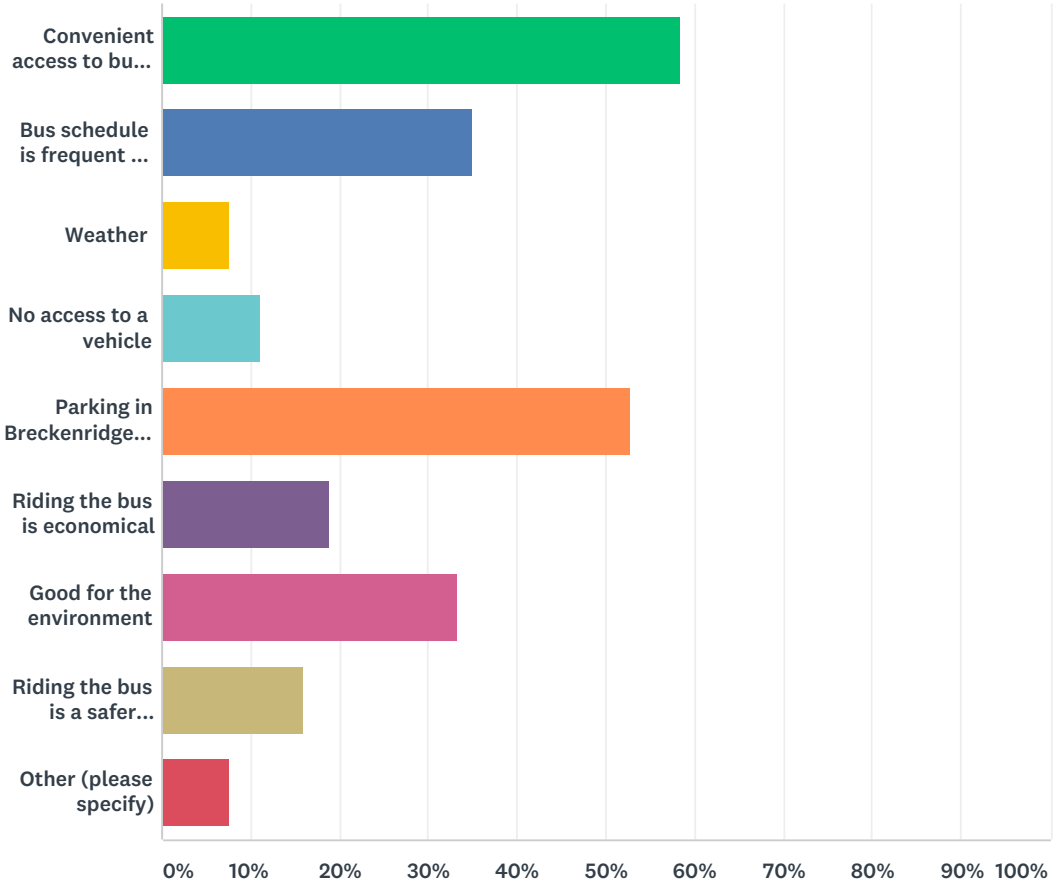
This appendix provides the full survey questions and responses gathered from the community about transportation needs, existing use of the Breck Free Ride system or other transit services in Breckenridge, and how the bus network could be improved. The responses here reflect input from the 397 surveys received.

Q1: When Traveling within, to, or from Breckenridge (work, school, skiing, shopping, etc.), how often do you ride transit?



ANSWER CHOICES	RESPONSES
Frequently (5+ days per week)	19.14%
Occasionally (1 – 3 days per week)	37.28%
Rarely (1 – 2 days per month)	35.52%
Never	8.06%

Q2: What are the primary reasons for why you decide to ride transit for your trip? (Choose up to 3)



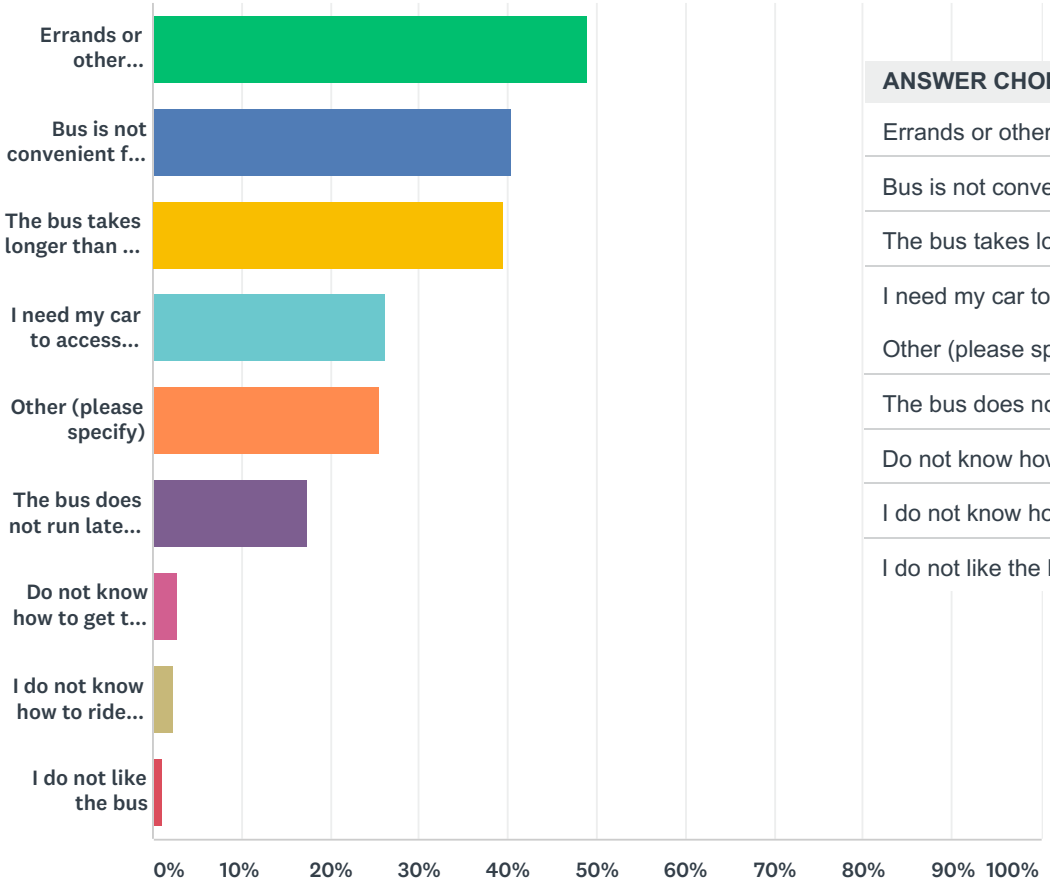
ANSWER CHOICES	RESPONSES
Convenient access to bus stop and/or destination	58.44%
Bus schedule is frequent or meets my schedule needs	35.01%
Weather	7.56%
No access to a vehicle	11.08%
Parking in Breckenridge is difficult and/or costly	52.64%
Riding the bus is economical	18.89%
Good for the environment	33.25%
Riding the bus is a safer choice than driving	15.87%
Other (please specify)	7.56%

OTHER (PLEASE SPECIFY)
I am scared to ride the bus. The drivers seem to drive very aggressively.
Avoiding drinking and driving!!
only recently have i used the bus system to get to the base of peak 7 for skiing
na
Too much traffic congestion caused by poor long term road/traffice stucture planning foresight for bennifit of future pulic in favor of short term profits for select few.

Q2: What are the primary reasons for why you decide to ride transit for your trip? (Choose up to 3) (continued)

OTHER (PLEASE SPECIFY)
Never use because bus stops are too far from home
i hate the traffic in Breckenridge during tourist season!!!!
DUI Risk
Would ride more if it was accessible
nearest stop is too far so I don't use it--if transit came up the hill towards Western Sky Ranch, I would use it a lot!
bike storage on buses is too limited. i cant take the risk of not getting my bike on and then waiting for the next bus
I would ride everyday if we had a convenient bus stop to our location. (Peak 7 neighborhood). It is a2 mile + walk each way on a hill with no sidewalk. A couple of bus stops on each side of American Way would be welcomed by the entire neighborhood
Seldom use it. System does not serve our neighborhood
My home in the Highlands, even though it is in the city, is not serviced
Traffic during busy season
Don’t ride
Employee parking has been shut off for the day
I don't ride the transit as I have to carry lots of equipment to work
its just a better choice for the town to use public transport rather than clog streets
Going to the bars
Idoubt want to walk home In the dark
So as not to drink and drive.
never use it
I have no access from my condo on Revett
I would include weather, Enviornmental and economical.
Don't want to drive after Happy Hour
dont ride
Drinking
I don't ride the bus
Child Entertainment

Q3: What are the primary reasons you do not ride transit for your trip? (Choose up to 3)



ANSWER CHOICES	RESPONSES
Errands or other destinations during the day that are not convenient for transit	48.87%
Bus is not convenient for my destination	40.30%
The bus takes longer than for me to drive	39.55%
I need my car to access recreation opportunities	26.20%
Other (please specify)	25.44%
The bus does not run late enough	17.38%
Do not know how to get to Breckenridge without a car	2.77%
I do not know how to ride transit/which routes to take	2.27%
I do not like the bus	1.01%

OTHER (PLEASE SPECIFY)
Bring my dog to work
The bus does not run in my neighborhood. (Highlands Park)
Bust time frequency to Blue River
Sometimes bus is overcrowded
I choose to walk the 1 mile to or from home
I live on Main St and can just walk

Q3: What are the primary reasons you do not ride transit for your trip? (Choose up to 3) (continued)

OTHER (PLEASE SPECIFY)
No bus service to my neighborhood (pk 7). Once in the car, makes sense to make complete trip by car
Timing of schedule for work
prefer to walk when in Breckenridge
i live close enough to walk
have to leave one job to work another in short time and or shuttle childeren around various activites.
Need to be flexible with my schedule.
Bus stops too far from home - can't walk that far.
Sometimes bus is too full to get on!!!!
Bus schedule/doesn't run frequent enough
i live one mile out in Blue River. The service only runs 1 time in the morning and 1 time in the evening. Need to have a bus once every 30 minutes.
Living in South Park I need to drive to work
no bus service to peak 7 neighborhood
my job starts earlier than a bus
frequency of bus schedule
Sometimes it's quicker to walk!
I cannot walk to a bus stop; too far and there is no Park & Ride lot to facilitate that
Bus not convenient for my origination not destination.
Cannot take dog on the bus; also bus does not run early enough sometimes
bad weather
The nearest stop is too far from my house
Timing of bus not always matching up with dinner reservations
bike storage
Cannot answer for I take the bus whenever possible.
no bus stop in our neighborhood
Wish the buses would run more frequently
there is no parking available at my stop

Q3: What are the primary reasons you do not ride transit for your trip? (Choose up to 3) (continued)

OTHER (PLEASE SPECIFY)
Doesn’t come to my neighborhood
Location of bus stop in the evening (after dark) is very dangerous (requires walking in the unlit road)
Bus is full at rush hour times
crowded
System does not serve the area in which we live
waits are too long for shorter trips
my home in the highlands has no service, even though we are in the city limits
No bus up tiger road so only ride once in town
the people at the transit center scare me
Need a direct route from Wellington/Vista Point to Beaver Run
If weather permits, I walk
Live in Town, walk or ride to work
I ride my bike
I ride the transit system
I live in town
There are no bus stops near the Highlands and there are not any "Park & Rides" to park and take the bus into town.
I ride the bus frequently
i drive from Summit Cove to work
I always ride into and around Breckenridge
N/A
bus schedule is too infrequent to be convenient
I live in Silverthorne and the commute takes too long on the bus.
Schedule. Infrequent rides.
I can't carry my equipment I need for work and arrive at my exact destination
Bus does not run frequently enough
n/a

Q3: What are the primary reasons you do not ride transit for your trip? (Choose up to 3) (continued)

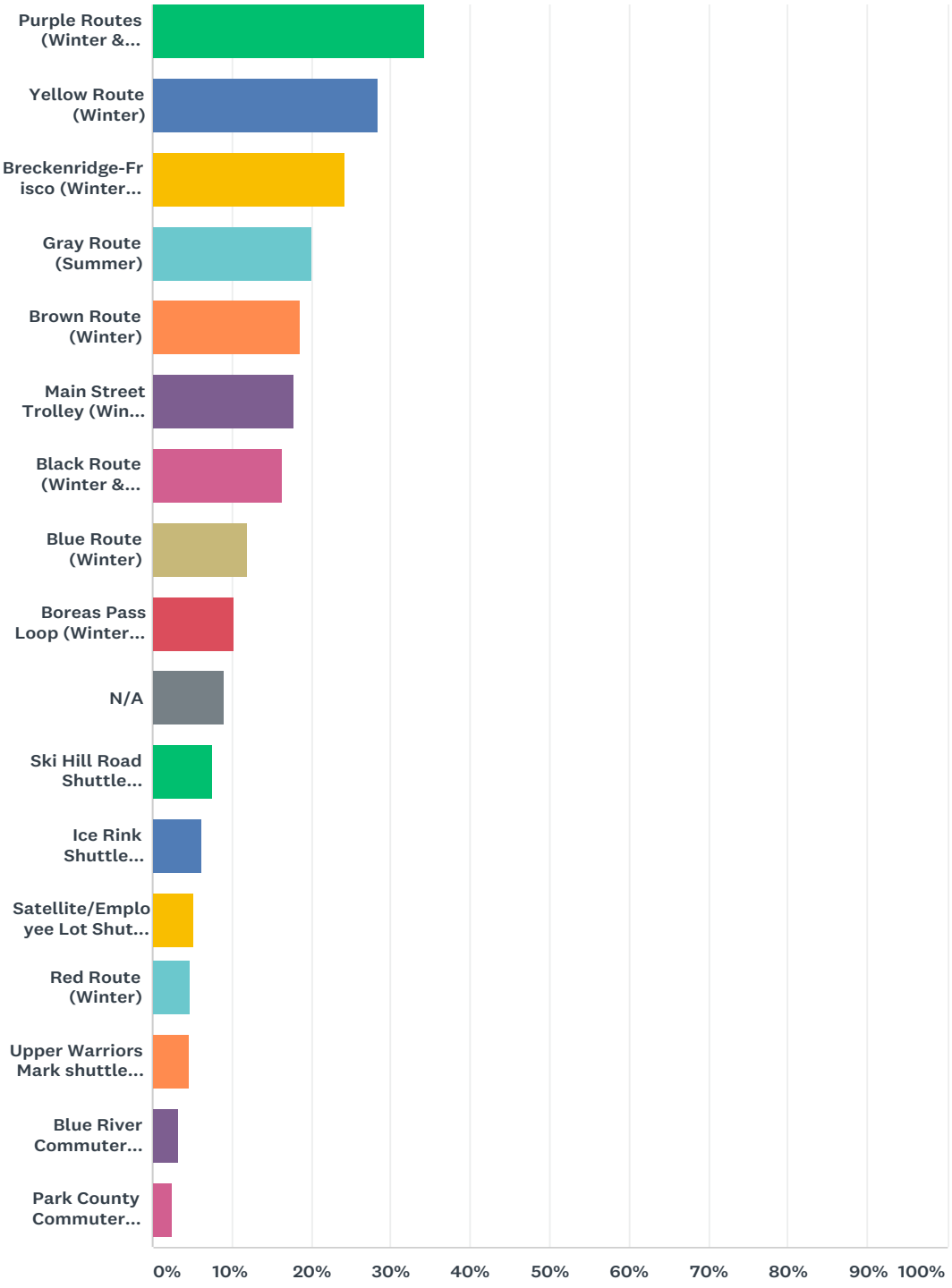
OTHER (PLEASE SPECIFY)
Winter time traffic delays
I have a dog so use car to go to trail heads etc
When it's too cold or rainy
There is no bus stop for DVE (Dillon Valley elementary) in town so I need to drive my kid to the high school and don't have time to come home to then ride the bus into town to work. The days when I don't need to drive my daughter to /from the high school for the DVE bus, I take the bus or bike into work in town.
Must visit properties on the job
Ride a bike. Scheduling.
Everything in Breckenridge is walkable
Hard to deal with a large amount of groceries with the bus
Freedpm to move where and when I want without being tired to a schedule.
I walk
i do ride
Bus only runs in winter
The schedules don't match up so you have to wait a long time for the next bus.
I prefer my bike
I have too much stuff that I need to utilize during errands or fun.
The bus stop is too far from my house
Bus stop is half mile away. Road had no lights, sidewalks.
I decided to walk.
Takes too long with all stops
Faster to walk at times.
No bus service at the time I start work in the morning.
Not frequent enough / often behind schedule
Enjoy Breck weather...
a stop at CMC Please :)
Childcare pick up

Q3: What are the primary reasons you do not ride transit for your trip? (Choose up to 3) (continued)

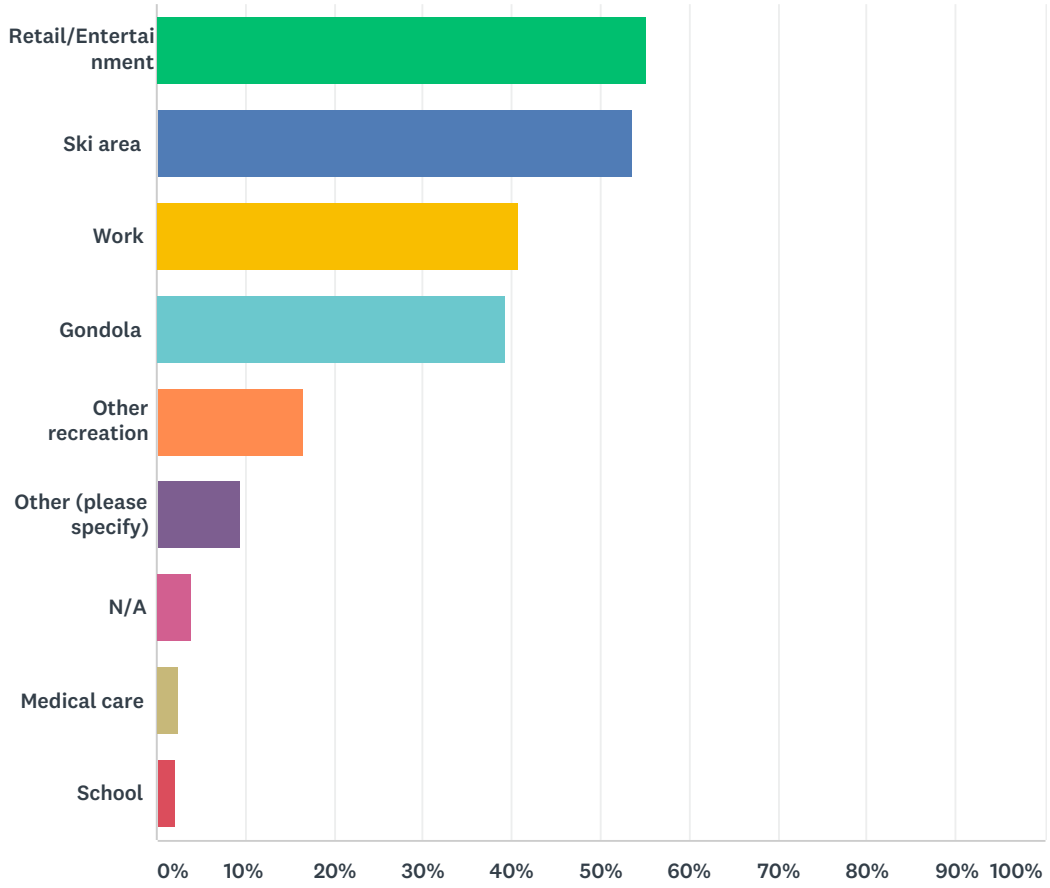
OTHER (PLEASE SPECIFY)
Bus is slower than WALKING on peak days
No bus access from Peak 7 neighborhood
I live in Upper Warriors Mark and the shuttle does not run all year. It is great in the winter, but needs to start earlier and end later.
trip home is not serviced and would leave me 1.5 miles short
I live and work in Breck, but I go home for lunch every day which I wouldn't have enough time to do if I take the bus.
Bus does not run early enough
Free Ride buses can lack consistency in arrival/departure times
The bus does not run for my specifc hours. I would need to drive 19 miles and then park and take the bus for the last 1/4 mile.
I bike everywhere.
Bus is inconsistent
Connection from Frisco (Summit Stage) not convenient or timely enough - also, daycare pick up and drop off
Bus stop not convenient to my home
We choose to carpool instead due to child drop off at daycare and one worker in town and one at the resort with what times we need to be at work (7-8AM)

Q4: Which route(s) do you typically ride? (Select all that apply)

ANSWER CHOICES	RESPONSES
Purple Routes (Winter & Summer)	34.26%
Yellow Route (Winter)	28.46%
Breckenridge-Frisco (Winter & Summer)	24.18%
Gray Route (Summer)	20.15%
Brown Route (Winter)	18.64%
Main Street Trolley (Winter & Summer)	17.88%
Black Route (Winter & Summer)	16.37%
Blue Route (Winter)	11.84%
Boreas Pass Loop (Winter & Summer)	10.33%
N/A	9.07%
Ski Hill Road Shuttle (Winter)	7.56%
Ice Rink Shuttle (Winter)	6.30%
Satellite/Employee Lot Shuttle (Winter)	5.29%
Red Route (Winter)	4.79%
Upper Warriors Mark shuttle (Winter)	4.53%
Blue River Commuter (Winter & Summer)	3.27%
Park County Commuter (Summer & Winter)	2.52%



Q5: Where do you typically go when you ride the bus? (Select all that apply)



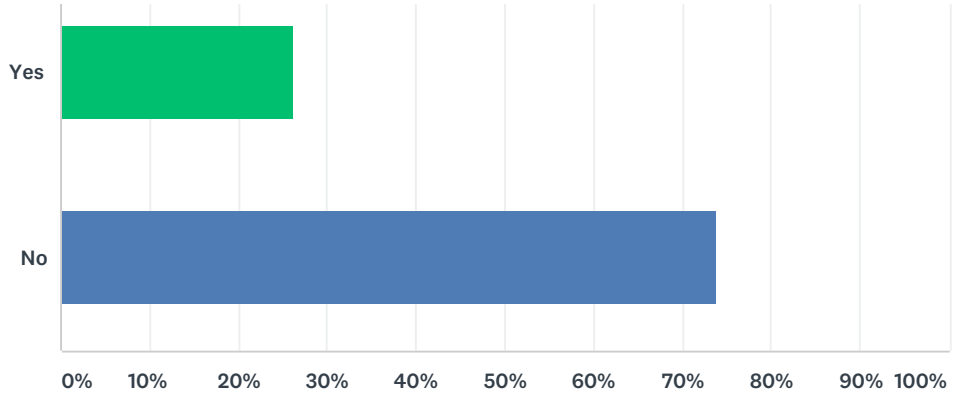
ANSWER CHOICES	RESPONSES
Retail/Entertainment	55.16%
Ski area	53.65%
Work	40.81%
Gondola	39.29%
Other recreation	16.62%
Other (please specify)	9.32%
N/A	4.03%
Medical care	2.52%
School	2.02%

OTHER (PLEASE SPECIFY)
Bars & Restaurants
shopping
Anyother reason in town
dining
I prefer to walk
Meetings
doesn't come to my neighborhood

Q5: Where do you typically go when you ride the bus? (Select all that apply) (continued)

OTHER (PLEASE SPECIFY)
Town events
I use bus when car is in for service
City Market
Would love to ride it to work in downtown, from Blue River
rec center
Restaurant/Bars
Grocery shopping
home
grocery shopping/city market
Food & Drink
Breck Rec center
Into town Breckenridge
Dinner / restaurants / Breck Create events / town events
Frisco/Silverthorne when car needs to be in shop
Restaurants in town
City Market
post office
Dining
Restaurants
Rec Center
Going drinking
Ice rink
Breck Rec Center
Restaurants / Bars
Town Hall
Bar
I always take the bus when there are events in Town because there's no parking and it's easier.
Frisco
Main Street
Town

Q6: Do you transfer between buses to complete your trip?



ANSWER CHOICES	RESPONSES
Yes	26.20%
No	73.80%

IF YES, WHERE DO YOU TRANSFER?
Breck Station
Breck Free Ride Grey/Yellow to Summit Stage Frisco or Swan Mtn Flyer
Transfer station
transit center
I live in Blue River so I usually change buses at the Breckenridge Transfer Center.
Gandola
transfer center at breck station or highway 9 and county rd 450 to got to frisco but bus doesn't cink with the stage to get to frisco transfer center
Boreas to town, or to transfer to ride to Frisco
Transfer station
Gondola
from the purple to another bus depending if I'm going riding or going to work
From Breck Station to the Rec Center
Frisco and Breck Transit ctr
Breck Station
Breck Transfer Station
bus station
breck station

Q6: Do you transfer between buses to complete your trip? (continued)

IF YES, WHERE DO YOU TRANSFER?
Transfer at Breck station to go to ski area
Breck station. freeride routes to summit stage to frisco
Breckenridge Station to transfer from yellow/gray to black
Breck Station
Breck Transferrer or any other place that two bus share stops.
Breckenridge Transit Center
Breck station
F -lot
Gondola
breck station
Frisco
Gondola
Breck Station
Breck station
Frisco station, Silverthorne station
Frisco
transportation center
Breckenridge or Frisco transfer center
occasionally Boreas Loop to Swan Mtn Flyer
Breck Station
Breck Station, F Lot
Breckenridge Station
Breck transfer station
Transit center
breckenridge station
Too time consuming to change routes but if a direct route from Wellington/Vista Point was added our family would take this bus route multiple times per week more.

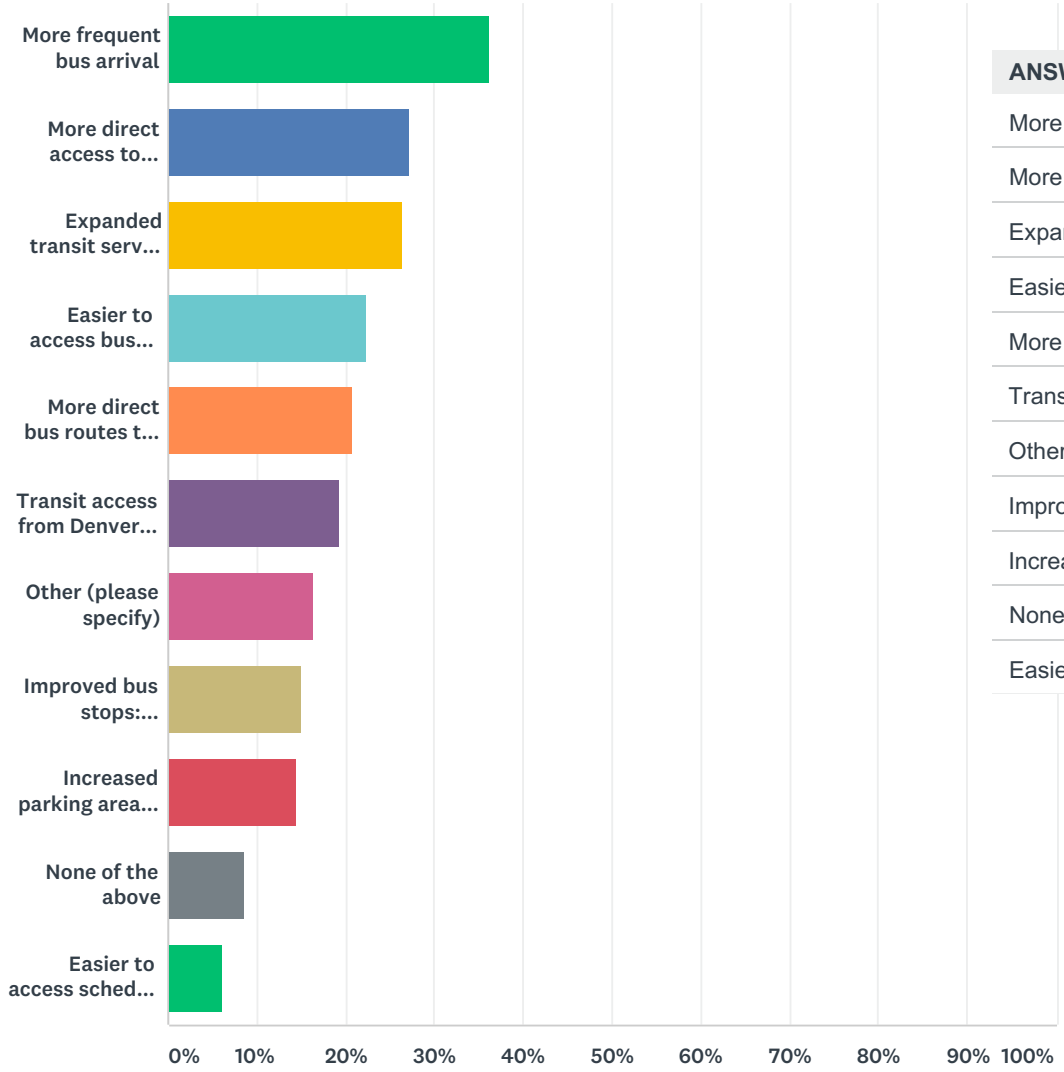
Q6: Do you transfer between buses to complete your trip? (continued)

IF YES, WHERE DO YOU TRANSFER?
Gondola/Transfer Station
Transfer Station
Transfer center
I don’t know because you done come to peak 7
summit stage
Breckenridge Transfer Center
From Grey/Yellow to Purple
station
Multiple places but Frisco mostly
Breck or Frisco Transfer Center
Breck Transfer Center
do not
No, because I don't ride the bus.
Transfer station usually
Gondola
Breck station
Transfer center if going to ice rink
Bus station
Transit Center
Transit station
Breck transfer centre or Frisco transfer centre
Breck Station
Between ski fields, or to gondola then destination
Transfer center
usually the transit center
If you consider getting on the Gondola □ to go skiing then yes.
Gondola

Q6: Do you transfer between buses to complete your trip? (continued)

IF YES, WHERE DO YOU TRANSFER?
gondola
Breckenridge Central Station
Breck Station
Breck Station
Breck Station, when I am going to Beaver Run ski location from Purple bus. Other times for skiing, I just go up on the Gondola.
Breck Transit Center
Ice Rink
Station
Station
Breck station
bus station in Breck
transfer station, take blue river bus which is already inconvenient then catch the yellow
Station
Dillon to Silverthorne to get to Frisco- It would be GREAT to have a direct route from Dillon to Frisco. Breck Freeride from Breck Transfer Center to get to CMC
Sometimes, son loves the Trolley, so we'll do Purple B to Transit Station and then the Trolley down Main.
Transit center
station
Silverthorne and Frisco just to get to Breck from other side of county
Breckenridge Station
Frisco to Breck from the Summit Stage and then take Free Ride around the town.
From summit stage to Breck Free Ride
Station
Breck Transfer Station
Breckenridge Station

Q7: What would most encourage you to ride the bus more or to start riding the bus? (Select top 3)



ANSWER CHOICES	RESPONSES
More frequent bus arrival	36.27%
More direct access to destinations outside of Breckenridge	27.20%
Expanded transit service times (more evening)	26.45%
Easier to access bus stops	22.42%
More direct bus routes to destinations within Breckenridge	20.65%
Transit access from Denver into Breckenridge	19.14%
Other (please specify)	16.37%
Improved bus stops: lighting, shelters, bus information	15.11%
Increased parking areas outside of town with frequent transit service	14.36%
None of the above	8.56%
Easier to access schedule and route information	6.05%

Q7: What would most encourage you to ride the bus more or to start riding the bus? (Select top 3) (continued)

OTHER (PLEASE SPECIFY)
Please at least run buses down Tiger Road with a place to park car to catch bus. Otherwise, please have a route in the Highlands. Why not run it to the golf course?
I just need to change my habits
Expand Blue River Commuter bus times
Dedicated bus lanes needed
It would be awesome to have a bus stop on airport and Barton leading up the base of peak seven
Bus service to peak 7
Should be more like uber.
do not have a need
Two things: If I have a meeting in town on the hour, I have to leave 40 minutes before the meeting time. I could walk faster than that. Two: bus doesn't allow dogs.
cost
Perhaps a "Times Square" approach to Main Street -- peds only. Perhaps 100%, perhaps only on the weekends, perhaps only in-season...
doesn't come to my neighborhood
N/A unless we were to move, which we own our home and no plans to do
more strict on rule violators, smoking, smell of marijuana, cursing on the bus etc. My kids ride it a lot and this worries me.
Bus stops in residential Peak 7 neighborhood
More busses so they are not over filled during tourist season.
Blue River into downtown Breckenridge
Winter routes expanded all year, Blue
a bus route that has stops in peak 7 neighborhood
bus schedule can work out with very early morning work schedule (530 am or 6 am)
Being able to take my dog on the bus
Closer stop to my house
More bike racks
Later hours, last bus at 11:15pm is too early sometimes

Q7: What would most encourage you to ride the bus more or to start riding the bus? (Select top 3) (continued)

OTHER (PLEASE SPECIFY)
At peak times the buses get stuck in the gridlock - bus lanes would be hugely helpful although I realize that is nearly impossible in this town
more parking available at the bus stop; more routes to Front Range, specifically Boulder
Stop in my neighborhood
More frequent bus arrival at peak times so that the bus isn't full
Serve the neighborhood in which we reside
Bus route up Tiger Road with place to park.
Service to Peak 7 neighborhood, American Way
Easier to understand routes or a way of distinguishing which blue or brown route is which.
more frequent bus arrival, but just for the Park County commuter bus. all other routes are frequent enough! also, being able to take a bike on the commuter bus would be fabulous.
I think the bus offering is great. I ride the Summit Stage into Breck from Tiger Rd and it is very convenient. I ride the yellow route from Airport Rd to station for skiing & back. Very convenient times.
It would be nice to have a Summit Stage stop by CMC.
this is summit stag - parking in summit Cove to take the Swan Mnt flyer then transfer station
There is nothing you could do. I couldn't do my line of work without a vehicle
A better designed system map and app that is easy to use.
allow me to bring my dog along so I can access trails near stops
less auto traffic
Timeliness
Allow dogs
DVE bus in town that would allow us to avoid our car completely on the weekdays!
Purple bus running later, I get out of work too late so can't take it down cause will have to pay a ridiculous price to get home with Uber. In the summer I can walk but in the winter 2am if too cold
more convenient bus stops in Blue River
Earlier start. (6+ too late gor work
Year round service

Q7: What would most encourage you to ride the bus more or to start riding the bus? (Select top 3) (continued)

OTHER (PLEASE SPECIFY)
Schedules match up. Eg when I take the bus from Frisco to Breck I have the maximum wait time for the black bus route up ski hill rd. same when I take black bus from p8 to transit centre to connect to yellow, I often see the yellow bus departing as I arrive.
Too old and set in my ways. If I lost the privilage to have a drivers license.
stop being lazy :(
Allow dogs on the bus. This would greatly increase my ridership during nights and weekends.
More frequent Frisco-Breckenridge line at night
I don’t think I would ride it any more than I already do.
Express bus
Go until 2am when bars close
All my needs are being met although it'd be nice if the Stage ran more frequently after 6:45 instead of just once per hour
More convenient bus stops.
Sometimes bus drivers on my Purple Route arrive earlier at my stop than the mobile app GPS indicates---this means a missed shuttle for me.
I work 9-5 on airport road and live near a bus stop in Blue River. In order to commute by bus I'd have to leave at 7:30am and get back at 6:30pm. If I could get to work on time and get picked up within half an hour of 5pm I'd commute by bus all the dang time!
the station is very confusing for the yellow route. Several times this winter i was left waiting for a long time because i didnt exactly know where to go for my bus and finally ended up getting a uber home
Swan Mountain Flyer year round
Blue River to Breck parking near bus stop
Express family route in the mornings and post work to high density workforce housing.
more stops north of town going into town
Create an express bus that goes from Frisco Transfer to Breck Transfer with no stops

Q8: If you think there should be more direct bus routes to destinations, which destinations should be a priority?

RESPONSES
Parking
More times from Breck to Denver and vice versa. Also, transit to other ski areas, i.e. Abasin, Keystome, Vail, Beaver Creek
Wellington st
Denver
N/A
Ski mountain
Highlands - Tiger Road access points
Tiger Road- Highlands Park- Highlands- Golf Course
Breckenridge to Denver
Routes for the workforce and more late-night service. I hope we can stick with Park County Route and increase frequency. This will take time to get traction so need to stick with it.
vail, BC
n/a
Better access to American Way and Peak 7 homes.
Boreas Pass, Frisco, Peak 7
Denver and outlying areas surrounding Denver
more parking outside south and north of town, not a structure where f lot is then frequent buses into town from those locations wherever they are.
Copper Mountain, Vail Valley,
Looping yellow/grey around airport and dropping at Barton rd
Alma, Blue River
Frisco/Breck Summit Cove/Breck
It is embarrassing to wait at bus stop to be passed by ski resort bus. Vail resorts should pay more taxes for that
city market, trail heads
Blue River, Alma and Fairplay. Buses should be more frequent too!
Main Street stops without needing to transfer
Alma

Q8: If you think there should be more direct bus routes to destinations, which destinations should be a priority? (continued)

RESPONSES
anything going into downtown breckenridge
Rec Center, Grocery store
Copper Mountain, Leadville
Denver area to Breckenridge
Beaver Run lift Peak 8 base Peak 7 base
Yes
Town facilities- Rec Center, Ice Rink, Nordic Center & also the grocery store.
Rec Center
n/a
riverwalk
Main Street and satellite parking lots are very important.
peak 7 neighborhood - I would take the bus everyday if there was a bus that ran up there
More bus stops to outer neighborhoods. If the bus stop doesn't go to the place we are staying at it is no good to us to use.
none
Beaver Run winter especially. Would like to see town buses have thier own way of getting around when Breck streets are all jammed during high ski season or special events with road closure. I also think the snow scuplture championships have outgrown town infastructure.
Airport Road to peaks 7, 8
n/a
n/a
Trailheads in the region. Use bus to reduce trailhead parking congestion.
not sure
?
upper warriors mark access all year round
Peak 7 neighborhood
1 - Direct from Warrior's Mark to Main St (not via Ski & Racquet or Ice Rink) 2 - Transfer from Ice Rink to Main St Trolley would be improved if the times were consistently coordinated (i.e. less than 5 minute wait for transfer)
N/a

Q8: If you think there should be more direct bus routes to destinations, which destinations should be a priority? (continued)

#	RESPONSES	DATE
52	Up Forest Hills road (continue past Huron)	5/10/2019 3:49 PM
53	Blue River	5/10/2019 11:26 AM
54	Blue River	5/10/2019 11:16 AM
55	Fairplay	5/10/2019 10:00 AM
56	depends on where I need to go	5/10/2019 9:58 AM
57	City Market	5/10/2019 8:55 AM
58	Summer Blue route	5/10/2019 8:13 AM
59	Vail and denver	5/10/2019 2:03 AM
60	Fairplay	5/9/2019 10:52 PM
61	Outlet shopping, rec center, Marina	5/9/2019 10:32 PM
62	Ski and Racquet. Used to be able to get downtown on the orange. Need to bring back.	5/9/2019 7:40 PM
63	Frisco, Peak 9	5/9/2019 7:16 PM
64	Breck Heights	5/9/2019 5:34 PM
65	Denver	5/9/2019 3:54 PM
66	all areas of breckenridge that have residents who live here year round should have access to direct route to at least a transfer station	5/9/2019 3:34 PM
67	Just some of the neighborhoods,	5/9/2019 2:55 PM
68	Main street area (i.e. gondola lot), City Market, Rec Center, golf course from areas north of town	5/9/2019 2:44 PM
69	Forest Hill Rd	5/9/2019 2:36 PM
70	It might be beneficial to offer direct routes to the other town centers - I know Summit Stage offers routes, but they make stops along the way.	5/9/2019 2:17 PM
71	City Market/Breck Brewing end of town	5/9/2019 2:05 PM
72	gondola and ski area	5/9/2019 1:42 PM
73	N/A	5/9/2019 12:47 PM
74	Direct Breckenridge to Downtown Frisco	5/9/2019 12:44 PM
75	frisco to a-basin	5/9/2019 12:07 PM
76	Frisco, Dillon, Silverthorne	5/9/2019 11:54 AM
77	Moonstone area	5/9/2019 11:52 AM

Q8: If you think there should be more direct bus routes to destinations, which destinations should be a priority? (continued)

RESPONSES
Ski area base areas
I think the system already runs to the most popular destinations.
town to town without having to transfer
Currently the bus system fits my needs, although maybe more frequent service in the summer as in the winter would be good.
Breckenridge to Frisco
Ski area, ice rink
Frisco and Denver
For me it would be direct route from Ski Hill area to downtown, bypassing the transit station. There is too much reduncancy in the Black route as it goes to F lot twice in it's route
North of town and down Main St more stops
Frisco and Silverthone Transfer stations. Silverthorne outlets Keystone ski area
Direct to DIA would be incredible even for a fee- the shuttles are so expensive. Direct to Gondola and Village would be used most by me
Frisco to Vail Frisco to Boulder
Gondola, town center
Frisco to Breck & Breck to Frisco
Abasin
Denver
Denver, DIA, Union Station, Vail, Beaver Creek, Glenwood Springs
Airport (free) parking lots
Denver, Vail, Aspen
Gondola, Peak 9
Town of Frisco
Silverthorne
Transfer Center/Peak 8
Schools (Keystone Science School), Worship, City Market (southbound from Airport Road), Trailheads
Our neighborhood
More stops along Main/Ridge/French

Q8: If you think there should be more direct bus routes to destinations, which destinations should be a priority? (continued)

RESPONSES
Tiger road
American Way on Peak 7
Frisco - Breckenridge
vail
Local housing communities to downtown
I'm not sure
Breckenridge heights neighborhood
N/A
Beaver Run from local neighborhoods: Wellington/Vista Point.
CMC, Summit Stage Silverthorne , ski area
Can't think of anything. Maybe more Summitt stage frequency to Frisco
N/A
Peak 7
na
We're good.
It would be nice if there was a bus that ran on French St during the summer like the blue bus does in winter.
?
Ski hill road and Main Street bars
Fairplay/Alma to Breckenridge!
Rec Center, Beaver Run Resort, Ice Rink, Library, City Market, F LOT, Main Street
Peak 7!
routes are fine for what I do in Breckenridge
copper, vail, beaver creek
Frisco, Blue River
None
My preferred routes are quite direct now.
Highlands

Q8: If you think there should be more direct bus routes to destinations, which destinations should be a priority? (continued)

RESPONSES
Free skier parking to base areas, direct bus to other ski resorts, maybe a "parking" shuttle that stops at Ice Rink, F-Lot, Breckenridge Transfer Center, and Airport Rd. lots and just goes back and forth all day so it's always easy to get between parking and town
Breckenridge to and from Denver
silverthorne
This is a larger issue than TOB alone. However, I would take the bus much more frequently - multiple times weekly - if there were express service between Breck and Frisco with easy access to a park-and-ride lot. My current bus commute is 1+ hours which is totally impractical compared to a 25 minute drive. I don't mind the bus taking longer, but three times as long is too inconvenient if we're trying to increase ridership (and, ideally, we are).
Direct to ski hill from the Frisco Transit Center. Maybe one every hour or hour and a half
keystone, Arapahoe basin, vail
Direct Non-stop Bus to Silverthorne - stopping on the Target side of the Freeway Direct Non- stop Bus to Dillon - City Market area or Summit Cove It currently takes almost 2 hours to get from Target to Breck because of all the stops. This is not reasonable when trying to get to and from work and it is too expensive to live in Breck.
Frisco
n/a
no idea
Mcgee Lane (Further down airport Rd) A later time for people working late would be great too
More direct stops downtown
Denver, Frisco and Dillon
village to BR BR to Village to Peak 8
Direct route from Silverthorne Transfer Station to Breckenridge Transfer Station.
Breck Recreation Center
I think the main destinations are accessed well within the current system.
n/a
Denver route would be awesome
Different trail heads
Main St, ice rink
Breck to Silverthorne and Trailheads

Q8: If you think there should be more direct bus routes to destinations, which destinations should be a priority? (continued)

RESPONSES
Areas outside core of town
Gondola, Rec Center
Frisco, Silverthorne
Add stops to snowflake drive. It's quite the hill to walk up and down to get to the stop on Kings crown.
Wellington direct to ski area, Peak 9
City Market Recreation Centre
Highlands Golf Course/Nordic Center
Grocery store from workforce housing / Town to the high school for school bus transfers
More scheduled trips on the Blue River Commuter. Also, having the scheduled times line up better with things like the closing of the lifts at 4pm, for example.
NA
N/a
N/a
Highlands / Highlands Road / Highlands Golf course
Peak 7
Dillon/Silverthorne
ANY hot springs!
Summit Cove
Blue River, Alma, Fairplay
Main Street for brown route. Annoying that I can walk faster to peak 9 then take the bus from warriors mark due to bus going further south and then turning around
Frisco
No opinion
Blue River, on Summit Stage lines
Ski Loveland. Vail.
n/a
Breckenridge to Keystone with less stops and more frequently

Q8: If you think there should be more direct bus routes to destinations, which destinations should be a priority? (continued)

RESPONSES
DIA
Rec Center
N/A
Silverthorne, Dillon
Yes. Highlands neighborhood.
beaver run,
Every neighborhood in Breckenridge should have equal year round service. The point of a municipality is that you pay taxes in to get services out. Not that some pay taxes so others get services. Highlands, Columbine, Warriors Mark West, Royal Tiger, all need year round bus service.
NO
Park County
main street
I'm happy with the destinations just making the schedules work better together should be a priority
N/A
Copper, silverthorne, Denver
Breckenridge, Frisco, Siverthorne, Dillon, Keystone. Main stations without all the stops in between
N/A
beaverrun
Summit Cove, Blue River, Peak 8
More direct routes to other county transfer stations. It takes a long time for people who live in Dillon or Keystone to get to Breckenridge on the bus.
Up County Rd 450 and out to golf course
frisco to breck
Stops are on hwy 9 but bus could go through Revett and down Tiger Rd. Like school buses do.
Na
Keystone resort
Justice center

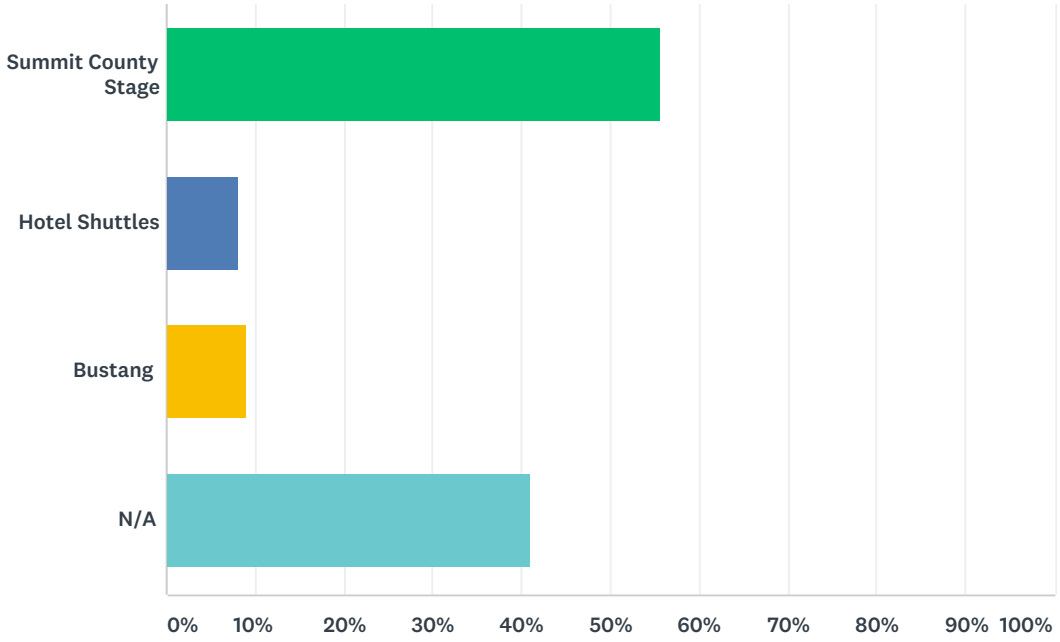
Q8: If you think there should be more direct bus routes to destinations, which destinations should be a priority? (continued)

RESPONSES
Stops along Airport Road on Frisco-Breckenridge, or two separate routes, one continuing on 9, one turning down Coyne Valley proceeding down Airport to Gondola.
I think the service is fantastic and accomplishes all our needs
Breck to frisco
Brown route that used to run through Town directly to Ski and Raquet not through Warriors Mark.
gym
Fairplay, leadville
No
I think the current system provides frequent and good access to most destinations. Maybe there should be a better way to get from City Market to Beaver Run/Snowflake area.
Blue River
Dillon
i think bus routes are good.
Park County
Gondola and city market
Faiplay
I think the transit routes are sufficient with their destinations.
Would it be possible for the Purple Route bus to go all the way to the front entrance/turnaround of the Breck Rec Center? I would take the bus more often for gym workouts if that was the case.
Blue River
Golf Course to Transit Center.
Breck to DIA
I think my issue is less that I want a direct route, but more I would prefer the transfers to be more direct. I don't want to wait at the transfer center for 10 or 15 minutes in between.
Dillon to Frisco
Golf Course / Gold Run Nordic Center
Alma, placer valley
Yellow or Gray

Q8: If you think there should be more direct bus routes to destinations, which destinations should be a priority? (continued)

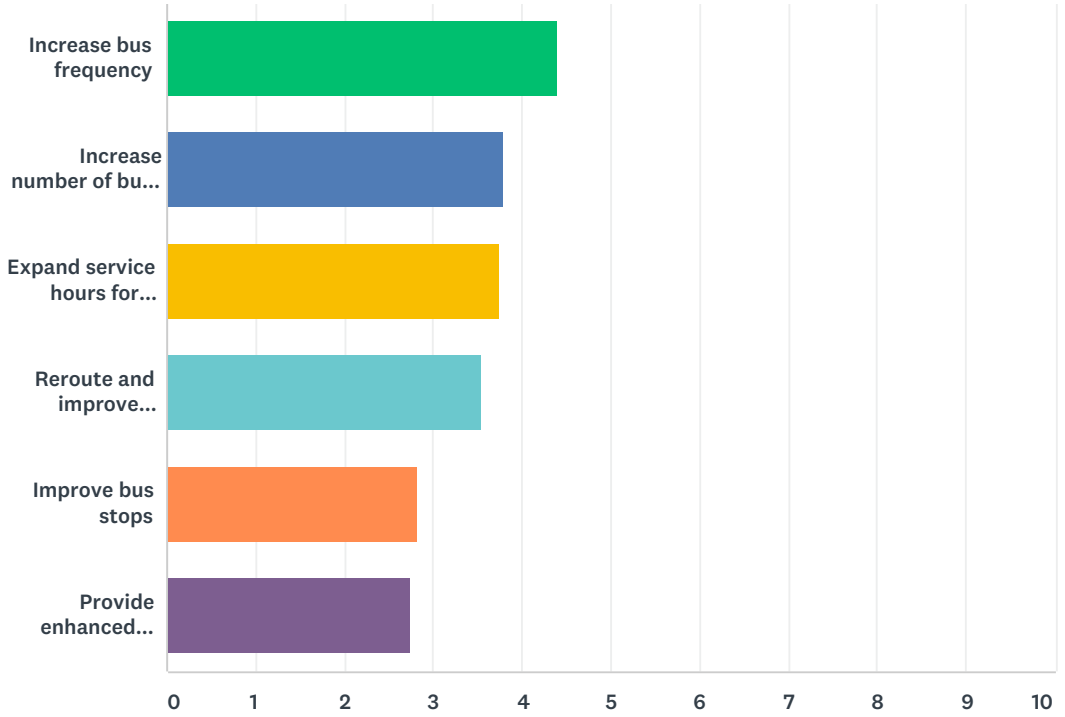
RESPONSES
I think we should invest in on our uber type company. Have an app, pick up and drop off at an exact location
Peak 7 neighborhoods and more stops at trailheads throughout town to cut down on the amount of cars parked at trailheads (BOREAS PASS TRAILHEAD)
Peak 7 residential area
na
The Highlands and Silver Shekel
N/A
n/a
Alma/Fairplay without charging.
more afternoon routes BR to Breck
N/A
Direct from Dillon/Summit Cove to Breck. Or direct from Silverthorne to Breck. Outlet mall with park and ride option would work well!
For those who work in Breck, but live in Silverthorne, Dillon or Fairplay, there should be direct routes. To go from Silverthorne to Breck is well over an hour due to multiple transfers.
Express to Frisco
Lincoln Park/Wellington to daycare facilities (Timberline/Carriage House) and to downtown around work hours or maybe around peak busy times in town.
stops north of town to places other than the transit center. Currently I have to take the Summit Stage from Fairview to the transit center and then usually back north to where I need to go. CMC, Rec Center, and such
N/A
As the Town expands access to the McCain property will be important. Also, I would like to see a bus stop at the Golf Course/Nordic Center.
Peak 8 & 9
Breck to Frisco RT
Large intercept parking lots on the outskirts of town

Q9: Other than Free Ride buses, what other transit services do you use when going to, from, or around Breckenridge? (Select all that apply)



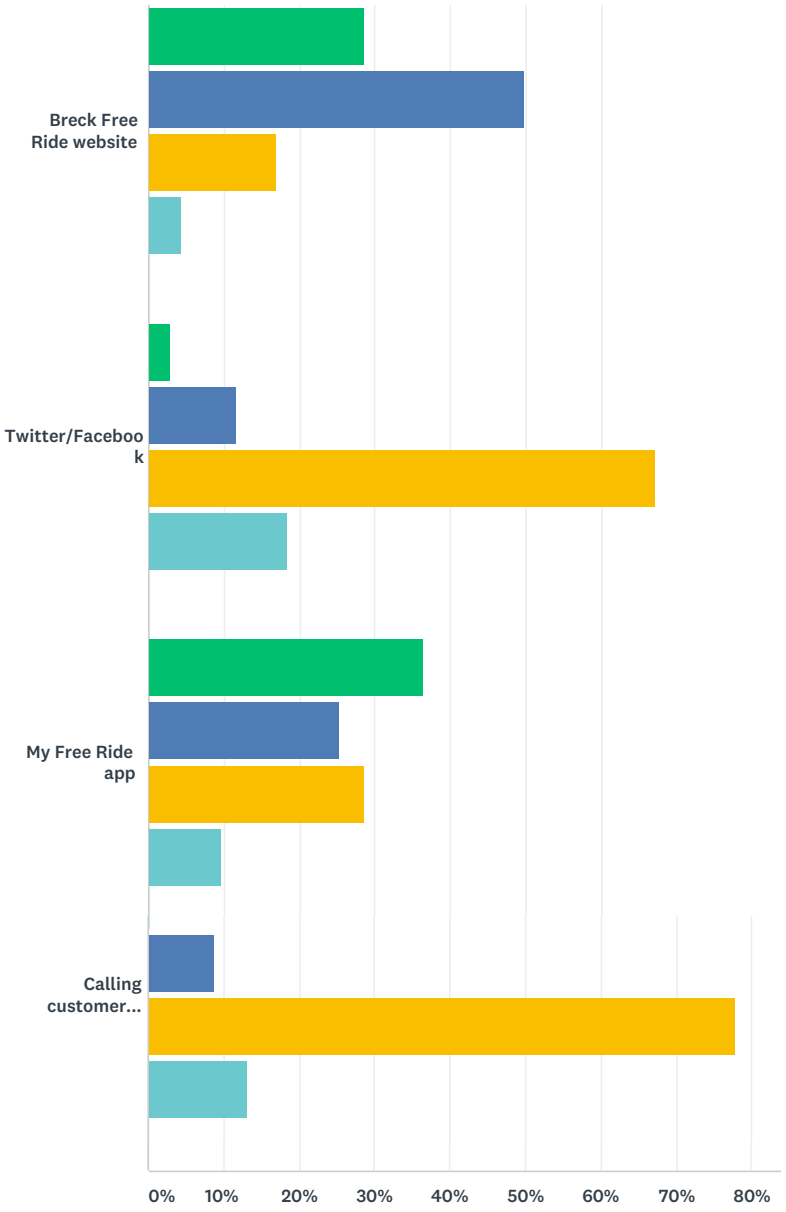
ANSWER CHOICES	RESPONSES
Summit County Stage	55.67%
Hotel Shuttles	8.06%
Bustang	9.07%
N/A	41.06%

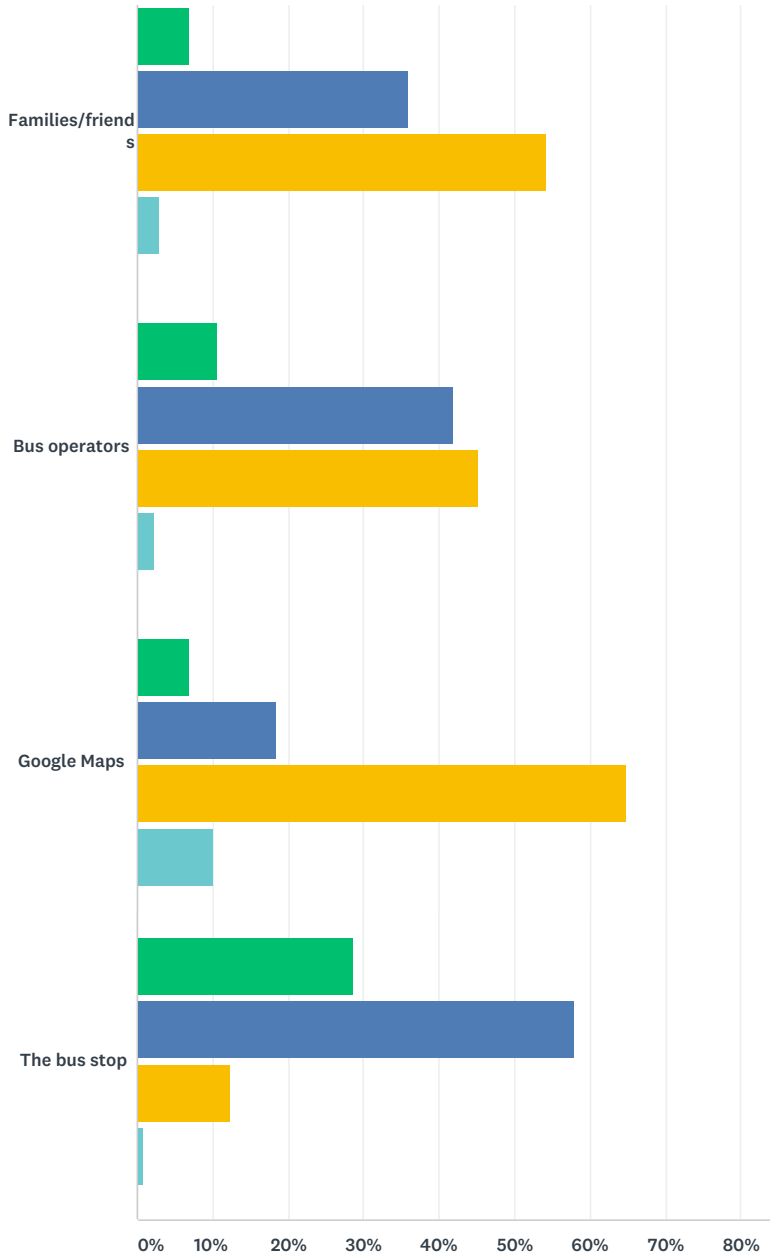
Q10: How would you prioritize improvements in the Breckenridge Free Ride transit system? (Place options in the number of importance with 1 being the most important and 6 being the least)



	1	2	3	4	5	6	TOTAL	SCORE
Increase bus frequency	32.24% 128	22.67% 90	17.13% 68	13.85% 55	8.06% 32	6.05% 24	397	4.39
Increase number of bus routes	12.34% 49	21.41% 85	24.69% 98	22.92% 91	10.83% 43	7.81% 31	397	3.78
Expand service hours for longer evening service	19.90% 79	19.90% 79	17.38% 69	13.85% 55	15.37% 61	13.60% 54	397	3.74
Reroute and improve existing transit service	16.37% 65	12.85% 51	17.38% 69	24.43% 97	18.39% 73	10.58% 42	397	3.53
Improve bus stops	8.82% 35	13.35% 53	9.07% 36	13.85% 55	29.22% 116	25.69% 102	397	2.82
Provide enhanced information about how/where to use transit	10.33% 41	9.82% 39	14.36% 57	11.08% 44	18.14% 72	36.27% 144	397	2.74

Q11: How do you typically obtain information about Breckenridge Free Ride transit service?





Q11: How do you typically obtain information about Breckenridge Free Ride transit service? (continued)

	USE REGULARLY	USE OCCASIONALLY	DO NOT USE	DID NOT KNOW ABOUT	TOTAL
Breck Free Ride website	28.72% 110	49.87% 191	16.97% 65	4.44% 17	383
Twitter/Facebook	2.91% 10	11.63% 40	67.15% 231	18.31% 63	344
My Free Ride app	36.36% 136	25.40% 95	28.61% 107	9.63% 36	374
Calling customer service	0.29% 1	8.72% 30	77.91% 268	13.08% 45	344
Families/friends	6.92% 24	36.02% 125	54.18% 188	2.88% 10	347
Bus operators	10.69% 37	41.91% 145	45.09% 156	2.31% 8	346
Google Maps	6.88% 24	18.34% 64	64.76% 226	10.03% 35	349
The bus stop	28.73% 104	58.01% 210	12.43% 45	0.83% 3	362

Q11: How do you typically obtain information about Breckenridge Free Ride transit service? (continued)

OTHER (PLEASE SPECIFY)
Transit map
info display at french creek stop hasn't worked in quite a while.
This
Printed bus schedule
Map card available on the bus
Welcome Center
Printed Free ride map/schedule
I also obtain the paper bus schedule at the beginning of both winter and summer season.
Summit Stage Schedule
Frisco to Breckenridge bus driver
since the bus does not service my neighborhood, I have to drive everywhere
When I have questions I call the transit phone number. Not sure why I would use anything else?
maps
It would be good to have monthly newsletters at each bus stop. Olivia Lane has that blank board above the bench that would be ideal to better communicate with Wellington Neighborhood/locals on happenings...etc.
transit map schedules (paper versions)
Paper transit schedule
Apple Maps
Summit stage app
Text message
Summit free ride app
Paper schedules, schedule screen at the Rec Center
The app preforms poorly

Q12: Are there any other changes we could make to our system or in Breckenridge to encourage more use of transit?

RESPONSES
Bus rapid transit, or mass transit access to large parking reservoir on edges of town
Later service, more frequent service
not over crowding
Tracking the bus on the App. has improved my experience by not having to wait on the bus at the stop and knowing whether I missed it or not when it is not on schedule. It is a game changer ... but no one else I talk to uses it. :(
Better, more easily understood transit map
Have more buses without steep stairs for skiers.
Express Buses
no.
no
Having a gondola from Tiger Road to Boreas Pass Road (like Telluride) with a few stops in town so you can hop on at any time and not worry as much if you have grocery bags.
The bus stop at Main Street Station was moved and we have had several instances where the bus didn't stop! Look more carefully!
Increased frequency for the Blue River Commuter. More times coming to and from Blue River, especially in the evening/night!
Add a stop before the turn onto Baldy on the Boreas Loop route.
No
later for the restaurant industry and their patrons
Dedicated bus lane(s) so travel in/out and around town is faster than driving a car
Consolidation, or at least better integration, of VR and TofB systems.
In my opinion the parking lots for tourists should be more clearly identifiable. Ive been asked within a block of the satalite lot where it was several times while walking through town
Later Blue River Bus. Job ends at 9 p.m. and last bus is 8 p.m.
not sure
Message the options for public transportation from DIA all the way to their Air BnB. message - cars are not needed in Breck!
D
Make empty hotel shuttles stop and pick up passengers wanting/waiting for rides
no it is great as is

Q12: Are there any other changes we could make to our system or in Breckenridge to encourage more use of transit? (continued)

RESPONSES
The majority of jobs in Breckenridge have abnormal early and late schedules. If you aren't able to reliably get to and from work on the bus routes, you are at a severe disadvantage
Just a longer schedule. I work at 7am some days and until 11pm or later other nights. If we had an extended schedule I would ride the bus more. I can't get to work on time with the existing schedule right now.
Easier access to Main Street would be beneficial and encourage me to use the bus more often during the day
no
Figure out a way to let our visitors know how easy and convenient it is
Replace diesel buses with electric as fast as possible and get Vail Corp. to do the same with the buses they provide for the Black route.
Maybe try to encourage the economical/environmental advantages of taking the bus. Advertise bus to work days, etc. It's really easy to use and accessible to a lot of people and it would be cool if you could create a campaign to encourage people to use their personal vehicles less.
Improved timing around county and intermodal services
?
More stops, especially up In Woodmoor
No
More education about the transit system to visitors.
n/a
Provide bus service in The Highlands
need bus stops in the Highlands!!!!!!!!
no
Stops located in the residential peak 7 neighborhood
town wide green commute challenge- getting locals to do anything is hard. so giving them an incentive of any kind to get them out of their cars would hopefully help.
I live in the town, off Tiger road. I'd ride a bus into town a lot more often if there was a place to park my car near Tiger & Hwy. 9.
Give more Incentives to Town employees to use the bus system

Q12: Are there any other changes we could make to our system or in Breckenridge to encourage more use of transit? (continued)

RESPONSES
To have bus only lanes especially on Watson and Park Ave. Maybe even involving underpasses and tunnels to separate bus traffic from all other traffic. (I know that's not very realistic due to super high costs) but I believe more people would ride busses more if buses somehow could get through traffic especially 4:00 afternoon skier traffic congestion.
Would be nice if busses never departed earlier than scheduled time
n/a
My house is so remote, I don't think it would be cost effective for you to put a stop in walking distance for me. Maybe a park and ride at the lodge and spa???
Please improve access the Nordic Center stop (213) for the riders living in the neighborhoods on the north side of the road (Settlement, White Wolf, Christie Heights and the new Cucumber Creek development. A sidewalk on the north side between Christie Heights and Grandview would be much safer. People often walk in the street rather than cross Ski Hill Road twice...
not sure
More busses during peak ski season! Often can NOT get on bus because it's over crowded.
Please add service through the Highlands area
Need to better get the word out to our visitors that the bus is an available option & will take them to the same place that they would otherwise drive to.
Buses are often off schedule. When it's early and I miss it its a problem.
Seems there is overlap in routes (i.e. Blue and Brown have similar routes from Ice Rink to Peak 9, Black and Yellow overlap, etc.). Popular destinations/hubs like Ice Rink, Peak 9, Gondola should have multiple bus routes servicing them, but seems unnecessary for F Lot or River Mtn Lodge (especially since traffic bottle neck on Park Ave). The Gray route seems sensible and avoids Park Ave, has any thought been put into keeping that route in the Winter? If routes are changed, well coordinated transfer times between routes should also be planned to ensure that people can still get to their destination easily. More frequent service through dinner hours might increase ridership/cut down on parking and drinking & driving. Current schedules of every 30 minutes discourages transit use.
For us, the main thing would be having a bus route closer to our house up Forest Hills road. Then we would use it all the time!
Later into the evenings for Blue River
Better Blue River schedule
No
better service in summer and off season
Integrate live bus tracking with Google Maps transit directions. Run town buses up Boreas.
No
No

Q12: Are there any other changes we could make to our system or in Breckenridge to encourage more use of transit? (continued)

RESPONSES
The problem with access in peak 7 is you need to walk a mile on the lower peaks trail to get the gondulal or the bus at the resort. Parking is hard to get in Breck so I just do not go into town.
being on time and way(s)to let passenger(s) if you won’t show up at all !!!
Extend upper warriors mark shuttle to summer
I am a big fan of public transportation. But I rarely use it here b/c we live in Breck Heights, which is Summit County. By the time I walk to the bus stop on Wellington, I am practically in town. Maybe add Moonstone Road to a route?
Limit the amount of parking in Town. Don't be so generous with employee parking passes. Driving will only be discouraged if driving is painful and less convenient.
Rerouting the system so that all areas are serviced every 15 minutes or so. Offer routes that go directly to a hub and branch out to other areas of town. 7 different routes don't need to service Beaver Run for instance. Buses can run faster between those hubs rather than looping around town. Reduce left turns buses may need to make.
There needs to be access to a Park & Ride or at least a stop at the golf course that could be used by residents in the Highlands, Highlands Green, Tiger Road, etc. We pay taxes for this "free" bus service but cannot easily access.
Maybe having busses that go to the ski areas have a lower entry (kneeling?)
displaying current location of bus on app similar to summit stage
The Summit Stage has recently started allowing dogs on their buses and it has been very successful. It would be a lot easier if I could also bring my dog on the Breck Free Ride since frequently I use the services in tandem.
Put a stop at Barton Road and Airport
Make sure info is available on popular third-part apps like Transit. Get Summit Stage data on Google Maps and other apps, too.
not that I can think of
During peak ski days/weeks, I would increase the number of buses between 2:30-4:30. I tend to get in the blue route at Beaver Run and the bus will be completely full.
More bike racks
Direct routes during peak hours.
Encourage lodging providers to provide info to guests.
no
Maybe put a bus stop somewhere closer to the middle of the moonstone area? Even a stop or two doing the pine loop (like at the dead end by Carter stairs and maybe the Pine/Royal Tiger middle intersection) would encourage more riding.
Easier access to more inviting parking outside of town

Q12: Are there any other changes we could make to our system or in Breckenridge to encourage more use of transit? (continued)

RESPONSES
I love the idea of expanded times/routes to Blue River and slightly south to the base of Hoosier Pass. A stop at Tordal Estates would be awesome. It's a mile walk for me to get to the Quandary Rd. stop which isn't convenient. Expanded evening hours would also likely cut down on drunk driving around town.
Easier access to summit stage routes from town routes (airport road) to connect routes
More frequent service in the summer, especially up Ski Hill Rd to base areas.
Servicing all neighborhoods where locals live would be a huge improvement. It is ridiculous that you provide service to Blue River, Alma and Fairplay but have completely ignored Peak 7.
More busses at peak times/locations like the ice rink. I've had multiple busses throughout the season be uncomfortably crowded and had to turn people away.
Would like paved walkway/sidewalk at Kenington stop. The amount of riders there has increased significantly since Huron Landing apartments opened.
There need to be buses staged at the base of Peak 8 around 4pm during ski season, waiting for skiiers leaving the mountain. Several times this year we have waited over an hour for the bus that was supposed to arrive around 4pm, only for it to arrive at 5pm. I'm assuming they are stuck in traffic on Park Ave and the lengthy circuitous route that the Black bus takes around Park Ave (stopping twice a F lot) only adds to the delay. We have had to call a friend for a ride or call an Uber when the bus doesn't show which adds to the car traffic.
Make buses easier to get on for short older people
Warmer and better lighted shelters
Interior of buses could be a bit cleaner - they get pretty dirty in middle of winter
please look into more service between Frisco and the front range (e.g. Boulder) and Frisco and Vail
Thinking about it more, my access to the bus stop is hard due to piles of snow in winter. Especially tough for kids/strollers.
No.
Increase purple route bus frequency to every 20 min, run bus later on friday and satruday nights than 11pm.
Direct bus service to the 2 transit hubs Frisco and silverthorne.
A bus route to the Highlands!!!!!
Electric busses
Allow pets
Improved marketing to both visitors and residents More deterrents to parking in town for workers, residents and visitors Vehicle free areas (closed streets, etc) during major events
Need to expand Gondola station

Q12: Are there any other changes we could make to our system or in Breckenridge to encourage more use of transit? (continued)

RESPONSES
Have a coffee shop in the Gondola Transit building
Later schedule. We often miss the last bus at night and have to walk home.
Allow dogs
More environmentally-friendly buses (e.g. electric)
Why two stops at Breck Terrace. Also seems like a lot of stops for the yellow route on airport road
Love Free Ride, Drivers are awesome
Serve neighborhoods in which residents live.
if you are not going to regularly service the Highlands, the should be ON-DEMAND service since we are city residents
Add parking along 9 so people can use bus
Room for more than 2 bikes.
no
Increase PR on how it is good for environment
better commuter bus service
Less scary people at the transit center. In the winter the buses are too full
Allow bikes on at night for return from work on summit stage routes. by either using different racks or allow them on the bus.
Please add direct service from local neighborhoods Wellington/Vista Point to Beaver Run.
More routes
Later buses for the employees of this town that work past 11 pm. The frequency doesn’t necessarily have to maintain late night just simply a bus or two that run the routes past 11 pm
NO
no
I didn't know about the mobile app. I'll look in to that as I love the one the summit stage offers.
Add bus service that goes up and down French St during the summer (like the blue bus does in winter)
Add Fairplay to Breckenridge
On the Free Ride App, have the incoming bus state its next stop before arriving. This might help the confusion on which "blue" route goes where and which one is coming in now.
Come to peak 7

Q12: Are there any other changes we could make to our system or in Breckenridge to encourage more use of transit? (continued)

RESPONSES
Can't think of any, but just FYI, the My Free Ride App which has buses arriving in real time etc. is the best thing EVER. This has made getting buses really easy and it's great not having to wait around, especially in bad weather. It is awesome, please keep that going :) Also there are bus stops located right at my house and work, which is also great!!
Better parking at edge of town
have routes that leave from breck to vail and beavercreek
More routes that run later
No answer
The only thing I have noticed over the past few years is during ski-season & special events, the buses are standing room only. Other times, off season/slow season the buses are empty. If there was a way to manage bus service to those predictable spikes that would be helpful, i.e. a second bus if buses are full - radioed from drivers etc.. Currently your in-season routes are 15 minutes, but having a second bus on-call would be helpful on occasion. Same with slower season - maybe reducing frequency to minimize driving around empty buses. Also, always thought there should be smaller buses to run on shoulder seasons, vs. the big buses driving around empty.
Early (AM) service... 6am work schedules!
None that I can think of. System runs well.
Areas outside of the core of town to park and take the bus into town
N/A
No
More lighting and seating at bus stops
Guaranteed ride home? I wonder if that would attract more locals to use the bus -- those with kids might not be as inclined to bus to work if they're worried about a child getting sick and not being able to get to school to get him/her. Stops near daycare centers? I'm not a parent so I'm can't speak from experience, but I know plenty of people who live in Wellington and drive to work in town because they need to drop their kids off at school/day care.
Nope
The most important thing to me is a reasonable time riding the bus. There are so few routes and buses that they have to make too many stops and it is extremely slow and frustrating.
N/A
n/a
later hours of operation. maybe even 24 hours.
Late night shuttle for yellow route. For people who work in restaurants and cannot catch the 11pm bus.
have the drivers smile

Q12: Are there any other changes we could make to our system or in Breckenridge to encourage more use of transit? (continued)

RESPONSES
What a local needs to increase their usage is different than what a visitor needs. More frequent in the evening (day routes until 9:30 pm or 10), not necessarily extend service later at night. Encourage rental managers and AirBnB rentals to provide info on what routes to use to and from their lodging to town and ski area.
We do not ride the bus to/from or around Breckenridge because we live in Silverthorne and the commute is tedious with so many stops and transfers. We regularly avoid the bus system in Summit because it always seems overcrowded. We drive instead, which doesn't really solve the overall transportation problems because then there are more vehicles on the road. Even still, we would much rather compete with annoying tourists driving and the seemingly impossible task of finding and paying for parking than to ride an over crowded bus that does not have a direct route for us.
Update buses with newer electric buses
no
Will have to upgrade buses eventually. For instance, the Beaver Creek buses that service the ski area have the “leaning” feature, making them much easier to use when skiing
Maybe more overlap within the different routes would allow people to get somewhere without having to change buses. I think most visitors dislike the idea of having to take more than 1 bus everywhere (especially the grocery store)
Transit access for Peak 7 neighborhoods
No
The app is horrible and signage and maps are just impossible to navigate. Hire design experts to fix these things
Later hours
something to get guests to use it. I recommend to guests in my shop and they are surpirsed that its free maybe more work with landlords and hotels to push the serivce
Direct shuttle in winter specifically from parking areas to ski resort without multiple stops
Free parking next to bus stops for those who are a little to far to walk to the bus.
Direct routes
different types of mass transit, something that does not compete with automobile traffic.
Shift the schedule 5 minutes on the way IN and 5 minutes later on the way OUT of town. If I ride the bus to work I'm 5 minutes late and then have to leave early to get home. Otherwise I'm hanging around for 20 minutes on either end. I could be home...
Allow pets.
I think the system is great
Improve traffic congestion!
bigger bus stops

Q12: Are there any other changes we could make to our system or in Breckenridge to encourage more use of transit? (continued)

RESPONSES
More frequent and easier access to frisco and Silverthorne
Allow dogs and have more capacity on each bus for bikes (family of four can't all take bikes on the bus)
Coordinate with school bus system to help working parents avoid using their car completely!
More trips on the Blue River Commuter.
NA
Probably but I do not have time to think about it
Peak 7 stops
Cameras at bus stops to hold litterers accountable! Cigarette butts, etc.
No
No
insentivise somehow for parking
You keep asking about later service. What about earlier start, 5am
No
larger buses during peak periods
No
No
Newer and or cleaner buses
pedestrianize main street between adams and lincoln and run a continuous trolley service along it from breck station
Don't know
Get the summit stage timetable linked up to the others leaving the Breck transit centre. It is the one reason I don't use the bus more because I don't want to wait 15 minutes between buses when I can drive so much faster. I prefer to use the bus but it needs to work. I use it frequently when I just need to take one bus eg black route from p8 to town. The app never seems to work when I look to see where the bus is, it always says information not available for the black route. I've tried deleting and reinstalling the app but same result.
Make permits more expensive to residents. Have buses to up to any large time share/condo/hotel buildings that they don't access as of yet.
Better lighting, especially at the Peak 7 stop. That light has been burnt out for months and I have reported it a few times to no avail.
No creepy bus drivers please

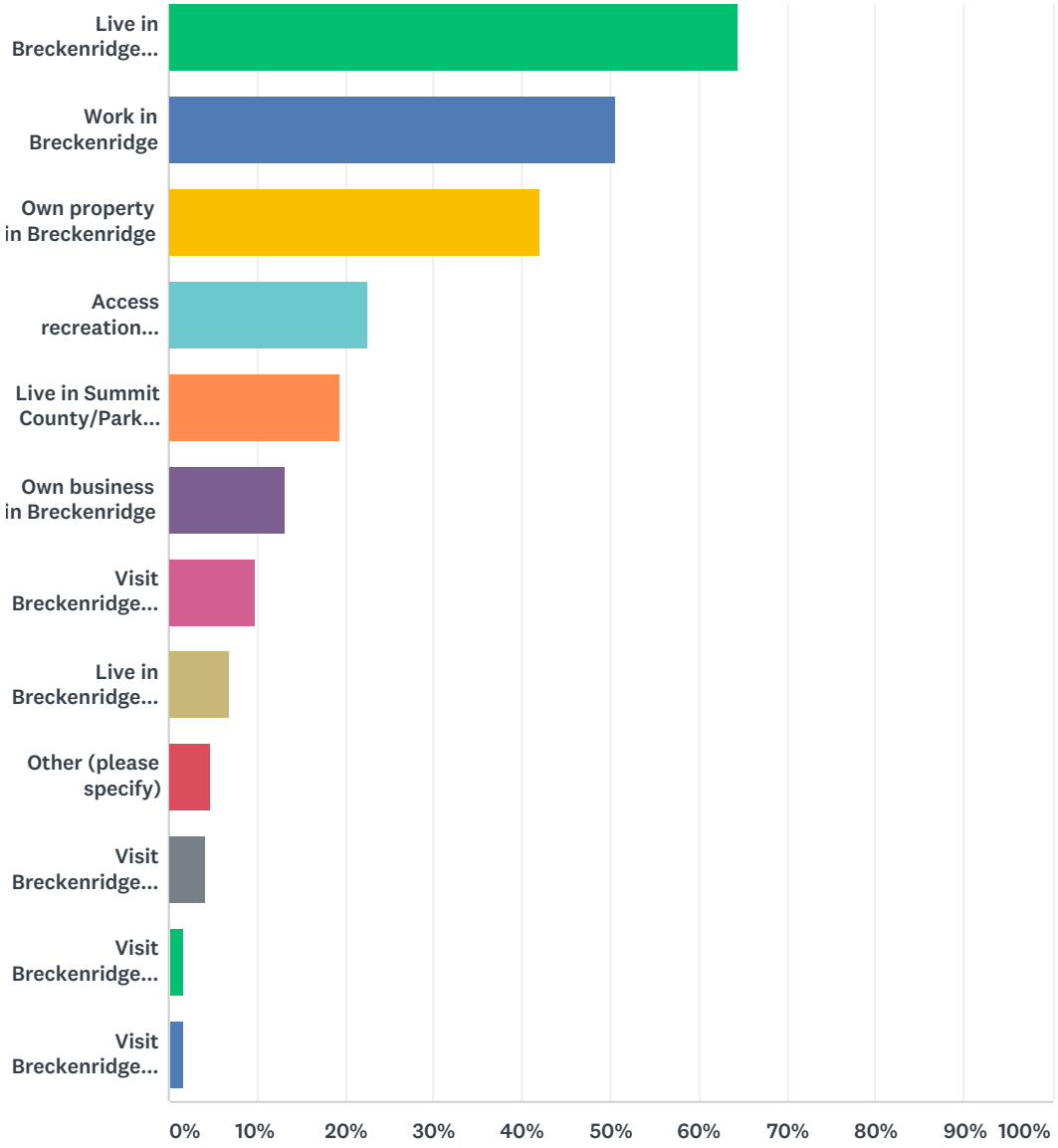
Q12: Are there any other changes we could make to our system or in Breckenridge to encourage more use of transit? (continued)

RESPONSES
Tie in with other parts of the county. The intra-county commuting is bigger than many assume. Watching the local plates on Hwy 9 indicates that better around-county transit could help take cars off the roads.
It would be great to have everything on one app. Maybe even a trip planner to help you figure out what your best option is to get where you need to go.
I love the bus, but it just doesn't go close to my house or to the golf course
Buses coming more frequently
Enlarge your service area. Only the Summit Stage goes to my location in Breck and they only run one to two times per hour.
Serve residential areas
Accessibility
Stay coming to park County, it will help employees to stay/work in Breckenridge. Brecks rent is expensive. Not only that but coming to park County will improve that town as well. Everyone needs to grow, including Fairplay and alma..
Late night service.
Add a stop down Revett Drive, near Villas at Swan’s Nest/Tiger Run RV Park. it is dangerous crossing 9 to get to the bus stop na
Late night service
Stop cars from going into Breck Station
no
Purple Bus Stop needed at Wellington and Harris/Briar Rose stop signs.
more bus routes
no
Late Nate bus for the bars 2am
Live updates at the stops indicating how long before next bus arrival
None
Question 10 is bad. I only care about the top two and do not care at all about the rest. Likely to skew results.
1 app for Breck and Free Ride
The Purple bus shuttle is a big reason I live in the Wellington Neighborhood---thanks! Better shelters near me (Little Red schoolhouse, Lincoln Park) would be nice. Shuttle stop at the Rec Center front entrance would mean even fewer car trips for me. Allow rideshare ebikes to be parked at/near bus stops.
More regular service to high population areas. Boreas Pass, Upper Warrior's Mark (year round), golf course area.

Q12: Are there any other changes we could make to our system or in Breckenridge to encourage more use of transit? (continued)

RESPONSES
Better shelters. The wind can be brutal in the winter and there are very few adequate shelters if the weather is really bad.
I tried using the app and it was not helpful. Improving the app to updated in real time and user friendly would be fantastic.
better maint. on already existing buses
I know traffic and weather can make it difficult but a bus lane could help with buses being on time.
shelters at bus stops
Allow Dogs?
Have an early morning shuttle that picks up TOB employees to drive them to work.
our own uber type company/taxi service
The digital arrival time screens are a good investment, larger print signs
My children will be going to Middle School in the next couple of years. There is no way for them to get home from the start of school through ski season opening because the school system will not provide buses to all of warriors mark, only lower Warriors Mark. White Cloud Dr is dangerous for them to walk up with no sidewalks. There are at least 9 kids in the neighborhood that need a better option. Hoping that the town will provide one.
provide service into skier parking lot into the late evening hours after resort buses stop for the day
If the bus is early, stop and wait for the bus arrival time before leaving or blowing by the stop.
Consider routes into neighborhoods adjacent to Breckenridge.
I work at Town Hall, which has its own employee parking lot. At my previous job, we did not have parking available so I took the bus all the time. It's just convenient to drive now because I go home for lunch.
Improved stops - enclosed shelters. Have you ever waited for a bus in the winter? Look at Vails structures Frequency of service Later hours of service
More direct cross-county routes would help get workers in and out of Breck. It takes 22 min by car, but 1.25 hours by bus. This would have to be improved to appeal to workers.
More electric buses!
Ease for working families with small children during start of work day and end of work day.
Operators are nice, busses are clean, I really like the bus system except for it does not go where I need it to go in order to use it on a regular basis.
See above
Large Parking Structures, with frequent service, on the north and south end of town, could decrease the number of cars entering the town significantly. Additionally parking pay rates need to increase dramatically to change behaviors associated with using cars in town when transit is readily available.

Q13: Please tell us your connection to Breckenridge (choose all that apply)

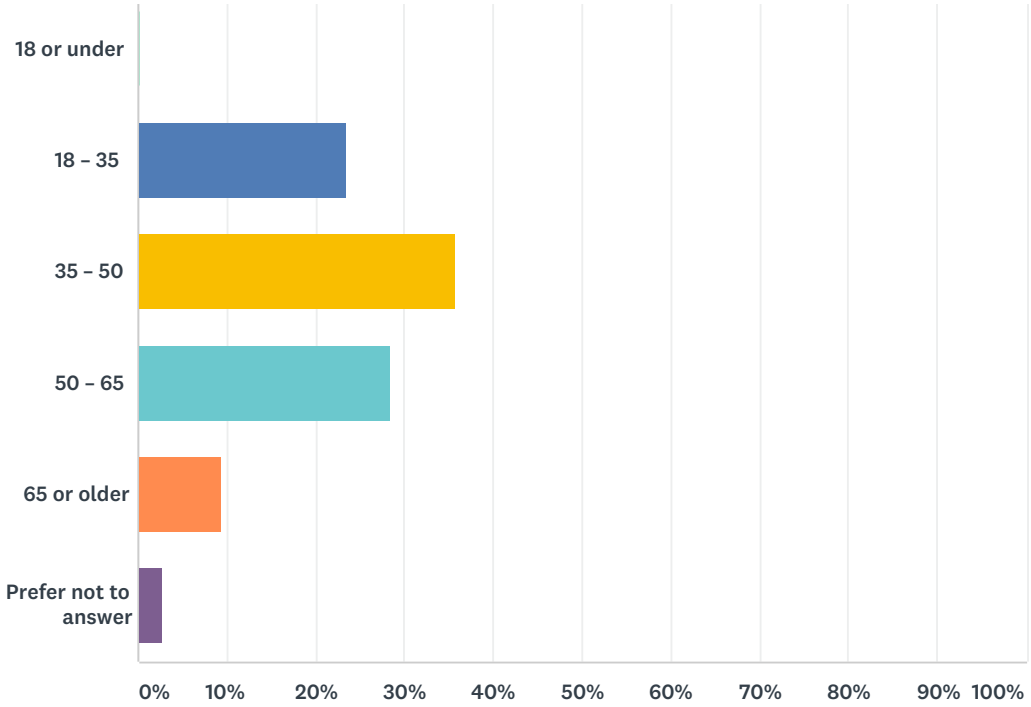


ANSWER CHOICES	RESPONSES
Live in Breckenridge full time	64.48%
Work in Breckenridge	50.63%
Access recreation opportunities	22.67%
Live in Summit County/Park County/Other nearby area	19.40%
Own business in Breckenridge	13.10%
Visit Breckenridge frequently (8 or more times per year)	9.82%
Live in Breckenridge seasonally	6.80%
Other (please specify)	4.79%
Visit Breckenridge for vacation	4.28%
Visit Breckenridge occasionally (7 or fewer times per year)	1.76%
Visit Breckenridge primarily for day trips	1.76%

Q13: Please tell us your connection to Breckenridge (choose all that apply) (continued)

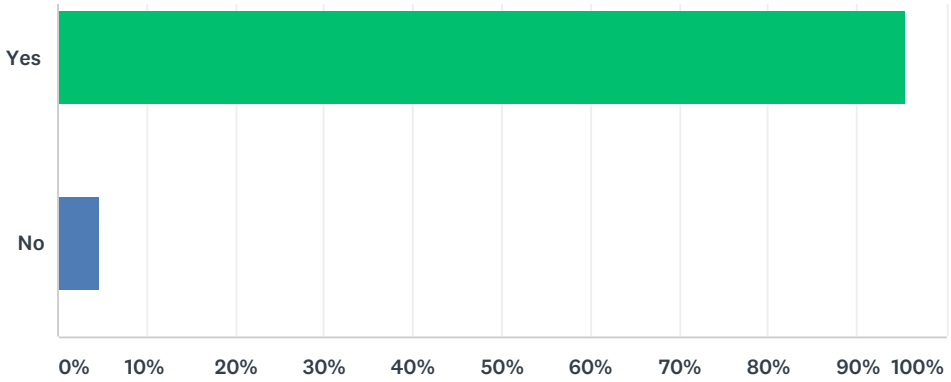
OTHER (PLEASE SPECIFY)
CMC School in breckenridge
I own a business in Summit County and travel to Breckenridge sometimes for work.
trying to raise childeren in a place that wants revinue from marketing visting families but really provinding an envionment to raise them here. (in other jobs than say a CEO or something)
church, shopping at City Market, library, restaurants, take grandkids to parks
Volunteer on the mountain.
In Breckenridge every weekend from Denver to stay at our place and ski, hike, bike, etc...Hope to be full time one day!
Work full-time from home
Have time share at Praks 7 & 8 so using bus to go up to Ski Hill Rd more frequently in summer would be fantastic
Social entertainment, bars and restaurants
Family in Breckenridge
Own property in Frisco
Visit family in Breckenridge
Plan to relocate to Breck
Access restaurants
Live on Tiger Rd. in County, but border town line.
Living in a postcard! Yeahhhh!
Moving to Breck this summer
Have family and friends who use the bus
We live in Denver for work, but spend 90% of weekends in Breckenridge.

Q14: What is your age?



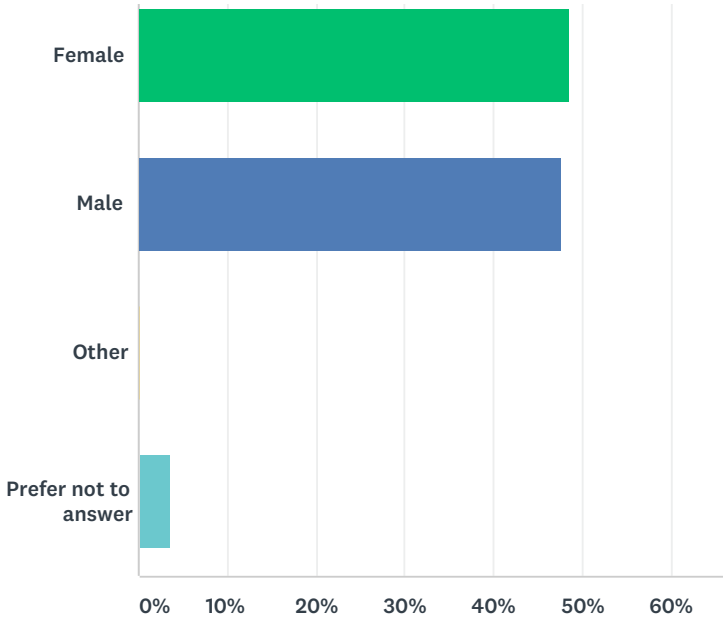
ANSWER CHOICES	RESPONSES
18 or under	0.25%
18 – 35	23.43%
35 – 50	35.77%
50 – 65	28.46%
65 or older	9.32%
Prefer not to answer	2.77%

Q15: Do you have access to a car?



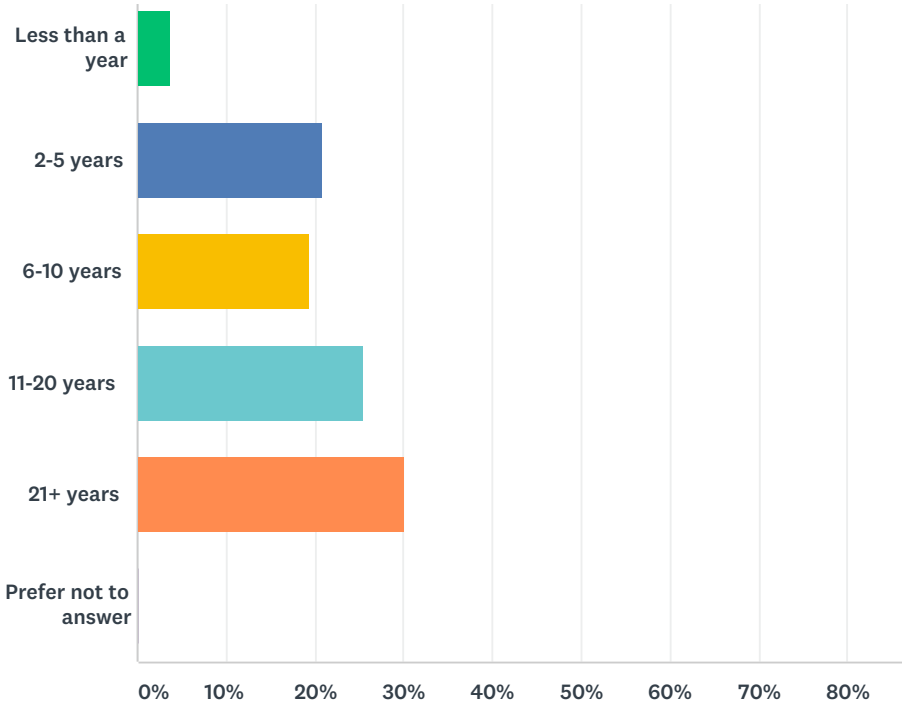
ANSWER CHOICES	RESPONSES
Yes	95.47%
No	4.53%

Q16: What is your gender?



ANSWER CHOICES	RESPONSES
Female	48.61%
Male	47.61%
Other	0.25%
Prefer not to answer	3.53%

Q17: How long have you live in, worked in, or been visiting Breckenridge (in years)?



ANSWER CHOICES	RESPONSES
Less than a year	3.78%
2-5 years	20.91%
6-10 years	19.40%
11-20 years	25.44%
21+ years	30.23%
Prefer not to answer	0.25%