



**BOARD OF COUNTY
COMMISSIONERS**



TOWN COUNCIL

JOINT INFORMATION MEETING AGENDA DOCUMENTATION

PREPARATION DATE: September 28, 2016
MEETING DATE: October 3, 2016

SUBMITTING DEPARTMENT: START
DEPARTMENT DIRECTOR: Darren Bruggmann
PRESENTER: Darren Bruggmann

SUBJECT: START Route Revisions

STATEMENT/PURPOSE

Review proposed revisions to START services as approved by START Board

BACKGROUND/ALTERNATIVES

START staff initially proposed the following 7 alterations (changes) at the START Board meeting on August 11, 2016.

1. TOWN SHUTTLE – Eliminate Milward/Kelly/Cache Loop
2. TOWN SHUTTLE – Modify A/B
3. TOWN SHUTTLE – Decrease Rancher St Service
4. TOWN SHUTTLE – Eliminate Late Night Shuttle
5. TETON VILLAGE – Alleviate Peak Time Overloads
6. COMMUTER – Adjustment to Departure Times
7. TOWN SHUTTLE – Eliminate service on Vine and Move to Willow (Snow King Area)

[NOTE: #7 was removed from consideration after the September START Board Meeting]

Staff solicited public input by holding three (3) Public Forums on September 12th and 13th at the START Facility, Council Chambers and the 4-H Building at various times throughout the day. Postings were made in local media, on buses as well as on the START web page. The September START Board meeting also reviewed any updates as to what was initially presented at the August board meeting.

We received more than 20+ comments (focusing on varying topics) as well as a formal written petition signed by 36 individuals in Rancher St/East Jackson supporting reduction in service to that area. The proposals were reviewed after the comment period and presented to the START Board on September 26th whereas the START Board unanimously approved the seven (7) proposals.

1. TOWN SHUTTLE – Eliminate Milward/Kelly/Cache Loop
2. TOWN SHUTTLE – Restructure A/B
3. TOWN SHUTTLE – Decrease Rancher St Service
4. TOWN SHUTTLE – Eliminate Late Night Shuttle

5. TETON VILLAGE – Alleviate Peak Time Overloads
6. COMMUTER – Adjustment to Departure Times
7. ALL – Introduce Route # System

These final proposed changes (see attachment with further detail) approved by the START Board will become effective at the start of the WINTER season which commences on November 27th (Day after Thanksgiving Day).

ATTACHMENTS

Seven (7) Proposed Revisions – with detail

FISCAL IMPACT

No major impact to budget at this time and/or FTA funding agreements.

Minor impacts include increase to printing/publication media to represent the changes to published route schedules

STAFF IMPACT

No changes to staffing levels.

STAKEHOLDER ANALYSIS

LEGAL REVIEW

Staff is working with Town Attorney to provide MOU between the Town and School District for START use of Middle School road. Town Council will review and approve.

RECOMMENDATION

START Staff welcomes any input as we continue preparation to effective changes to start of WINTER season.

SUGGESTED MOTION

None at this time.

2016/17 Winter Season – Proposed Changes

1. TOWN SHUTTLE – Eliminate Milward/Kelly/Cache Creek Loop

FACTORS:

- ✓ Hours Decrease: 4.85/Daily 1,770/Annual \$53K
- ✓ Mileage Decrease: 30/Daily 11,000/Annual \$17K
- ✓ Low Ridership: .03/Trip

- ✓ Affects Town Shuttle and Yellow Line

TO CONSIDER:

- A. Passengers must choose new stop less than 2 blocks either Direction (North/South)
- B. New Stop Location: Snow King/Cache Creek Intersection (East/West)

2. TOWN SHUTTLE – Modify A/B

FACTORS: [see map at end of this document]

- ✓ Current “End/Start/Transfer” location is located at Kmart/Hampton Inn
Not ideal for logistical reasons – no layover location
- ✓ Driver Transfer/Breaks: Vehicles “dead head” to/from location
Considerable non-revenue unproductive time (Taking vehicles out of service)
- ✓ Current “B” route does not continue to Smith’s/Cottonwood area forcing passengers to take the “A” route only
- ✓ **HOURS COMPARISON (Fall Season)**

Revenue:	41.48	43.98
Non-Revenue:	20.26	14.07

TO CONSIDER:

- A. Deloney becomes Transit Hub:
 - Eliminates majority of deadhead travel for Drivers/vehicles (Drivers will no longer use buses for travel to/from breaks and driver transfers.
 - Eliminates need for Stop on South side opposite the Restroom Facility
 - Easy logistical access to Facility for buses approaching Deloney stop
 - Provides facilities (restroom/etc.) for Drivers
- B. Continuous service to Smith/Cottonwood area for ALL Shuttle vehicles
 - Transfer of non-revenue hours into service (revenue) hours to accomplish this
- C. Memorandum of Understanding needed for use of Middle School Road
- D. New Stop location requested at corner of Middle School and Blair Drive

START Board Meeting – Monday, September 26, 2016

2016/17 Winter Season – Proposed Changes

3. TOWN SHUTTLE – Decrease Rancher St Service...Route Down Redmond

FACTORS:

- ✓ 1 Stop: Specifically affects Pioneer Homestead/Senior Center
- ✓ Ridership: @ Rancher/Hansen (B) and Homestead (A)

	<u>Per Trip</u>
Weekdays:	.7
Weekends:	.8
Holidays:	.38
New Years:	.4
Memorial:	.4
July 4 th :	.7
Labor:	.5
Thanksgiving:	.1
Christmas:	.2

TO CONSIDER:

Reduce Service on Rancher/Broadway to Redmond – effectively reducing service to Pioneer Homestead and Rancher/Hansen stop:

- A. Six (6) Major Holidays – Christmas, New Years, Memorial, July 4th, Labor, Thanksgiving
 - Service on Rancher St “On request ONLY”
- B. Weekends – Saturday and Sunday
 - Reduce frequency on Rancher to 1 hour (in lieu of 30 minutes as is current)
- C. Weekdays – Monday, Tuesday, Wednesday, Thursday, Friday
 - Reduce frequency to 1 hour (in lieu of 30 minutes as is current)

4. TOWN SHUTTLE – Eliminate Late Night Shuttle

FACTORS:

- ✓ Hours Decrease: 2/Daily (52 Total for Summer/Winter)
- ✓ Mileage Decrease: 456.03 Miles (Summer and Winter)
- ✓ Low Ridership: 200/Winter 103/Summer

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2016/17 Winter Season – Proposed Changes

7/Night 4/Night

TO CONSIDER:

- A. Green Line – Mandatory stop at Kmart and Buffalo Way and Pearl/Glenwood effectively provides service in Town area near/past midnight.

5. TETON VILLAGE – Peak Time Overloads

FACTORS:

✓	Current AM Frequency from Hampton Inn to Teton Village adequate	<u># of Trips</u>
	5-6 :25 :55	2
	6-7 :14 :31 :46	3
	7-8 :01 :07 :15 :20 :35 :51	6
	8-9 :01 :11 :21 :31 :41 :51	6
	9-10 :06 :22 :37 :52	4
✓	PM Frequency from Village to Stilson to Town: Highest from 3-5PM	
✓	Issue remains Buses overload sporadically – dependent on snow and holidays	

To Consider:

- A. Lack of Resources (Bus) –
- B. Add extra vehicle(s) “as needed” as in past winter season(s)
- C. Schedule extra vehicle(s) during following Holiday Peak times:
 Christmas/New Year (week before, during and after)
 Martin Luther King Weekend (3rd Monday in January)
 President Weekend (3rd Monday in February)
- D. Work with All Trans for PM capacity (All Trans has capacity)

6. COMMUTER – Adjustment to Departure Times

– Victor Park/Ride location to Train Depot Parking

FACTORS:

- ✓ Rider Survey in progress
- ✓ No Major time changes (+/- thirty 30 minutes)
- ✓ Work with City of Victor in progress for Park/Ride Change (May change before start of Winter Season.

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2016/17 Winter Season – Proposed Changes

TO CONSIDER:

- A. Eliminate Smith Drop – Move to Maverick (Across the street). Only area in our START Service area that we operate on private property. Safety concerns. With revisions to Shuttle service passengers will have increased frequency from Maverick location.
- B. Eliminate Home Ranch (special deviations that have been requested and accommodated)

7. ALL – Introduce Route # System w/ Geographic Designation(s)

FACTORS:

- ✓ Eliminates Color Designations
- ✓ Route recognition

TO CONSIDER:

- A. Changes long standing Route Designation (Colors)
- B. Gradual phase-in
- C. Change for all print media