

Clear Creek and Gilpin Counties: Transit Assessment and Planning Study

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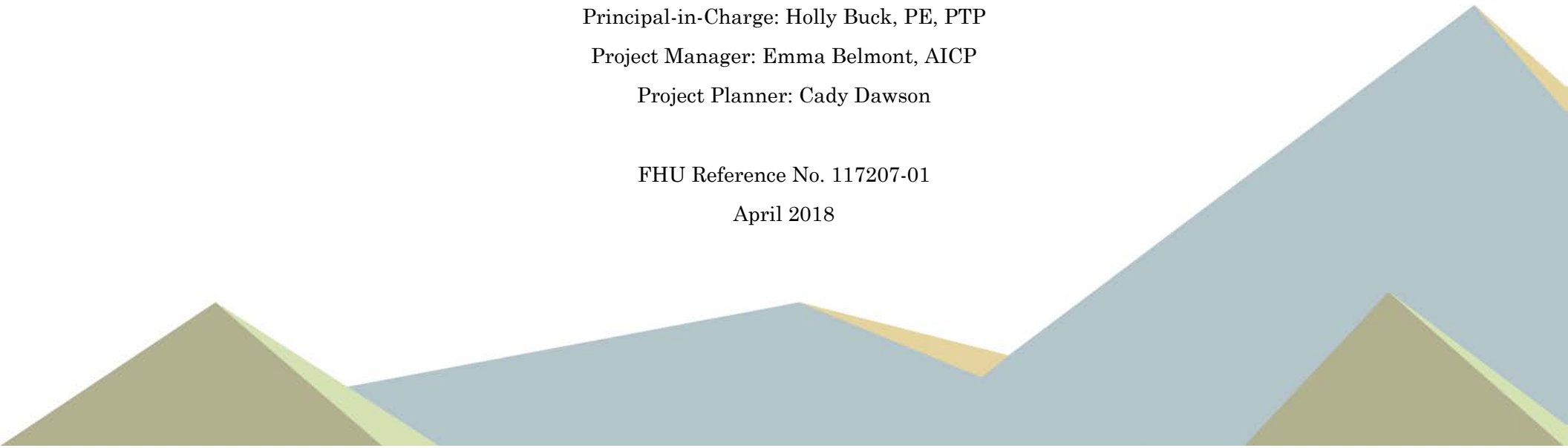


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Study Background

Purpose of Study

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

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

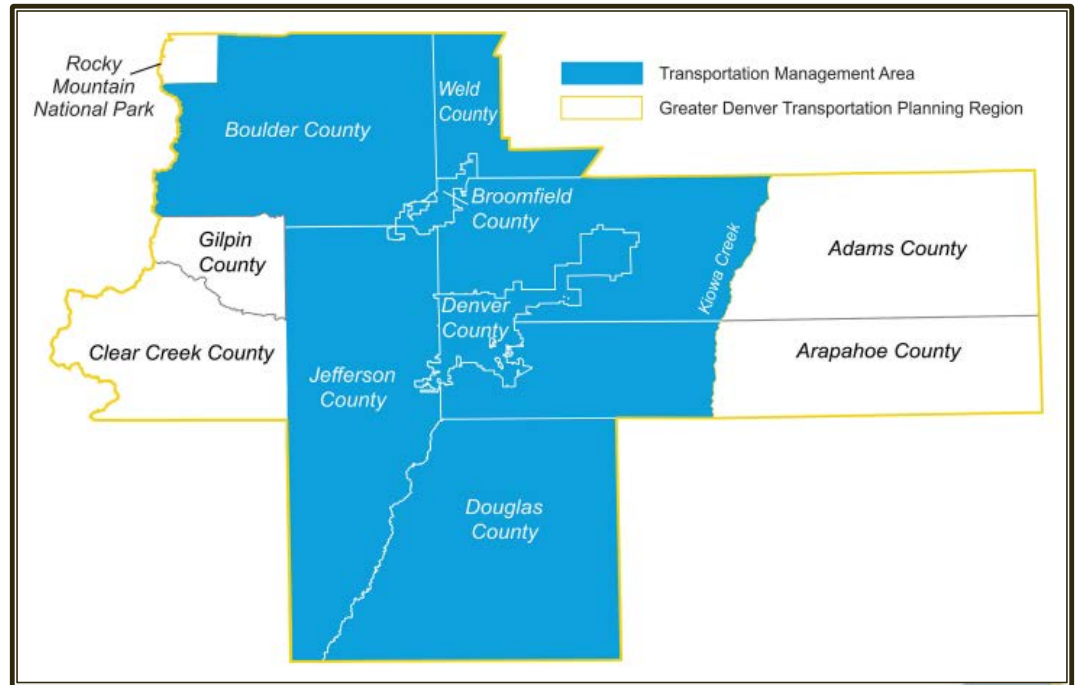
The study includes a strategic approach to fulfilling those needs and gaps to ensure overall community support of the plan's recommendations and promote implementation of recommendations over time.

Community Context

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

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

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



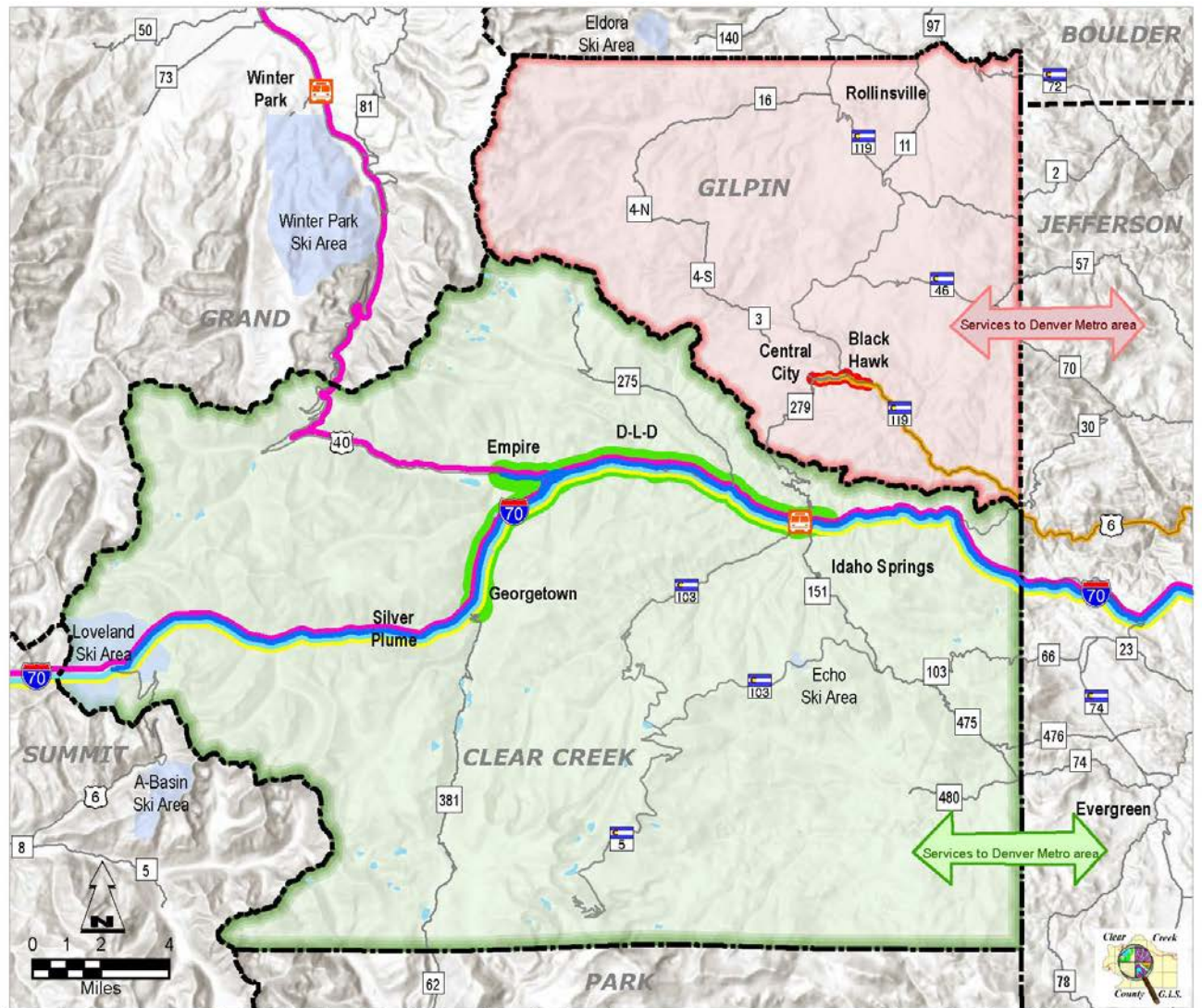
Existing Services

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

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

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

Figure 2. Transit Service Map



Publicly Funded Fixed-Routes

- Bustang
- Prospecter (Deviated Fixed-route)
- Tramway
- Regional Bus Stop

Privately Operated Fixed-Route Services

- Front Range Ski Bus
- Greyhound
- Loveland Ski Shuttle - Employees Only
- Private Casino Shuttles

Door-to-Door Services

- Gilpin Connect
- Seniors' Resource Center, Veterans Services, and Volunteers of America

Table 1. Transit Service Overview

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

Clear Creek County Public Transportation Spending

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

- ◆ \$32,607 as their local match contribution toward the operation of the Prospector Route, though a total of \$73,350 was budgeted for the year but was not fully spent
- ◆ \$16,800 toward transportation for Developmental Disabilities Resource Center (DDRC) clients

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

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

Gilpin County Public Transportation Spending

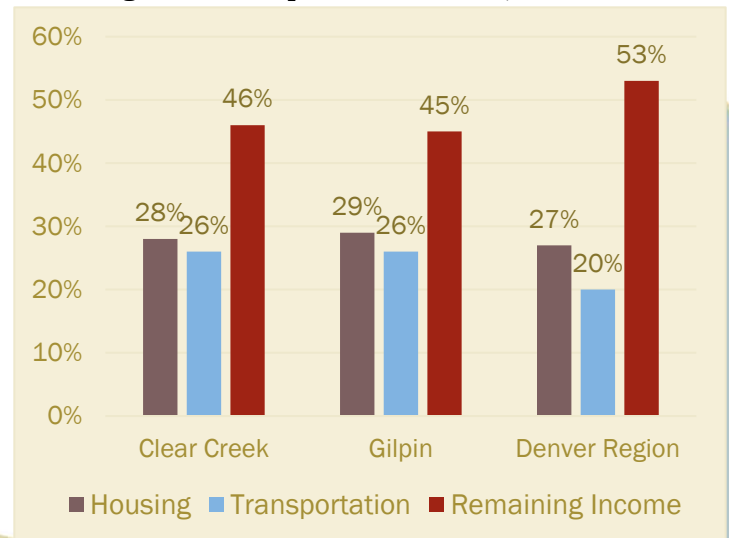
Gilpin County operates door-to-door public transportation service between the County and the Denver metro area. In 2017, the County spent just under \$52,000 or \$8.92 per resident on these services. Services are available for medical appointments for all residents and senior transportation to Volunteers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

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

County Transportation Costs

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

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



Community Characteristics

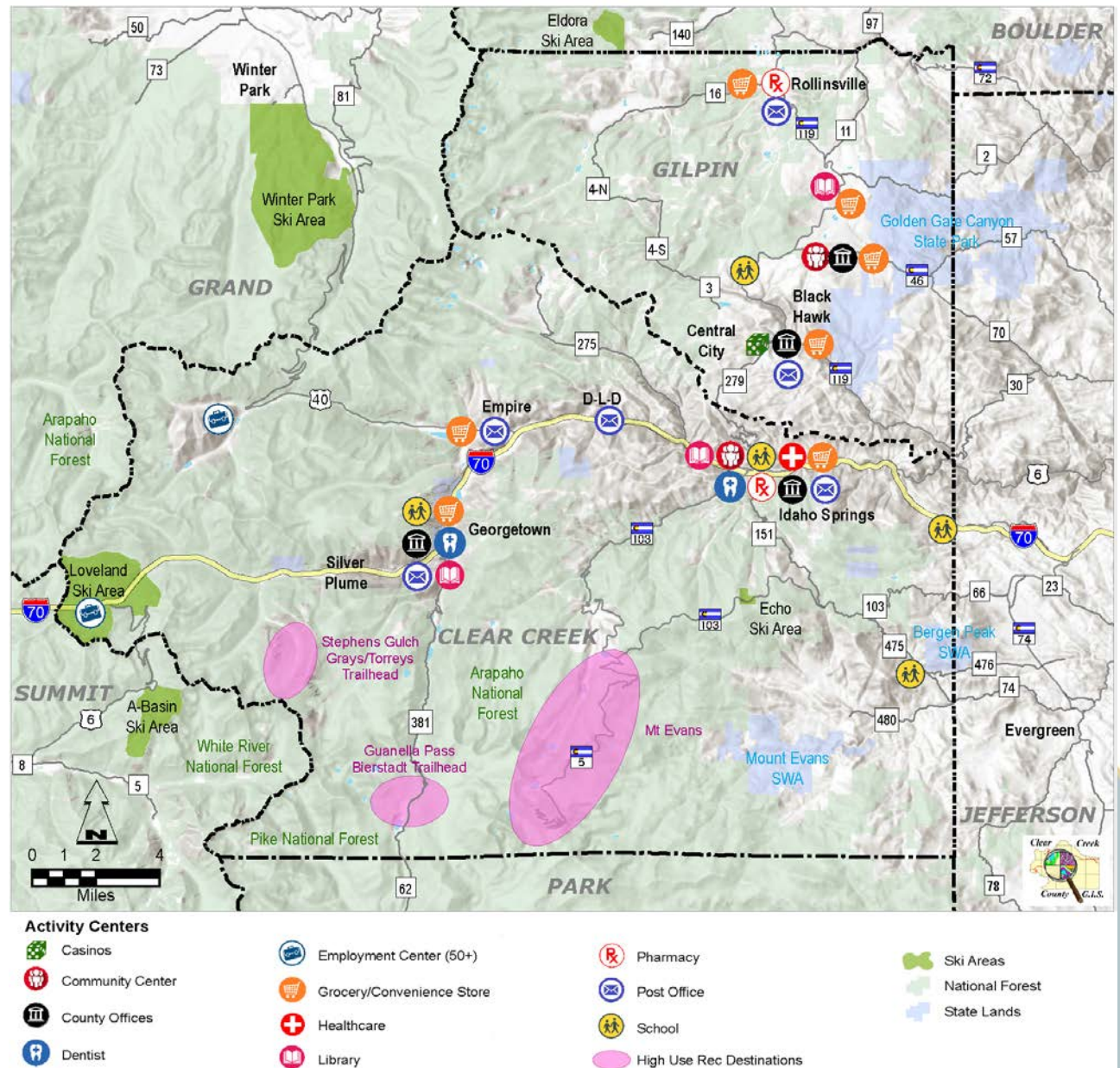
The two Counties are very rural in nature and they do not have the range of services of more urban communities. **Figure 4** shows the various activity centers and destinations throughout the two Counties. Residents regularly travel east to the Denver Metro Area and west to Summit County for services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

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

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

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

Figure 4. Activity Center Map



Public Involvement Summary

Engagement Strategy

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

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

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



Appendix B provides a full summary of the public engagement.

Focus Groups/Public Open Houses

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



Planning Advisory Committee

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

Public Survey

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

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

Key take-aways from the survey included:

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

Gaps, Needs and Strategies

Identification Process

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

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

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

Figure 5. Planning Advisory Committee Gaps and Needs Voting Exercise

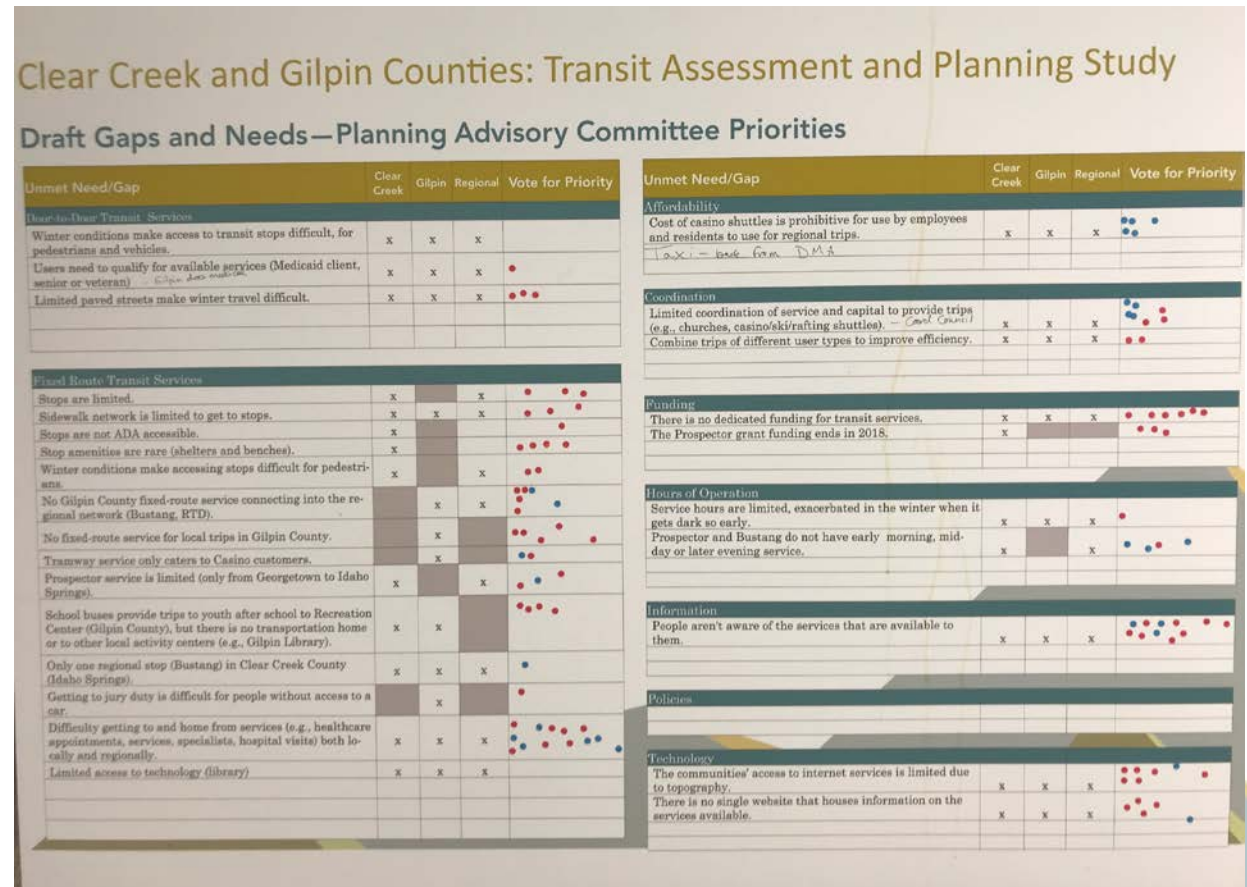


Table 2. Door-to-Door Transit Services – Gaps, Needs and Strategies

Door-to-Door Transit Services					
No.	Unmet Need/Gap	Location	Priority	Strategy	Considerations
1	Users need to qualify for available services *Except for medical trips in Gilpin County, which are provided to the general public	All	Near-term	1.1 Develop a volunteer driving program	<p>Owner – Needs identified (could be a County, Local Coordinating Council, local non-profit, or other champion)</p> <p>Action Items</p> <ul style="list-style-type: none"> Identify an owner/champion to take lead (possibly one in each County or a combined effort) Review of other successful Volunteer Driver Program start-up steps <ul style="list-style-type: none"> Douglas County Neighbor Network Via – Boulder County SAINT – Larimer County Denver Regional Mobility and Access Council (DRMAC) – currently in the process of developing a program May be a first step in understanding demands and origins and destinations to initiate grant applications for help with funding for additional expansion of door-to-door services. Additional considerations described in Table 8.
			Mid-term	1.2 Casual Carpool to combine trips	<p>Owner – Needs identified (could be a County, Local Coordinating Council, local non-profit, or other champion)</p> <p>Action Items</p> <ul style="list-style-type: none"> Monitor casual carpool and vanpool programs growing in other communities (DRCOG Vanpool and California Waze app that helps to find shared trips)
2	Service hours are limited and do not always work for specialist appointments, especially discharge from appointments or hospital stays.	All	Mid-term	2.1 Coordinate these trips with other transportation providers (e.g., Strategy 1.1 and 1.2 and 4.1)	<p>Owner – Transit Providers (Counties)</p> <p>Action Items</p> <ul style="list-style-type: none"> Further discussion through creation of a Local Coordinating Council.

3	Winter conditions make access to transit difficult, for pedestrians and vehicles (services are often canceled last minute due to weather).	All	Mid-term	3.1 Coordinate with County Public Works Departments, municipalities and CDOT to have high transit usage areas prioritized on snow plowing routes	<p>Owner – CDOT, Counties and Municipalities</p> <p>Action Items</p> <ul style="list-style-type: none"> Monitor to learn if this is a major problem that needs to be addressed
4	Uber/Lyft/Taxi services are limited geographically throughout the two Counties	All	Long-term	<p>4.1 Identify a multimodal Shared-use Mobility Hub (facility with transit service, park-n-ride, car share, bike parking and possible taxi/uber/lyft service) in the two-county area that can serve as a centralized location to make these connections (Links to Park-n-Ride Strategy 18.1)</p> <p>4.2 Partner with Uber and Lyft to increase number of drivers in Clear Creek and Gilpin Counties (Driver availability is the number one barrier to expanding services)</p> <p>4.3 Partner with Lyft Concierge (program Lyft offers where agencies can subsidize Lyft services and help customers to schedule trips)</p>	<p>Ownership – Counties, municipalities, CDOT</p> <p>Action Items</p> <ol style="list-style-type: none"> Identify a Mobility Hub/Park-n-Ride in or near Idaho Springs and/or somewhere in Gilpin County that has room to accommodate a mix of purposes (Transit and taxi/Uber/Lyft connections, park-n-ride, car share, etc.) <p>Owner – Transit Providers (Counties)</p> <p>Action Items</p> <ul style="list-style-type: none"> Further discussion through creation of a Local Coordinating Council. If Counties can help Lyft/Uber with hiring local drivers, then this could help with capacity to provide additional door-to-door services. <p>Owner – Transit Providers (Counties), private companies with customers in need of transportation assistance (e.g., senior care facilities)</p> <p>Action Items</p> <ul style="list-style-type: none"> Monitor if interest continues over time

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

Fixed-Route Transit Services					
No.	Unmet Need/Gap	Location	Priority	Strategy	Considerations
5	First and last mile connections need improvement (pedestrian infrastructure).	All	Mid-term	5.1 Apply for FTA 5310 Grant (funds infrastructure upgrades to assist elderly and populations with disabilities)	<p>Owner – Municipalities and/or Counties</p> <p>Action Items</p> <ul style="list-style-type: none"> Identify areas in need of upgrade (Coordinate with Strategy 6.1)
6	Some stops are not ADA accessible.	Clear Creek (CC)	Near-term	6.1 Inventory of stops to understand ADA status and where needs/demands exist	<p>Ownership – Transit operators (Clear Creek County, CDOT, potentially municipalities and property owners through development activities)</p> <p>Action Items</p> <ul style="list-style-type: none"> Develop inventory question list Inventory bus stops Identify stops and areas of the community with the greatest need for accessibility upgrades and pursue work estimate with County or Municipal engineering staff or private vendor Pursue grant funding to assist with funding improvements Additional considerations described in Table 9.
			Mid-term	6.2 Update the Clear Creek County ADA Transition Plan to include the Prospector stops (all local governments with more than 50 employees shall have an ADA Transition Plan, ADA)	<p>Ownership – Clear Creek County, municipalities</p> <p>Action Items</p> <ul style="list-style-type: none"> Perform inventory of stops noted in Strategy 6.1 Update County ADA Transition Plan to include a plan to make upgrades to stops over time

7	Stop amenities are rare (shelters and benches).	CC	Mid-term	7.1 Develop guidance for amenity distribution across stops	<p>Ownership – Clear Creek County</p> <p>Action Items</p> <ul style="list-style-type: none"> Identify stops with the highest ridership and consider providing amenities through grant funding. Coordinate with Strategy 5.1.
8	Winter conditions make accessing stops difficult for pedestrians (snow removal is not always done).	CC	Mid-term	8.1 Pursue enforcement of snow removal by adjacent property owners	<p>Ownership – Clear Creek County</p> <p>Action Items</p> <ul style="list-style-type: none"> Monitor if this is a problem worth considering.
9	There is no local fixed-route service in Gilpin County.	Gilpin (G)	Near-term	9.1 Expand Demand Response type service to help accommodate additional demands not currently met	<p>Ownership – Gilpin County</p> <p>Action Items</p> <ul style="list-style-type: none"> Initiate discussions around beginning a Volunteer Driver Program as a first step to helping to accommodate additional demands. Volunteer Driver Program can help to understand demands and origins and destinations, acting as a first step toward implementation of this strategy. Initiate conversations with CDOT on potential 5311 funding. Additional considerations described in Table 8.
			Mid-term	9.2 Transition Volunteer Driver Program as demands warrant to a Call-n-Ride type service	<p>Ownership – Gilpin County</p> <p>Action Items</p> <ul style="list-style-type: none"> Potential for expansion into a more robust system over time as demands increase (Call-n-Ride or deviated fixed-route service) Continue conversations with CDOT regarding potential 5311 funding.

10	There is no Gilpin County fixed-route service connecting into the regional network (Bustang or RTD).	G & Regional	Long-term	10.1 Service connecting to Nederland Park-n-Ride (Refer to Strategy 9.1 – local service needs)	Ownership – Gilpin County Action Items <ul style="list-style-type: none"> ▪ Initially monitor how alternative services work to accommodate local demands, such as a Volunteer Driver Program
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11	Tramway service only caters to Casino customers.	G	Long-term	11.1 Approach towns of Black Hawk and Central City to see if there is potential to expand the route over time, such as down to Idaho Springs for example.	Ownership – Gilpin County Action Items <ul style="list-style-type: none"> ▪ Work with the towns and citizens to understand if locals have interest in utilizing the Tramway service more. ▪ CDOT may become a funding partner for the Tramway. Work with the towns to determine if there is interest to pursue something like this and see if CDOT grants could help support the expansion.
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12	Prospector service is limited geographically serving local needs (only from Georgetown to Idaho Springs).	CC	Mid-term	12.1 Expand route to Silver Plume (only municipality in Clear Creek County not currently served)	Owner – Clear Creek County Action Items <ul style="list-style-type: none"> ▪ Monitor Prospector productivity to determine when expansion is viable. ▪ Identify funding to expand service when the time is right.
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13	Prospector service has limited frequency and service hours (only two morning and two afternoon trips).	CC	Near-term	13.1 Develop Service Standards to identify productivity measures (to understand when route is operating successfully and expansion plans should be considered)	Owner – Clear Creek County Action Items <ul style="list-style-type: none"> ▪ Rural Transit Fact Book, 2017 includes some potential metrics to create Service Standards from. County should customize to meet local needs and expectations. ▪ Monitor Prospector service and consider expansion. ▪ Additional considerations described in Table 10.
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			Near-term	13.2 Expand service hours – more runs/day	<p>Ownership – Clear Creek County/SRC</p> <p>Action Items</p> <ul style="list-style-type: none"> Can additional service be operated using the full grant amount (2017 service did not use the full grant amount, is it possible to re-design the service to expand the hours or link to RTD with the existing funding?) Additional service should be designed to maximize ridership potential. Additional considerations described in Table 10.
			Long-term	13.3 Expand service days/week	<p>Owner – Clear Creek County</p> <p>Action Items</p> <ul style="list-style-type: none"> Monitor Prospector productivity to determine when expansion is viable. Identify funding to expand service when the time is right.
14	The Bustang service has limited frequency (two eastbound AM trips and two westbound PM trips).	CC and Regional	Mid-term	14.1 Coordinate and advocate to CDOT for increased frequency	<p>Owner – Clear Creek County and CDOT</p> <p>Action Items</p> <ul style="list-style-type: none"> Continue to work with CDOT to ensure Clear Creek County is appraised of Bustang’s local usage and potential expansion opportunities.
15	For Clear Creek County, Bustang is the only connection into RTD’s regional network and only makes connections at the Federal Center, Union Station and Denver Bus Center.	Regional	Near-term	15.1 Consider expanding the Prospector route to connect to RTD El Rancho Park-n-Ride (possibly an earlier AM and later PM trip for commuters)	<p>Ownership – Clear Creek County/SRC</p> <p>Action Items</p> <ul style="list-style-type: none"> Consider route expansion to El Rancho Park-n-Ride. Additional service should be designed to maximize ridership potential. Additional considerations described in Table 11.

		<p>Mid-term</p> <p>15.2 Explore the possibility of additional Bustang stops into Denver to provide more options for connections into RTD's network of routes</p>	<p>Owner – Clear Creek County and CDOT</p> <p>Action Items</p> <ul style="list-style-type: none"> Continue to work with CDOT and monitor opportunities for Bustang changes in service
<p>16</p> <p>There are limited opportunities for after school transportation to youth in both Counties (Activity Bus in Clear Creek offers some options, but is very limited).</p>	<p>G and CC</p>	<p>Near-term</p> <p>16.1 Explore later evening Activity Bus for the final leg trips</p>	<p>Owner – Partnership between School Districts, Counties, municipalities, recreation districts</p> <p>Action Items</p> <ul style="list-style-type: none"> Continue conversation through the Local Coordinating Council Need for school districts to be part of the conversation Need to understand what the need is more fully Additional considerations described in Table 12.
		<p>Mid-term</p> <p>16.2 Explore the potential of utilizing the Recreation Center Vehicles to operate this service</p>	<p>Owner – Partnership between School Districts, Counties, municipalities, recreation districts</p> <p>Action Items</p> <ul style="list-style-type: none"> Continue conversation through the Local Coordinating Council Need for school districts to be part of the conversation Need to understand what the need is more fully
		<p>Mid-term</p> <p>16.3 Explore the potential of the Prospector helping to accommodate youth transportation needs.</p>	<p>Owner – Partnership between School Districts, Counties, municipalities, recreation districts</p> <p>Action Items</p> <ul style="list-style-type: none"> Continue conversation through the Local Coordinating Council Need for school districts to be part of the conversation

					<ul style="list-style-type: none"> ▪ Need to understand what the need is more fully ▪ Youth currently pay half price (\$1). <ul style="list-style-type: none"> - Potential for a Youth ride free with school ID program?
17	Residents have difficulty getting to/from services (e.g., healthcare appointments, services, specialists, hospital visits) both locally and regionally requires residents to depend on family and friends.	All	Near-term	17.1 Refer to Strategies 1.1, 1.2, 10.1, 10.2, 12.1, 13.2, 14.1, 15.1, 15.2, and 21.1	<p>Owner – Counties, municipalities, CDOT</p> <p>Action Items</p> <ul style="list-style-type: none"> ▪ Continue momentum through the development of a Local Coordinating Council and pursuing other near-term strategies as first steps. ▪ Additional considerations described in Tables 8, 10, 11, 13, and 15.
18	Shuttle services between resort areas and Denver do not stop in Clear Creek County.	All	Mid-term	18.1 Explore a Park-n-Ride in Clear Creek and/or Gilpin County that could be a stop along the various resort shuttle routes (e.g., ski casino, and/or rafting shuttles) (Links to Mobility Hub Strategy 4.1)	<p>Ownership – Municipalities, Counties</p> <p>Action Items</p> <ul style="list-style-type: none"> ▪ Determine if there are any county or municipal properties that could be used for a Park-n-Ride or private properties with excess parking that could be used for this. Idaho Springs location at I-70/CO 103 Exit. ▪ Work with private shuttles to get this location included in their stops.

Table 4. Affordability – Gaps, Needs and Strategies

Affordability						
No.	Unmet Need/Gap	Location	Priority	Strategy	Considerations	
19	Cost of casino shuttles is prohibitive for use by employees and residents to use for regional trips.	G and Regional	Mid-term	19.1 County and/or municipalities could subsidize service for locals (voucher program)	<p>Owner – Municipalities, Counties</p> <p>Action Items</p> <ul style="list-style-type: none"> Monitor to determine if there is interest in utilizing this as an option. Parking lots where these shuttles stop may not facilitate connections to RTD that Gilpin residents may need to make. If the stops would work, this could help reduce demands for door-to-door services provided by Gilpin County and would cost less for the County and/or municipalities. 	
20	Taxi prices to/from Denver Metro Area are prohibitive.	Regional	Long-term	20.1 A taxi voucher limited to eligible riders of door-to-door services program could assist with high taxi prices for some populations.	<p>Owner – Counties, municipalities</p> <p>Action Items</p> <ul style="list-style-type: none"> Monitor to see if this is something that could help with demands in the long-term. 	
				20.2 Expansion of CDOT regional services.	<p>Owner – Clear Creek County and CDOT</p> <p>Action Items</p> <ul style="list-style-type: none"> Continue to work with CDOT and monitor opportunities for Bustang or Bustang-Outrider (rural Bustang service) expansion of service. 	

Table 5. Coordination – Gaps, Needs and Strategies

Coordination					
No.	Unmet Need/Gap	Location	Priority	Strategy	Considerations
21	There is limited coordination among different providers.	All	Near-term	21.1 Organize a Local Coordinating Council to help facilitate conversations across different providers.	<p>Owner – Counties, municipalities, service providers, social service agencies, CDOT, etc.</p> <p>Action Items</p> <ul style="list-style-type: none"> Work with DRMAC to initiate the creation of a Local Coordinating Council. Coordinate with existing volunteer driver programs (e.g., churches) to help pair needed trips with trips already being made. (Refer to Strategy 1.1 and 1.2.) Additional considerations described in Table 13.
			Near-term	21.2 Private transportation services may be able to share vehicles when not in use (e.g., idle vehicles owned by recreation district, VOA, ski areas or rafting companies)	<p>Owner – Counties, municipalities (champion needs to be identified)</p> <p>Action Items</p> <ul style="list-style-type: none"> Pursue through Local Coordinating Council Additional considerations described in Table 13.
			Mid-term	21.3 Public Private Partnership between CDOT, local communities and casinos/ churches/ski areas to capitalize on extra capacity that could serve residents and/or employee transportation needs	<p>Owner – Counties, municipalities (champion needs to be identified)</p> <p>Action Items</p> <ul style="list-style-type: none"> Pursue through Local Coordinating Council

<p>22 Support the United States Forest Service (USFS) in pursuit of recommendations from the <i>Transit Feasibility Analysis and Recommendations: Arapaho-Roosevelt National Forest Transportation Systems Alternatives Study, 2015.</i></p>	<p>CC</p>	<p>Near-term</p>	<p>22.1 Coordinate with the USFS on transit to trailheads and major attractions.</p>	<p>Owner – USFS and Clear Creek County</p> <p>Action Items</p> <ul style="list-style-type: none"> • Continue to foster relationships with USFS and stay up-to-date on progress and next steps for potential transit service coordination with USFS routes to trailheads. • Additional considerations described in Table 13.
		<p>Near to Mid-term</p>	<p>22.2 Work with USFS on potential parking locations in Georgetown, such as the Gateway Visitor Center, County government annex lot, Town hall lot, or the gravel lot near the reservoir as identified in the plan.</p>	<p>Owner – USFS, Clear Creek County and municipalities</p> <p>Action Items</p> <ul style="list-style-type: none"> • As potential park-n-rides are identified in Clear Creek County communities, USFS should be included in the discussion as a key stakeholder.

Table 6. Funding – Gaps, Needs and Strategies

Funding					
No.	Unmet Need/Gap	Location	Priority	Strategy	
23	There is no dedicated local funding for transit services.	CC and G	Near-term	<p>23.1 Initiate a discussion around a local commitment (e.g., Resolution) to long-term funding of public transit services (Prospector and Connect, etc.) (Refer to Strategy 13.1 Service Standards)</p>	<p>Owner – Counties (champion needs to be identified)</p> <p>Action Items</p> <ul style="list-style-type: none"> ▪ Initiate conversation with County leadership around a local commitment to the Prospector, at least through the timeframe that covers the Prospector vehicle’s lifespan (5 years from purchase date); this could be an Intergovernmental Agreement (IGA) incorporating additional funding partners (e.g., Idaho Springs, Georgetown and CDOT) ▪ Pursue conversations around comingling of funds through Local Coordinating Council ▪ Additional considerations described in Table 14.
			Mid-term	<p>23.2 Initiate a conversation around a local tax dedicated to transit (e.g., joining RTD, creating a local Regional Transportation Authority [RTA], Public Improvement District [PID], Business Improvement District [BID])</p>	<p>Owner – Counties, municipalities (champion needs to be identified)</p> <p>Action Items</p> <ul style="list-style-type: none"> ▪ Pursue through Local Coordinating Council ▪ Funding opportunities include: <ul style="list-style-type: none"> - IGAs with funding partners - Local tax (many options for how this could be implemented, a list is provided in Appendix D.

Table 7. Information – Gaps, Needs and Strategies


Information					
No.	Unmet Need/Gap	Location	Priority	Strategy	
24	There is no single location (e.g., website) that houses information on the services available.	All	Near-term	<p>24.1 Develop a <u>Consolidated Information Handout</u> for all services available</p> <ul style="list-style-type: none"> ▪ Information in paper format (handout/flyer housed at County facilities) and website 	<p>Owner – Counties, municipalities (champion needs to be identified)</p> <p>Action Items</p> <ul style="list-style-type: none"> ▪ Finalize information that was developed through this planning effort ▪ Coordinate with DRMAC to ensure their information is the same as the Counties’ ▪ Distribute handout to locations throughout the two Counties (paper and electronic for websites) ▪ Distribute via social media sites and other proven ways the Counties have used to get information out ▪ Identify an Owner that will maintain the information as changes occur over time (Local Coordinating Council?) and provide updates to DRMAC for their “Getting There Guide” ▪ Additional considerations described in Table 15.
			Near-term	<p>24.2 Coordinate with DRMAC to have information integrated in the “Getting There Guide” and the Information and Referral Service</p>	<p>Owner – Counties, municipalities (champion needs to be identified)</p> <p>Action Items</p> <ul style="list-style-type: none"> ▪ Start with Kate Williams (DRMAC) on how to begin coordinating with DRMAC ▪ Additional considerations described in Table 15.


25	People aren't aware of the services that are available to them.	All	Near-term	25.1 Utilize what works for the two counties, build from a Strategy 23.1 (Centralized Information Handout) and utilize promotion that has proven to work (e.g., social media, word of mouth, local radio/newspaper, utility bill inserts)	<p>Owner – Counties, municipalities, social service providers</p> <p>Action Items</p> <ul style="list-style-type: none"> ▪ Pursue through Local Coordinating Council ▪ Refer to 24.1 Centralized Information Handout Strategy ▪ Additional considerations described in Table 15.
			Near-term	25.2 Expand Travel Training Programs – especially for older adult populations	<p>Owner – Counties and SRC</p> <p>Action Items</p> <ul style="list-style-type: none"> ▪ Utilize best practices from other travel training programs in rural communities ▪ Additional considerations described in Table 13.
26	The community's access to internet is limited.	All	Long-term	26.1 Work with Community Development Departments in each County to monitor State and local policies and private industry changes	<p>Owner – Counties, municipalities (champion needs to be identified)</p> <p>Action Items</p> <ul style="list-style-type: none"> ▪ Pursue through Local Coordinating Council


Considerations for Near-term Implementation


A Path Forward

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

KEY  **Within existing budget or staffing levels**

 **Minimal additional investment**
\$0 – \$40,000

 **Moderate additional investment**
\$40,000 – \$100,000

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

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

Clear Creek County Priorities

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

- 6.1:** Inventory of stops to understand ADA status and where needs/demands exist
- 13.1:** Develop Service Standards to identify productivity measures
- 13.2:** Prospector - Expand service hours
- 15.1:** Prospector - Expand the route to connect to RTD's El Rancho Park-n-Ride
- 16.1:** Explore later evening youth activity bus
- 17.1:** Residents have difficulty getting to/from services both locally and regionally
- 21.1:** Organize a Local Coordinating Council to help facilitate conversations
- 22.1:** Coordinate with the USFS on transit to trailheads and major attractions
- 21.2:** Private transportation services may be able share vehicles when not in use
- 23.1:** Initiate a discussion around funding
- 24.1:** Develop a Consolidated Information Handout for all services available
- 24.2:** Coordinate with DRMAC to have information integrated
- 25.1:** Utilize promotion that has proven to work
- 25.2:** Expand Travel Training Programs

Gilpin County Priorities

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

- 1.1:** Develop a volunteer driving program
- 9.1:** Expand Demand Response type service to accommodate demands
- 16.1:** Explore later evening youth activity bus
- 17.1:** Residents have difficulty getting to/from services both locally and regionally
- 21.1:** Organize a Local Coordinating Council to help facilitate conversations
- 21.2:** Private transportation services may be able share vehicles when not in use
- 24.1:** Develop a Consolidated Information Handout for all services available
- 24.2:** Coordinate with DRMAC to have information integrated
- 25.1:** Utilize promotion that has proven to work
- 25.2:** Expand Travel Training Programs

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

Unmet Gap and Needs: Door-to-Door Transit Services – Users need to qualify for available services
 Fixed-Route Transit Services – There is no local fixed-route service in Gilpin County

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

Location: Gilpin County

Desired Outcome: Help meet transportation demands in Gilpin County

Timeframe: 1–5 years

Cost: \$ - \$

Action Item	Implementation Considerations	Owner and/or Key Partners
1. Identify a champion	<ul style="list-style-type: none"> What agency or non-profit has the time and/or resources required to dedicate to an ongoing program 	TBD
2. Review existing Volunteer Driver Programs in the Denver Metro Area	<ul style="list-style-type: none"> Qualification for users <ul style="list-style-type: none"> Is the program targeted toward a certain population (e.g., older adults, populations with disabilities, etc.)? How would this service interact with existing County programs, as a supplement or in place of? Determine feasibility of developing a business plan Refer to cost estimates provided in Appendix C 	TBD
3. Develop a business plan for a Gilpin Volunteer Driver Program	<ul style="list-style-type: none"> Liability insurance needs Volunteer recruitment and qualifications Reimbursement for drivers Dispatching and technology Training and orientation for drivers Marketing strategy Funding (operations, admin, and capital) 	TBD
4. Identify and secure funding	<ul style="list-style-type: none"> Utilize business plan to inform funding needs 	TBD
5. Recruit volunteer drivers	<ul style="list-style-type: none"> Volunteer recruitment critical to program success 	TBD
6. Secure capital (if needed)	<ul style="list-style-type: none"> Staff and volunteer training 	TBD

7. Implement Volunteer Driver Program	<ul style="list-style-type: none">▪ Program marketing and information▪ Ongoing funding needs	TBD
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Table 9. Strategy 6.1 Detail (Clear Creek County)

Unmet Gap and Need: Fixed-route Services – Some stops are not ADA accessible		
Strategy 6.1: Inventory of stops to understand ADA status and where needs/demands exist		Location: Clear Creek County
Desired Outcome: Identify improvement needs to inform future funding opportunities		Timeframe: 1–2 years Cost: \$
Action Item	Implementation Considerations	Owner and/or Key Partners
1. Develop a tool to support bus stop inventory process	<ul style="list-style-type: none"> ▪ ADA guidance ▪ Consideration for existing conditions (e.g., contextual limitations) and potential improvements (e.g., stop usage) ▪ Grant opportunities and requirements 	Transit operators
2. Inventory bus stops	<ul style="list-style-type: none"> ▪ Documentation of process/training to ensure consistency of data collected ▪ Maintenance of information 	Transit operators
3. Prioritize improvements	<ul style="list-style-type: none"> ▪ Prioritize stop improvements based on stop usage and access to nearby destinations 	Transit operators, Counties, and municipalities
4. Design and cost estimates	<ul style="list-style-type: none"> ▪ Work with County and municipal engineering staff to design and develop cost estimates – these estimates are not incorporated in the Cost measure noted above 	Transit operators, Counties, and municipalities
5. Pursue funding opportunities	<ul style="list-style-type: none"> ▪ Grants (e.g., 5310) ▪ Local match requirements 	Transit operators, Counties, and municipalities

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

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

Action Item	Implementation Considerations	Owner and/or Key Partners
1. Identify and customize service metrics to meet local needs and expectations	<ul style="list-style-type: none"> ▪ Use the Rural Transit Fact Book as a resource – reports National Transit Database (NTD) data for agencies receiving 5311 funding <ul style="list-style-type: none"> - 2017 report notes that fixed-route services operating fewer than 1,727 hours/year see an average of 4.42 trips/vehicle hour <ul style="list-style-type: none"> ▪ The Prospector currently operates 1,560 hours/year and observed 0.85 trips/vehicle hour in 2017 ▪ As the Prospector is a deviated fixed-route service, the County may want to consider setting a goal to increase ridership to 3 trips/vehicle hour over the next 2–3 years 	Clear Creek County
2. Monitor Prospector service and consider expansion	<ul style="list-style-type: none"> ▪ Consider expanding service hours to operate more frequently throughout the day ▪ Expanded hours will likely increase ridership over time as the service will be more convenient and flexible for users 	Clear Creek County and SRC

<p>3. Assess opportunity to expand 2018 operations to use full grant budget amount</p>	<ul style="list-style-type: none"> ▪ 2017 grant funding was not fully expended with existing service levels ▪ Consider increasing service hours that keep the budget within the grant allocation amount ▪ Work with CDOT to understand funding changes over time (CDOT's new funding methodology that is likely to increase Clear Creek County's potential grant allocation over the next six years) ▪ Work with SRC to understand operating limitations (staffing and capacity) ▪ Staffing and capital needs (refer to Appendix C) 	<p>Clear Creek County and SRC</p>
<p>4. Pre-implementation planning</p>	<ul style="list-style-type: none"> ▪ Hiring and purchase of capital ▪ Staff or contractor hiring and training ▪ Develop marketing plan 	<p>Clear Creek County and SRC</p>
<p>5. Implement expanded service for remainder of 2018</p>	<ul style="list-style-type: none"> ▪ Implement marketing of service changes 	<p>Clear Creek County and SRC</p>
<p>6. Develop Operating Plan for 2019 service and beyond</p>	<ul style="list-style-type: none"> ▪ Plan for a transition between 2018 and 2019 service (potential for service hour change depending on budget) ▪ Are there cost saving measures that should be considered? <ul style="list-style-type: none"> ▪ The County could consider hiring a private vendor to operate the Prospector service. This may offer some cost savings but would require additional contractor oversight and grant management by County staff. 	<p>Clear Creek County</p>
<p>7. Continue monitoring service and consider potential expansion</p>	<ul style="list-style-type: none"> ▪ Refer to Table 11 for information about Prospector Expansion options linking into the RTD network. 	<p>Clear Creek County</p>


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

Unmet Gap and Need: Fixed-route Services – Bustang is the only connection into RTD’s network		
Strategy 15.1: Expand the Prospector route to connect to RTD’s El Rancho Park-n-Ride Strategy 17.1: Residents have difficulty getting to/from services both locally and regionally	Location: Clear Creek County	
Desired Outcome: Provide improved connections into the RTD network	Timeframe: 3–5 years	Cost: \$

Action Item	Implementation Considerations	Owner and/or Key Partners
1. Coordinate with RTD	<ul style="list-style-type: none"> Initiate conversations with RTD about how and where the Prospector could connect Depending on where the Prospector would stop and turn around, the County may or may not be required to have an IGA with RTD or other property owners Work with RTD on route timing of potential connections to provide for efficient transfers 	Clear Creek County and RTD
2. Develop a service plan for connecting into the RTD network	<ul style="list-style-type: none"> Determine preferred route alignment and drive routes for travel times Review and update cost estimates for providing additional service (estimates are provided in Appendix C; however, they should be re-evaluated at the time that implementation of service is being considered, e.g., updating cost per hour metrics, etc.) Determine fares for service (if it varies from existing fare structure) Determine staffing and capital needs 	Clear Creek County
3. Identify partner agencies	<ul style="list-style-type: none"> Municipalities in the County would likely benefit from improved regional connectivity; the County should pursue opportunities for partnerships with the municipalities served by the route 	Clear Creek County, Georgetown, and Idaho Springs


4. Identify funding	<ul style="list-style-type: none"> ▪ Pursue grant opportunities ▪ Consider local match requirements 	Clear Creek County, Georgetown, and Idaho Springs
5. Pre-implementation planning	<ul style="list-style-type: none"> ▪ Hiring and purchase of capital ▪ Staff or contractor hiring and training ▪ Develop marketing plan ▪ Finalize IGAs, as needed ▪ Stop upgrades, as needed 	Clear Creek County, Georgetown, Idaho Springs, RTD
6. Implementation	<ul style="list-style-type: none"> ▪ Implement marketing of service changes ▪ Implement service 	Clear Creek County

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

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


Action Item	Implementation Considerations	Owner and/or Key Partners
1. Identify a champion	<ul style="list-style-type: none"> Who is the appropriate owner/champion to pursue youth transportation solutions? 	TBD
2. Determine youth transportation needs	<ul style="list-style-type: none"> Continue a discussion around youth transportation needs through the Local Coordinating Council (LCC) (see Table 13) Ensure that the right people are part of the conversation 	School Districts, local parents, youth, recreation district, municipalities, and Counties
3. Develop a plan to accommodate youth transportation needs	<ul style="list-style-type: none"> Origin and destination needs, timing Funding needs (grant opportunities) Partnership opportunities (shared vehicles, funding contributions, etc.) 	School Districts, local parents, youth, recreation district, municipalities, and Counties

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

Unmet Gap and Need: Coordination – There is limited coordination among different providers		
<p>Strategy 21.1: Organize a Local Coordinating Council to help facilitate conversations</p> <p>Strategy 17.1: Residents have difficulty getting to/from services both locally and regionally.</p> <p>Strategy 21.2: Private transportation services may be able share vehicles when not in use</p> <p>Strategy 22.1: Coordinate with the USFS on transit to trailheads and major attractions</p> <p>Strategy 25.2: Expand Travel Training Programs - especially for older adult populations</p>	Location: Clear Creek and Gilpin County	
Desired Outcome: Improve communication and cross service collaboration for different providers in the two Counties	Timeframe: 1–2 years	Cost: 

Action Item	Implementation Considerations	Owner and/or Key Partners
1. Identify a champion	<ul style="list-style-type: none"> A champion is needed to maintain momentum for development of an LCC 	TBD
2. Work with DRMAC on setting up an LCC	<ul style="list-style-type: none"> Use Kate Williams and others at DRMAC to help keep momentum moving and getting people involved Ensure the right people are involved 	Counties, municipalities, service providers, School Districts, recreation district, USFS, CDOT, DRCOG, local users, etc.
3. Implement LCC	<ul style="list-style-type: none"> Maintain momentum for near-term strategies listed in this document and make progress toward mid- and long-term initiatives 	Counties, municipalities, service providers, School Districts, recreation district, USFS, CDOT, DRCOG, local users, etc.
4. Topics for discussion	<ul style="list-style-type: none"> General transportation challenges both locally and regionally Local youth transportation needs Potential for providers to share vehicles Continued coordination with USFS on transit to trailheads and major attractions Travel training programs 	Counties, municipalities, service providers, School Districts, recreation district, USFS, CDOT, DRCOG, local users, etc.

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

Unmet Gap and Need: Funding – There is no dedicated local funding for transit services		
Strategy 23.1: Initiate a discussion around a local commitment to funding of public transit services	Location: Clear Creek and Gilpin County	
Desired Outcome: Understand local support and potential for a dedicated funding source for transit services	Timeframe: 1–4 years	Cost: 

Action Item	Implementation Considerations	Owner and/or Key Partners
1. Identify a champion(s)	<ul style="list-style-type: none"> A champion is needed to initiate conversations with community leaders and decision makers, throughout the two Counties – including City, Town and County Management and elected officials 	TBD
2. Regional outreach	<ul style="list-style-type: none"> The municipalities in each County should be brought to the table Potential for funding agreements between Counties, municipalities, local non-profits, service providers, etc. 	TBD
3. Understand local priorities	<ul style="list-style-type: none"> May require an education process to inform the community about what the existing services are and the populations that utilize them 	TBD
4. Understand viable funding options in the near-term	<ul style="list-style-type: none"> Near-term funding options may be limited Potential for formalization of funding commitment through a local resolution or intergovernmental agreements Assess costs of existing services – are there cost saving opportunities that can reduce costs to the County? <ul style="list-style-type: none"> Consider contracting with a private vendor for provision of services rather than operating services in-house or using the SRC 	TBD
5. Understand the viability of more robust funding options longer-term	<ul style="list-style-type: none"> Is initiating a discussion around a local tax supported by County and municipal leadership? Community support? A summary of funding options is provided in Appendix D 	TBD

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

Unmet Gap and Need: Information – There is no single location for information on available services and people do not know what services are available

Strategy 24.1: Develop a Consolidated Information Handout for all services available

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

Strategy 24.2: Coordinate with DRMAC to have information integrated into the “Getting There Guide” and their Information/Referral Service

Strategy 25.1: Utilize promotion that has proven to work

Location: Clear Creek and Gilpin County

Desired Outcome: Understand local support and potential for a dedicated funding source for transit services

Timeframe: 1-2 years

Cost: 

Action Item	Implementation Considerations	Owner and/or Key Partners
1. Identify a champion	<ul style="list-style-type: none"> ▪ Someone will need to take responsibility for maintaining the information over time ▪ Potential for LCC to lead this effort 	TBD
2. Finalize the content in the Information handout	<ul style="list-style-type: none"> ▪ Potential coordinate Information Handout update with DRMAC’s annual “Getting There Guide” update 	TBD
3. Organize distribution of information	<ul style="list-style-type: none"> ▪ Handout should be available at County and municipal facilities and social service facilities throughout the two Counties ▪ Maintain list of locations and how agencies can request more information ▪ Information should be available online on both county websites; potential for the LCC to have a website that serves as a clearinghouse with all other sites linking to the LCC site to ensure the information is the most up-to-date and is consistent in the long-term 	TBD
4. Publicize information	<ul style="list-style-type: none"> ▪ Utilize methods that have proven to work in the two Counties (e.g., social media, email lists, local newspaper, postings at community facilities, etc.) 	TBD

5. Annual update	<ul style="list-style-type: none">▪ Maintain the information long-term▪ Review Information Handout and online information annually to ensure accuracy and add/delete services	TBD
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Conclusion

Clear Creek County Specific Recommendations

Clear Creek County just completed the first year of service for the Prospector deviated fixed-route. The service operates a limited schedule with two morning trips and two afternoon trips between Georgetown and Idaho Springs. Ridership has increased throughout the first year, but remains low compared to other rural fixed-route services. Expansion of the Prospector is recommended in the near-term and should be done strategically to target additional ridership, such as providing better flexibility with mid-day service. The County should initially pursue utilization of the full grant funding amount, which has the potential to add an additional two service hours/day within the existing grant allocation. Future expansion may include linking to RTD at the El Rancho Park-n-Ride.

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

Gilpin County Specific Recommendations

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

Improved Information and Coordination in both Counties

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

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

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

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

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