

**Town of Castle Rock
Transit Feasibility Study
Town Council Meeting
October 20, 2020**

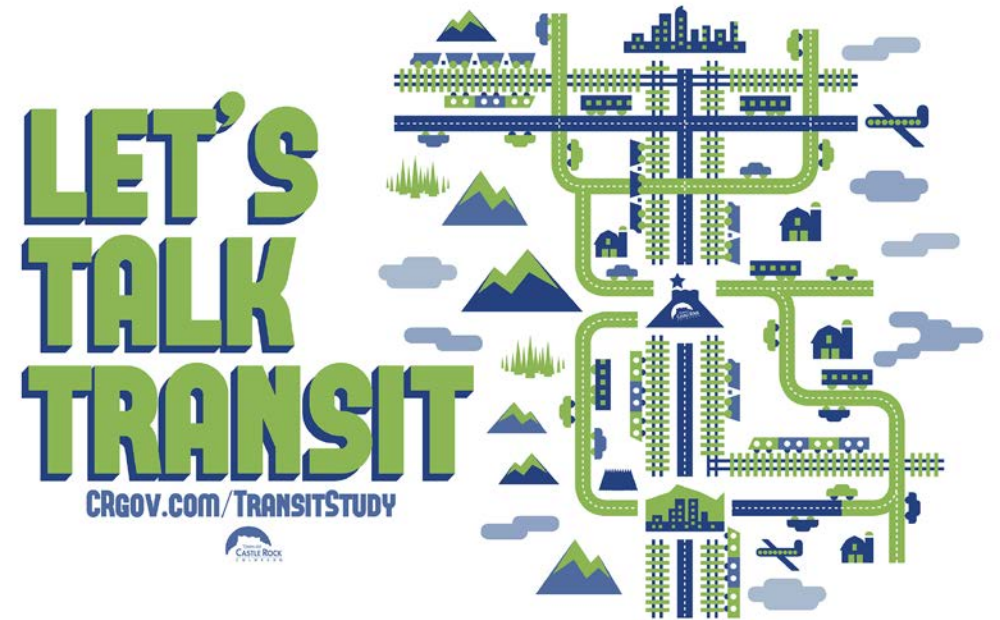


TRANSIT FEASIBILITY STUDY

Tonight's Request:

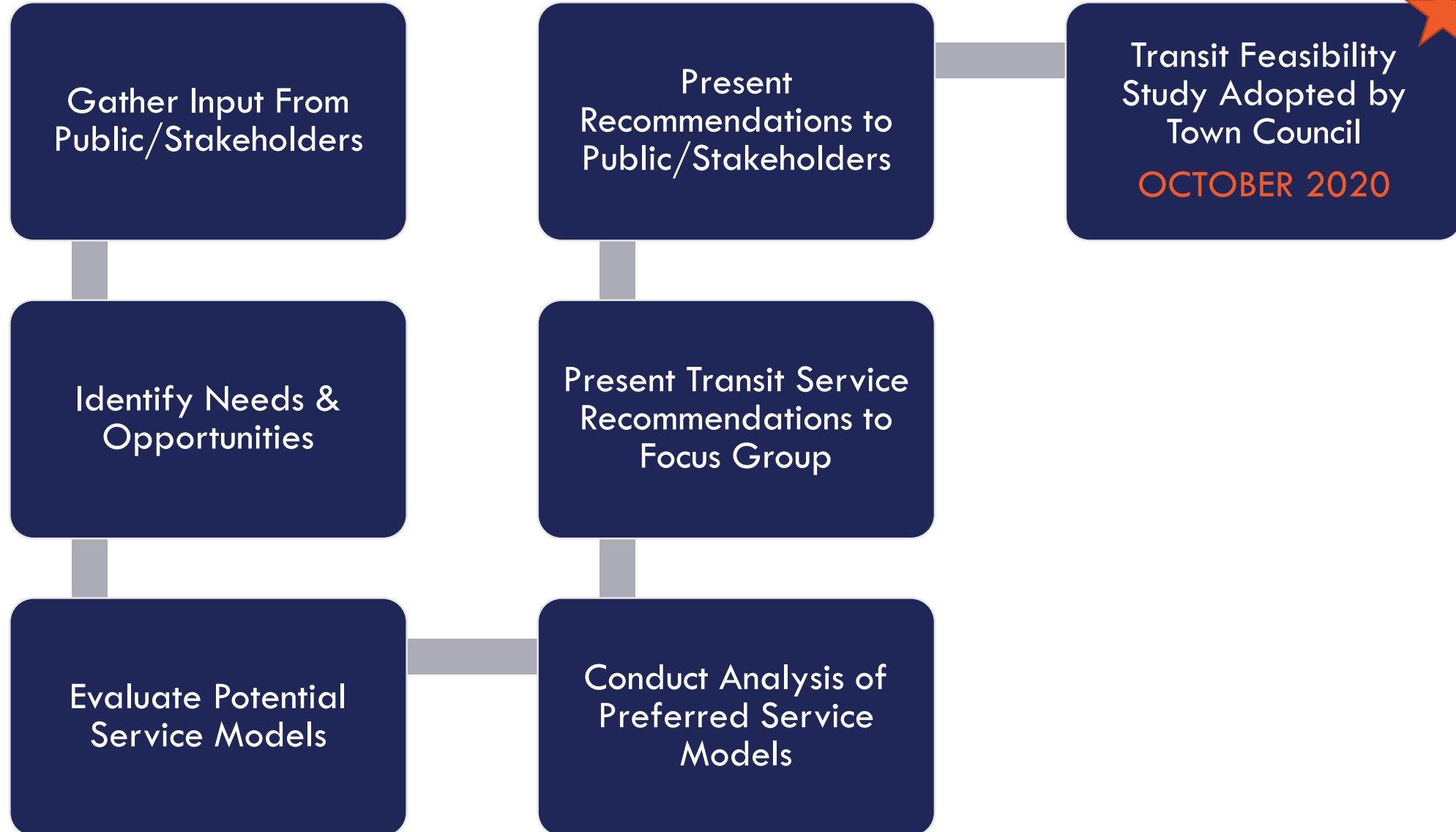
- Approve the Castle Rock Transit Feasibility Study

Note: Approval does not fund transit service

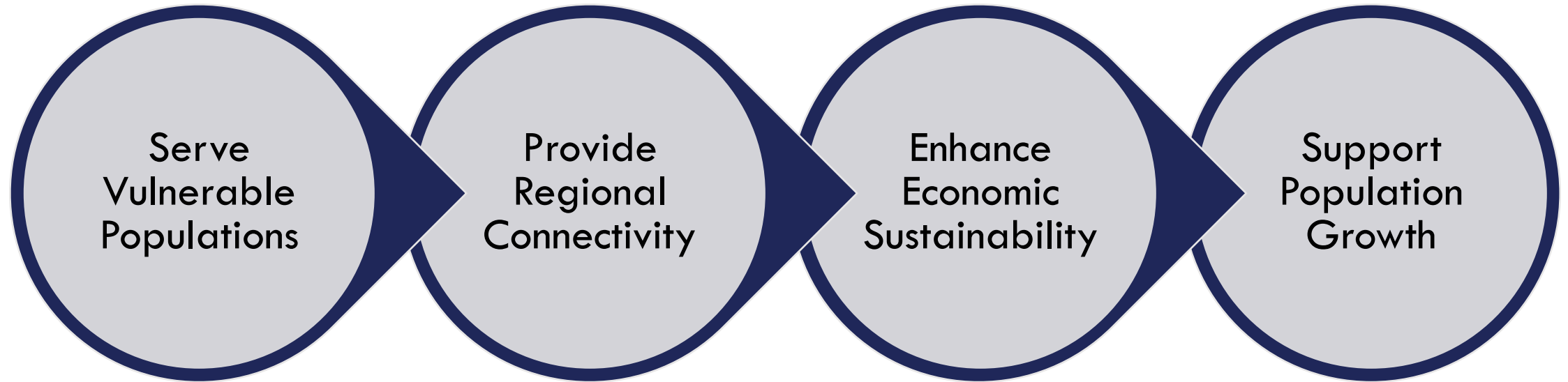


Transit Feasibility Study Process Overview

We are here.



Identified Transit Needs & Opportunities



Conduct Analysis of Preferred Service Models

All Service Models Feasible

1

- **Point-to-Point On-Demand Service**

- Enhanced Taxi Voucher program, ridehail service provider partnerships, partnerships with local specialized service providers

2

- **Local Microtransit Service**

- General public on-demand transportation with flexible routing and scheduling
- Local service in the Town of Castle Rock

3

- **First-Last Mile / Commuter Service**

- Commuter shuttle and/or microtransit service to RidgeGate

Phased Implementation Recommendations

Step 1. Expand Taxi Voucher Program Service Hours & Allow All Trip Types (\$35,000-\$50,000/year)

7 AM – 10 PM
Monday-Friday

Continue advance booking requirements

Maintain current fare structure
(\$2 base fare, Town pays up to \$8)

Step 2. Convert Taxi Voucher Program to On-Demand Service & Extend Eligibility (\$150,000-\$250,000/year)

7 AM – 10 PM
Monday-Friday

Same eligibility as step 1, add
seniors

On-demand booking

Maintain current fare structure
(\$2 base fare, Town pays up to \$8)

Step 3. Transition to General Public On-Demand Service (Microtransit or Ridehailing) (\$300,000-\$600,000 annually)

7 AM – 10 PM
Monday-Friday

On-Demand Service Covers 1 Zone
Taxi Voucher Program continues to serve outside of zone

Fare structure: \$2 per one-way trip

Step 4. Implement Hybrid Commuter Service and Expand On-Demand Service (Microtransit or Ridehailing) (\$1.4 - \$2.4M annually)

8 commuter service roundtrips per day

On-Demand Service Covers Town Limits;
Taxi Voucher Program Discontinued

Fare Structure: \$2 per one-way microtransit trip;
\$2-3 per one-way commuter trip

Step 5. Transit System Established; Assess & Monitor Service for Growth/Expansion

Implementation:

- No timeframe for implementation

Study's Shelf Life:

- Revisited, as necessary



THANK
YOU!

QUESTIONS or COMMENTS?



TRANSIT FEASIBILITY STUDY

Proposed Motion:

- *“I move that Town Council Approve the Resolution as introduced by title.”*

Preferred Point-to-Point On-Demand Delivery Model

Contract with a Ride Hailing Provider

(e.g., Lyft or Uber)

- Online booking platform
- Higher ridership
- Lower cost per rider
- More flexibility in service
- Established service model (nationally recognized)
- Built-in marketing capabilities

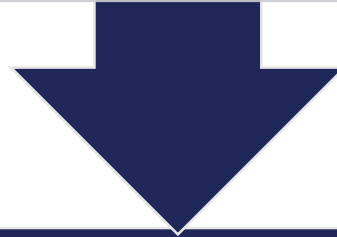
Phased Expansion of Taxi Voucher Program to Ridehail Platform

Phase 1: Allow all trip purposes, extend service hours

7 AM – 10 PM, Monday-Friday

Same eligibility and advanced booking requirements as current taxi voucher program

Cost estimate: \$35k-\$50k/year
(includes current allocation of \$25k to taxi voucher program)



Phase 2: Convert to on-demand platform model

Same eligibility requirements as Phase 1 and add seniors

Allow on-demand booking (average wait 15 minutes)

Could contract with ride hailing provider

Cost estimate: \$150,000 - \$250,000

What is Microtransit?

Form of demand response transit

Match trip requests through smartphone in real-time to dynamic/flexible routes

Operates in a defined service area

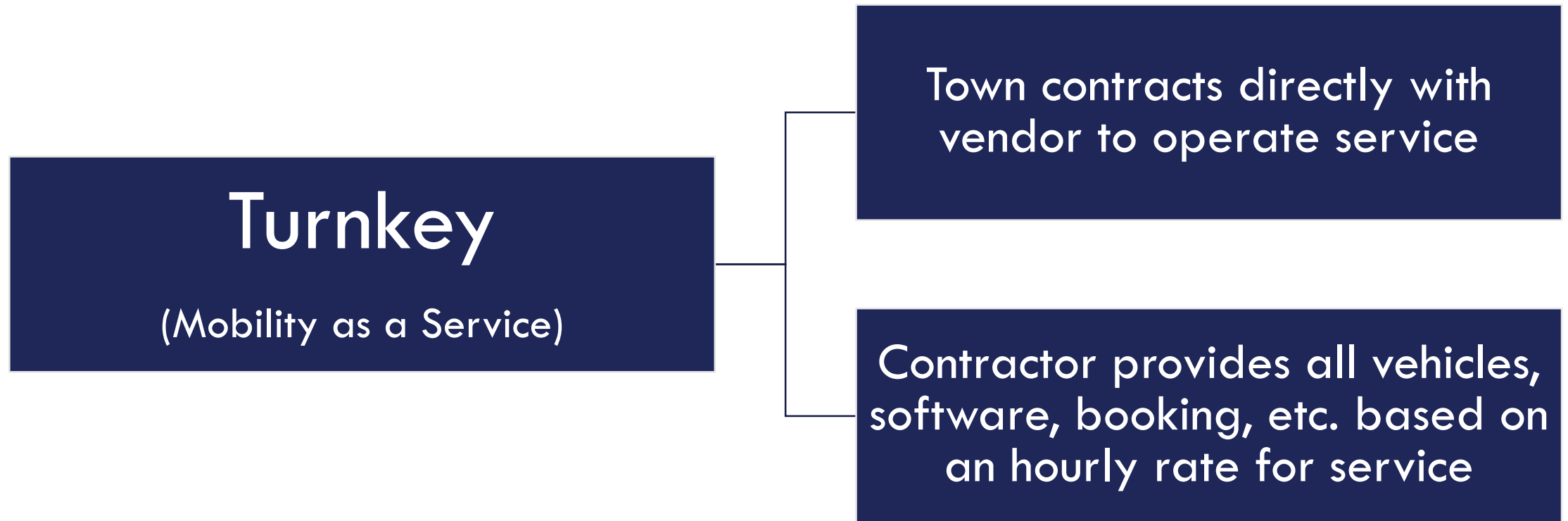
Similar to using ride-hailing services such as Uber or Lyft

Pick up and drop off within 1-2 blocks or less of origin/destination

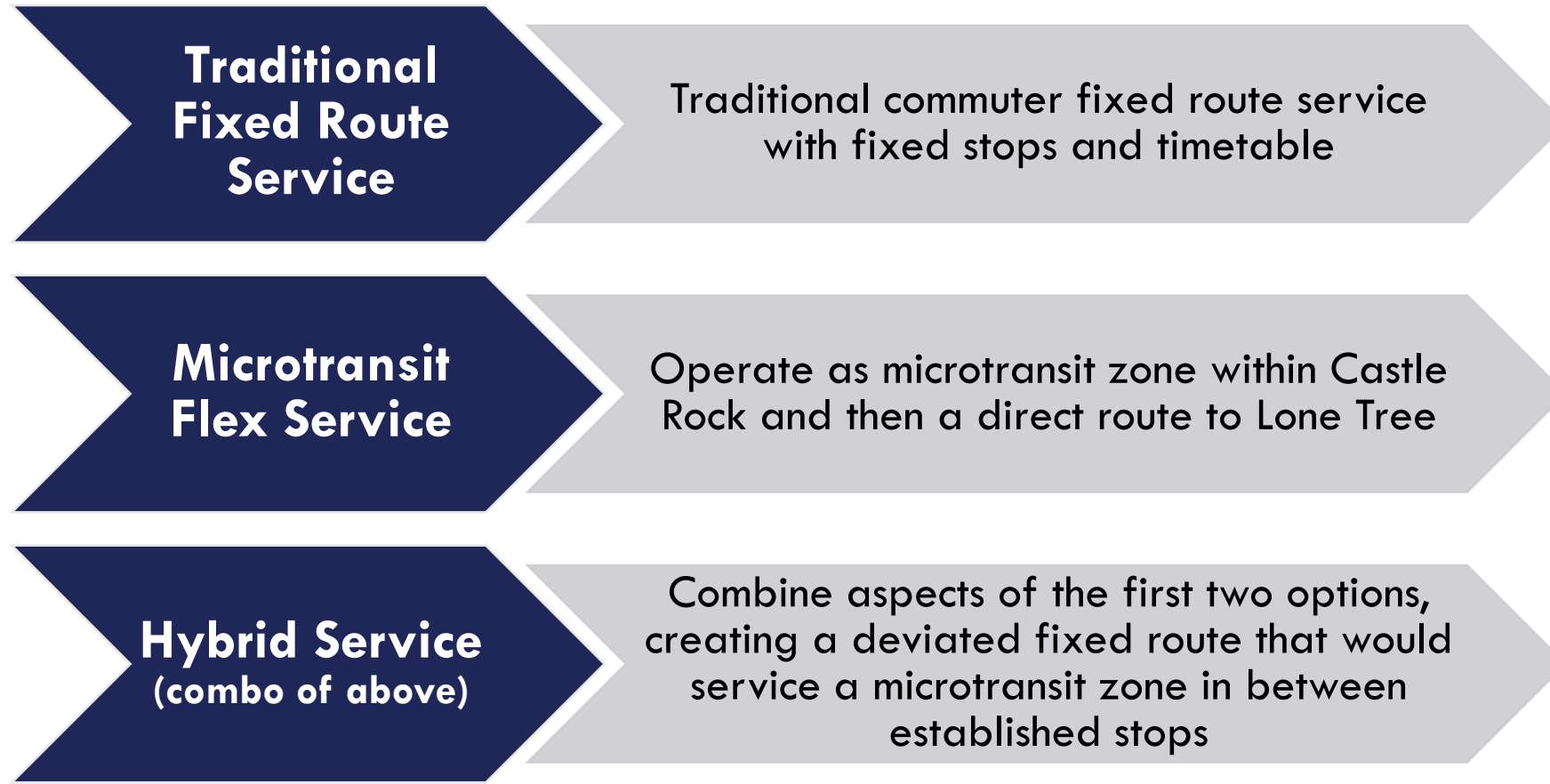
Operates with smaller vehicles, such as cars, vans, or shuttle buses



Preferred Microtransit Service Model



First/Last Mile – Regional Commuter Models Assessed



Recommended Regional Service Model

Hybrid Service Model

- Combines fixed-route with microtransit service zone
- Minimum of eight round trips/day
- Small transit vehicle (18-24 passengers)
- Annual cost of \$200k-\$300k annually



*Note: for illustrative purposes only.
Additional operational planning needed
to define final stop locations.*

Transit Funding Considerations

Currently no funding source identified to support transit service expansion in Castle Rock

Potential funding sources

- \$25K allocated to the existing Taxi Voucher program annually
- \$60K allocated to the Senior Center annually

- Farebox revenue/advertising
- Federal grants (formula/discretionary funding)
- State funding (largely focused on capital projects)
- Local Funding
 - Sales tax
 - Property tax
 - Transportation utility fees
 - Payroll tax
 - Community partnerships
- New transit district with taxing authority