El Paso County
TRANSIT STUDY PHASE TWO

September 2020

Planning & Development Department
Transportation Planning & Engineering Division

Greetings, Residents of El Paso County!

Since 2017, El Paso County has worked to improve our transit system for our riders. This document presents information on proposed bus service improvements that are the result of data collection, detailed technical analyses and, most importantly, your input and feedback. We feel these service options increase accessibility and connectivity in a way that makes using the county's transit system more convenient, while effectively using county funds and other county resources. We want to ensure we provide the best service for our riders!

Here are some of the improvements and changes you may notice in the near future:

- County bus routes will generally serve the same corridors that they currently do. If you currently have access to county bus services, you will continue to have access.
- The bus service you will have access to might look and work a bit differently. Some buses will be allowed to go up to 3/4 mile off the route to get closer to your trip origin or destination. Some buses will connect you from your origin to your destination directly, or will connect you to a coordinated transfer point. Some bus services will be tailored for commuters during the rush hours, with faster travel times and fewer stops. You might have the option to call us in advance to request a trip. This is still in the process of being developed—we will share more information on this change of service in the future.
- All bus routes will have bus stops, and many of these stops will have shelters and/or seating. At key stops, you will find new transfer locations. You must be at a designated bus stop to board the bus. Hailing the bus in between stops will no longer be allowed.
- Buses are anticipated to run every hour during peak periods and every hour, or hour-and-a-half, during off-peak periods depending on the route and proposed service. This is to ensure residents are comfortable arriving to and from their destinations during our busiest times.
- Neighborhoods in rural areas without service are scheduled to receive a bus service option. Again, further details will be shared once the County is ready to launch this service option.

These changes are not finalized and we are requesting your feedback! You can let us know what you think a number of ways after you review this booklet:

- Provide comments on last page of booklet and deposit form into labeled drop boxes at transfer centers.
- Visit www.epcountytransitplan.org to learn more about the changes and submit comments.
- Give us a call at 915.532.3759 to leave your comments
- Send an email to epcountytransitplan@tti.tamu.edu and let us know what you think.

We welcome your feedback as we work to provide a county transit system that meets the needs of everyone in the county.

Sincerely,

Jose M. Landeros, Director
Planning & Development Department

TRANSIT STUDY PHASE TWO

Background

El Paso County has been working hard to improve and expand transit service throughout the county. Using input gathered from the public and stakeholders over the last two years, the County has developed guidelines and priorities for implementing bus service, bus stops and bus shelters. This booklet has been created to illustrate the proposed new services and facilities. The booklet describes types of transit service and transit service terms, and then illustrates proposed changes/additions to routes and services.

The County is, again, seeking your input. There are several ways to provide input about anything related to the El Paso County Transit Service. You may comment on the last page of this booklet and leave it in any of the comment boxes located at the Transit Centers and at El Paso County facilities. You can also email your comments to the study team at **EPCountyTransitPlan@tti.tamu.edu** or call and leave a message at 915-532-3759. Finally, we encourage you to visit the website, **www.epcountytransitplan.org**, to learn more about the proposed route changes. The website includes an interactive map that allows you to zoom in on an area of interest. There are short explanations of how the proposed service may operate. You are encouraged to leave comments and questions on the website. The website will be updated regularly with frequently asked questions. The official comment period closes at the end of September.

Service Planning Guidelines

These guidelines reflect the El Paso County goals for transit service. They are based on public input received during the study phases of this project. They provide the framework for all transit service planning, but full implementation depends on costs, available resources and operation needs.

Guidelines for County Transit Service in General

- County transit service should be available to all residents of rural El Paso County. County transit service can take the form of **flexible bus routes** or **Dial-a-Ride** service.
- New or modified County transit services should serve existing riders to the extent possible.
- County transit service should run at least 14 hours per day on weekdays and at least 12 hours per day on weekends.
- County transit service should not compete for riders with Sun Metro bus service.

Guidelines for County Bus Routes

- Bus routes should connect residents of rural El Paso County to Sun Metro bus service and serve key destinations in the county, such as medical centers and shopping centers.
- Buses should run no more than 60 minutes apart during peak times and no more than 120 minutes apart at other times.
- Bus routes should run in areas with higher population density and/or higher job density.
- Bus routes should keep to main roads as much as possible, but buses can go up to ¾ mile into neighborhoods when requested by riders.
- Bus routes should be as simple as possible. They should be direct and follow the same roads in both directions. Bus schedules should be easy to remember.
- Where possible, bus routes that intersect each other or meet Sun Metro routes should be timed so that transfers are convenient.

Guidelines for County Bus Stops

- County bus stops should be ½ mile apart on average. Buses can stop at other locations when requested by riders, where it is safe to stop, where it is not too close to a bus stop, and within ¾ mile of the bus route.
- County bus stops should have a sign indicating that they are County bus stops. Some stops will also have seating or a shelter, depending on factors such as the number of people who use the stop and whether or not the stop is a transfer point.
- All bus stops should be accessible to riders in wheelchairs.
- Bus stops should be located in areas that are highly visible, well lit at night, near safe roadway crossings, and not prone to flooding.

Guidelines for County Dial-a-Ride Service

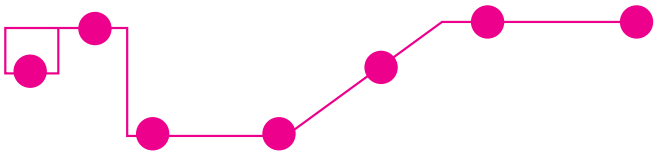
- Dial-a-Ride service should connect residents of rural El Paso County to key destinations in the county and Sun Metro transfer centers.

The overarching goal of the El Paso County transit system is to provide a new system that serves all residents of El Paso County in the most efficient and cost-effective manner.

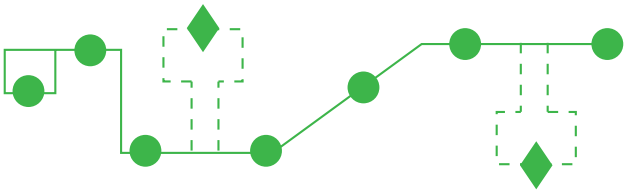
El Paso County
TRANSIT STUDY SCENARIOS

Description of Service Types

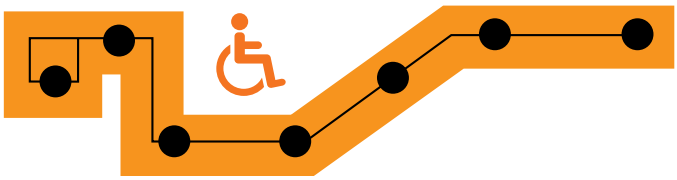
Current Service: a bus that operates along established routes with set schedules, and passengers can get on and off the bus by flagging the bus driver.



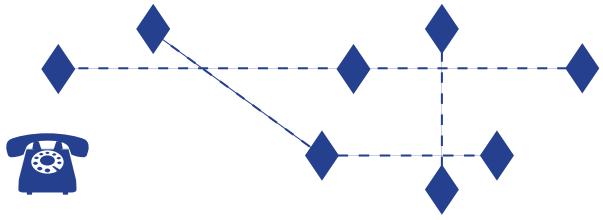
Fixed-Route Local Bus: a bus that operates along an established route with a set schedule, and passengers get on and off the bus only at marked stops. Americans with Disabilities (ADA) Paratransit service is provided to areas within ¾ mile of the route.



Flexible-Route Local Bus: a bus that operates along an established route with a set schedule, and passengers get on and off the bus at marked stops. If requested in advance, the bus may flex, or leave the established route to places within ¾ mile of the route.



ADA Paratransit: a small bus that provides service to individuals with disabilities, according to ADA, who call ahead and schedule a pickup. ADA paratransit service is provided to areas within ¾ mile of any local fixed route.



Dial-a-Ride: a small bus that provides service to passengers who call ahead and schedule a pickup. Dial-a-Ride service does not follow an established route but provides rides within a community or zone. Passengers who want to travel between zones transfer at existing transfer centers.

Transit Service Terms

Hours of service

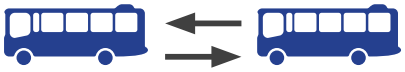
How long a transit service or route operates on a particular day. For example, a bus route's hours of service on weekdays (Monday through Friday) may be from 6:00 a.m. to 8:00 p.m.

Peak

The times of day when more people travel and sometimes more transit service is provided. In the proposed transit service scenarios, peak time periods are 6:00 a.m. to 9:00 a.m. and 3:00 p.m. to 7:00 p.m.

Off-peak

The times of day when travel is lower than peak and sometimes less transit service is provided. In the proposed transit service scenarios, off-peak time periods are all the hours of service that are not in the peak time periods.



Frequency

How often a bus arrives on a route; for example, a bus may come once per hour. Increases in frequency mean that buses will come more often, and passengers will wait less time for a bus to arrive. Decreases in frequency mean that buses will come less often, and passengers will have to wait longer for a bus to arrive.

Current Service

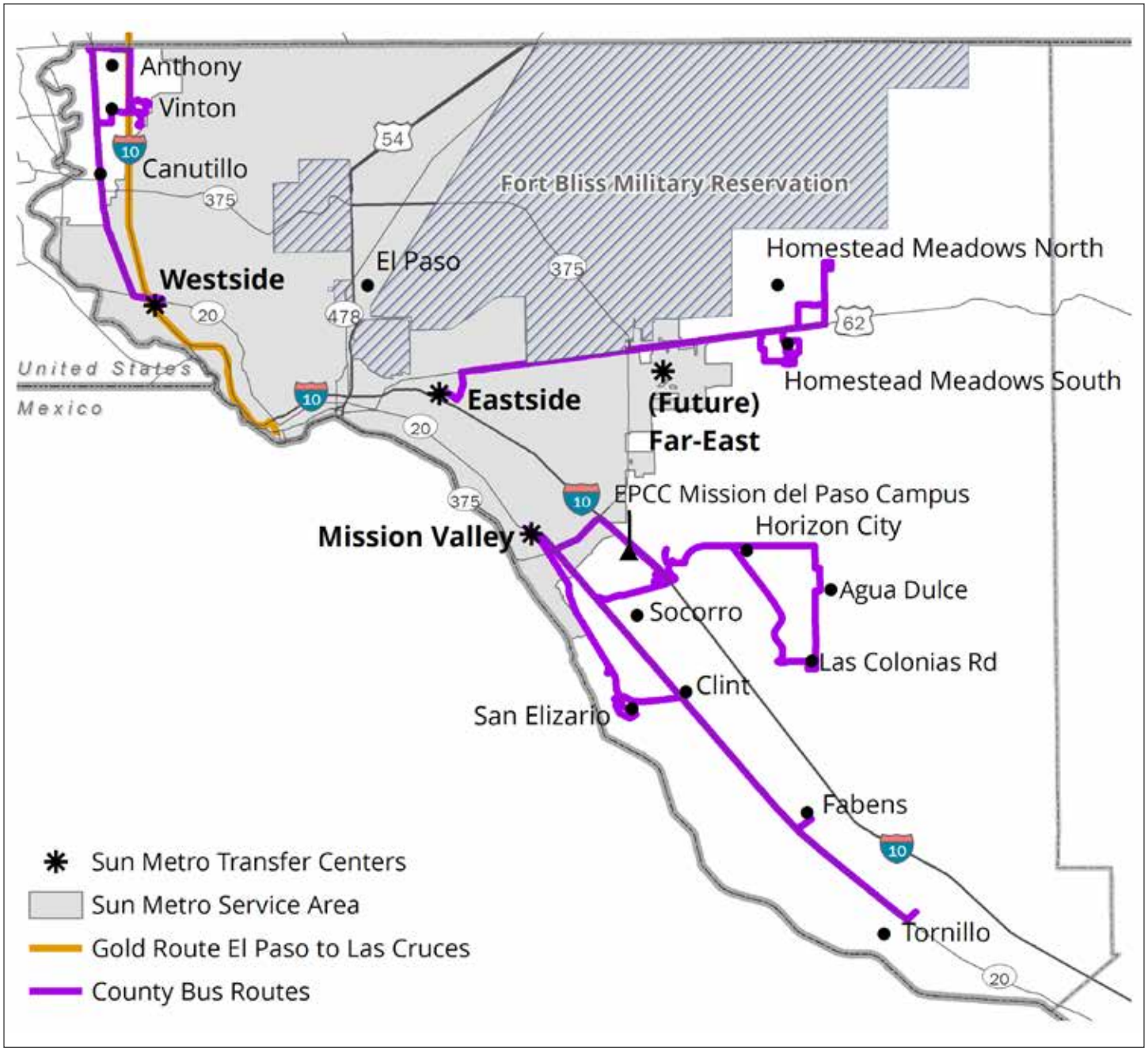
El Paso County currently provides service on six county bus routes, the Gold Route intercity bus between Las Cruces, NM, and El Paso, TX, and the Vamonos Vanpool program. The six county bus routes operate along established routes with set schedules, and passengers can get on and off the bus by flagging the bus driver. The county bus routes link communities throughout El Paso County, and all routes connect to a Sun Metro transfer center.

The six county bus routes are:

- **Route 10:** Anthony/Canutillo
- **Route 20:** Montana Vista
- **Route 30:** Horizon
- **Route 40:** Fabens/Tornillo
- **Route 50:** Mission Trail Express
- **Route 84:** El Paso Community College Mission del Paso.

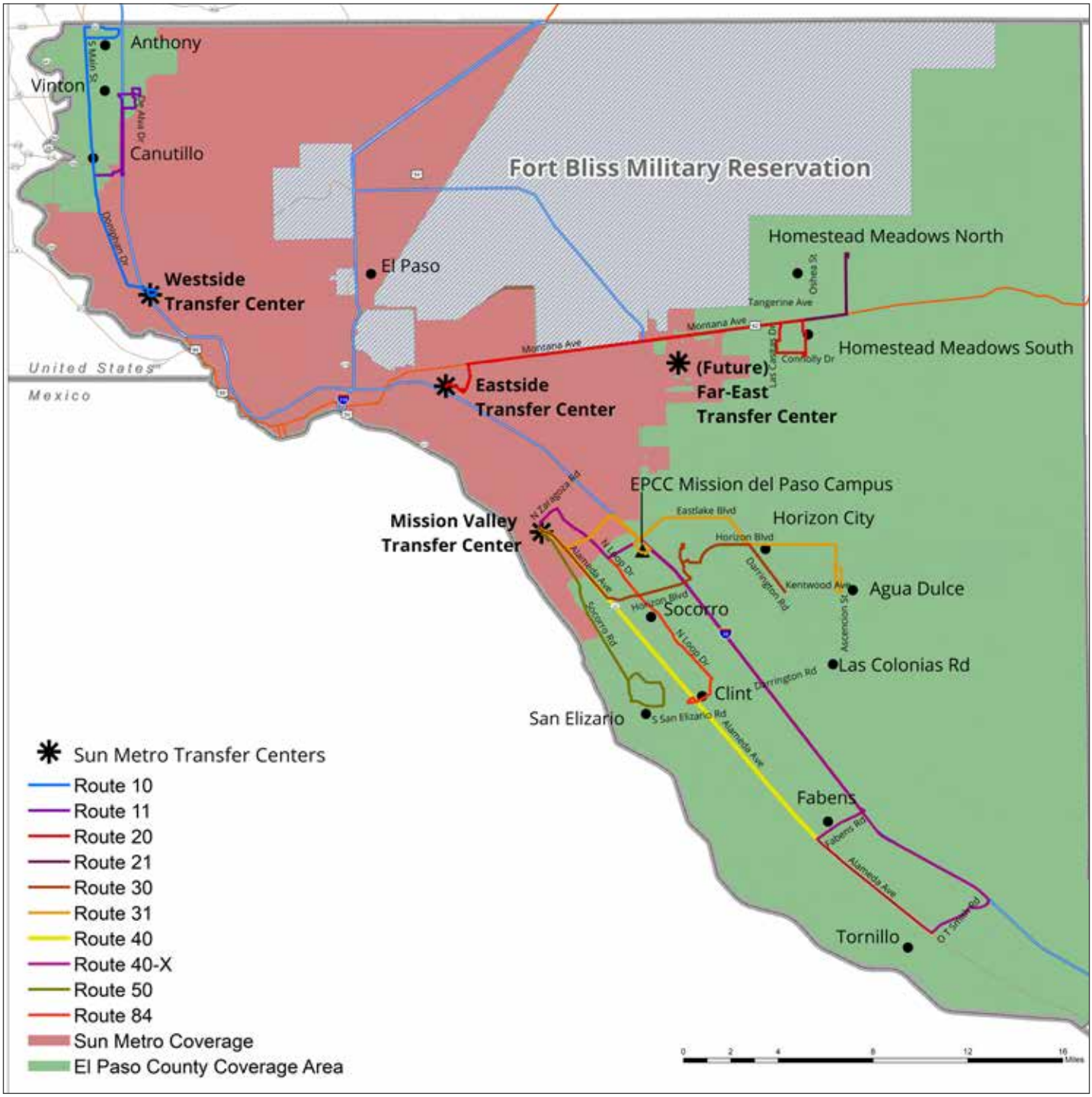
4.4	$9.13	59%	53%
Passengers Per Hour	Operating Cost per Passenger	Urban Population with Transit Access	Rural Population with Transit Access

Annual Passengers: 371,400
Annual Operating Cost: $4,220,000
Annual Capital Cost: $200,000



Proposed Service and Enhanced Proposed Service

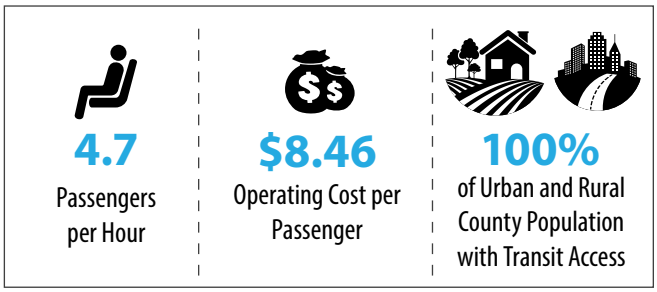
Flexible-route local bus service is provided to all currently served areas. Some routes have increased frequency and hours of service. All routes are designed to serve passengers traveling in either direction along the route and are scheduled to improve transfers between routes. **Dial-a-Ride serves all areas of the county outside the flexible-route service area.** The Gold Route and Vamanos Vanpool program continue unchanged. The proposed service can be enhanced with greater frequency or additional operating hours subject to funding availability.



Difference between Current and Proposed Service

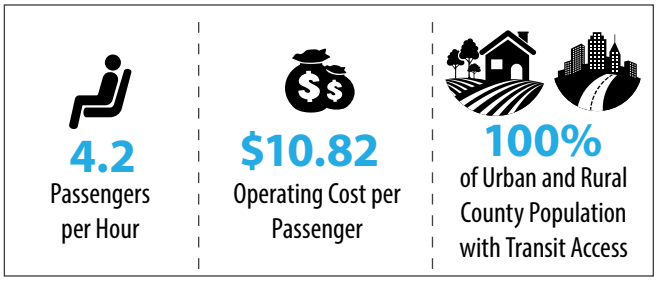
- **Dial-a-Ride** would serve rural areas outside the flexible-route area all day.
- **Route 10** would be split into **Route 10 serving Anthony** and **Route 11 serving Westway**. Both routes would run on Doniphan Drive between Westside Transfer Center and Canutillo. Route 10 would continue to Anthony on Doniphan Drive, while Route 11 would continue to Westway on Talbot Drive and Interstate 10. Route 10 buses would run every 60-75 minutes, and Route 11 buses would run every 60-75 minutes. Route 11 would also connect the Westside Transfer Center with the El Paso Shoppes (outlet mall). Off-peak service would cover a flexible area of ¾ of a mile.
- **Route 20** would be split into **Route 20 serving Homestead Meadows South** and **Route 21 serving Homestead Meadows North.** Both routes would operate every 60-75 minutes and only during peak periods. Dial-a-Ride service would be available on demand during off-peak periods.
- **Route 30** would have several changes along most of the route (see the map on page 14 for details). Frequency would increase to one bus per hour. **Route 31** would be a new route that provides **service on Eastlake Boulevard**. It would connect Agua Dulce and Horizon City to Mission Valley Transfer Center. During off-peak periods, Dial-a-Ride service would be available on demand. Buses would run every 90 minutes during peak periods and every hour during off-peak periods. Route 30 and Route 31 would share stops at Darrington Road and Horizon Boulevard.
- **Route 40** would not turn from Alameda Road onto Fabens Road; however, all current destinations that were served on Fabens Road would be served with flexible-route service. Frequency on Route 40 would increase from one bus every 1 hour and 40 minutes to one bus every 1 hour and 30 minutes. Route 40 would be supplemented by **Route 40X**, which would be a **new express route** that operates on **Interstate 10 during peak periods** only. It would connect Mission Valley Transfer Center to Tornillo, and buses would run every 75 minutes.
- **Route 50** would not enter the Socorro Entertainment Center or Licon Dairy; however, these locations would be served with flexible-route service. Route 50 would **run hourly all day.** All existing stops would be served either by direct service or Dial-a-Ride service.
- **Route 84** would be moved to **North Loop Road** and run hourly all day. Route 50 and Route 84 currently run primarily on the same roads, and moving Route 84 would increase transit access to more county residents.

Proposed Service



Annual Passengers: 478,900
Annual Operating Cost: $4,052,000

Proposed Service — Enhanced



Annual Passengers: 558,500
Annual Operating Cost: $6,043,500

Difference between Proposed and Enhanced Service

- The **Enhanced service** would include all the characteristics of the **Proposed service** but with **greater bus frequency**. Buses would run no more than 60 minutes apart on all routes. Passengers on affected routes will significantly reduce their waiting time and overall travel time not only during peak hours but also during off-peak hours. The Enhanced option would provide Sunday service to all routes during peak and off-peak hours.

Overview of Weekday Route Schedules

Existing service hours | Proposed service hours | Proposed service hours—enhanced | Additional bus route

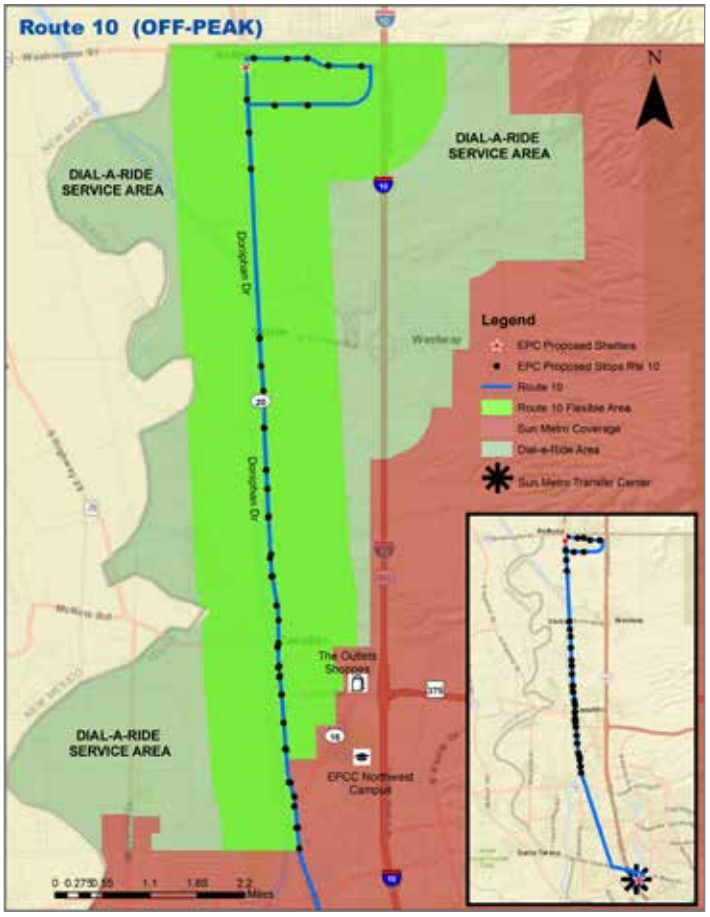
ROUTE		Every:	Peak	Off-peak
10	MON-FRI 5:30 AM, 5:42 AM, 7:21 PM, 7:30 PM	Current	50 min	70 min
		Proposed	60 min	75 min
		Proposed Enhanced	60 min	45 min
11	MON-FRI 5:45 AM, 7:45 PM	Proposed	60 min	75 min
		Proposed Enhanced	60 min	45 min
20	MON-FRI 5:15 AM, 5:43 AM, 7:45 AM, 3:15 PM, 8:06 PM, 8:15 PM	Current	50 min	50 min
		Proposed	60 min	---
		Proposed Enhanced	60 min	150 min
21	MON-FRI 5:30 AM, 7:30 AM, 3:00 PM, 7 PM	Proposed	75 min	---
		Proposed Enhanced	45 min	150 min
30	MON-FRI 5 AM, 6:18 AM, 7 PM, 8 PM	Current	132 min	132 min
		Proposed	90 min	60 min
		Proposed Enhanced	60 min	60 min
31	MON-FRI 5:30 AM, 8 PM	Proposed	90 min	60 min
		Proposed Enhanced	60 min	60 min
40	MON-FRI 5:30 AM, 6:43 AM, 6:16 PM, 7 PM	Current	85 min	90 min
		Proposed	90 min	90 min
		Proposed Enhanced	60 min	60 min
40X	MON-FRI 5:30 AM, 8 AM, 3:30 PM, 7:15 PM	Proposed	75 min	---
		Proposed Enhanced	45 min	---
50	MON-FRI 5:30 AM, 8 AM, 5:55 PM, 7:30 PM	Current	60 min	60 min
		Proposed	60 min	60 min
		Proposed Enhanced	60 min	60 min
84	MON-FRI 5:30 AM, 5:48 AM, 7:17 PM, 7:30 PM	Current	90 min	90 min
		Proposed	60 min	60 min
		Proposed Enhanced	60 min	60 min

Overview of Weekend Route Schedules

Existing service hours | Proposed service hours | Proposed service hours—enhanced | Additional bus route

ROUTE		Every:	Peak	Off-peak
10	SAT: 5:42 AM, 7:30 AM, 4:15 PM, 7:21 PM SUN: 7:30 AM, 4:15 PM	Current	50 min	70 min
		Proposed	60 min	75 min
		Proposed Enhanced	60 min	75 min
11	SAT: 7:45 AM, 4:30 PM SUN: 7:45 AM, 4:30 PM	Proposed	60 min	75 min
		Proposed Enhanced	60 min	75min
20	SAT: 5:43 AM, 7:45 AM, 3:15 PM, 8:06 PM SUN: 7:45 AM, 3:15 PM	Current	50 min	50 min
		Proposed	60 min	---
		Proposed Enhanced	60 min	150 min
21	SAT: 7:45 AM, 3:15 PM SUN: 7:45 AM, 3:15 PM	Proposed	45 min	---
		Proposed Enhanced	60 min	150 min
30	SAT: 6:18 AM, 8 AM, 4 PM, 8 PM SUN: 8 AM, 4 PM	Current	132 min	132 min
		Proposed	90 min	60 min
		Proposed Enhanced	60 min	75 min
31	SAT: 8 AM, 4 PM SUN: 8 AM, 4 PM	Proposed	90 min	60 min
		Proposed Enhanced	60 min	75 min
40	SAT: 5:30 AM, 6:43 AM, 6:16 PM, 7 PM SUN: 5:30 AM, 7 PM	Current	85 min	90 min
		Proposed	90 min	90 min
		Proposed Enhanced	60 min	90 min
40X	NO WEEKEND SERVICE			
50	SAT-SUN: 5:30 AM, 10 AM, 5:55 PM, 7:30 PM	Current	60 min	60 min
		Proposed	60 min	60 min
		Proposed Enhanced	60 min	60 min
84	SAT: 5:30 AM, 7:18 AM, 7:17 PM, 7:30 PM SUN: 5:30 AM, 7:30 PM	Current	90 min	90 min
		Proposed	60 min	60 min
		Proposed Enhanced	60 min	60 min

Route 10: Anthony/Canutillo

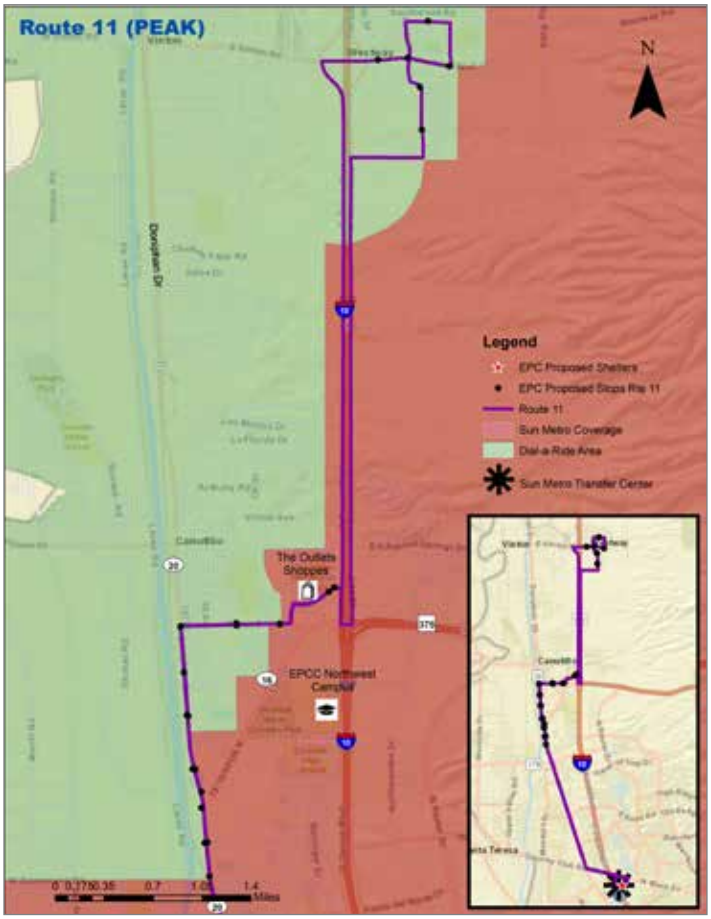


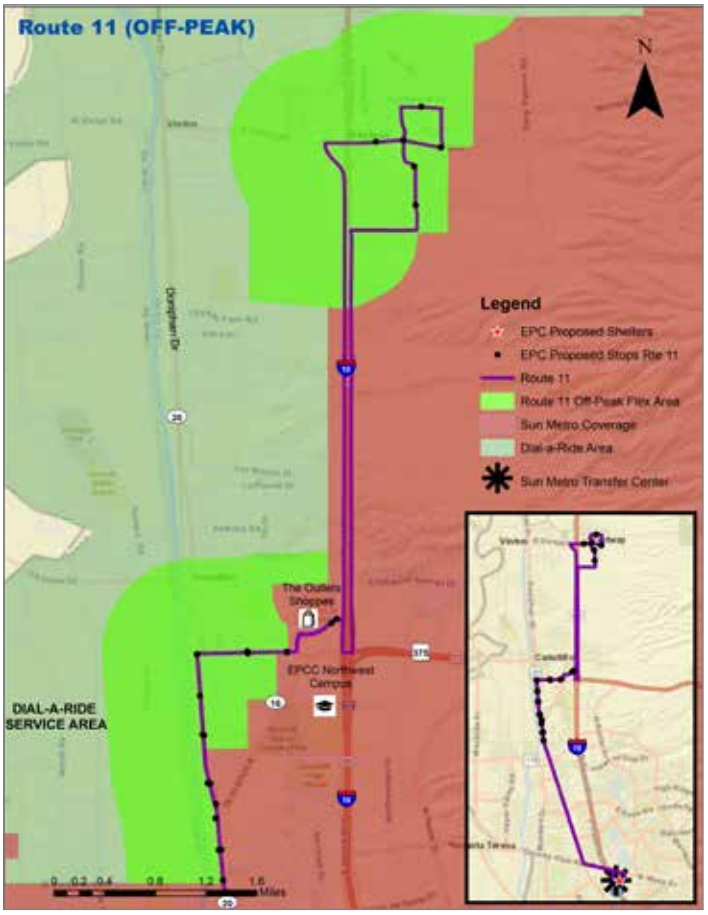
Existing service hours	Proposed service hours	Proposed service hours—enhanced	Additional bus route

Weekday Route Schedules

ROUTE			Every:	Peak	Off-peak
10	MON-FRI	5:30 AM, 5:42 AM, 7:21 PM, 7:30 PM	Current	50 min	70 min
			Proposed	60 min	75 min
			Proposed Enhanced	60 min	45 min
11	MON-FRI	5:45 AM, 7:45 PM	Proposed	60 min	75 min
			Proposed Enhanced	60 min	45 min

Route 11: Anthony/Westway

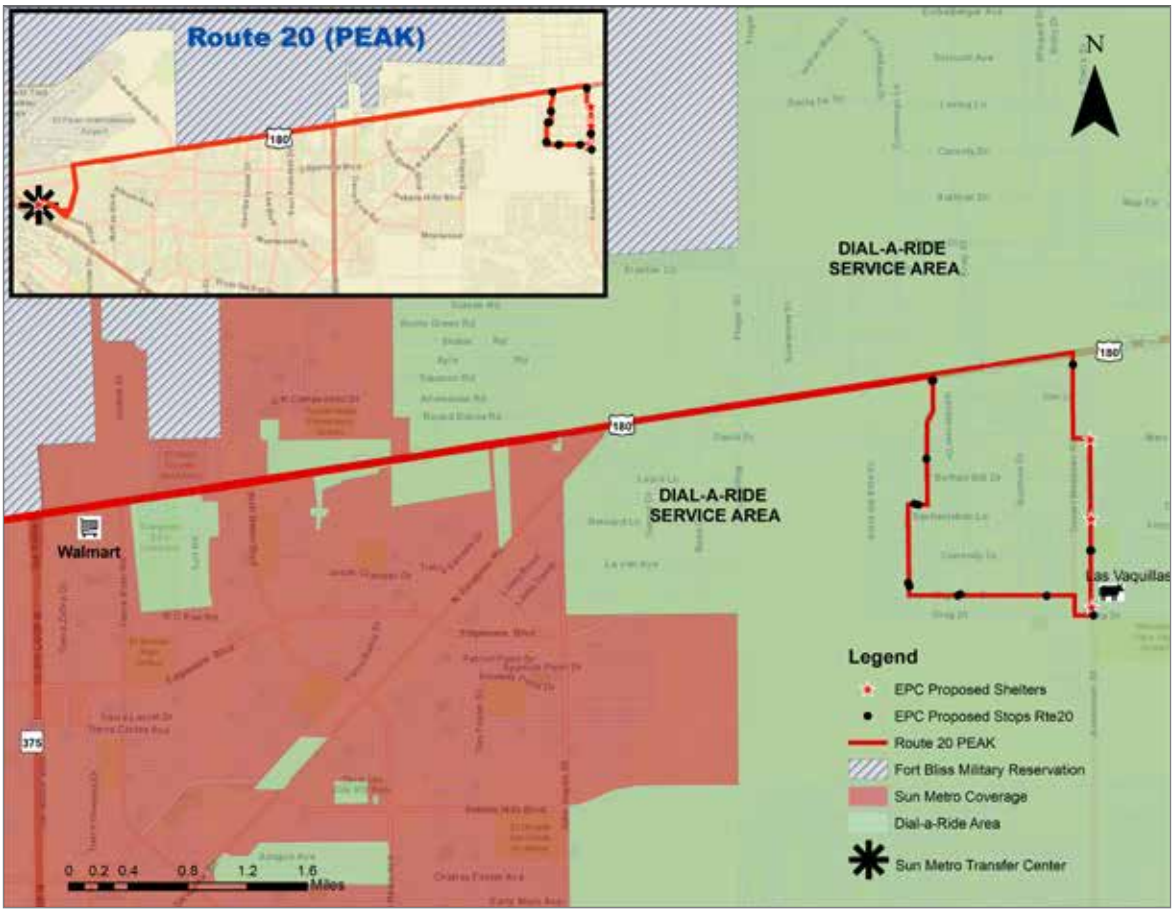




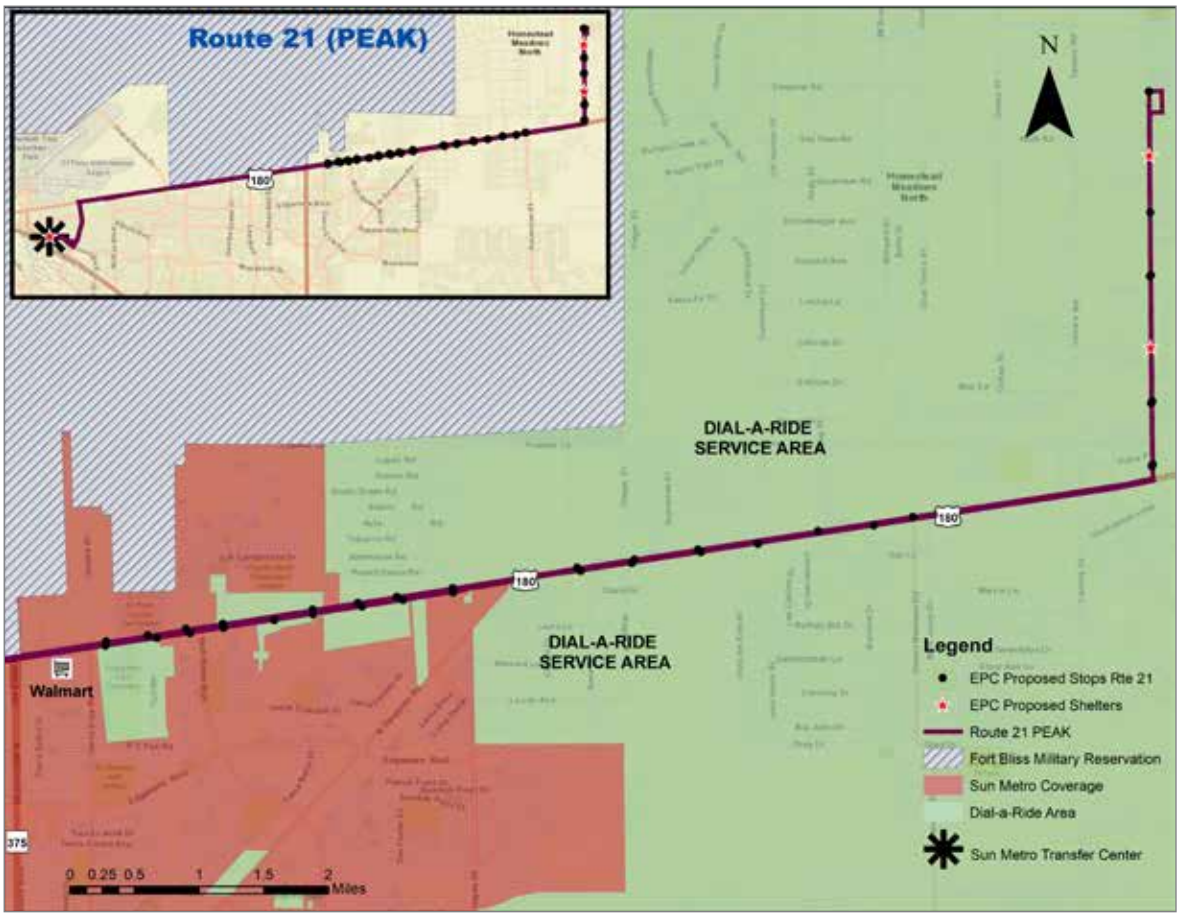
Weekend Route Schedules

ROUTE			Every:	Peak	Off-peak
10	SAT	5:42 AM, 7:30 AM, 4:15 PM, 7:21 PM	Current	50 min	70 min
			Proposed	60 min	75 min
	SUN	7:30 AM, 4:15 PM	Proposed Enhanced	60 min	75 min
11	SAT	7:45 AM, 4:30 PM	Proposed	60 min	75 min
	SUN	7:45 AM, 4:30 PM	Proposed Enhanced	60 min	75min

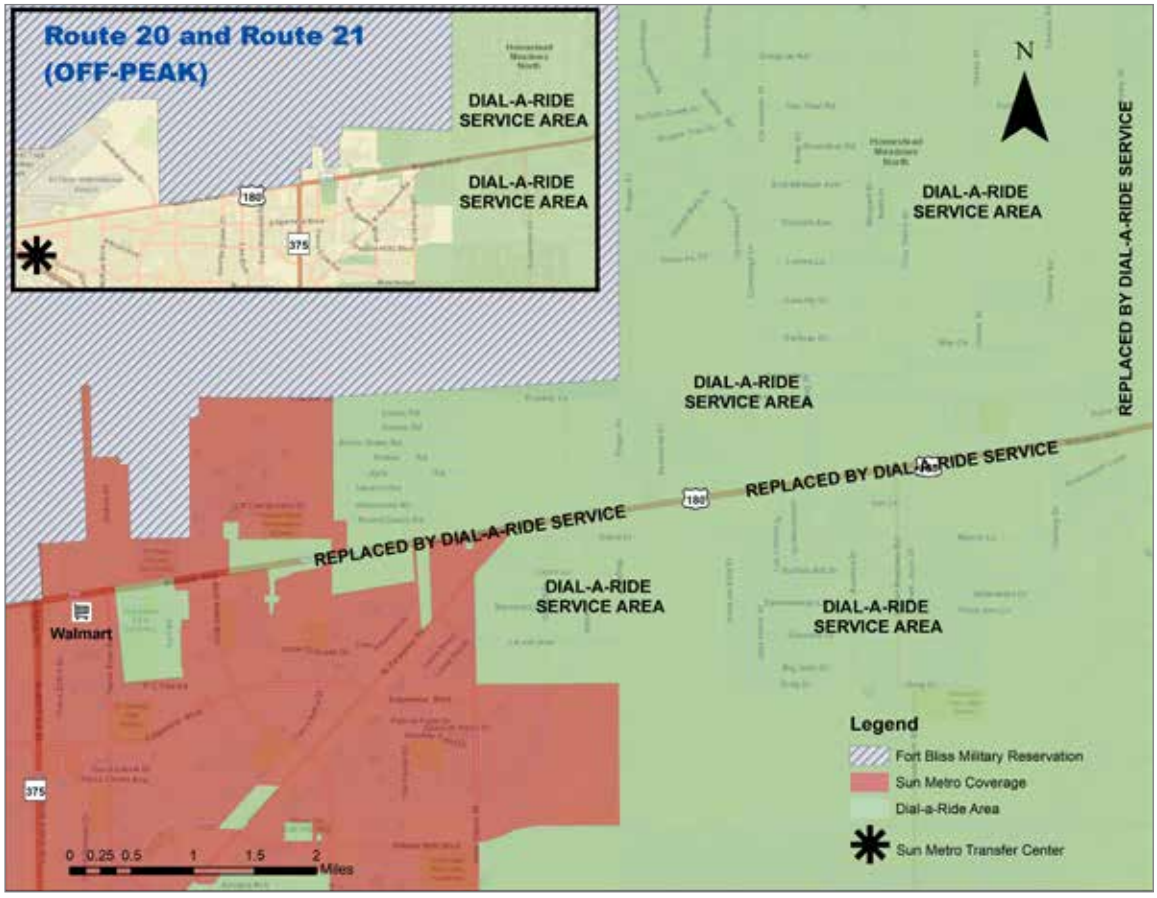
Route 20: Homestead Meadows South



Route 21: Homestead Meadows North



Route 20 and Route 21



Existing service hours | Proposed service hours | Proposed service hours—enhanced | Additional bus route

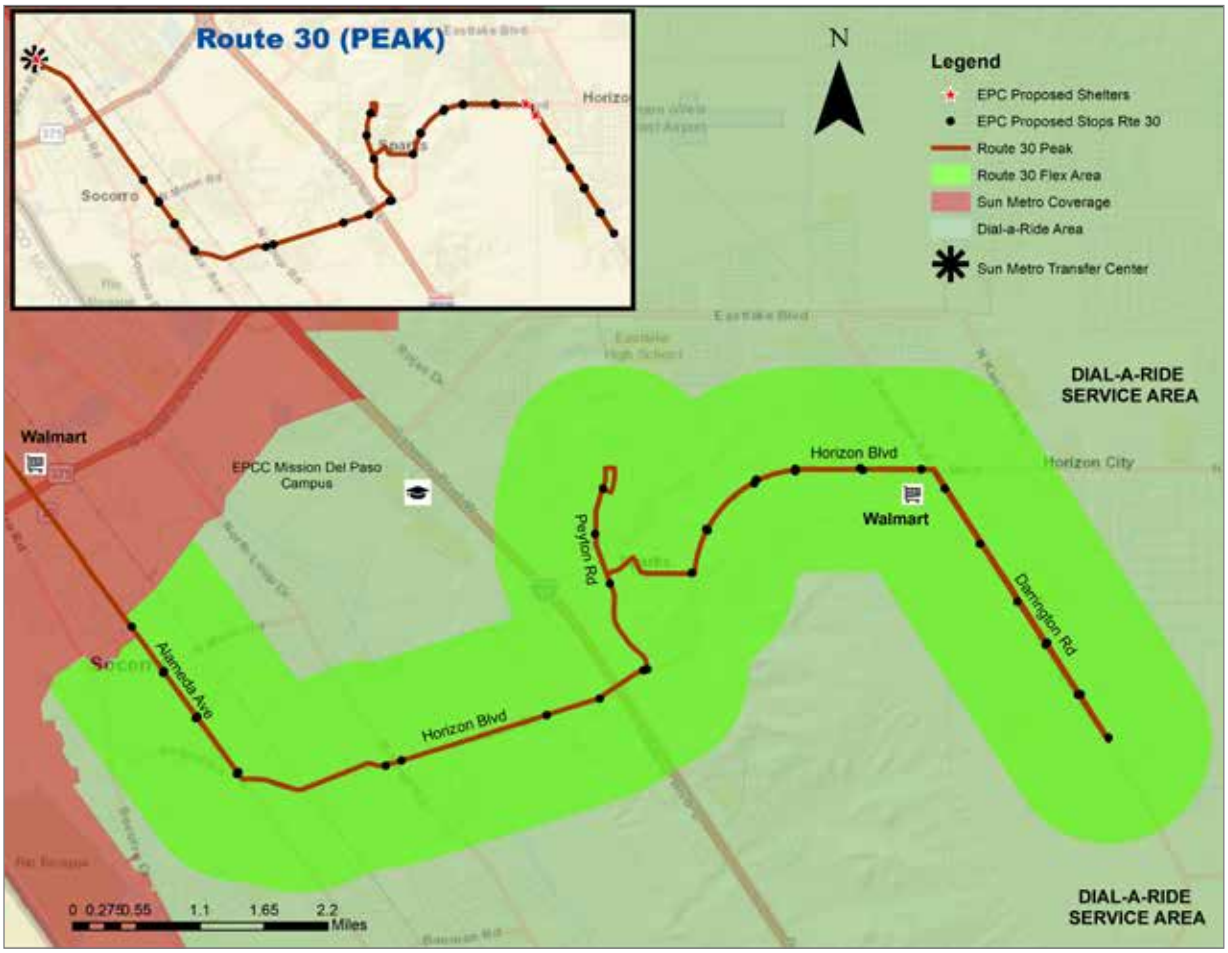
Weekday Route Schedules

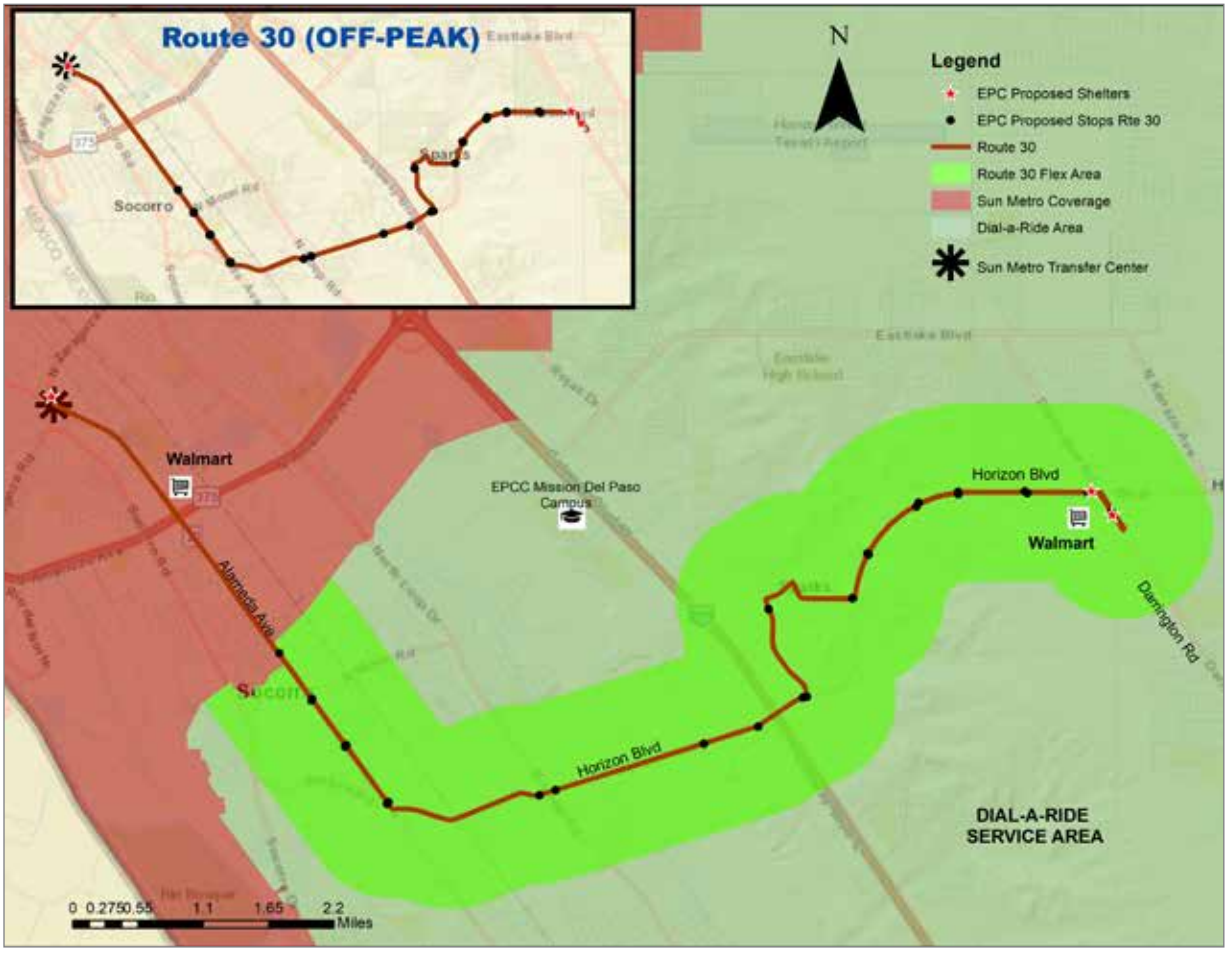
ROUTE		Every:	Peak	Off-peak
20	MON-FRI 5:15 AM, 5:43 AM, 7:45 AM, 3:15 PM, 8:06 PM, 8:15 PM	Current	50 min	50 min
		Proposed	60 min	---
		Proposed Enhanced	60 min	150 min
21	MON-FRI 5:30 AM, 7:30 AM, 3:00 PM, 7 PM	Proposed	75 min	---
		Proposed Enhanced	45 min	150 min

Weekend Route Schedules

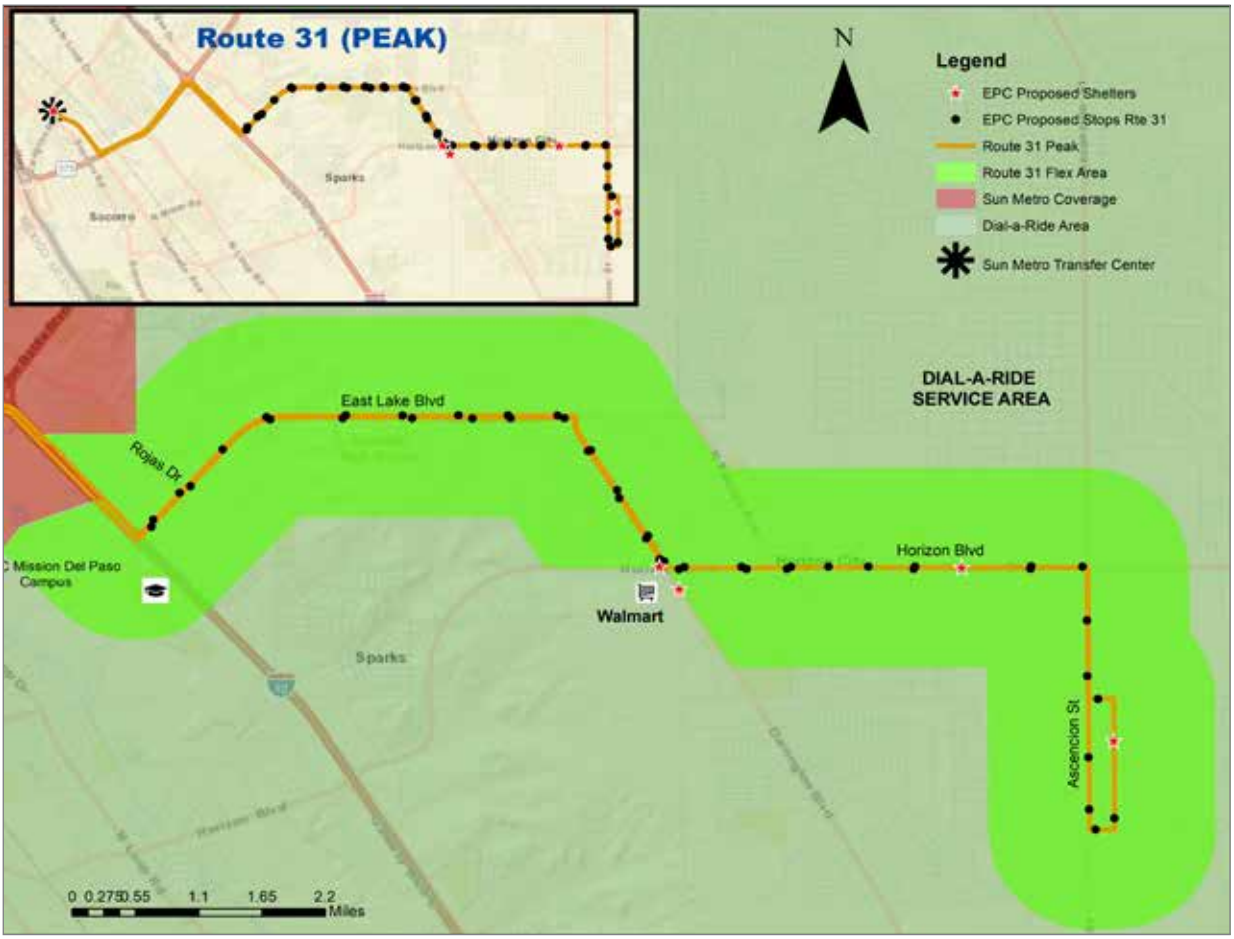
20	SAT 5:43 AM, 7:45 AM, 3:15 PM, 8:06 PM	Current	50 min	50 min
	SUN 7:45 AM, 3:15 PM	Proposed	60 min	---
		Proposed Enhanced	60 min	150 min
21	SAT 7:45 AM, 3:15 PM	Proposed	45 min	---
	SUN 7:45 AM, 3:15 PM	Proposed Enhanced	60 min	150 min

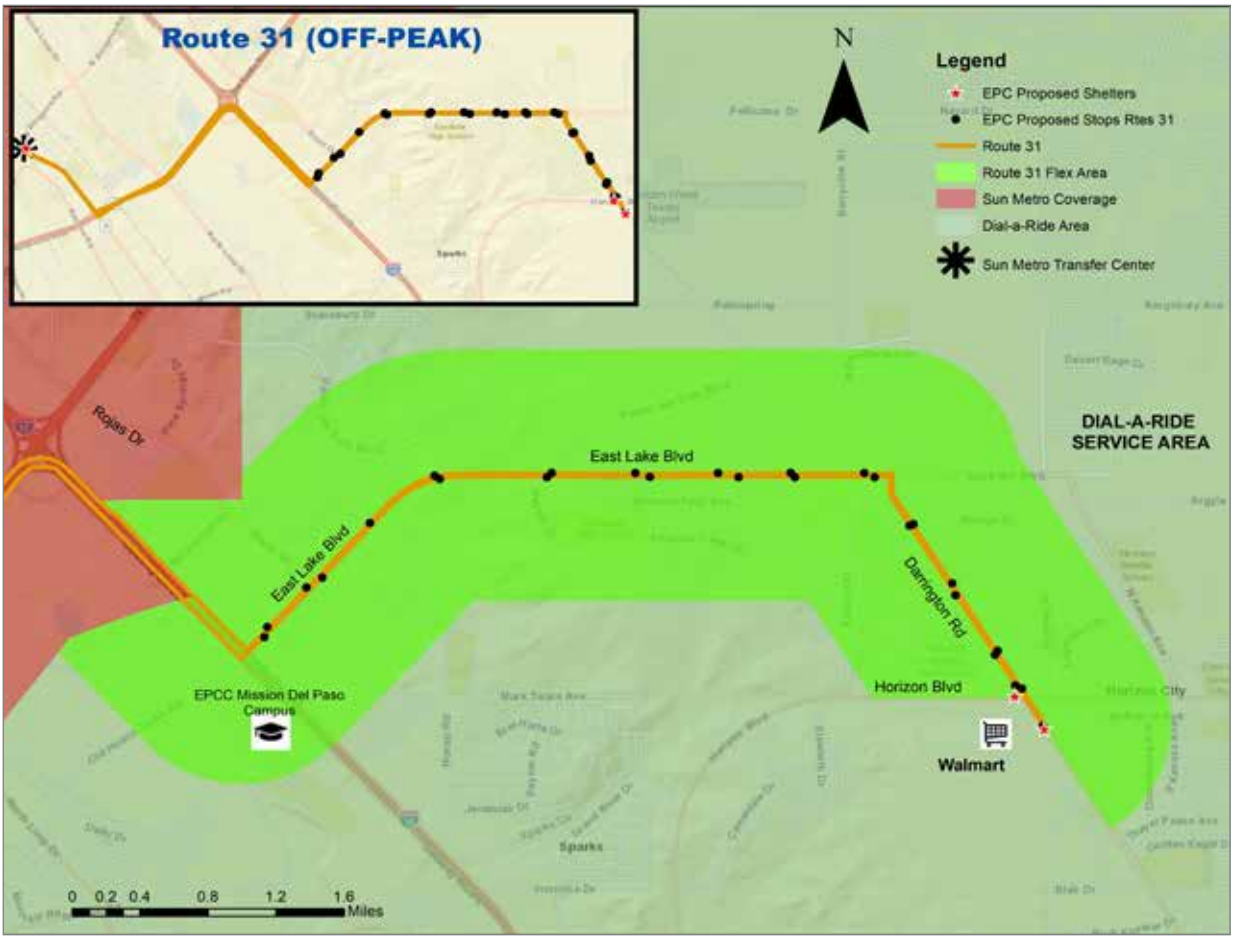
Route 30: Horizon City via Horizon Blvd





Route 31: Horizon City via Eastlake Blvd





Route 30 & 31 Schedule

Existing service hours | Proposed service hours | Proposed service hours—enhanced | Additional bus route

Weekday Route Schedules

ROUTE			Every: Peak	Off-peak
30	MON-FRI	5 AM – 6:18 AM – 7 PM – 8 PM	Current	132 min	132 min
			Proposed	90 min	60 min
			Proposed Enhanced	60 min	60 min
31	MON-FRI	5:30 AM – 8 PM	Proposed	90 min	60 min
			Proposed Enhanced	60 min	60 min

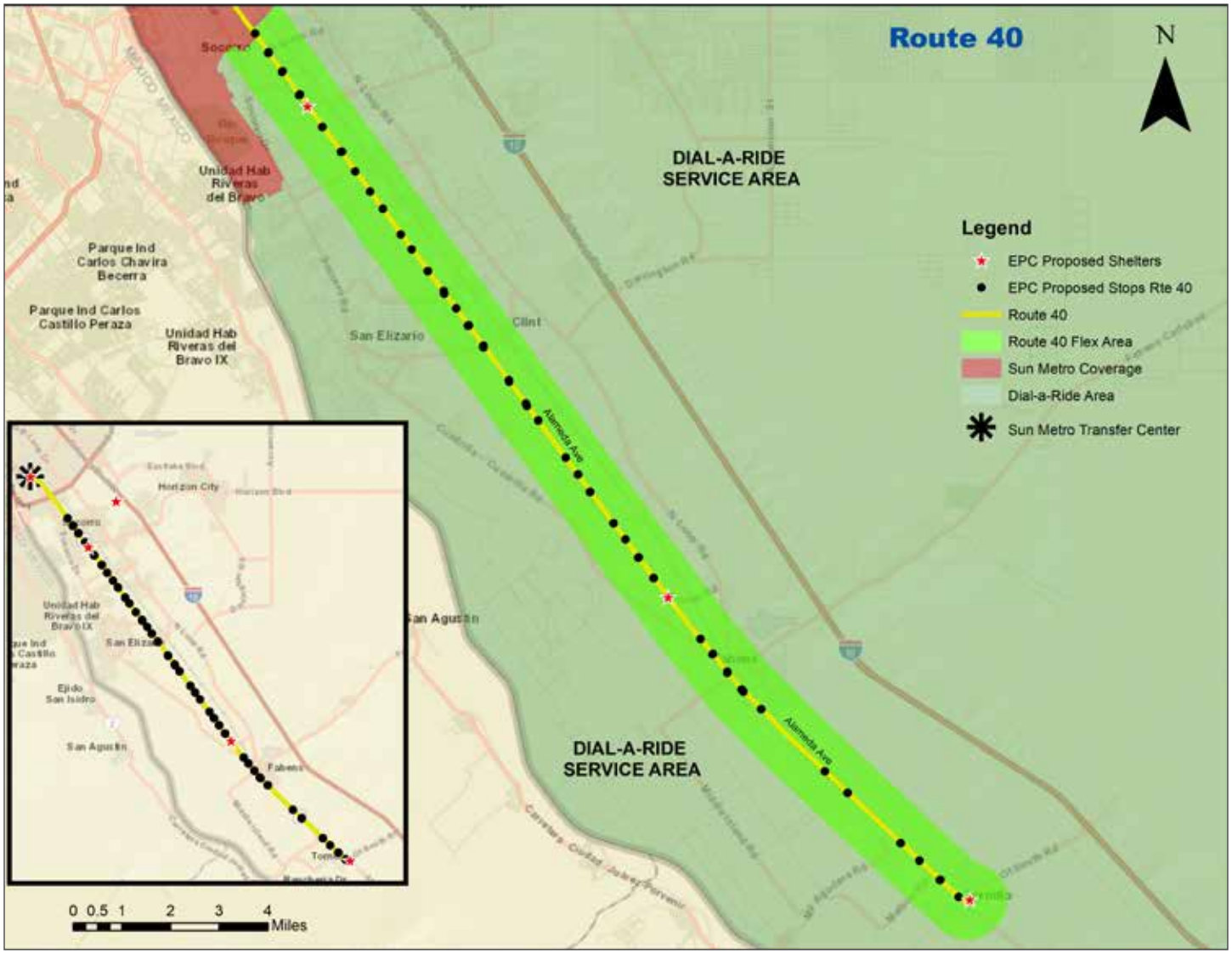
Weekend Route Schedules

30	SAT	6:18 AM – 8 AM – 4 PM – 8 PM	Current	132 min	132 min
			Proposed	90 min	60 min
	SUN	8 AM – 4 PM	Proposed Enhanced	60 min	75 min
31	SAT	8 AM – 4 PM	Proposed	90 min	60 min
	SUN	8 AM – 4 PM	Proposed Enhanced	60 min	75 min

10 ANTHONY
323
El Paso County Transit

50 MISSION TRAIL

Route 40 (all day): Tornillo

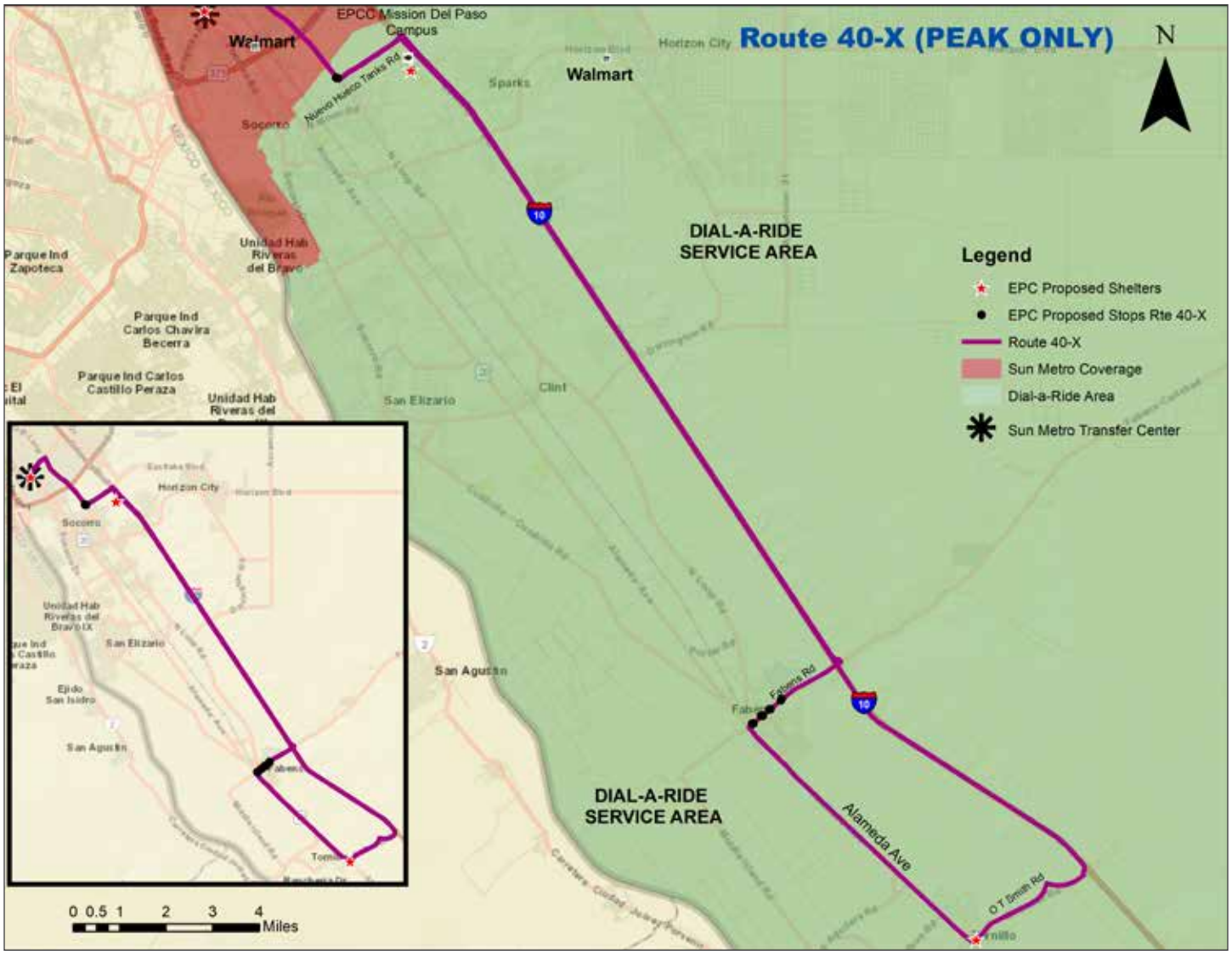


Existing service hours	Proposed service hours	Proposed service hours—enhanced	Additional bus route

Weekday Route Schedules

ROUTE			Every:	Peak	Off-peak
40	MON-FRI	5:30 AM – 6:43 AM; 6:16 PM – 7 PM	Current	85 min	90 min
			Proposed	90 min	90 min
			Proposed Enhanced	60 min	60 min
40X	MON-FRI	5:30 AM – 8 AM; 3:30 PM – 7:15 PM	Proposed	75 min	---
			Proposed Enhanced	45 min	---

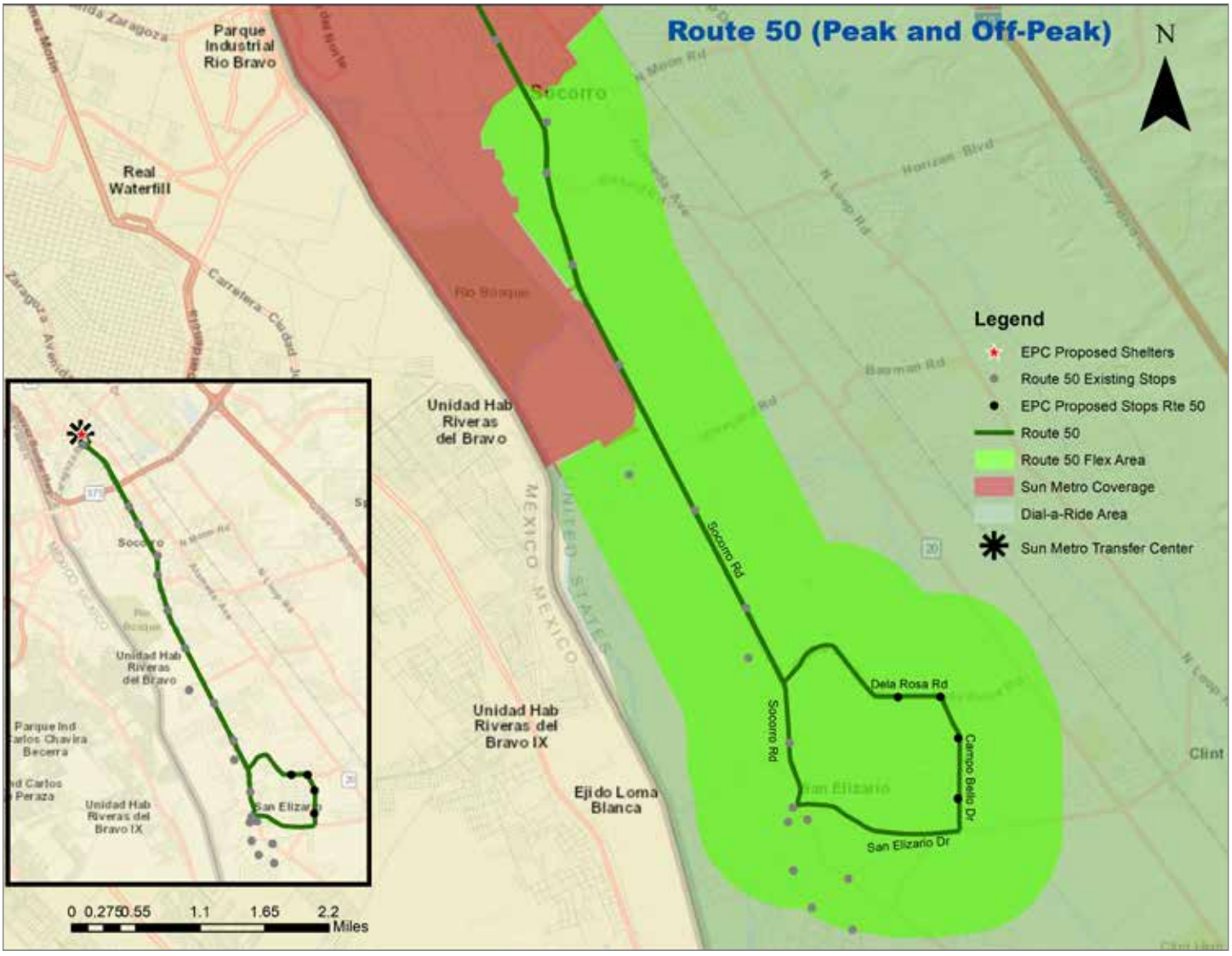
Route 40X (peak-period only): Tornillo Express



Weekend Route Schedules

40	SAT	5:30 AM	6:43 AM	6:16 PM	7 PM	Current	85 min	90 min
	SUN	5:30 AM			7 PM	Proposed	90 min	90 min
						Proposed Enhanced	60 min	90 min
40X	NO WEEKEND SERVICE							

Route 50 (all day): San Elizario



Existing service hours	Proposed service hours	Proposed service hours—enhanced	Additional bus route

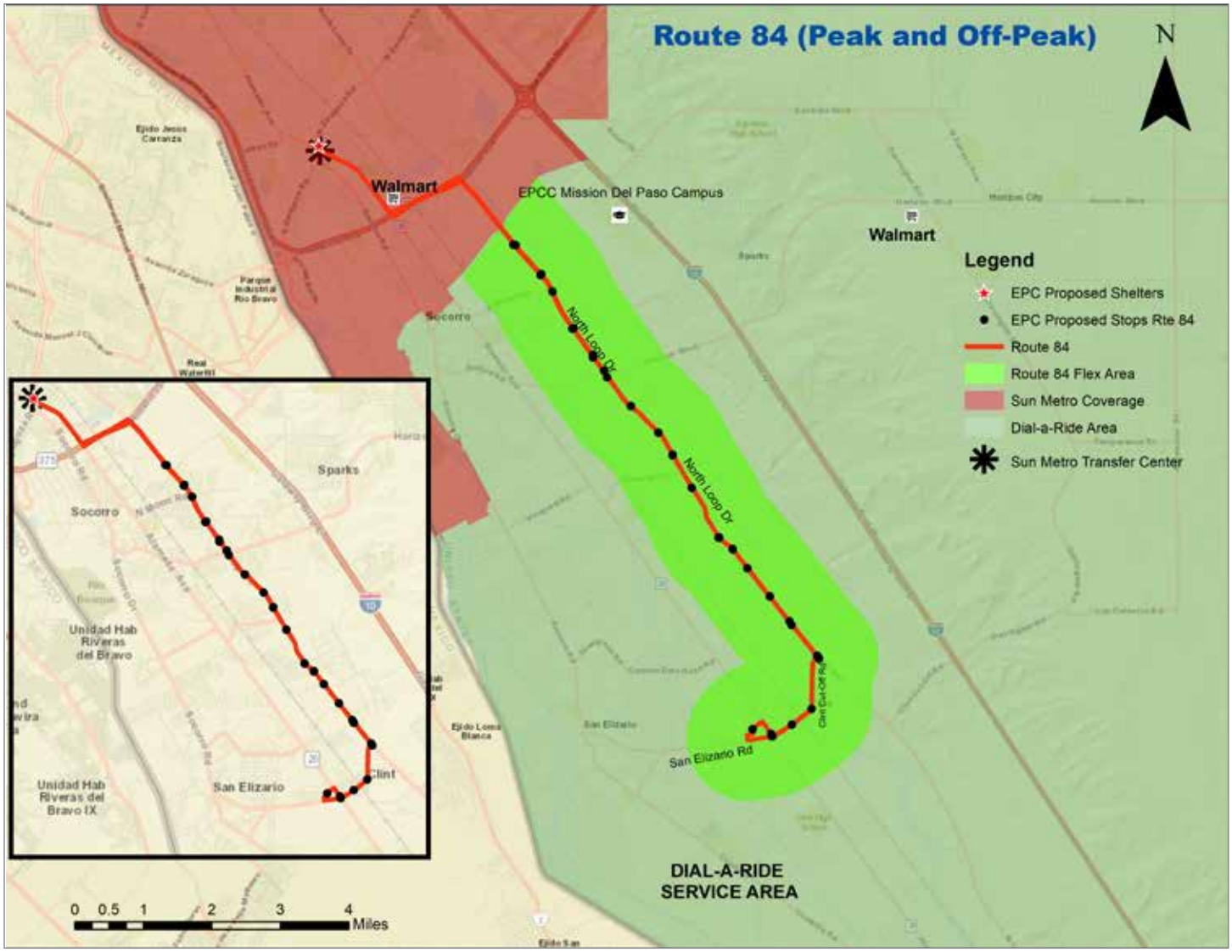
Weekday Route Schedules

ROUTE			Every:	Peak	Off-peak
50	MON-FRI	5:30 AM – 8 AM – 5:55 PM – 7:30 PM	Current	60 min	60 min
			Proposed	60 min	60 min
			Proposed Enhanced	60 min	60 min

Weekend Route Schedules

50	SAT-SUN	5:30 AM – 10 AM – 5:55 PM – 7:30 PM	Current	60 min	60 min
			Proposed	60 min	60 min
			Proposed Enhanced	60 min	60 min

Route 84 (all day): Clint



Existing service hours	Proposed service hours	Proposed service hours—enhanced	Additional bus route

Weekday Route Schedules

ROUTE

		Every:	Peak	Off-peak
84	MON-FRI 5:30 AM, 5:48 AM – 7:17 PM, 7:30 PM	Current	90 min	90 min
		Proposed	60 min	60 min
		Proposed Enhanced	60 min	60 min

Weekend Route Schedules

84	SAT 5:30 AM, 7:18 AM – 7:17 PM, 7:30 PM	Current	90 min	90 min
	SUN 5:30 AM – 7:30 PM	Proposed	60 min	60 min
		Proposed Enhanced	60 min	60 min

Comments

Do you have any comments, questions or suggestions about the proposed service changes? You may use this page to let us know and then drop your comments in marked boxes at the transit centers. You can also send us an email at epcountytransitplan@tti.tamu.edu or visit the website at www.epcountytransitplan.org.

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