Roaring Fork Transportation Authority

Integrated Transportation System Plan

DRAFT Outline and Peer Research

7/9/15

RFTA Integrated Transportation System Plan (ITSP): DRAFT Outline and Peer Research

Per Board direction at the June 2015 RFTA Board Retreat, RFTA staff has been directed to develop a draft scope of work for an Integrated Transportation System Plan (ITSP). RFTA has experienced great success with the rollout of VelociRFTA, the country's first rural Bus Rapid Transit (BRT) system. Now, RFTA must build upon a foundation of 30 years of transit investments by creating an ITSP. The ITSP will guide development of a transportation network that integrates a variety of multimodal transportation options, such as walking, bicycling, paratransit, regional transit, local transit systems, fixed guideway options, park-n-rides, transit station/stop redevelopment, Transit Oriented Development (TOD), and bike share. The Plan will consider catalysts and establish triggers for optimizing, enhancing, or expanding service, and for transitioning to different modes, such as from BRT to fixed-guideway.

The ITSP is intended to be inclusive and comprehensive, analyzing the impacts of population and employment growth, and land use policies and development patterns. The ITSP will evaluate the cost-effectiveness of various multi-modal public transportation options, assess organizational capacity, and forecast the financing needed in order to accomplish the goals and objectives of the region. The ISTP should outline the roles and responsibilities of RFTA and its

partners as they relate to the financing, development and implementation of transportation infrastructure and services. The ISTP should establish a decision-making framework for RFTA and its partners when it comes to reviewing proposed developments, transit projects and services and investment alternatives. RFTA intends to develop the ITSP by undertaking a thorough Board, organization, stakeholder and public engagement process. The ISP should cast a vision that engages, energizes, and empowers the Board, RFTA employees, stakeholders, and the public to shift the focus from “what is” to “what is possible.”

Ultimately, the ITSP is intended to be a short and long-term, living, integrated, comprehensive vision and implementation plan for the region’s public transportation system and investments. The ITSP should establish RFTA as the “Go To” and “Can Do” organization in the region for implementing multimodal transportation options that are safe, attractive, comfortable and workable, and helping to make the communities it serves more livable. The ITSP should demonstrate that RFTA is responsive and proactive, that it has the capacity to maintain the safety and quality of its services, equipment, infrastructure, and facilities, while also accommodating growth and development and in the future.

Without resources, plans are not implemented. The ITSP should inspire public and stakeholder confidence in RFTA and help create the community involvement, momentum, and support RFTA will need in order to achieve the region’s short and long-range multi-modal goals and objectives.

Table of Contents

EXECUTIVE SUMMARY 5
PLAN OVERVIEW 5
FUTURE COMMUNITY CHARACTRISTICS, NEEDS AND VISIONS 5
TRANSPORTATION AND COMMUNITY VISION 5
TRANSPORTATION INFRASTRUCTURE AND SYSTEMS 6
Active Transportation 6
Transportation Demand Management 6
Transit 6
Vision and Goals for Transit 7
Existing Service 7
Regional Bus Service 7
Local Transit Systems and Circulators 7
Paratransit 7
Intelligent Transportation Systems (ITS) and Transit Priority Measures 7
Bus Boarding Areas and Park and Rides 7
Transit Oriented Development 7
Impacts to Fleet, Facilities and Human Resources 8
Maintenance Facilities 8
Operations and Administrative Space and Employee Housing 8
Organizational Capacity Assessment 8
Transit Fleet 8
FIXED GUIDEWAY TRANSIT 8
ROAD AND BRIDGE 8
RIO GRANDE RAIL ROW 8
OTHER 9
FINANCING PLAN 9
PEER RESEARCH 9
Jackson/Teton Integrated Transportation Plan, May 2015 9
Blueprint Denver, An Integrated Land Use and Transportation Plan, 2000 9
City of Golden Integrated Transportation Plan, November 2011 10

EXECUTIVE SUMMARY

A brief overview of the entire plan, presented as a standalone document.

PLAN OVERVIEW

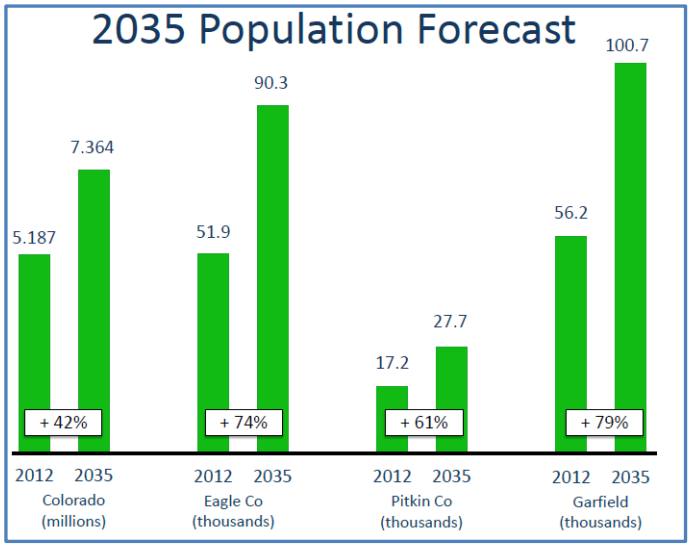
Genesis and Chronology of Regional Transit Development

Plan Purpose and Need
Transportation Vision, Goals and Objectives
Current and future context

- Existing transportation network, demographics, transportation and land use plans
- Future land use, population, employment, demographic, and behavioral changes

Major Transportation Components, Time Intervals and Triggers
Financing Plan

FUTURE COMMUNITY CHARACTRISTICS, NEEDS AND VISIONS



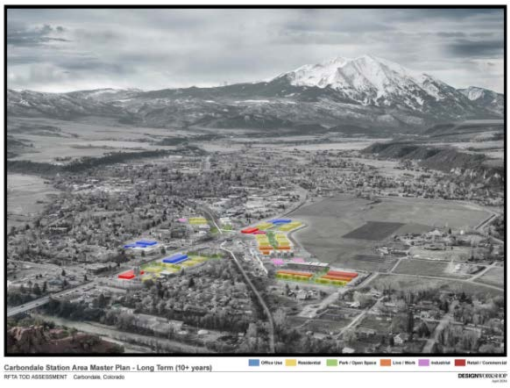
The purpose of this section is to consider what the community will look like in the future, in terms of community aspirations; land use patterns and policies; population, employment and demographics; and other factors. This information will provide the foundation for transportation purpose and need, goals, and investment and financing strategies.

- Community Needs, Goals and Aspirations
- Land Use Plans, Policies and Impacts
- Population (Age, Gender Ethnicity, and other Demographics)
- Employment (classifications, incomes, commuting patterns)

TRANSPORTATION AND COMMUNITY VISION

The purpose of this section is to outline the transportation vision and goals, based on the background information outlined in the previous section and from Board , Community, and stakeholder Input

- Long Range Transportation Purpose and Need
- Community Vision
- Transportation Vision
- Transportation Goals and Objectives



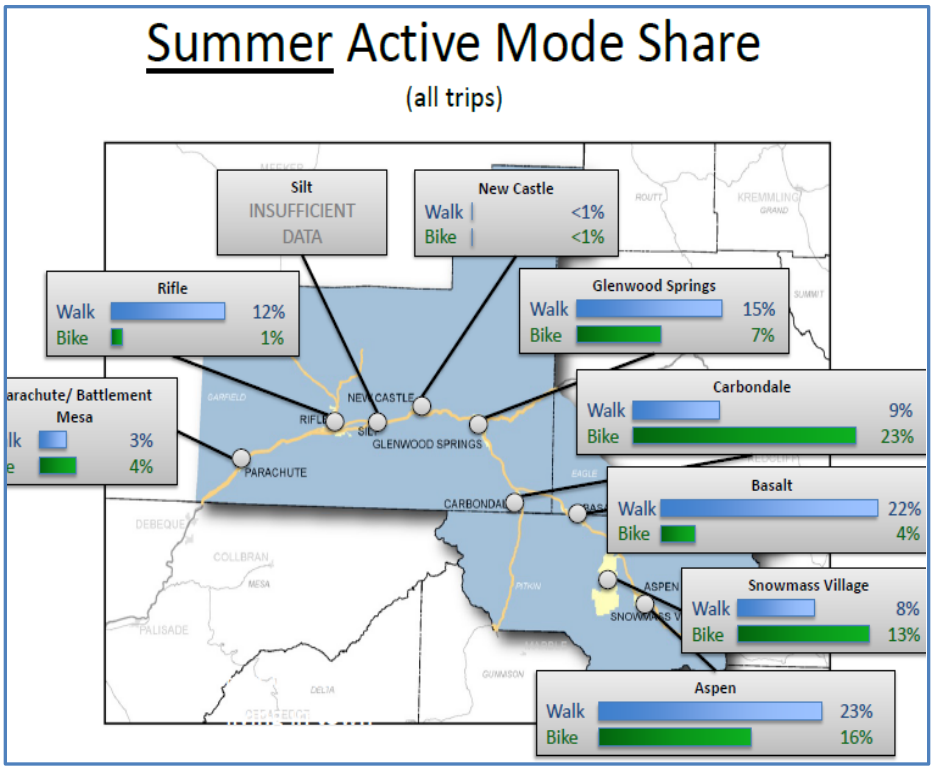
TRANSPORTATION INFRASTRUCTURE AND SYSTEMS

The purpose of this section is to outline the proposed multimodal transportation components to be implemented incrementally, based on the vision, goals, and trigger points

Active Transportation

This chapter focuses on bicycle and pedestrian mobility and accessibility projects (and other active transportation modes, if applicable)

- Vision and Goals
- Projects and Programs
- Cost
- Priority
- Time Frame and Triggers

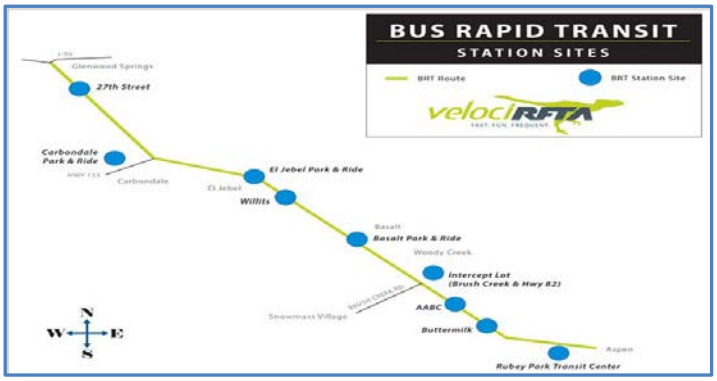


Transportation Demand Management

- Vision and Goals
- Existing Programs
- Optimization
- Enhancement
- Expansion

Transit

This region has been invested in mass transit for over thirty years, and has dedicated sales tax to transit system development and operation. This chapter outlines plans for maintenance, optimization,, enhancement and expansion of the transit system and related functions



Vision and Goals for Transit

Existing Service
Description
Strengths
Weaknesses/Gaps

Regional Bus Service
Optimization
Enhancements
Expansion

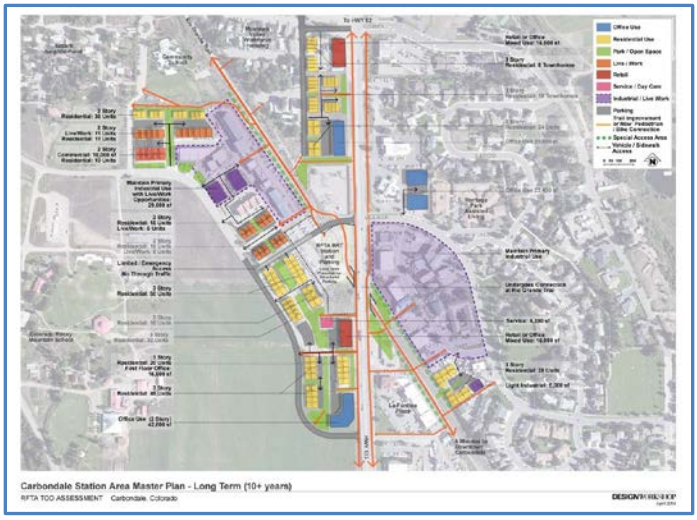
Local Transit Systems and Circulators
Optimization
Enhancement
Expansion
Operation and Maintenance Structure and Agreements
Impact on Facilities

Paratransit
Enhancement
Expansion

Intelligent Transportation Systems (ITS) and Transit Priority Measures
ITS
Queue Jumps
Signal Priority
Slip Lanes
BUS/HOV Lanes
Bus in Guideway

Bus Boarding Areas and Park and Rides
Bus Stop Enhancement and Expansion
Park and Ride Enhancement and Expansion
- Surface parking
- Structured Parking

New Parking Sites
Bicycle Parking
Bike Share and Car Share



Transit Oriented Development

Potential Locations
Scope
Process
Agency Roles and Responsibilities

Impacts to Fleet, Facilities and Human Resources

Maintenance Facilities
Enhancement
Expansion
New Facilities

Operations and Administrative Space and Employee Housing
Enhancement
Expansion

Organizational Capacity Assessment
Changes to Organizational Structure
Adaption and Expansion of Employees
Retention
Training
Succession Planning

Transit Fleet
Replacement
Expansion
Propulsion Systems (Diesel, CNG, Hybrid, Electric, other)
Types (BOC, 40-ft, 57-passenger OTR, etc.)
Bus Sub-systems and Amenities (Wi-Fi-, ITS, Cameras)

FIXED GUIDEWAY TRANSIT
Scope
Implementation Plan
"Triggers" for development

ROAD AND BRIDGE
Improvements
Expansions

RIO GRANDE RAIL ROW
Corridor Planning, Protection, and Preservation

OTHER

Public Private Partnerships
Incentivizing multimodal transportation and other goals through the entitlements process
Local agency review process/agency roles and responsibilities for projects in long range plan

FINANCING PLAN

Priorities
Schedule
Costs
Sources

PEER RESEARCH

Jackson/Teton Integrated Transportation Plan, May 2015

http://www.tetonwyo.org/compplan/LDRUpdate/ITP/ITP_PublicReviewDraft_5.15.15.pdf
This Integrated Transportation Plan (ITP) is based on the multimodal transportation vision set forth in the 2013 Update to the Town and County Comprehensive Plan. It also builds on the Southern Teton Area Rapid Transit (START) Strategic Plan, which established 2-year and 5-year goals for START and provides detail on potential route alternatives and the estimated cost of new service.
START maintains a fleet of 30 buses (19 full size city buses, 4 hybrid 30-foot buses, 5 cutaway buses and 2 coach buses). System-wide operating expenses in 2013 were about $2.9 million, with about 23% of funding generated from fares and passes, 23% provided by the Town and County, and the remaining 54% funded by the Federal Government.

Blueprint Denver, An Integrated Land Use and Transportation Plan, 2000

https://www.denvergov.org/Portals/646/documents/planning/blueprintdenver/BlueprintDenver.pdf
Creating a vibrant, community-oriented city requires the collective vision of those who make the city work, the wisdom of those who want the best for future generations, and the lessons of the past. To create and preserve strong neighborhoods, safe streets and buildings that will be treasured for years, Denver's energy must be harnessed and directed appropriately.

For walking, bicycling and transit to be competitive with the automobile, the existing transportation infrastructure must be enhanced so that there is a seamless connection for each mode of travel and also between modes. If the connection from the transit stop to the destination is safe, comfortable, direct and attractive, transit becomes an acceptable alternative to driving. Connecting modes of travel is more than simply ensuring there is a continuous sidewalk or bike lane; it requires forethought to integrate facilities in a cohesive and appealing manner. It also requires attention to the elements of connection that make walking, biking and waiting for transit on streets an attractive, convenient and comfortable experience.

City of Golden Integrated Transportation Plan, November 2011

http://www.cityofgolden.net/media/Integrated%20Transportation%20Plan%20web.pdf

An integrated transportation plan looks at all modes of transportation available for Golden's citizens, and creates a plan that will ensure that the various transportation options support each other. The Integrated Plan also provides an effective management tool to program resources for operation, maintenance, and enhancement of our transportation system.

It is equally important to recognize the significant current and future commitment of resources associated with managing our transportation system. Sections 3 and 4 of this initial phase of the Integrated Transportation Plan begin to portray the many tasks and responsibilities associated with our transportation system, and the realities that simply taking care of our current transportation system will require a significant future financial commitment. Identifying a funding plan to implement and operate desired transportation enhancements will be a substantial challenge in the context of the City's overall infrastructure and service obligations.

A case for public input/support before pushing a ballot initiative!
http://www.seattletimes.com/opinion/citys-930m-transportation-plan-not-ready-for-the-ballot/