RFTA ITSP Stage II - “Determine Future Needs”

RFTA Board Meeting

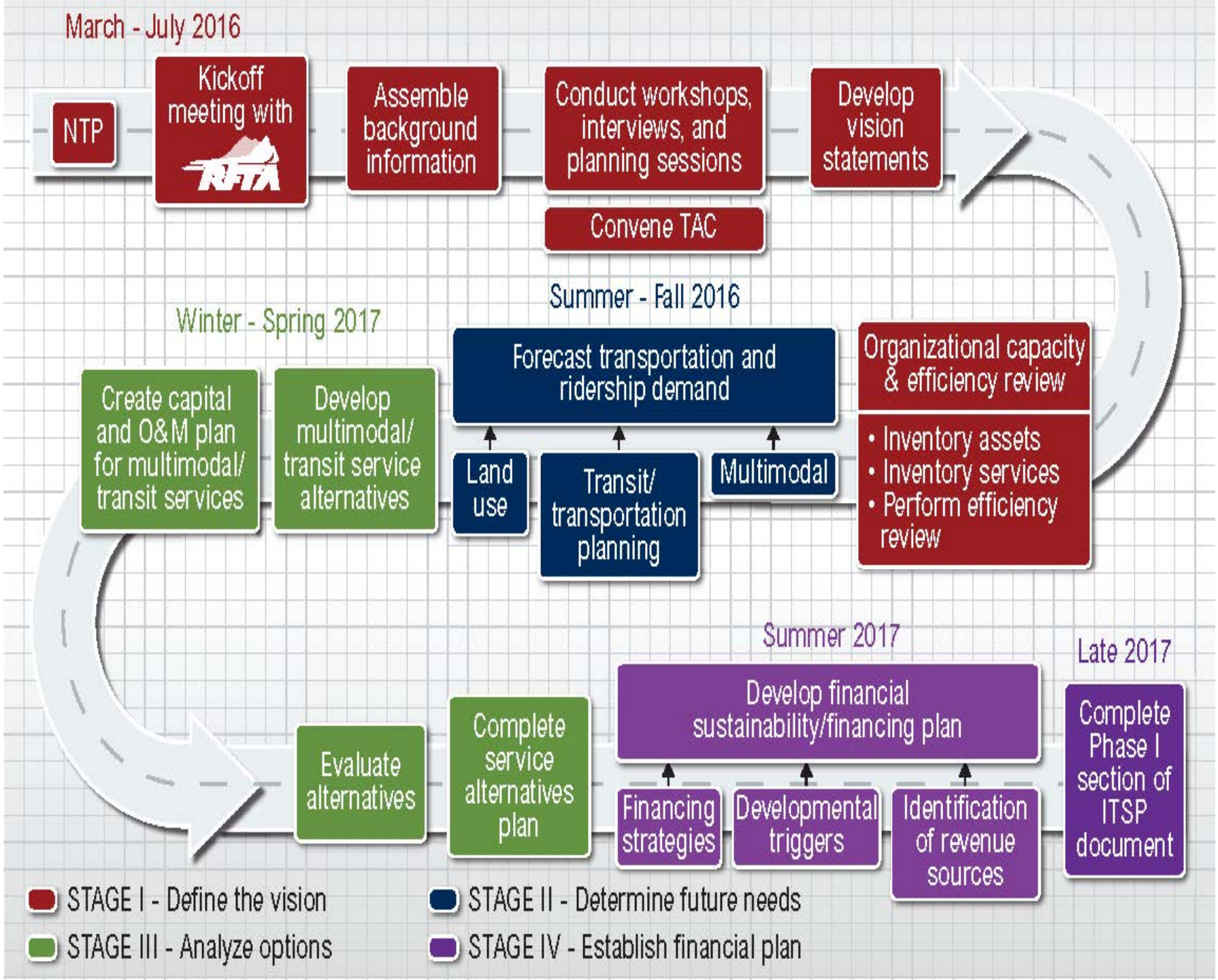
January 12, 2017

Past Updates to You

- August Board – ratified ITSP goals, learned how AirSage data works in the Ridership Estimation Tool, reviewed scopes of work for ITSP Stage II and UVMS
- September Board – discussed defined travel zones for AirSage data request, reviewed what heard from public in Stage I, gave status update ITSP Stage II and UVMS
- October Board-gave status update on Stage II and UVMS, provided comprehensive update on results of the RFTA Efficiency and Organizational Structure Review
- November Board – discussed Air Sage data from ITSP Stage II, presented Land Use Report

Today’s Update to You

- January Board – discussed ridership estimation tool for ITSP Stage II, discuss alternatives to be considered for ITSP Stage III


March - July 2016
NTP
Kickoff meeting with RFTA
Assemble background information
Conduct workshops, interviews, and planning sessions
Convene TAC
Develop vision statements
Summer - Fall 2016
Forecast transportation and ridership demand
Land use
Transit/ transportation planning
Multimodal
Organizational capacity & efficiency review
• Inventory assets
• Inventory services
• Perform efficiency review
Winter - Spring 2017
Create capital and O&M plan for multimodal/ transit services
Develop multimodal/ transit service alternatives
Evaluate alternatives
Complete service alternatives plan
Summer 2017
Develop financial sustainability/financing plan
Financing strategies
Developmental triggers
Identification of revenue sources
Late 2017
Complete Phase I section of ITSP document
STAGE I - Define the vision
STAGE II - Determine future needs
STAGE III - Analyze options
STAGE IV - Establish financial plan

ITSP Stage II Update

- AirSage data is being loaded into baseline ridership estimation tool and then developed for future (20-year) no-build forecast for ridership demand
- TAC meeting was held December 15 to review ridership estimation tool

ITSP Stage II Update

- Created web-page for ITSP project within RFTA website
- Public information release summarizing what developed in Stage II is under construction; additionally will be writing a press release
- Team will be meeting with elected officials from Cities/Counties again Feb/March 2017 to review existing and future no-build ridership demand findings to set stage for Stage III – Analyze Options

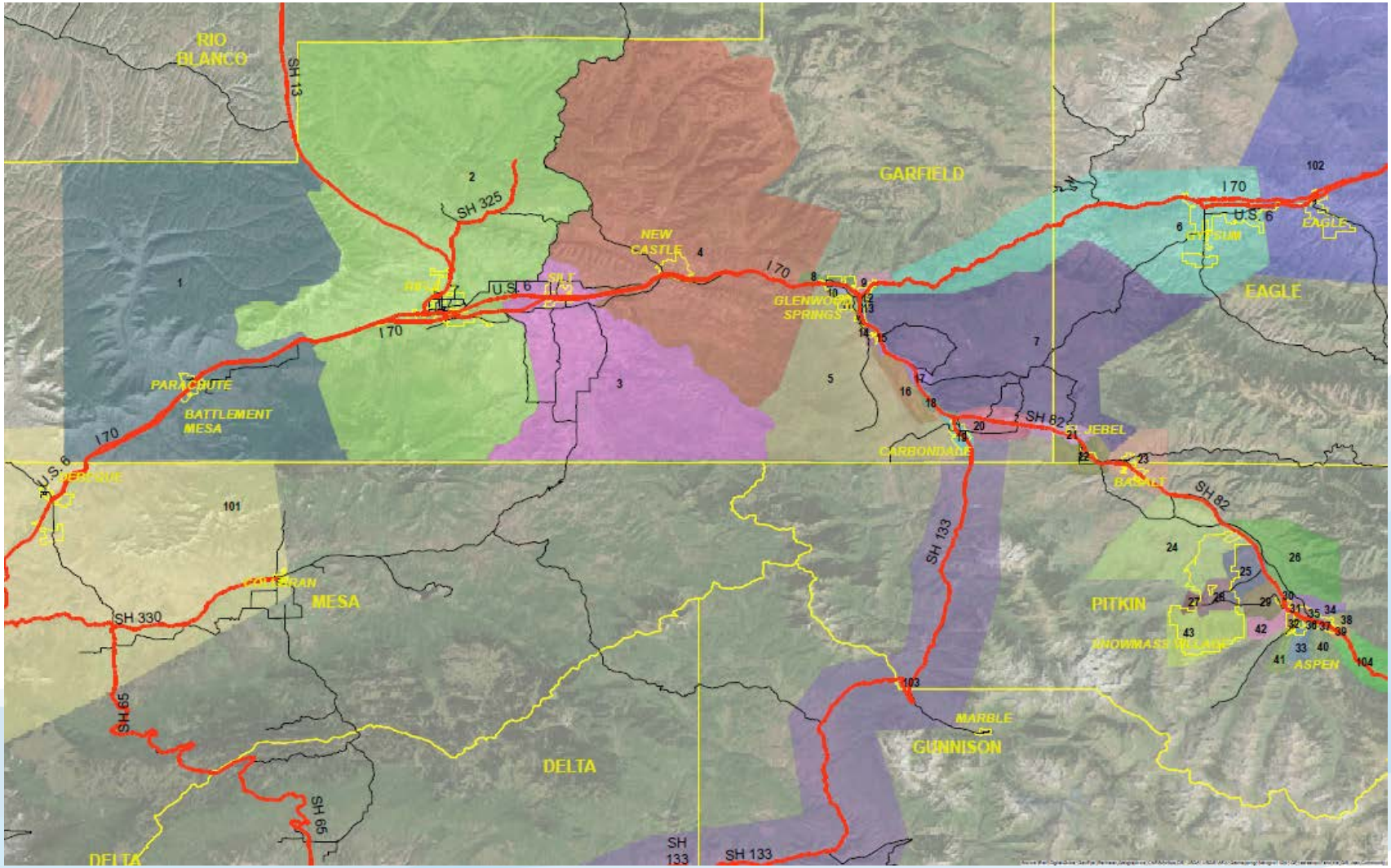
APPROACH TO FORECASTING

- ✓ Develop Travel Zones & summarize into General Areas
  - 47 Travel Zones (43 within RFTA Region; 4 outside of RFTA Region)
  - 17 General Areas (Basalt, Snowmass Village, Aspen, etc.)
- ✓ Summarize AirSage Data collected by Travel Zone into General Areas
- ✓ Correlate existing RFTA ridership information to General Areas
  - Boardings & Alightings
  - Survey Data
- ➢ Generate Transit Trips, Person Trips, & Transit Shares among General Areas
- ➢ Correlate Land Use, Population, & Employment Data to General Areas
- ➢ Forecast Future Transit Shares among General Areas
- ➢ Use Transit Shares to analyze Alternative Service Plans

BENEFITS OF APPROACH

- Uses best available data
- Transparency of data and results using spreadsheet based forecast
- Ability to calibrate for actual conditions
- Ability to update forecast as new information / data emerges
- Ability to easily transfer information / data into other planning tools

TRAVEL ZONES



GENERAL AREAS DEFINED

• Aspen • Snowmass Village • Woody Creek • Old Snowmass • Basalt • El Jebel • SH82 – Carbondale to El Jebel • Carbondale • Missouri Heights	• SH82 – Glenwood to Carbondale • Glenwood Springs • New Castle • Silt • Rifle • Parachute • Dotsero / Gypsum • Others: Out of Region

DATA COLLECTION

- 3 Seasons: ▪ Fall ▪ Winter ▪ Summer
- 4 Time Periods: ▪ AM ▪ Mid-day ▪ PM ▪ Daily
- 2 Average Day Conditions: ▪ Weekday ▪ Weekend
- 9 Trip Purposes:
  - HH – Home to Home ▪ HW – Home to Work* ▪ HO – Home to Other
  - WH – Work to Home ▪ WW – Work to Work ▪ WO – Work to Other
  - OH – Other to Home ▪ HO – Other to Work ▪ OO – Other to Other

*Work or school

DATA COLLECTION

- **6 Subscriber Classes (classifies the people making trips into/out of/within the study area):**

- **Lives & Works* within Study Area** – Commutes within Study Area
  - **Resident Worker** (i.e. Lives in New Castle; works in Glenwood)
  - **Home Worker** (i.e. Lives in Aspen; works in Aspen)

- **Lives outside Study Area** – Commutes to Study Area
  - **Inbound Commuter** (i.e. Lives in Paonia; works in Aspen)

- **Lives inside Study Area** – Commutes outside Study Area
  - **Outbound Commuter** (i.e. Lives in Rifle; works in Grand Junction)

- **Lives and works outside study Area**
  - **Single-Day Visitor** (i.e. < 1 day per month (not-overnight) in study area)
  - **Multi-Day or Repeat Visitor** (> 1 day per month or multiple visits per month in study area

***Work or school**

TYPICAL RIDERSHIP TABLE FORMAT

	Aspen	Snowmass Village	Woody Creek	Old Snowmass	Basalt	El Jebel	SH82 – Carbondale to El Jebel	Carbondale	Missouri Heights	SH82 – Glenwood to Carbondale	Glenwood Springs	New Castle	Silt	Rifle	Parachute	Dotsero / Gypsum	Others: Out of Region
Aspen																	
Snowmass Village																	
Woody Creek																	
Old Snowmass																	
Basalt																	
El Jebel																	
SH82 – Carbondale to El Jebel																	
Carbondale																	
Missouri Heights																	
SH82 – Glenwood to Carbondale																	
Glenwood Springs																	
New Castle																	
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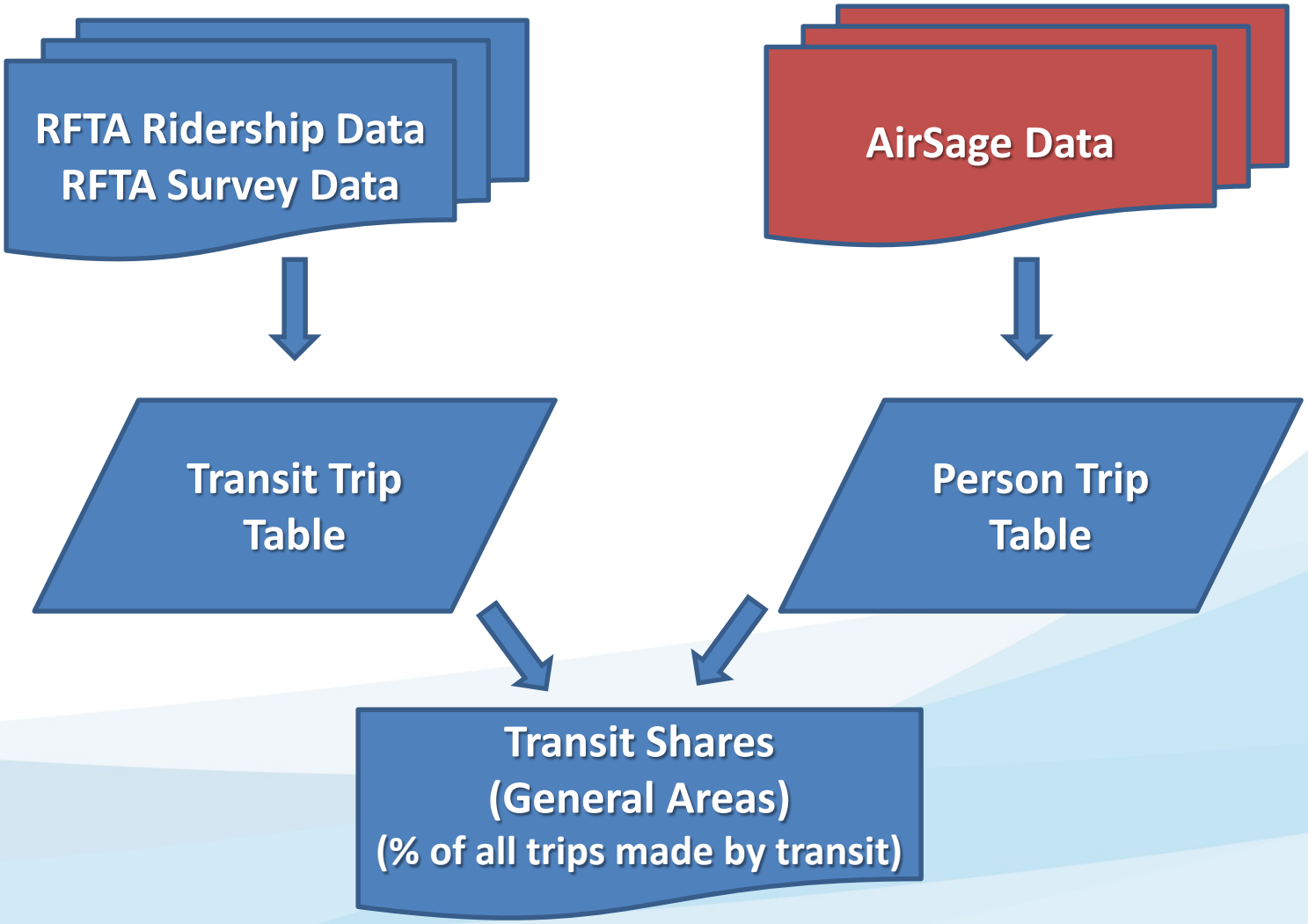
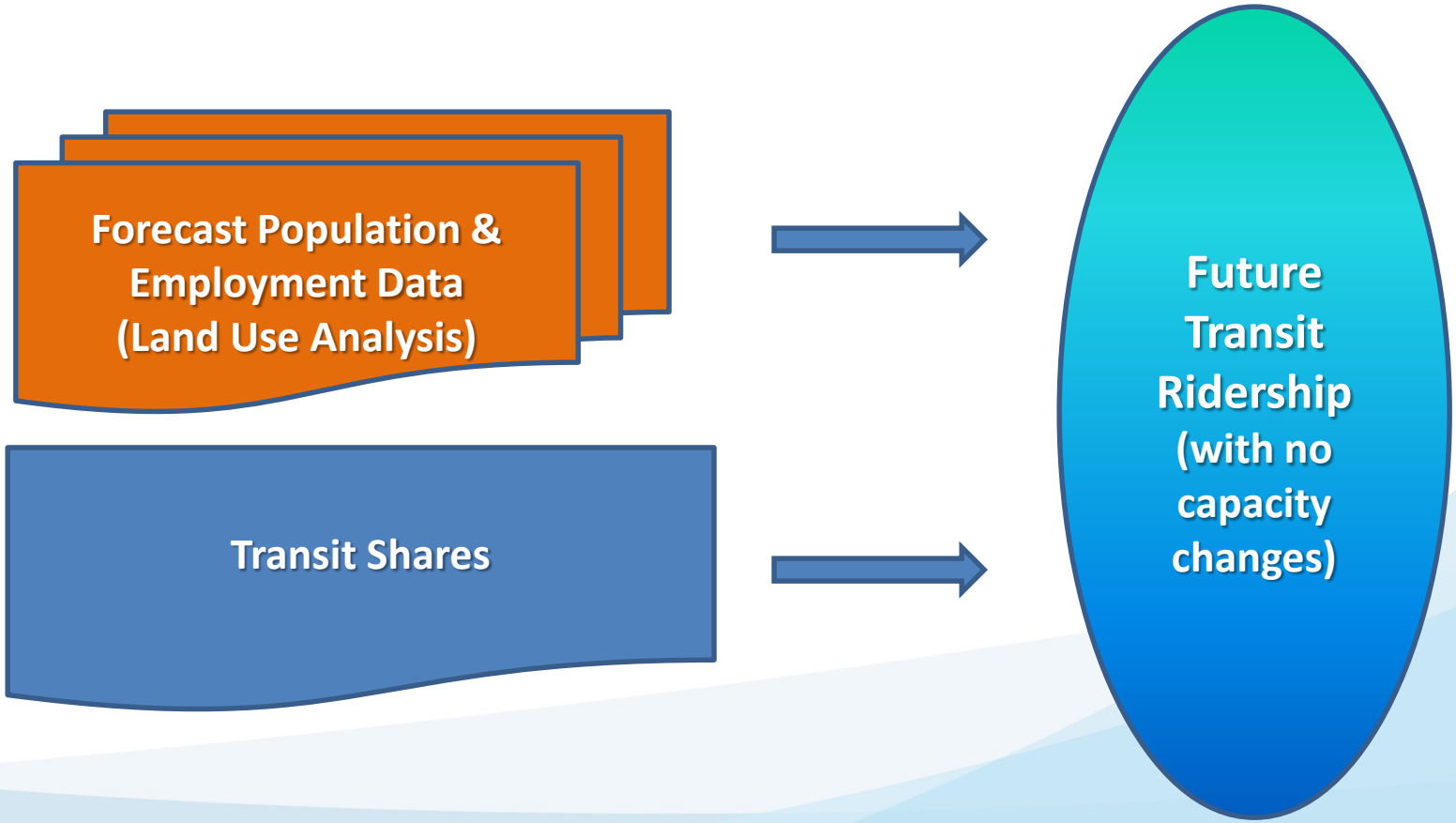
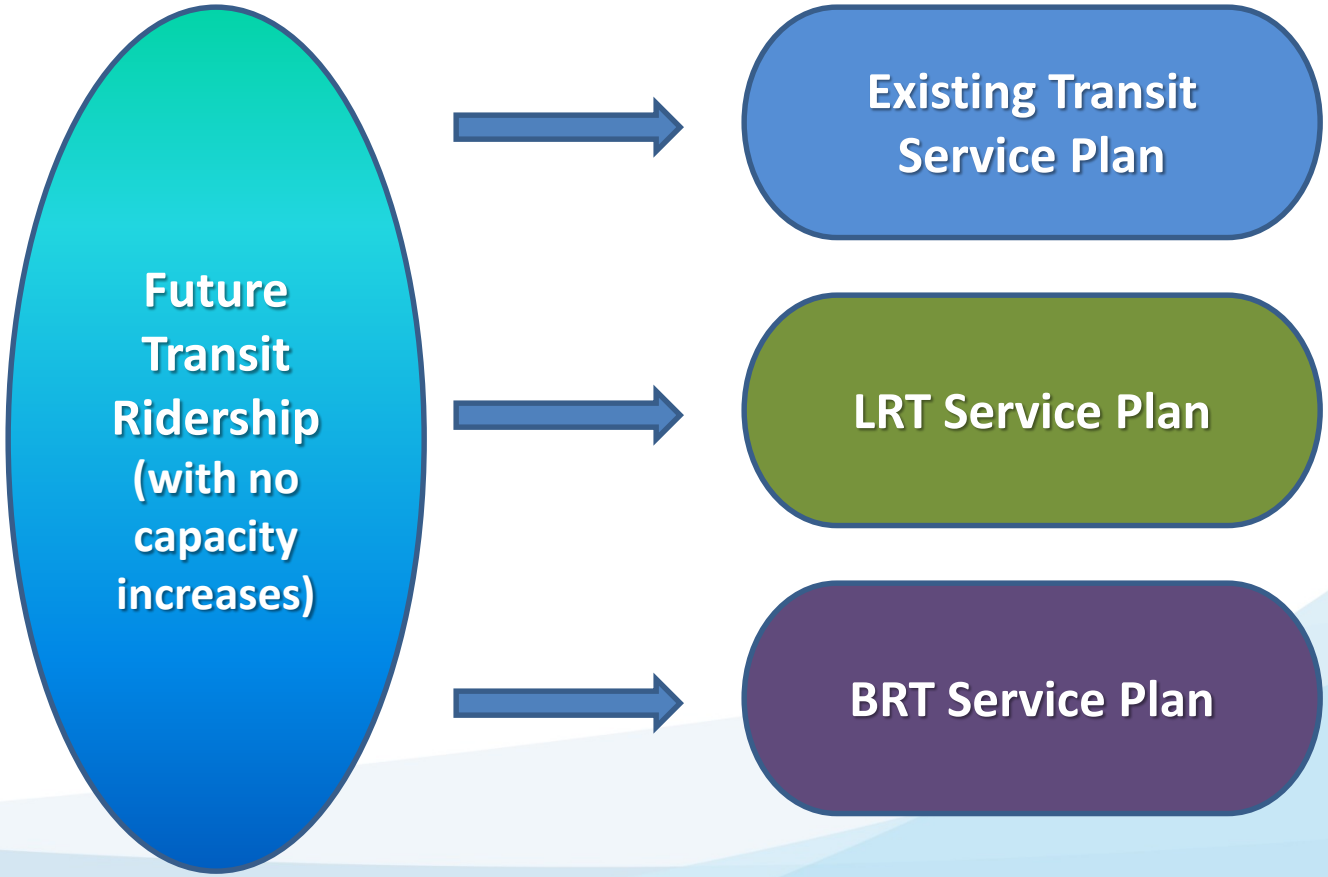
EXISTING RIDERSHIP



FORECASTING RIDERSHIP



ANALYZING ALTERNATIVES



Scope for ITSP Stage III - Analyze Options

- Assist RFTA to Develop Multi-Modal/Transit Service Alternatives based on:
  - outreach efforts from Stage I
  - based on needs from Stage II
- Create Capital and O&M Costs for each Alternative
- Evaluate and Compare Alternatives
  - utilize ridership estimation tool
  - develop evaluation matrix
- Complete Service Alternatives Plan
- Draft of ITSP Report & Public Outreach

Alternatives Stage III

Service Alternatives

1	UVMS Fixed Guideway Transit from Brush Creek Intercept Lot to Aspen (Option A)
2	UVMS Electric Buses from Brush Creek Intercept Lot to Aspen (Option B)
3	UVMS Optimized BRT Service from Brush Creek Intercept Lot to Aspen (Option B)
4	Optimize Regional BRT System
5	Better transit connections to Snowmass Village on Brush Creek Road
6	Expand BRT in Glenwood Springs
7	We-Cycle Bike Share Expansion
8	Micro-Transit (Uber, Lyft) for first and last mile connections to BRT, major boarding locations and for general on-demand service

Alternatives Stage III

Service Alternatives contd.

9	Transportation Demand Management
10	Make using, accessing, and getting information about public transit more intuitive
11	Expanded Circulators
12	Expand I-70 Grand Hogback Service
13	Connection to ECO Transit
14	Improve connection to Bustang
15	Upper Valley Parking Management
16	Real-time vehicle and bus travel time information, combined with dynamic parking pricing in Aspen

Alternatives Stage III

Capital Alternatives - Park and Rides and Boarding Areas

1	Transit Station in downtown GWS, possibly Confluence Area, transit priority measures on Grand Avenue from 27th Street to downtown station, space for micro-transit
2	PNR expansion at 27th Street, Carbondale, and Basalt
3	PNR Enhancements at BC
4	Bus Stop improvements (SH82 and I-70)
5	Design places at bus stations for micro-transit to drop off/pick up
6	Improvements in Silt, Rifle, Parachute

Alternatives Stage III

Capital Alternatives - Bicycle and Pedestrian Improvements

1	LOVA Trail
2	Brush Creek PNR Bike/Ped Connections
3	Crown Mountain Park Trail
4	Two Rivers Road
5	Silt-Coal Ridge HS-New Castle
6	Brush Creek Road sidewalks
7	Crystal River Trail Extension
8	Gerbaz Way to RGT

Alternatives Stage III

Capital Alternatives - Bicycle and Pedestrian Improvements contd

9	Lazy Glen to RGT
10	CRMS to Main Street Carbondale
11	New Castle sidewalk and shared use path upgrade
12	New Castle - Highway 6 and Castle Valley Boulevard intersection improvement
13	LOVA Trail Riverfront extension in Parachute
14	Paved Jolly Trail - New Castle
15	Exit 215 Connection over I-70 Pedestrian Improvements - Parachute
16	Hallam Street
17	RGT to Catherine Store

Alternatives Stage III

Capital Alternatives - Bicycle/Pedestrian Crossings

1	27th Street , Glenwood Springs
2	Buttermilk
3	SH133/Rio Grande Trail
4	23rd Street, Glenwood Springs

Alternatives Stage III

Capital Alternatives - Other Priority Projects

1	Bus Replacement
2	Expand GMF
3	Employee Housing Projects (including P3 Alternatives)
4	Expand AMF
5	Bus Expansion
6	Airport Connection
7	UVMS Gondola connections between mountains and to bus stations

Questions/Discussion

What we heard in Stage I:

- Optimize and increase transit service including community circulators, direct/express routes, existing bus rapid transit on SH82 and expanded bus rapid transit service on I-70 to Parachute
- Better connect pedestrian/bicycle routes to transit, including connecting Rio Grande trail to Brush Creek station, and adding more pedestrian underpasses
- Better connect to other transit services such as Bustang, ECO Transit, and community circulators
- Expand existing and add new park and ride facilities
- Construct and maintain LoVa trail
- Potential fixed guideway transit from Brush Creek station toRubey Park
- Expand on-demand services such as bikesharing (WE-cycle), ridesourcing (Uber, Lyft), carsharing (car2go, Zipcar)
- Accommodate future gondola connections at transit stations
- Expand intelligent transportation systems/technology services such as google maps schedule integration, regional app-based trip planner
- Expand maintenance facilities to keep up with fleet demand
- Expand employee housing to keep up with staff demand
- Offer more accommodations for bicycles on buses

ITSP Goals developed in Stage I

- Enhance transportation systems to achieve and sustain a high level of service, standards, consistency and reliability.
- Enhance multi-modal transportation options to ensure mobility. By doing so, RFTA will partner with communities to address the growth of traffic.
- Enhance the safety and connectivity of all transportation systems including but not limited to local and regional transit, feeder system, rail, fixed guideway, pedestrian, bicycle, highway, and airport to provide seamless, efficient transition between modes.
- Continue regional transportation planning as a collaborative effort and participate in decision making together with community leaders and users to achieve mutual goals for the benefits of all citizens and visitors in the Region.
- Partner with communities on land use implications to convenient transit and mobility applications.