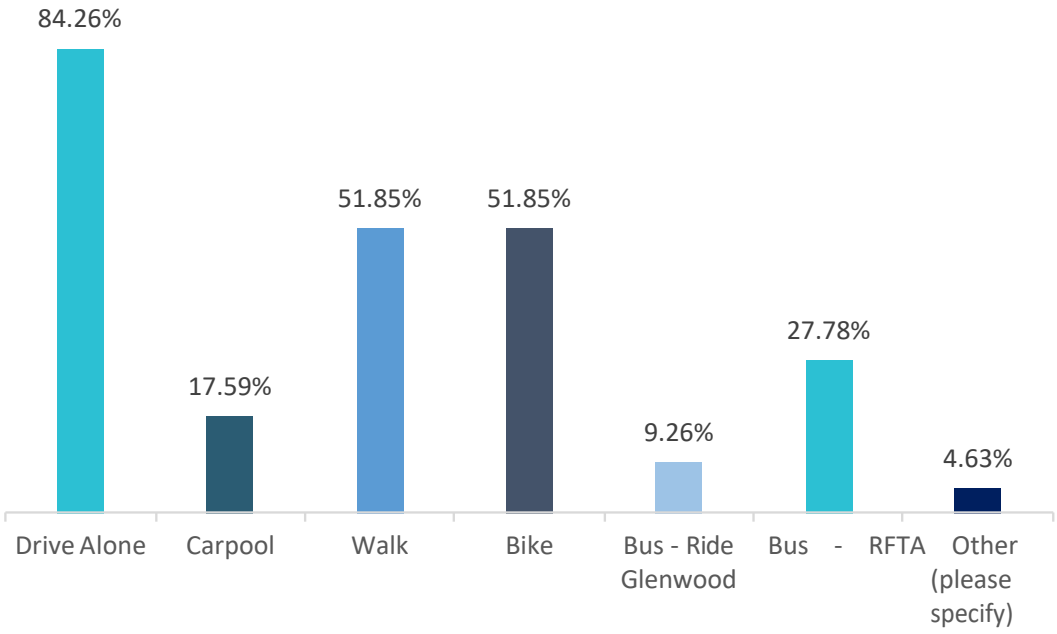
Glenwood Springs MOVE Participant Survey

All Responses collected on Monday 5/19/2020 *(108 Responses Collected)*

1.) How do you normally travel in and around the project area? Check all that apply.
(108 Responses)

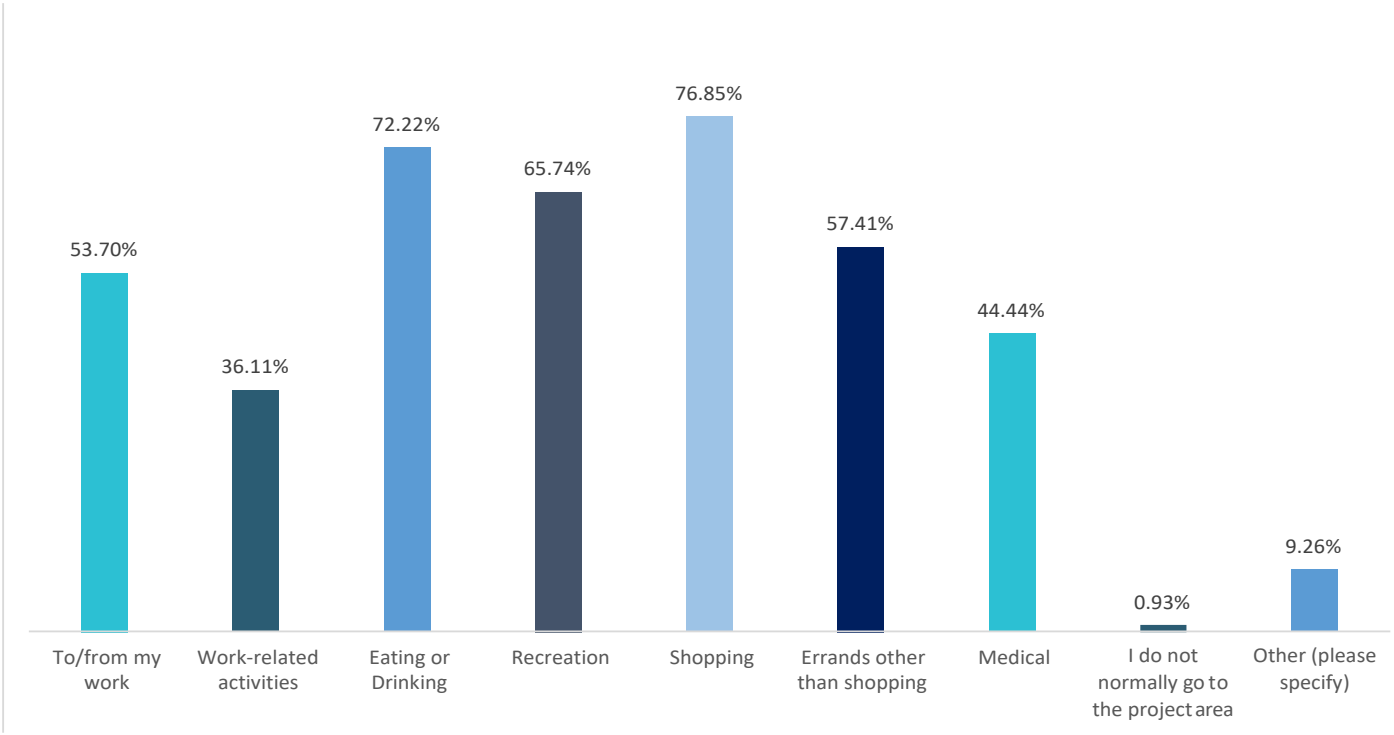


Other:

- school bus
- Ride Share
- rafting on the Roaring Fork and Colorado Rivers. visiting the hot springs
- Drive with 2-4 people
- driving to take kids to and from school for activities

2.) Why do you normally go to/from the project area? Check all that apply.

(108 Responses)

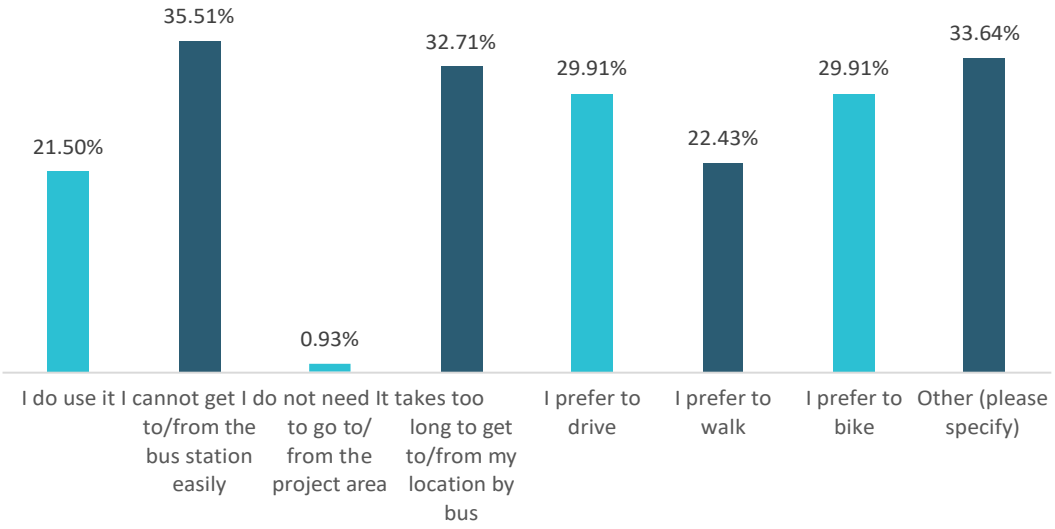


Other:

- I live in the project area (2)
- Schools
- Fishing and Boating
- rafting and hot springs
- auto repairs, attend church, walk dog, attend meetings
- To/from school
- Live in the core area
- skiing at sunlight
- School and children activities

3.) What issues prevent you from riding RFTA or Ride Glenwood, or what prevents you from riding those services more frequently? Check all that apply.

(107 Responses, 1 skipped)

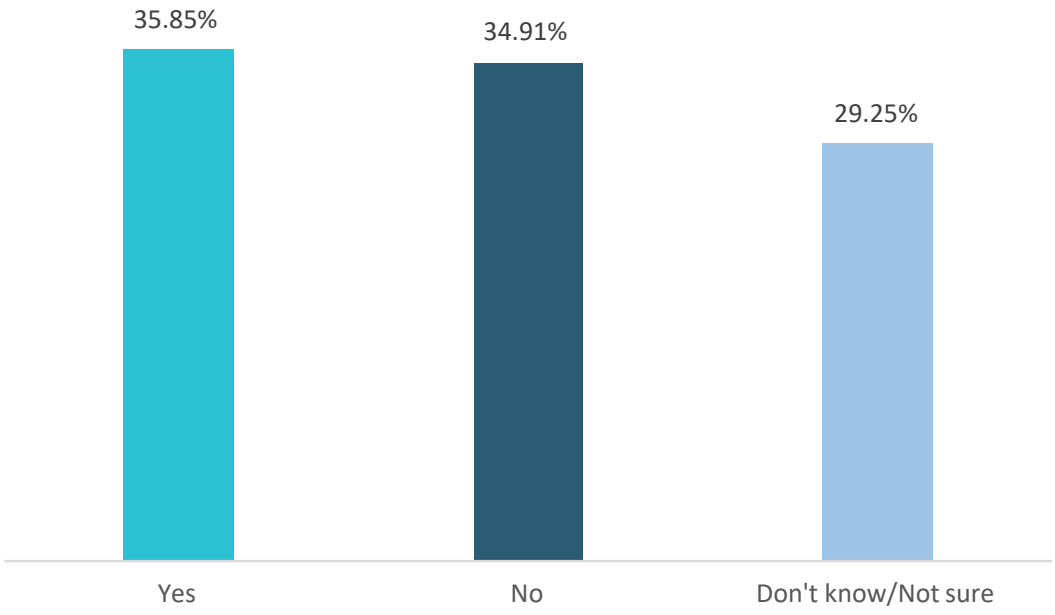


Other:

- I use RFTA 1-2 times per month, and I am willing to ride more, but I would love for BRT to stop at the CMC stop
- I only use rfta if heading to Carbondale for fun, i'd use it to access bike trails but not sure how that works or if teh schedule is convenient.
- There are 5 of us in the family so it's cheaper to ride in a car together
- safely and virus
- Since there is no connection from South Glenwood to RFTA, everyone that lives in South Glenwood must own a car and drive. Once you have driven as far as the nearest RFTA Park & Ride (which usually won't have any parking available, you might as well drive for the rest of your trip.
- short trips, varied times, quick stops and unable to wait
- Parking availability at bus stations
- I have not informed myself about RFTA/Ride options
- there are no real parking problems anywhere in town so bus is not competitive
- No place to park at the bus stop
- my dr says if i take the bus i will die, i am imono comprimised
- no routes to Sunlight!
- Transferring busses at 27th is a pain. Intervals between busses too long.
- Parking at areas, cost
- Live in Marble. No bus to get on until Carbondale
- Park and ride lot at Thunder River is always full. Many neighborhood cars, not commuters.
- There are not many West Glenwood bus stops
- Inconvenient stops/schedules
- Parking lot is full at 27th street station
- RFTA can be expensive from Glenwood to Aspen, additionally, there is no parking at 27th St (it gets full)
- trips too short - transit adds too much time
- Ride Glwd service dropped in my neighborhood and lack of parking at 27th
- There is no bus stop on South Midland
- I mostly walk and bike everywhere but i do own a car so when I need to drive it just makes sense to hop in the car for trips within Glenwood. I do plan to ride RFTA up valley for bike rides in the summer, however.
- I do not want to die from Covid-19. The busses are dangerous.
- to expensive- and I pay property taxes in Gws- and no parking
- When my kids are with me, it's cheaper to drive a car.
- Usually have 3-4 places to go each day
- It doesn't connect to downtown and west glenwood park and ride
- If I'm running errands I have a lot of things to carry.
- schedule doesn't allow for timely or late evening return
- Not enough parking at 27th st station
- the downtown service is confusing and a bit unpredictable...ride glenwood vs local vs some locals that turn into brts, transferring at 27th, etc
- Limited parking at the 27th St. park and ride and no direct bus service from the other park and ride in west glenwood.
- Bus transfers...getting off at 27th kind of leaves you on the outskirts of town

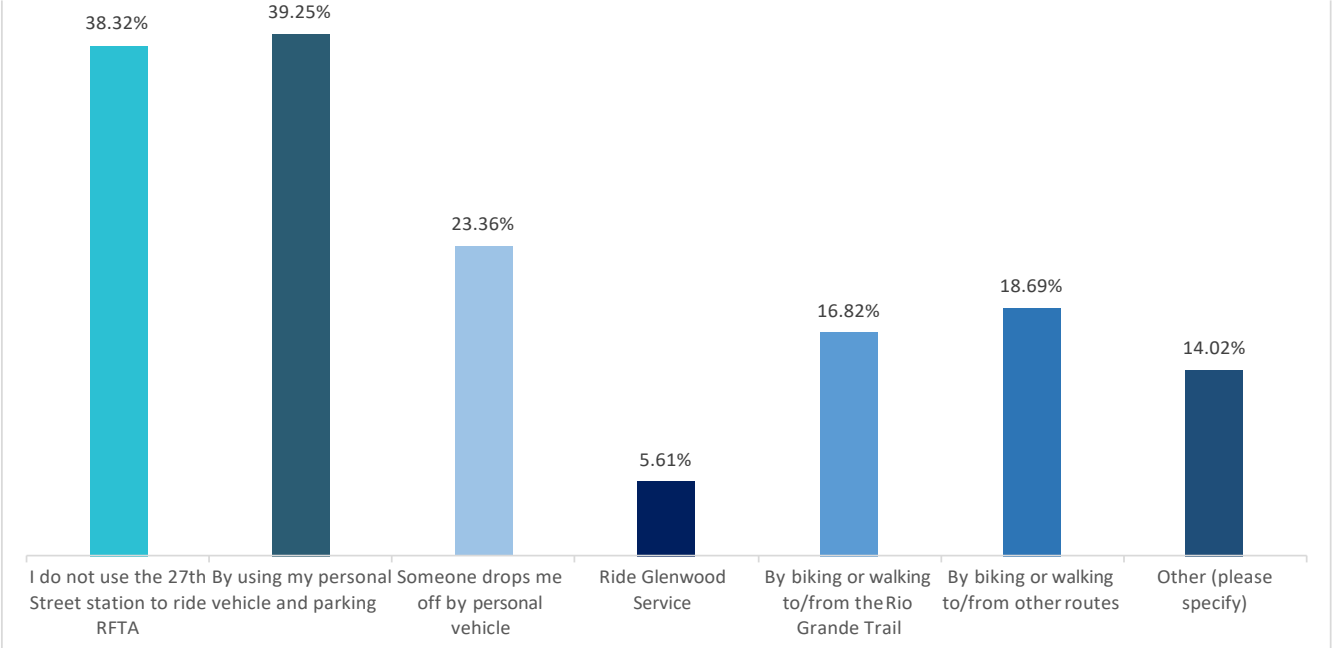
4.) If RFTA's VelociRFTA service went direct to/from 27th Street to downtown Glenwood Springs would you use it more?

(106 Responses) (2 Skipped)



5.) If you use the 27th Street RFTA station to ride RFTA, how do you get to the station? Check all that apply.

(107 Responses, 1 skipped)

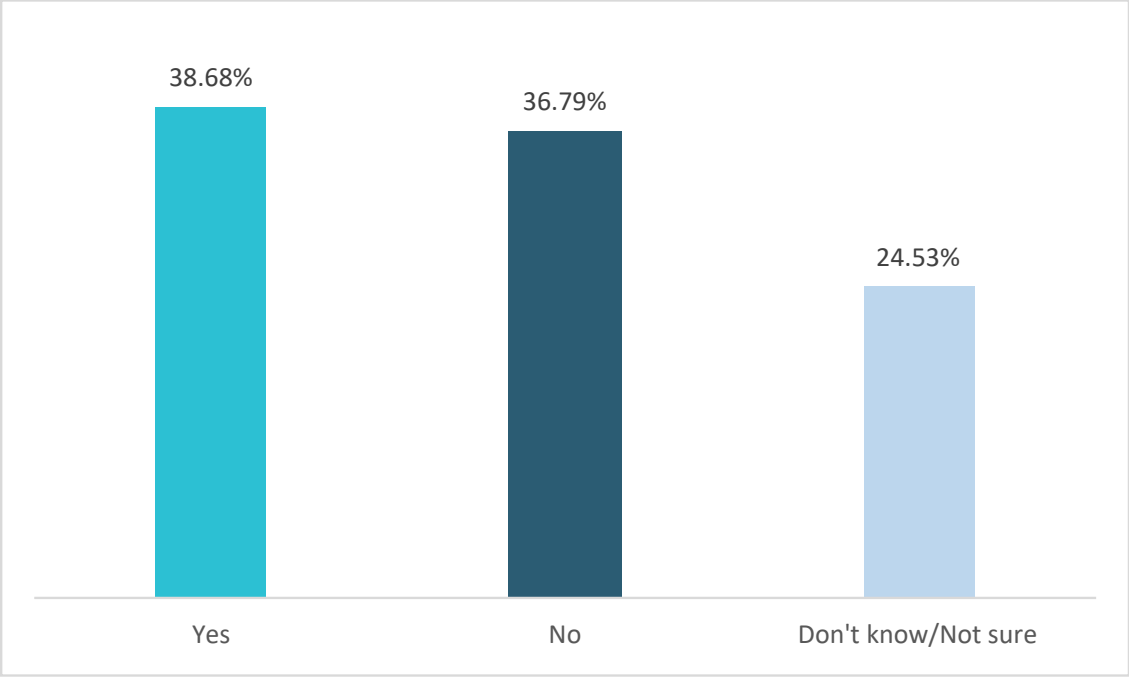


Other:

- No parking at 27 th st. Need more!
- You can't depend upon parking being available.
- Again, inadequate parking
- RFTA is a huge hassle for the tax base who pays for it.
- add a route to Sunlight!
- Velocirfta drivers are actually really great about picking you up downtown if you flag them at a stop. It's probably breaking the rules, but it's the only thing that makes it convenient enough for people to do. (Plus google transit says velocirfta stops downtown).
- The connection at 27th St. from upvalley BRT to a downvalley local are poor. If I have a meeting in downtown GWS I now take a local bus from Carbondale b/c the only additional local stops are Aspen Glen and Walmart.
- No parking at 27 th st. Need more!
- The busses should be stopped until they are no longer a point of infection.
- Would ride the Glenwood service if it was expanded to Glenwood Park and surrounding neighborhoods.
- I get on the bus at the Carbondale Park n Ride
- Transfer from the Local
- local RFTA, transfer to BRT
- Use personal vehicle and park in walmart
- riding RFTA from up valley

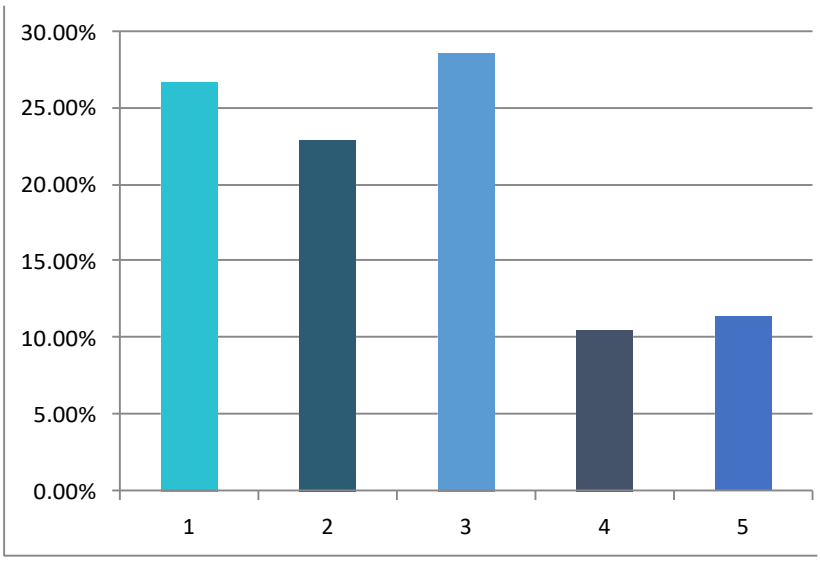
6.) Would you be more likely to use the 27th Street RFTA station if there was a pedestrian and bicycle overpass or underpass across SH-82 and 27th Street?

(106 Responses) (2 Skipped)

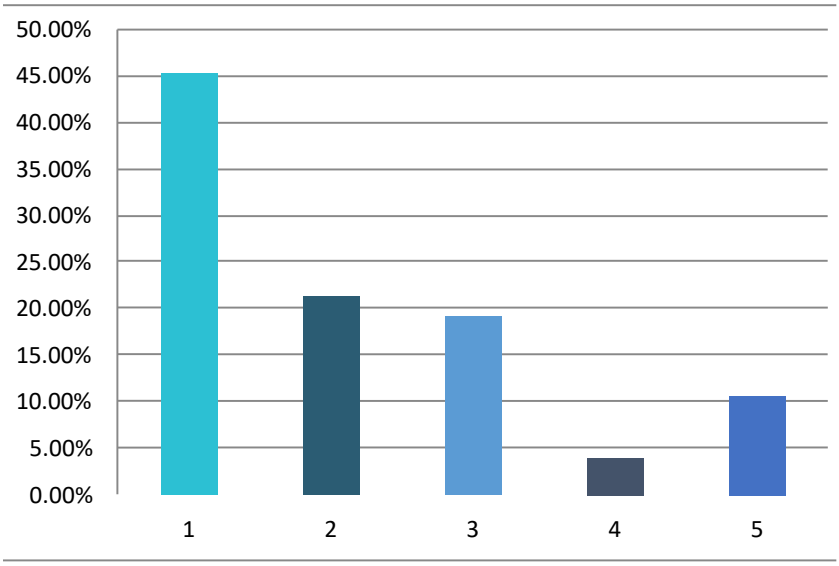


7.) On a scale of 1 to 5, please rate the degree to which each transportation component needs improvement: *(106 Responses) (2 Skipped)*
1—Yes, improve this right away
2—This should be improved sometime in the future
3—I feel neutral about this
4—This works pretty good now and probably doesn't need to be improved
5—This is excellent already and needs no improvements)

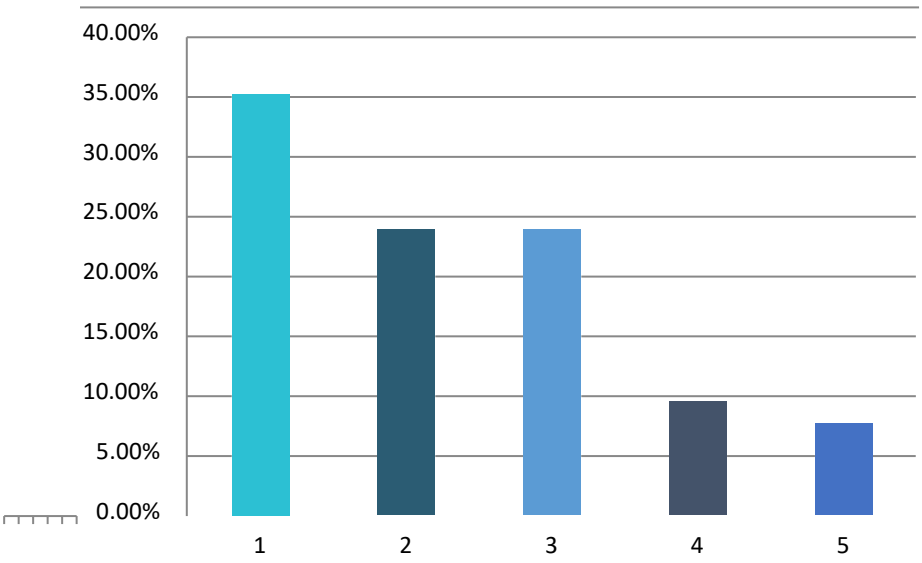
1.) DOWNTOWN PARKING - 105 Responses, 16 Comments



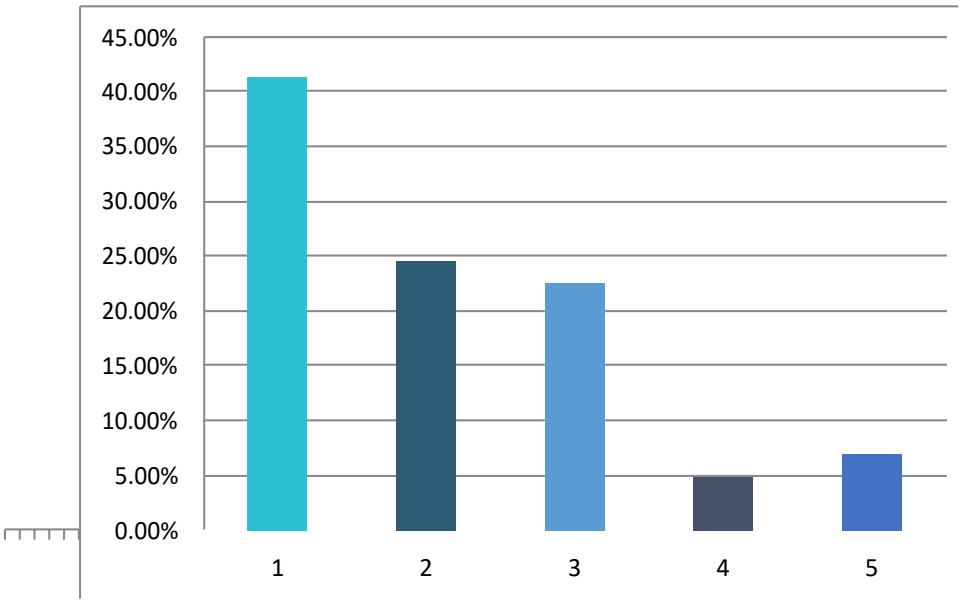
2.) PARKING AT THE 27TH STREET RFTA TRANSIT STATION - 104 Responses, 20 Comments



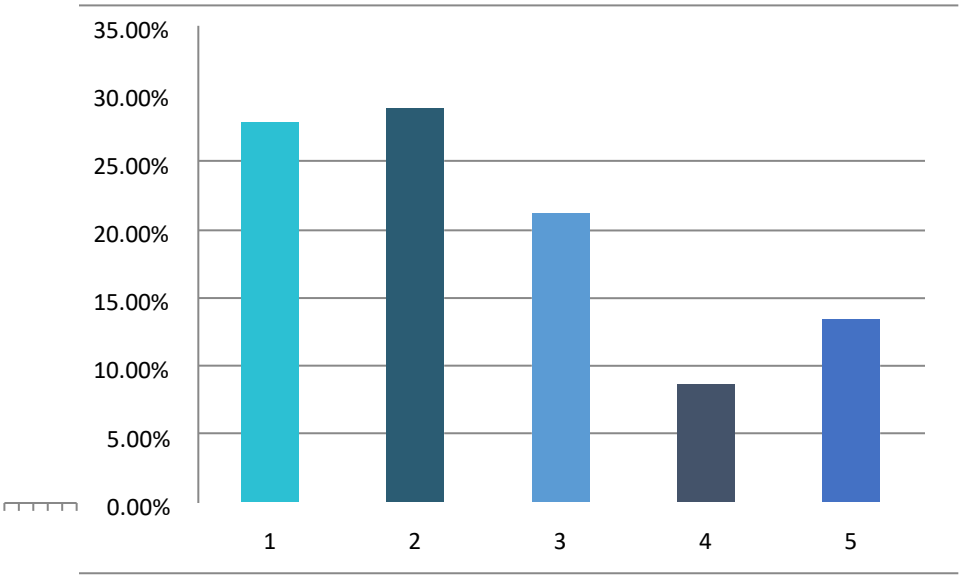
3.) BICYCLE AND PEDESTRIAN ACCESS TO TRANSIT - 105 Responses, 17 Comments



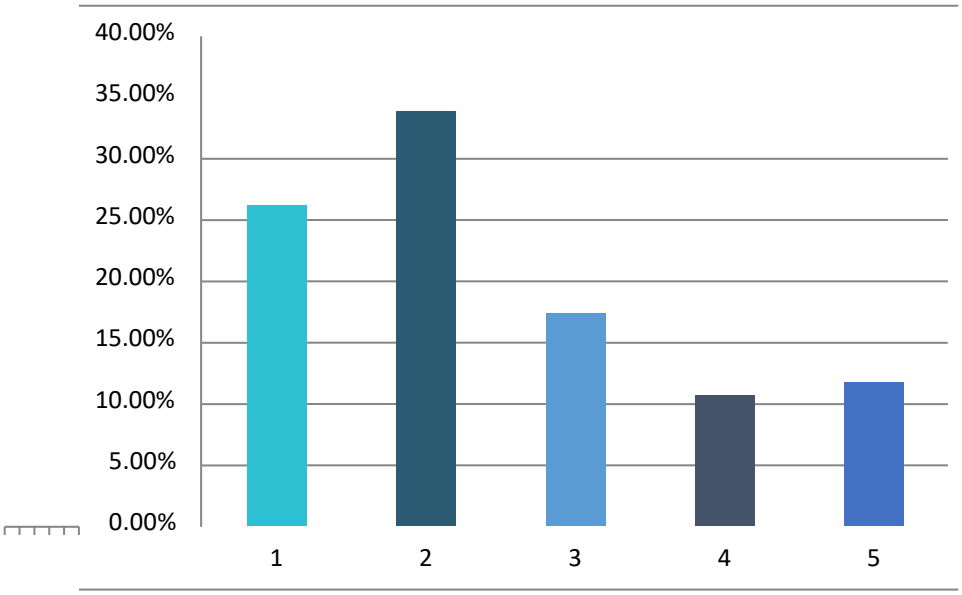
4.) INTERSECTION BACK-UP DOWNTOWN - 102 Responses, 16 Comments



5.) Adding a RFTA VelociRFTA stop downtown (the bus would go direct to/from 27th Street station to downtown with no stops in between) - 104 Responses, 16 Comments



6.) Getting buses to be able to move between 27th Street and downtown quicker (examples include in an exclusive lane, semi-exclusive lane, and/or by having the traffic signals turn to green for them as they approach) - 103 Responses, 18 Comments



*NEW COMMENTS WILL BE IN BOLD!

Downtown Parking

16 Comments

- Stop the busses. Covid-19 is not a joke. Keeping it open is criminal.
- Bussing, biking, and walking work fine
- #1 limiting factor
- Need designated Ride Share and Taxi drop off & pick up areas
- People will always complain about parking, reality is very limited space in downtown area - much more beneficial to have businesses and buildings that generates tax revenue and jobs than just parking lots
- I do use the parking garage, but there could be another garage in GWS
- Don't need Downtown parking much.
- The parking garage on 9th street is convenient & the EV chargers are added bonus
- There is a balance between providing commuter transit parking, and encouraging users to ride and bike more to/from stations. First-last mile solutions are often low cost.
- I am usually downtown in off peak times but parking isnt an issue.
- Lack of parking management is a bigger problem than lack of parking supply.
- I've lived here 20 years. I don't go downtown anymore because it's awful and congested. When will y'all realize you can't continie to add more buses and build More to solve this problem. Stop building!!!!
- Downtown parking is usually full from my experience
- I never have an issue parking downtown. Parking two or three blocks away from my dinner destination is a sign that our downtown is vibrant and worth visiting that evening.
- sometimes you have to park a couple blocks away but usually never have a problem
- Glenwood needs paid parking

Parking at the 27th Street RFTA transit station

14 Comments

- Stop the busses. Covid-19 is not a joke. Keeping it open is criminal.
- Parking here is hilarious- big station- no parking
- People need access to RFTA busses if we're expected to use them
- I don't know
- I have given up taking the bus from 27th st to go skiing. The lot is always full.
- It's always full, I park at Walmart to use 27th st station
- Not an ideal park and ride situation
- not enough parking...
- Not for me, but I know there is enough parking there.
- I dont use this
- RFTA has a small footprint for parking at 27th St. Please encourage the City to open the Blake gate, which will free up traffic flow and adjacent parking opportunities with shared parking agreements.
- With proposed development at 27th and Palmer, additional parking for this location would be beneficial. As a recreational user of 27th street station, it is near impossible to find a parking space to use it as a true park n ride stop.
- I don't park there personally but frequently drop my husband off there and parking is always full.
- I have had to adjust my work hours to ensure that I am at the 27th street station early enough to get a parking space (especially in winter).
- I live up 4 mile road and need parking at 27th street to encourage me to use buses. I would like to be able to use buses.
- Better described as access. Parking need here can be reduced by better in-town connections to the station via transit or bike/ped
- There is no way to improve this situation. The city should have requuired underground parking from the get go. Too late now!!!
- Not enough spaces!
- I've had a hard time finding parking when trying to use the bus many times
- could use more parking here if no transit increases

Bicycle and pedestrian access to transit

17 Comments

- Biking and walking to bus stops aren't too much of an issue
- Should have developed drop off and pick up for Ride Share and Taxi services at all RFTA park and rides, be inclusive
- 27th Street station is an island, really difficult to cross Hwy 82 as pedestrian/cyclist
- bike share at 27th Park-n-Ride and downtown GWS
- Most bus stops have no bike parking and bus users have asked for it in prior studies.
- Currently extremely inconvenient and feels unsafe
- If I am biking, I bike from carbondale to Glenwood for work and back. I do not mix riding and busing.
- This is a very congested area with lots of vehicles turning and trail users trying to cross busy SH 82.
- improve stops, bike parking, shelters, information
- I support a pedestrian crossing structure (either a bridge or tunnel) at 27th/Hwy 82. Since the station was built, foot traffic at this intersection has grown. Yet it seems like the traffic light timing has been changed to favor Hwy 82 vehicle traffic (understandably, since vehicle traffic has also increased). Pedestrians end up having to wait at the light for many minutes, sucking in exhaust. Also many vehicles will zoom through a yellow light or even a just-turned red light, which is unsafe for pedestrians. A crossing structure would be a great benefit to help pedestrians cross this intersection more quickly and safely.
- Increased ability to load bikes on transit would be amazing. I come from a town where all buses had front load bike racks for use.
- Especially more ease of access from Midland/4 mile road Corridor
- Is there adequate bike parking?
- Too many intersections to cross. Difficult to do with kids.
- GWS has made great strides in bike, ped access to transit but much much more needs to be done and it will really help with making transit more usable in GWS

Intersection back-up downtown

16 Comments

- Only a bypass will correct the problem. Don't kid yourselves.
- Traffic gets horrible downtown
- We still need a bypass for downtown Glenwood Springs, poor planning results in pollution and traffic.
- High volumes of traffic
- I despise driving through GWS... it always seems congested
- It can take up to two minutes to cross 82/Grand once you hit the Ped button. This is awful for walkability and just about every other benchmark of a healthy community. Why the citizens of Glenwood have put up with this for so long is a complete mystery to me.
- There is some delay but it keeps people from speeding. Not like it is a huge problem in terms of efficiency, but it would be really great if transit lanes provided priority to busses through congestion
- Make the left hand turn lanes left only and combine the straight/right lanes, please.
- Yes, signal timing is an issue. The core problem is there are too many drivers. The new center of gravity for RFTA has shifted from Aspen to Glenwood. More and more commuters live west along I-70.
- I think you only solve this by somehow getting more commuters onto the bus.
- Do not wreck our downtown neighborhoods with RFTA.
- Stop building and the cars will stop gridlock in the highway!!!
- Signals for crossing 82 (in a car or as a pedestrian) need to be retimed. Two+ blocks of traffic on 8th waiting for a green is unnecessary.
- CDOT needs to synchronize the lights along Grand Avenue/Highway 82
- Clearly a problem at rush hours.

Adding a RFTA VelociRFTA stop downtown (the bus would go direct to/from 27th Street station to downtown with no stops in between)

16 Comments

- Traffic gets so bad that it wouldn't be very rapid anymore. Also, it doesn't make too much sense to have Ride Glenwood, RFTA local, and RFTA BRT all servicing the same crowded area
- Not needed, what is needed is direct from west glenwood park and ride to 27th street.
- Not sure how much this would help if traffic still backs up on 82
- 27th St is too far from the downtown core...bike share would help
- Just makes sense.
- this could be nice, especially with transit priority lanes through congestion. Location of the downtown stop might influence the desire for this.
- This should be part of a route that goes to the West Glenwood RFTA station with stop on either side of 8th near City Hall. This will encourage a highly needed intercept lot in West Glenwood to alleviate traffic flow on Midland, 8th, and Grand Ave. Paid parking in the downtown core should be considered to encourage office and retail workers to use public transit. Intercept lots at West Glenwood Mall and near Walmart with frequent, inexpensive or free service along Hwy 6 and Grand Ave., ideally using smaller electric buses.
- No need more local stops between 27th and downtown
- This may help with parking demand at 27th street if customers are originating from downtown
- A critical component to make this effective is to have bus only lanes so buses dont get stuck in traffic.
- This is needed, but the highschool and grocery store should be priotized right along with a downtown stop.
- BRT buses should not go downtown but rather have Ride Glenwood pick up passé and take them into town and in out lying areas. Glenwood needs a better city bus system that serves the outlying areas rather than the same basic route that the RFTA buses cover.
- Need a shuttle downtown to West GWS
- If this helps relieve the downtown back-up, I would support it

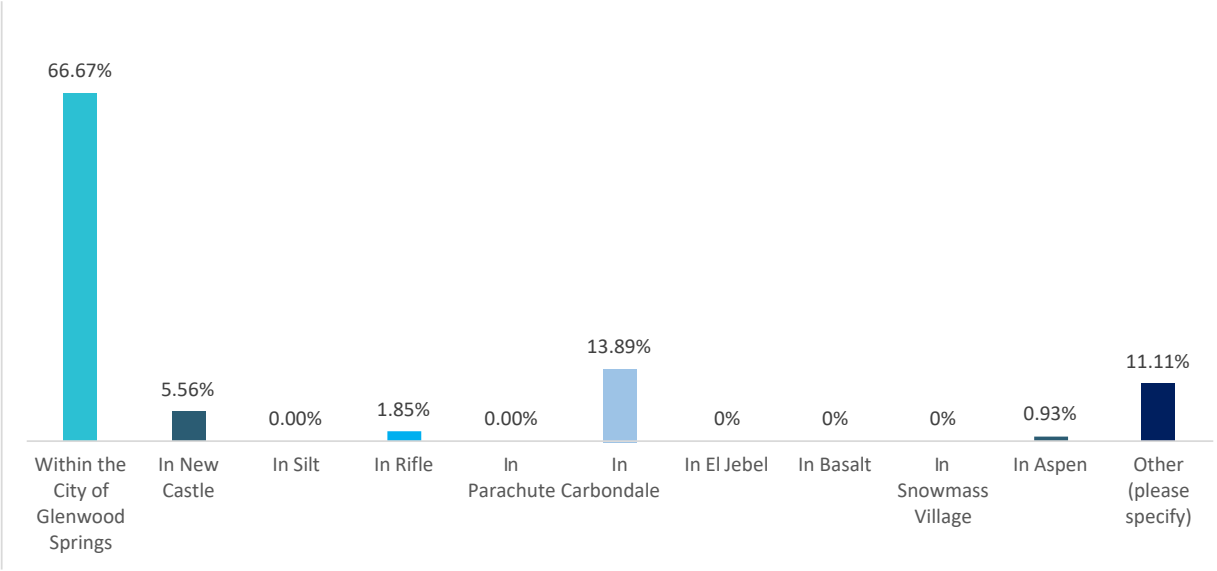
Getting buses to be able to move between 27th Street and downtown quicker (examples include in an exclusive lane, semi-exclusive lane, and/or by having the traffic signals turn to green for them as they approach)

18 Comments

- traffic signals are a good idea- buy don't turn our roads into 1 street like aspen- we pat taxes for the roads to be used by the pubic. not exclusive for Rita
- It's not too bad, and I'd be hesitant to make traffic flow worse
- not sure
- BRT needs to connect to West Park and Ride and Bustang!!
- Should have planned a bypass and you would not need this, upvalley traffic going DV to Rifle etc would skip Glenwood altogether.
- If there is a semi-exclusive lane - would this remove street parking from 82? Not the worst idea - am sure residents would not like it - at same time they have off-street parking options and and can always park on the side streets. Not a constitutional right to park your car where you can see it.
- Explore other multi-modal options, not just expensive, loaud buses. electric street cars...or an elevated gondola along the Rio Grande corridor would be a great way to get through GWS. Bike share program would be a nice cheap addition to GWS
- I would not support automatic greens for buses if this would also result in more green time for cars on 82/Grand. They have enough already!
- Absolutely! Also, prioritize lights for bikes and Peds too, the lights currently prioritize cars and the cross-walk buttons are not responsive when pushed.
- stupid idea will all the traffic backed up for 2 people to use express lane
- Great idea. Please consider utilizing the RFTA Rio Grande Railroad Corridor. A busway, trail and stops can all co-exist with thoughtful design. E-bikes are a great commuting option for the Rio Grande Trail. Blake St. is also a great parallel bike route that goes through old town and connects to 27th St. BRT Station.
- A wide variety of options need to be considered for this as we do not want to push traffic off of Grand onto relatively quiet parallel residential streets.
- We saw this work during the GAB. If the bus gets traffic privileges it is more competitive.
- I think this is a critical component to make transit a priority.
- Yes! Making transit faster than driving during rush hour is the only way to boost ridership and provide an alternative that's actually useful.
- When there is an incentive to ride the bus, people will use it. Saving time spent in traffic is a great incentive.

8.) I live?

(108 Responses, 12 Comments)

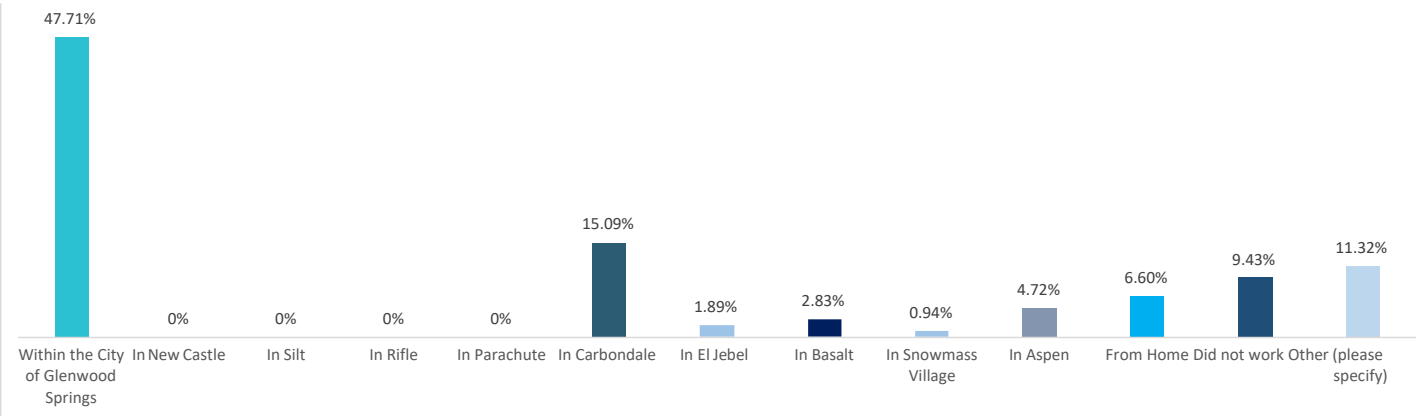


Other:

- No name
- City of Glenwood Four Mile Corridor
- Glenwood Spring unincorporated (2)
- Garfield County (2)
- In unincorporated Garfield County (2)
- On 3 Mile and use TAFTA to go up valley on a regular badis
- South Glenwood
- County outside GWS (4 mile)
- Marble

9.) Prior to COVID-19, I worked:

(106 Responses, 12 Comments)



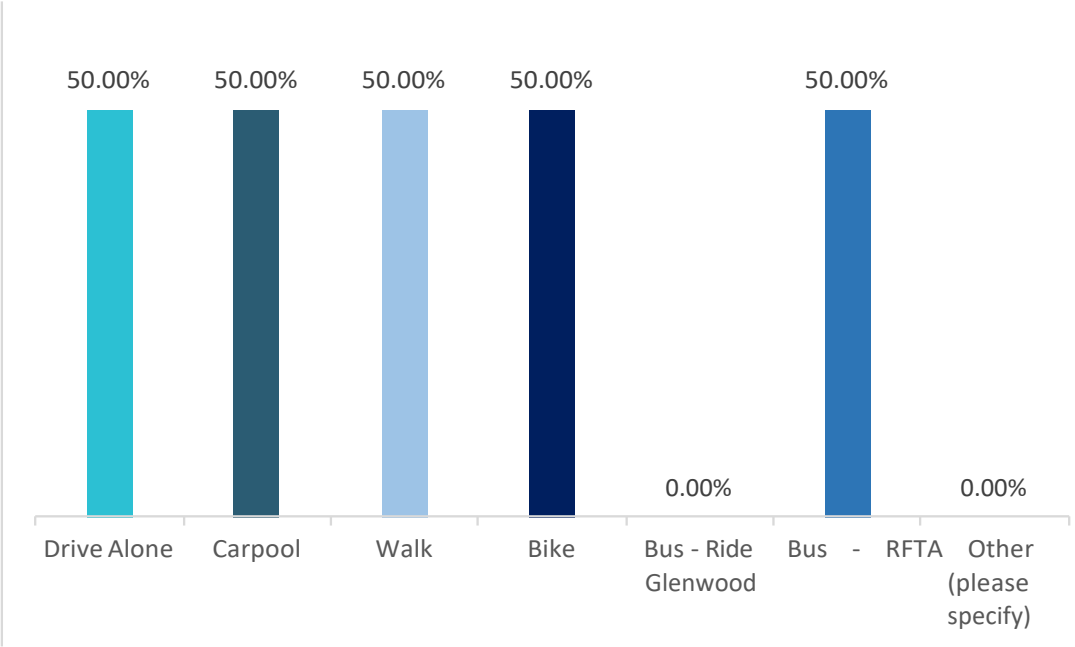
Other:

- Student
- Retired (6)
- From Aspen to Rifle
- Within all of Garfield County
- Aspen to parachute
- work takes me throughout the region, would like to use transit more to and within GWS but it is not as easy to use transit to or within GWS as it is upvalley
- Throughout the Roaring Fork Valley.
- At CMC Spring Valley - between Glenwood Spgs and Carbondale

Encuesta de “MOVE” de Glenwood Springs

All Responses collected on Monday 5/19/2020 *(2 Responses Collected)*

1.) How do you normally travel in and around the project area? Check all that apply.
(2 Responses)



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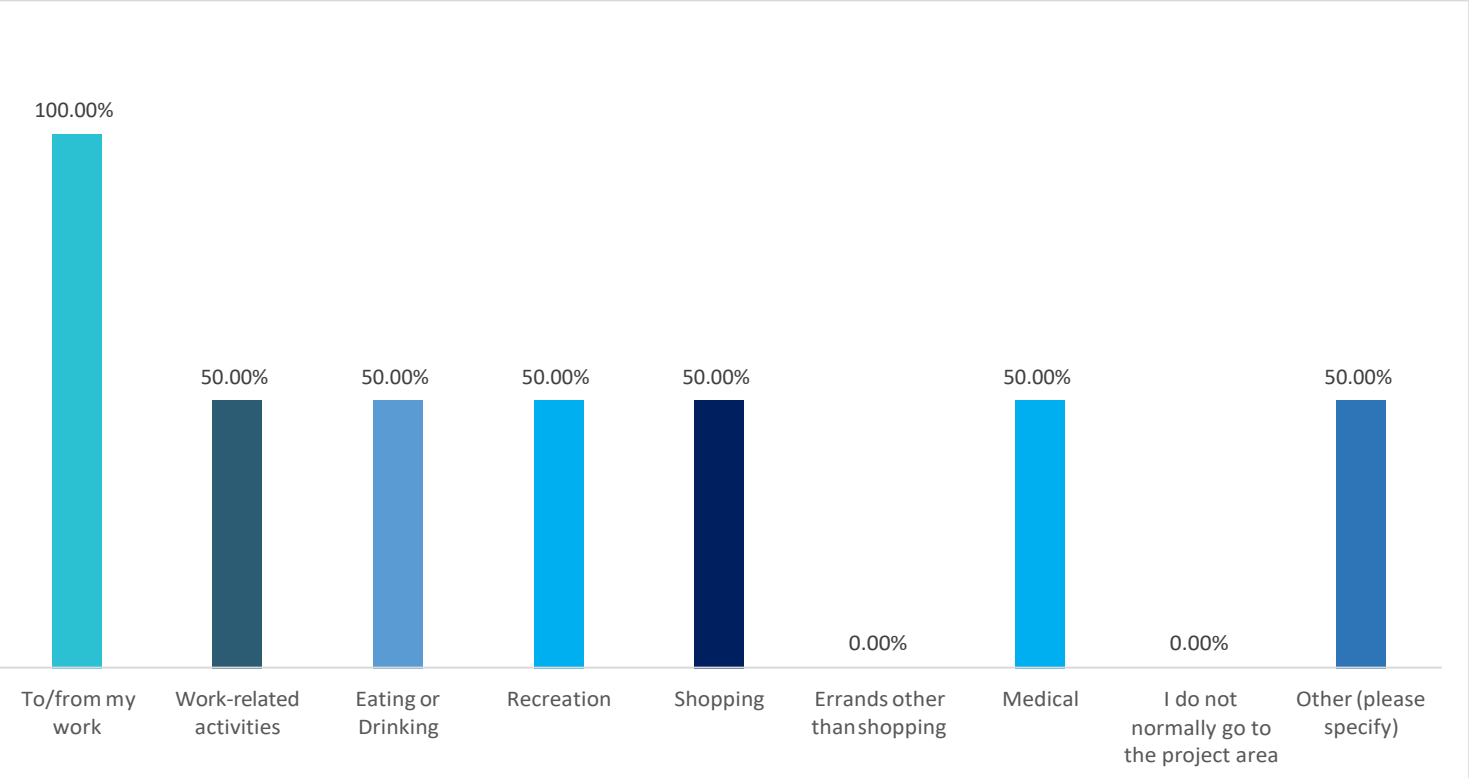
2.) Why do you normally go to/from the project area? Check all that apply.

(2 Responses)

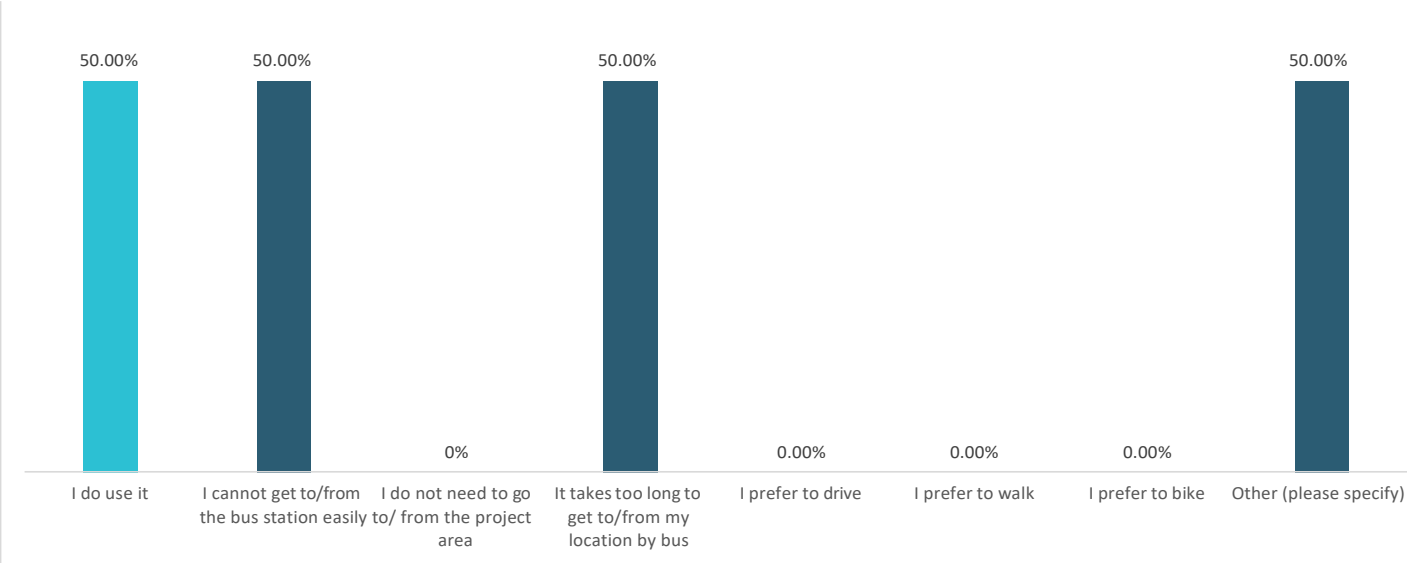


Other:

- Viajes hacia la escuela de mi hijo y campamentos de verano (Trips to my son's school and summer camps)

3.) What issues prevent you from riding RFTA or Ride Glenwood, or what prevents you from riding those services more frequently? Check all that apply.

(2 Responses)

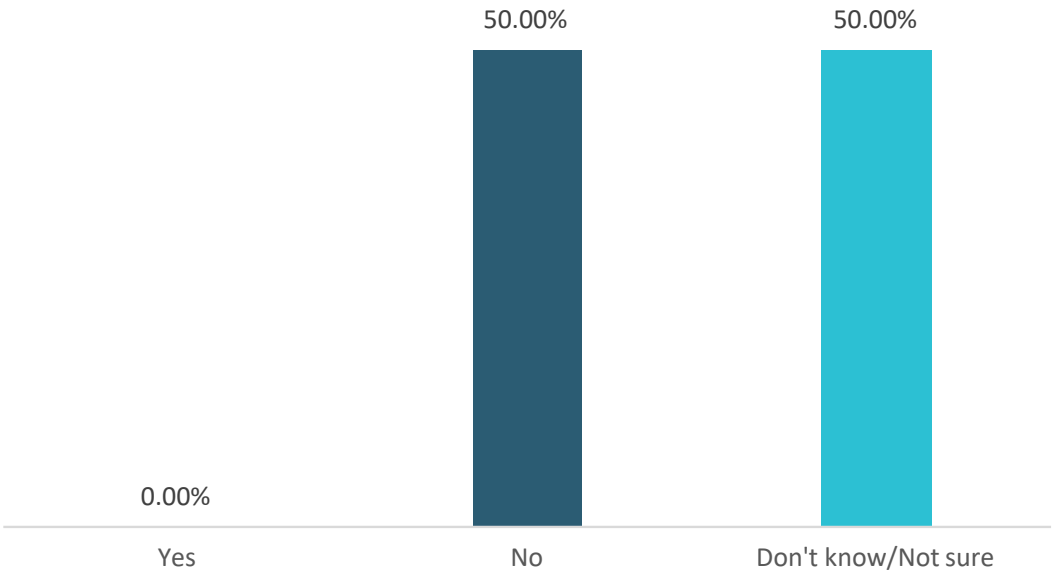


Other:

- El camión ride no llega de west Glenwood hacia Sopris elementry school (The truck ride does not arrive from west Glenwood to Sopris elementry school)

4.) If RFTA's VelociRFTA service went direct to/from 27th Street to downtown Glenwood Springs would you use it more?

(2 Responses)



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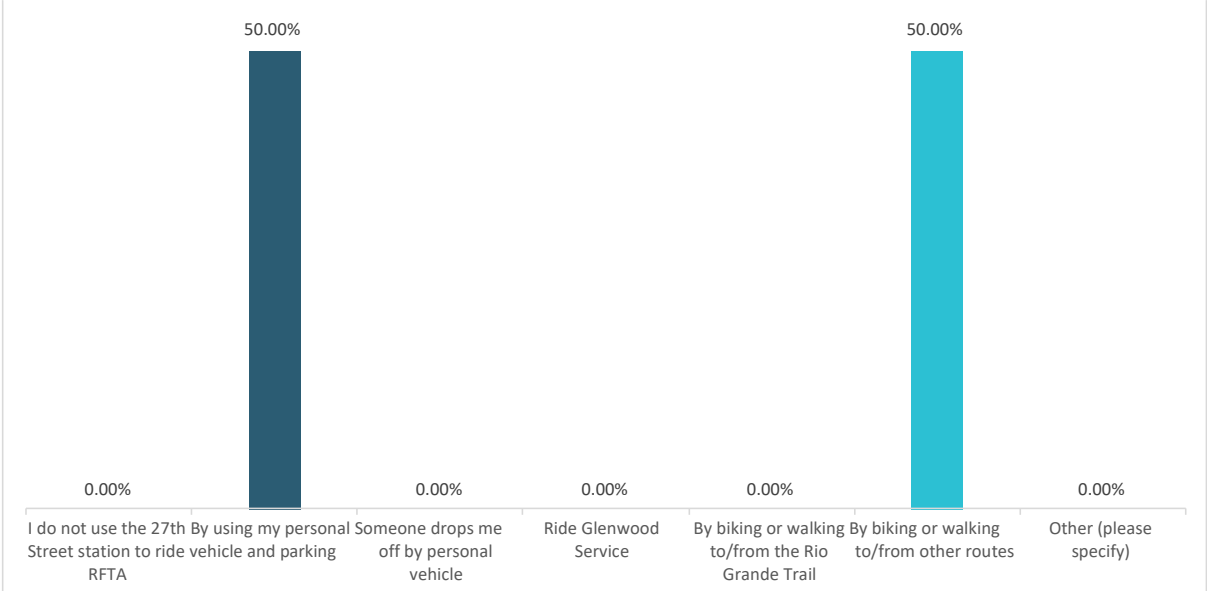

Other:

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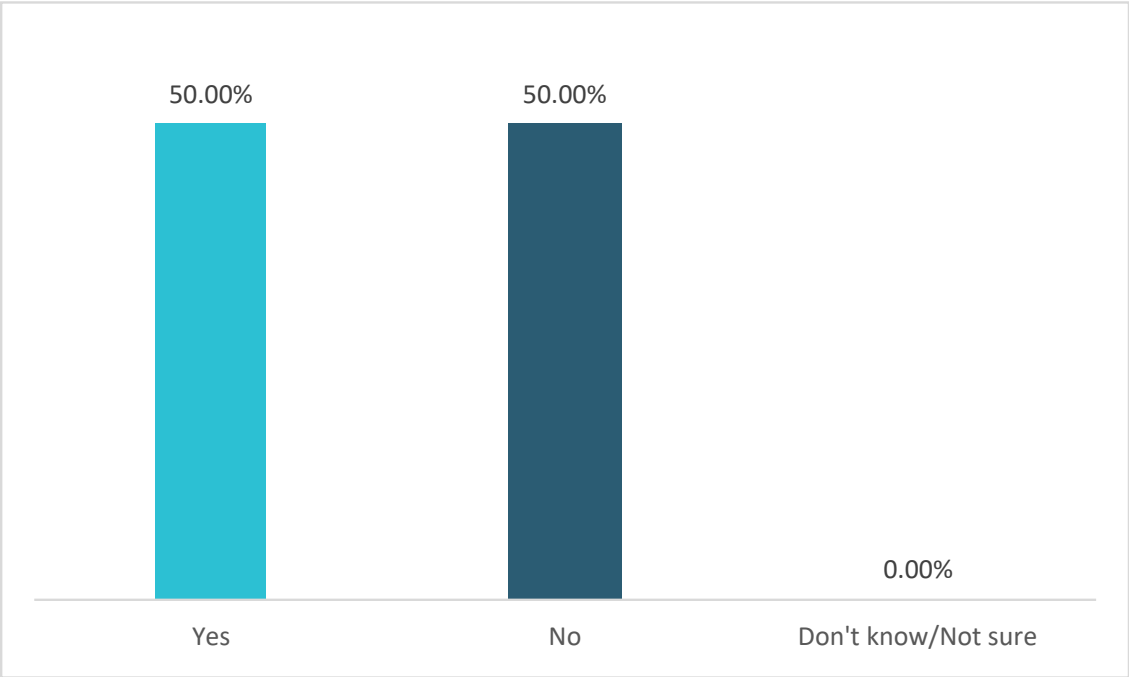
(2 Responses)



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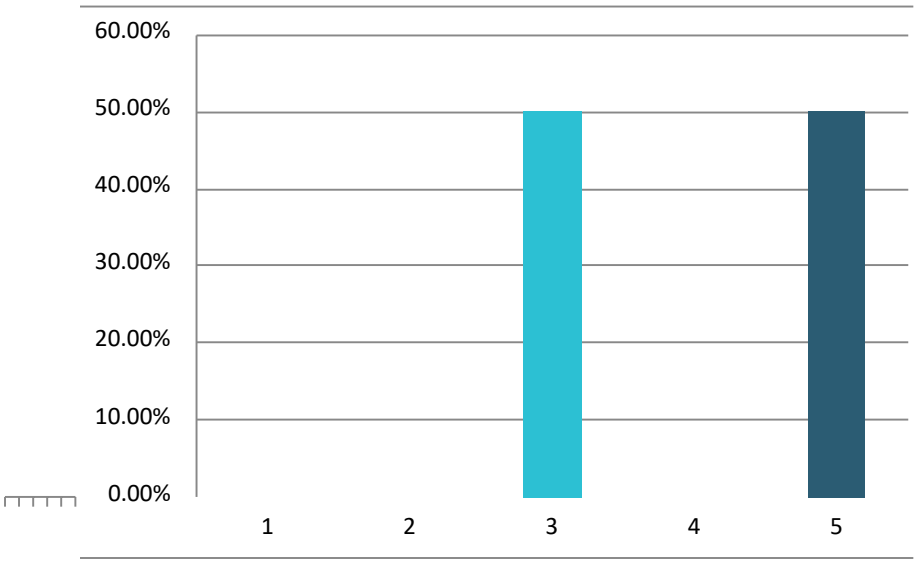
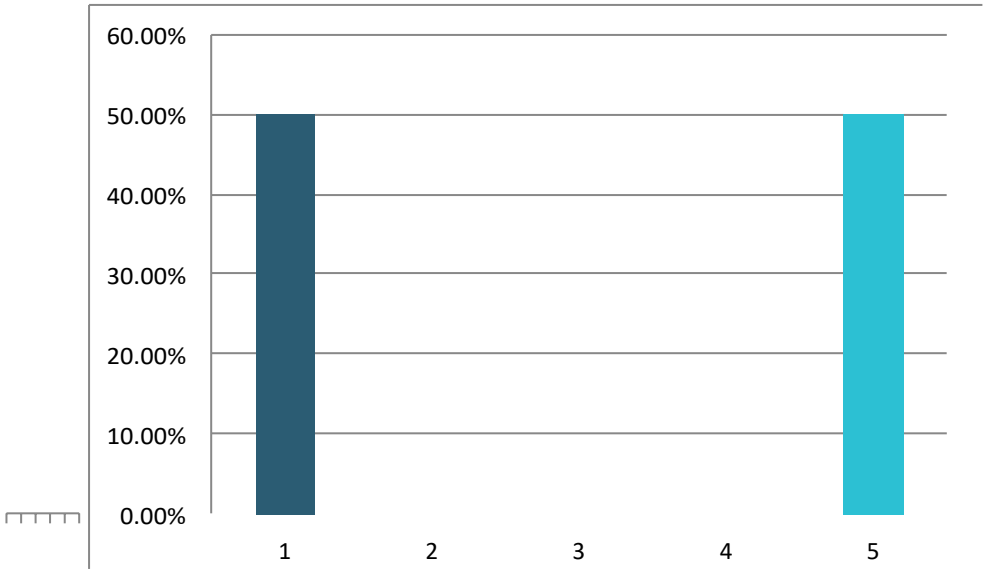
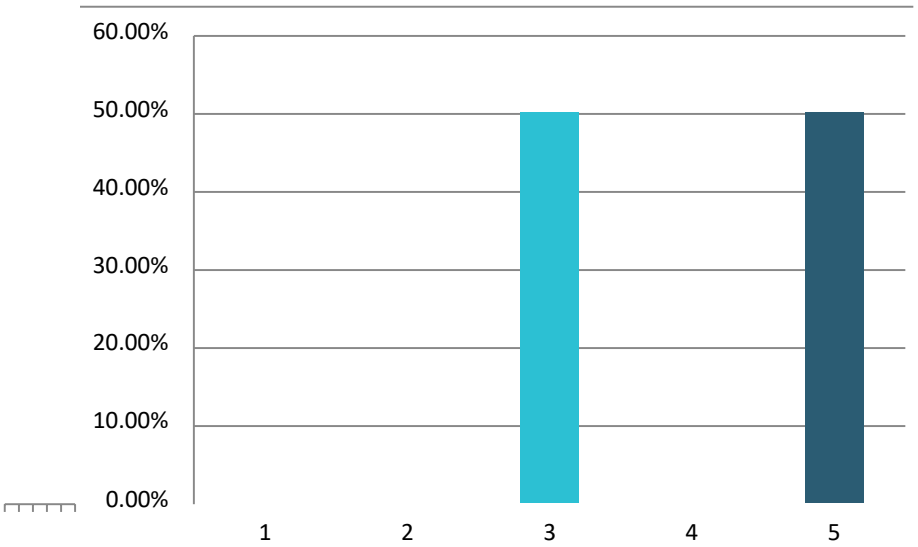
1.) DOWNTOWN PARKING - 2 Responses, 0 Comments



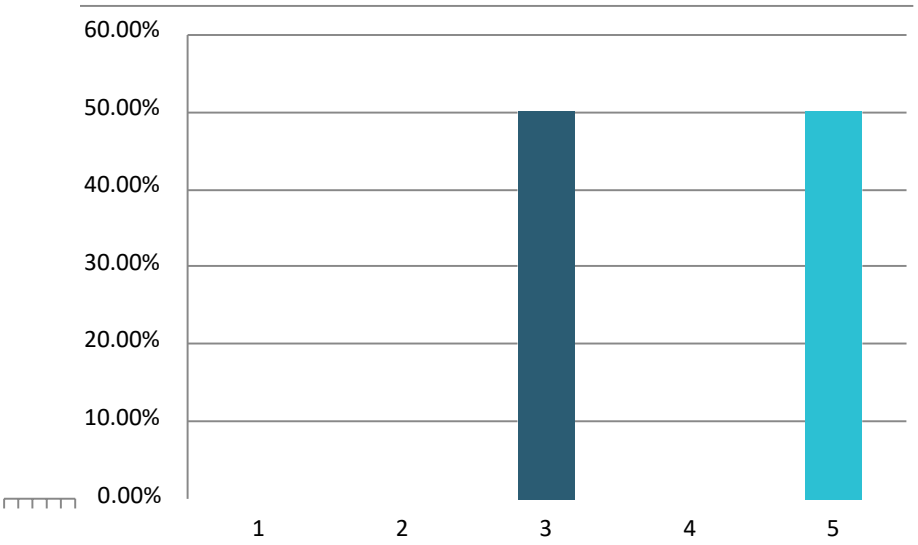
2.) PARKING AT THE 27TH STREET RFTA TRANSIT STATION - 2 Responses, 0 Comments



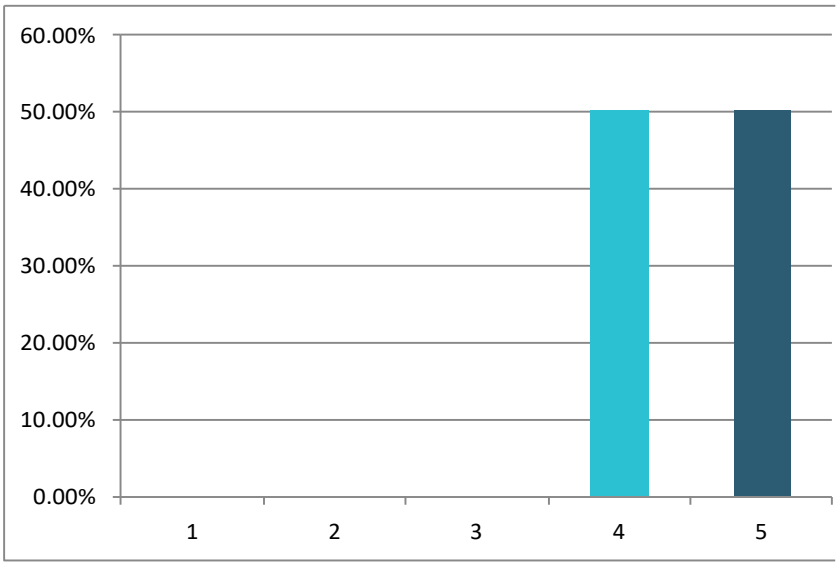
3.) BICYCLE AND PEDESTRIAN ACCESS TO TRANSIT - 2 Responses, 1 Comment



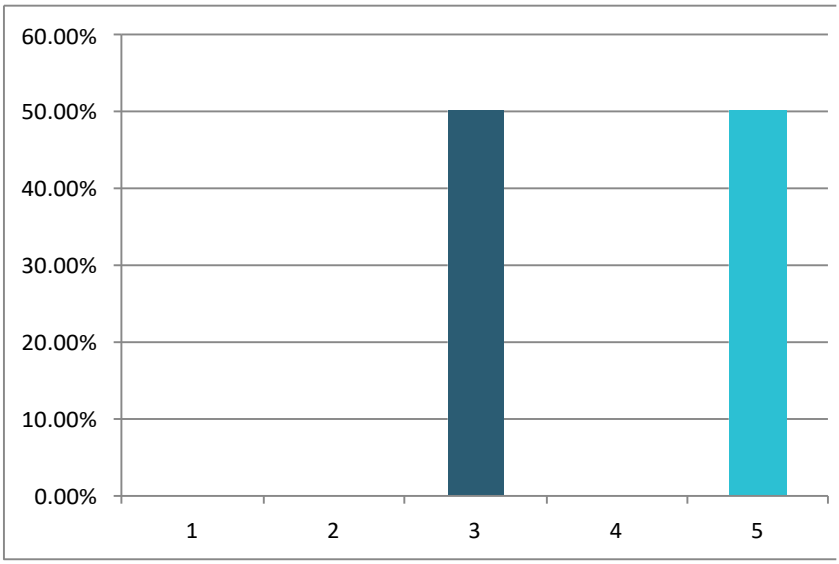
4.) INTERSECTION BACK-UP DOWNTOWN - 2 Responses, 0 Comments



5.) Adding a RFTA VelociRFTA stop downtown (the bus would go direct to/from 27th Street station to downtown with no stops in between) - 2 Responses, 0 Comments



6.) Getting buses to be able to move between 27th Street and downtown quicker (examples include in an exclusive lane, semi-exclusive lane, and/or by having the traffic signals turn to green for them as they approach) - 2 Responses, 0 Comments



Downtown Parking
0 Comments
•

Parking at the 27th Street RFTA transit station
0 Comments
•

Bicycle and pedestrian access to transit
1 Comment
- **Esto solo funciona cómodamente en el verano (This only works comfortably in the summer)**

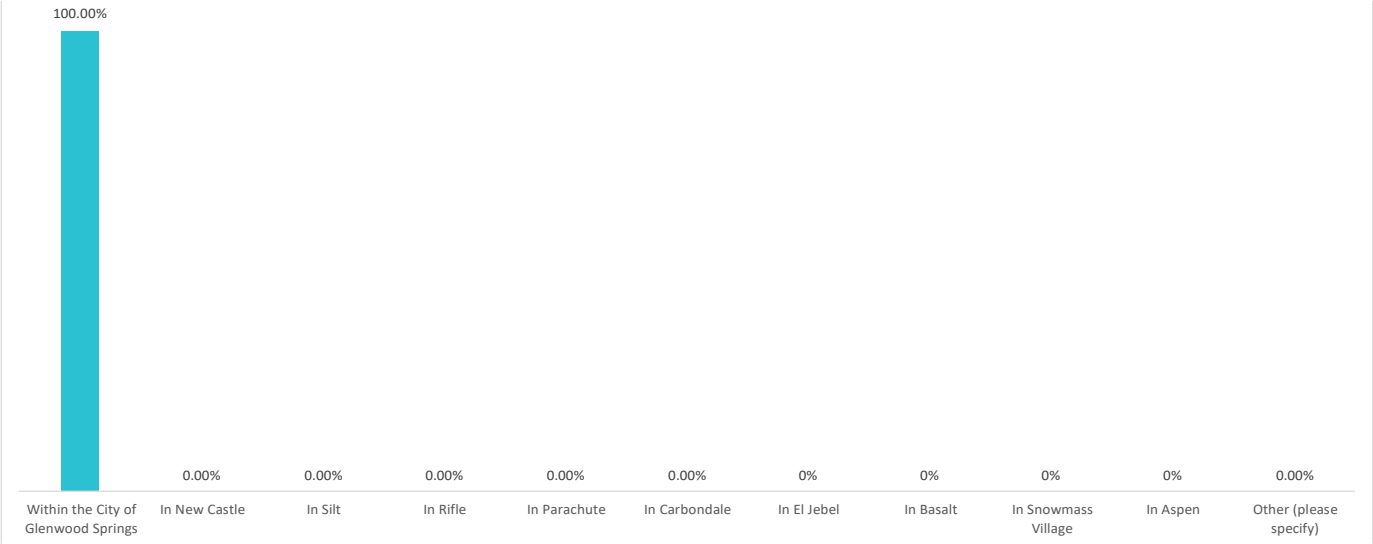
Intersection back-up downtown
0 Comments

Adding a RFTA VelociRFTA stop downtown (the bus would go direct to/from 27th Street station to downtown with no stops in between)
0 Comments

Getting buses to be able to move between 27th Street and downtown quicker (examples include in an exclusive lane, semi-exclusive lane, and/or by having the traffic signals turn to green for them as they approach)
0 Comments

8.) I live?

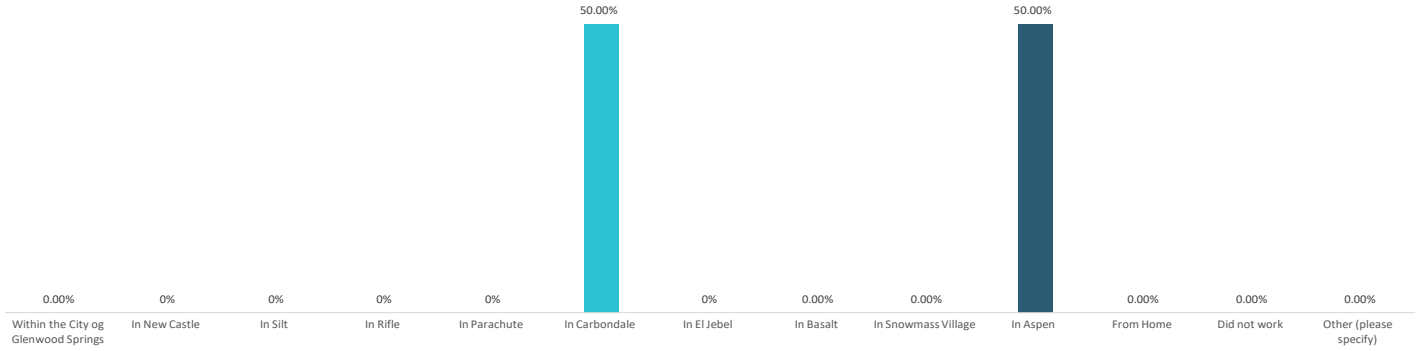
(2 Responses, 0 Comments)



Other:

9.) Prior to COVID-19, I worked:

(2 Responses, 0 Comments)



Other:

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