RFTA Stage II - “Determine Future Needs”

RFTA Board Meeting

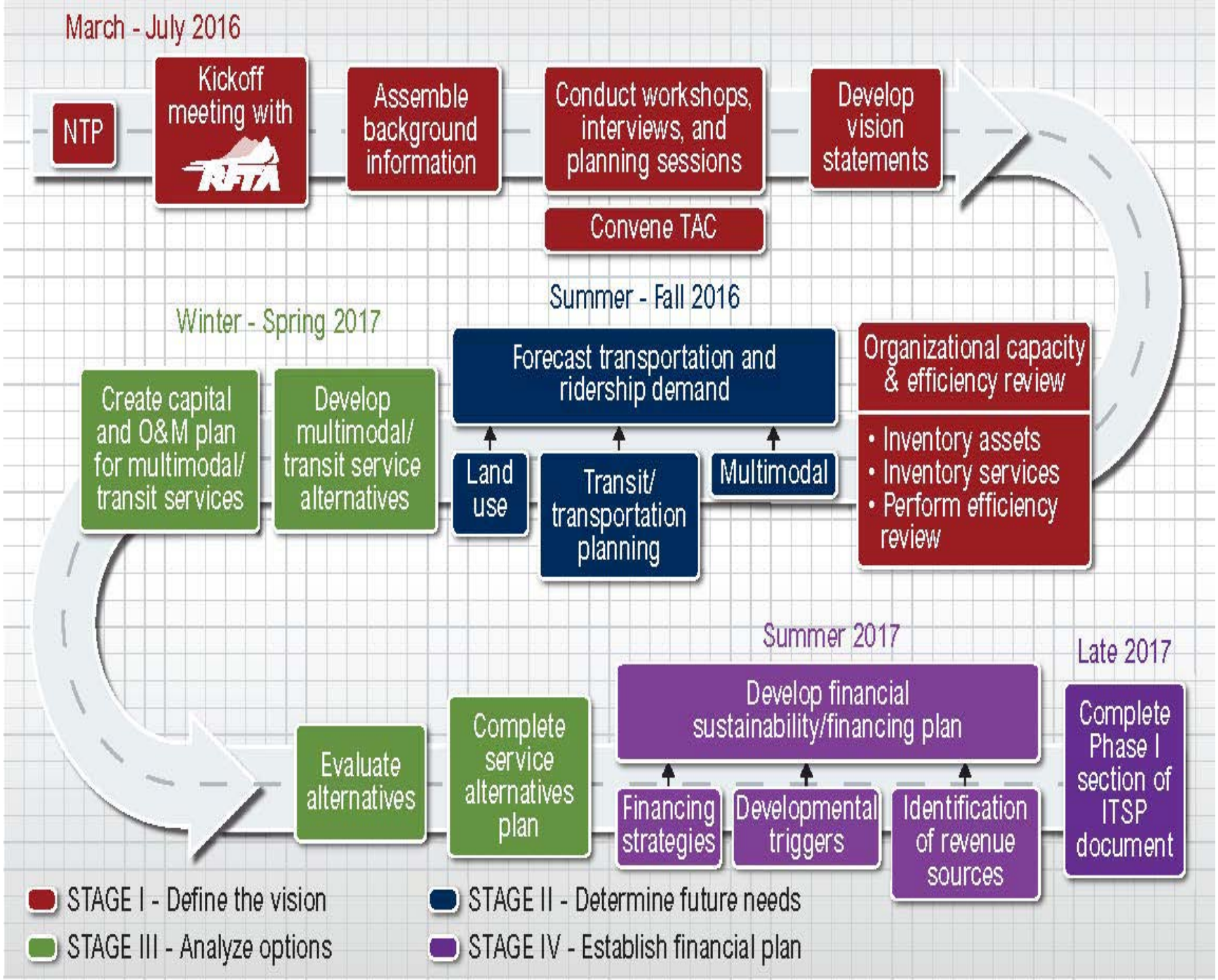
November 10, 2016

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

Today’s Update to You

- November Board – give status update ITSP Stage II & present Land Use Report.


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 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.

ITSP Stage II Update

- Land Use report completed and fed into ridership model
- AirSage data is being evaluated, and loaded into baseline ridership model and then move to future (20-year) no-build forecast for ridership demand
- Small group meetings were held - Aspen Ski Co, Valley View Hospital, Valley Settlement project, and EOTC. Meeting with Pitkin County Airport scheduled.
- TAC meeting was held October 27, next TAC meeting in early December

ITSP Stage II Update

- Public information release summarizing what heard in Stage I and how moving forward from here was completed.
- Team will be meeting with elected officials from Cities/Counties again early in 2017 to review existing and future no-build ridership demand findings to set stage for Stage III – Analyze Options

Land Use Report

- Reviewed over 30 planning documents
- Looked for “Triggers” - those actions that could affect RFTA’s delivery of service
- Received population and employment data to feed into the ridership estimation tool

Land Use: Garfield County

- LoVa Trail
- Future growth in the following areas as mapped by the Comprehensive Plan's Future Land Use map :
  - 1 town center – east of New Castle municipal boundary
  - 3 regional employment centers – Rifle Airport; County Road 246/County landfill/Anvil Points; County Road 215 north of Parachute
  - 10 rural employment centers
  - 5 village centers

Land Use: Garfield County *contd.*

- Future growth in three Unincorporated Communities as identified on the Future Land Use Map:
  - Battlement Mesa
  - 4-Mile/Sunlight
  - Cattle Creek/River's Edge/CMC Intersection
- In particular, the Cattle Creek area has been the subject of several development proposals and development approvals. The RE-1 School District is also building a new K–8 grade school in this area.

Land Use: Town of Parachute

- Marijuana research & development-based campus
- Improved access to outdoor recreational opportunities
- LoVa Trail
- Existing industrial infrastructure positions Parachute for a resurgence in the oil & gas industry or development of another industrial-based operation

Land Use: City of Rifle

- LoVa trail
- Five large site development opportunities: 64,800 square feet of retail, 70,000 square feet of office, 343 residential units, 90 hotel rooms, & a future commuter rail station
- Relocation of the park-n-ride lot at Centennial Parkway & Railroad Avenue closer to the -70 Interchange
- Increase in oil & gas activity

Land Use: Town of Silt

- Future growth of previously approved commercial & residential developments
- Annexation & development of land on periphery of Town
- Development of satellite businesses near RV Park
- LoVa Trail
- Construction of a trail to Coal Ridge High School

Land Use: Town of New Castle

- LoVa trail
- Mountain bike trail network
- Lakota Ridge Senior Apartments
- Annexation of 22 acres east of town
- Renewed extraction of Coal-bed methane or coal mining on the hogback

Land Use: City of Glenwood Springs

- South Bridge
- A realignment of Highway 82 through the City
- Devereaux to Midland Avenue bridge
- Development of the confluence area
- Completion of the Grand Avenue Bridge

Land Use: City of Glenwood Springs *contd.*

- Performing arts center
- Sunlight ski area improvements
- East Bank School
- Redevelopment of the airport property
- BRT to downtown
- Sports complex
- Transit facility at confluence area

Land Use: City of Glenwood Springs *cont.*

- Density increase & mix uses proposed for six secondary commercial centers:
  - Glenwood mall & west 6th street
  - City Market 14th & Grand
  - 19th & Grand
  - Roaring Fork Market Place
  - Confluence Area
  - Build out of Glenwood Meadows
- Better interconnectivity of road network
- 4 Mile Road Bershinyi Ranch

Land Use: Town of Carbondale

- TOD development north of current park-n-ride
- Expansion of the circulator
- Annexation & development of properties south of town
- Improved connection to and/or expansion of Red Hill parking lot
- Build out of Crystal Marketplace

Land Use: Eagle County

- Land Use activities in El Jebel/Willits/Basalt
- Service connections with Eco-Transit
- Land Use activities in Gypsum

Land Use: Town of Gypsum

- ECO Transit adjustment of their services based upon population
- Local circulator route
- Update of the Gypsum Comprehensive Plan
- Improved park-n-ride lot near I-70 interchange
- New I-70 Interchange direct to the airport
- Dotsero developers seeking annexation into Gypsum

Land Use: Dotsero

- Increased development in Dotsero
- Public transit service to Dotsero
- Development of a park-n-ride

Land Use: Mid-Valley Area

- Development of any of the following properties:
  - the Tree Farm
  - the Crawford property
  - the Lane property
- Further build out of Crown Mountain Park
- The reconfiguration of El Jebel Road & Highway 82 intersection

Land Use: Town of Basalt

- South Side Development
- Implementation of Downtown River Corridor recommendations
- Willits build out
- Potential laneage closure of Two River's Road for bike & ped. trail
- Development within "Our Town Planning Area"
- Growth in Meyer Ranch and Arbaney/Kittle area
- Multi-modal connections
- Increased residential density in Holland Hills

Land Use: Pitkin County

- Caucus Area Plans do not contemplate significant population growth or growth in commercial development. However, several plans now recommend exploring the transit potential off the primary corridors
- Proposed parking improvements to the Brush Creek Intercept lot & the Buttermilk parking storage lots
- Sardy Field upgrades
- Possible Highway 82 realignment into Aspen
- Rail

Land Use: Town of Snowmass Village

- Build out of Base Village, the Mall & Snowmass Center
- Build out of the Rodeo site
- Increased service to Brush Creek Lot and/or connections into the Village

Land Use: City of Aspen

- Capacity of Rubey Park Transit Center
- Further reduction in available on-street parking
- Future planning decisions made by the EOTC
- New hotel development
- Future Entrance to Aspen decisions
- Sardy Field improvements
- Increased density & development in the UGB
- Extended transit service beyond City boundary, i.e. East Aspen

AirSage Data Received

- Finalized 47 travel zones (43 internal, 4 external)

- Data collection months (3):
  - Fall: September 30 (Wednesday) – October 29 (Thursday), 2015
  - Winter: February 10 (Wednesday) – March 10 (Wednesday), 2016
  - Summer: July 12 (Tuesday) – August 10 (Wednesday), 2016

- Day Parts (3 for weekday and 3 for weekend):
  - Weekday:

    AM Peak Period: 5:00am – 10:00am

    Mid-Day Period: 10:30am – 2:00pm

    PM Peak Period: 2:00pm – 7:00pm
  - Weekend:

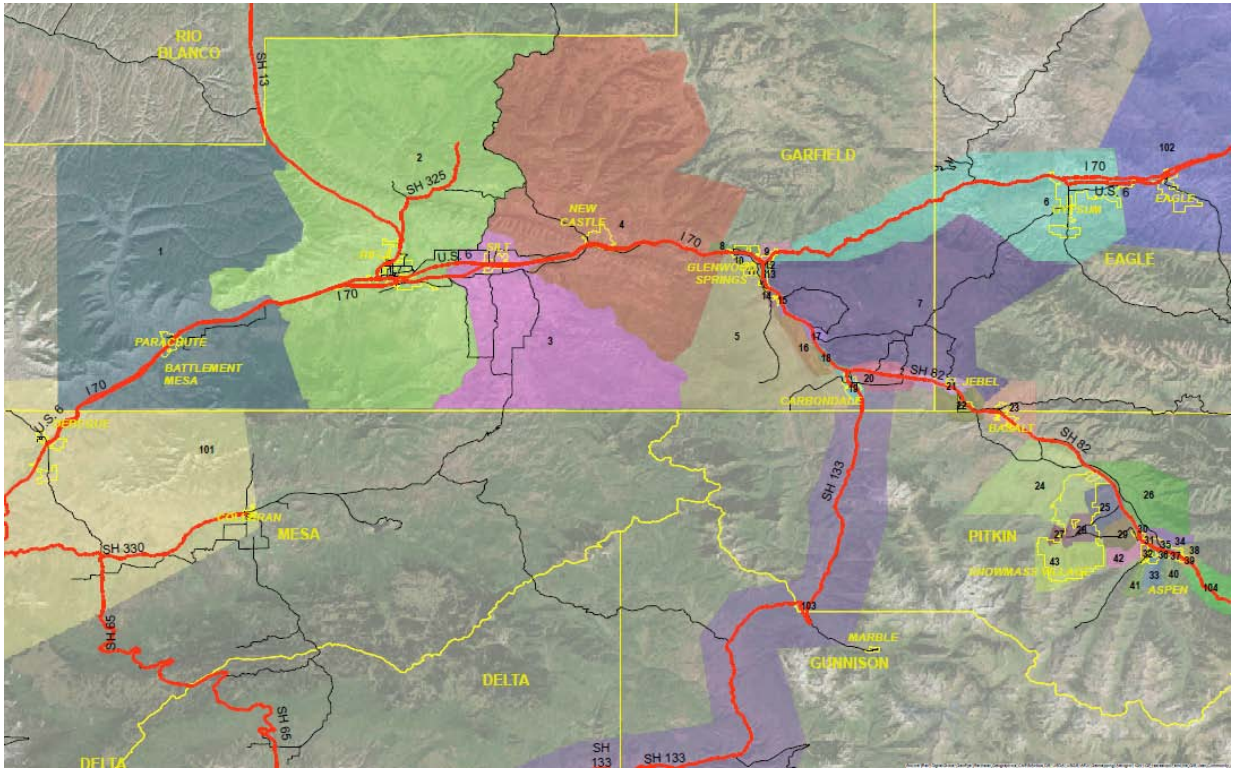
    AM Peak Period: 8:00am – Noon

    Mid-Day Period: 12:30pm – 2:00pm

    PM Peak Period: 2:30pm – 7:00pm

So How Much Data Did We Obtain?

- Travel patterns for every zone pair combination: 47 x 47 = 2,209 zone pairs



So How Much Data? *contd.*

- The 2,209 individual travel patterns are available by:
  - 3 seasons (Fall, Winter, Summer)
  - 4 time periods (AM, Mid-day, PM, Daily)
  - 2 average day conditions (weekday, weekend)
  - 9 trip purposes
  - 6 subscriber classes
- That's over 2.8 million pieces of information about travel patterns in the region!

AirSage Data Assessment

- Is the data reasonable? YES!
  - Macro-level

Source	Trips/Resident
AirSage	3.2
2014 RFTA Travel Patterns Report	3.7
2001 NHTS (non-MSA)	~3.7

  - Micro-level
    - Upvalley & downvalley flow patterns generally match *2014 RFTA Travel Patterns Report*

Survey Differences: AirSage vs. RFTA Travel Patterns Report

Survey Parameter	2014 RFTA Travel Patterns Report	AirSage
Sample Size	~3% sample of employees 0.4% sample of residents	All Verizon subscribers
Sample Frame	80/20 Winter/Summer split, melded together	Seasons reported separately
Household Member Selection	Only 1 worker per household can respond	(Presumably) all household members are represented
Survey Weighting	Employed population and population for four geographic regions	Based on Verizon market penetration and Census Block Group data

AirSage Data Assessment

- Confirmed travel patterns between
  - Parachute/Rifle and Glenwood Springs
  - Mid-Valley and Aspen
- Confirmed high volume of local trips in each major employment area, validating need for local circulators around towns

Questions/Discussion