Regional Bikeshare and First & Last Mile Mobility Study

Project Update

Thursday, November 11, 2021

TOOLE DESIGN

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RFTA ROARING FORK TRANSPORTATION AUTHORITY

First/Last Mile Mobility Study Update

FLM Recommendation Themes

- Microtransit Technologies:
  - Enhancing existing fixed route
  - Enhancing existing local circulators
  - Developing grassroots microtransit
- Community Carpooling
- Secure Bike Parking Facilities
- Pick up and Drop off
- Community E-Bike Libraries
- Materials for Spanish Speakers

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Typology Applicability

- Listing each of the FLM recommendation themes by applicability to typology.

Most applicable

Maybe applicable depending on situation

Not applicable

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Recommendation	City (Aspen or Glenwood Springs)	Town (e.g. New Castle, Carbondale)	BRT stop and surroundings	Rural local stop and surroundings
Microtransit – Fixed Route Enhancements	👍	—	👎	👎
Microtransit – Local Circulator Enhancements	—	👍	👎	👎
Microtransit – Grassroots microtransit	👎	👍	👍	—
Secure Bike Parking Facilities	—	👍	👍	—
Community Carpooling	—	👍	👍	—
Pick-up and Drop-off Enhancements	—	—	👍	—
Community E-Bike Libraries		👍	👎	👎
Materials for Spanish Speakers	👍	👍	👍	👍

Researching Our Recommendations

- Identify and recommend software and technology to support microtransit in different typologies.
- Identify and recommend software and technology to support community carpooling.
- Identify the key locations for:
  - Secure bike parking
  - Pick-up and drop-off locations
  - Community e-bike libraries

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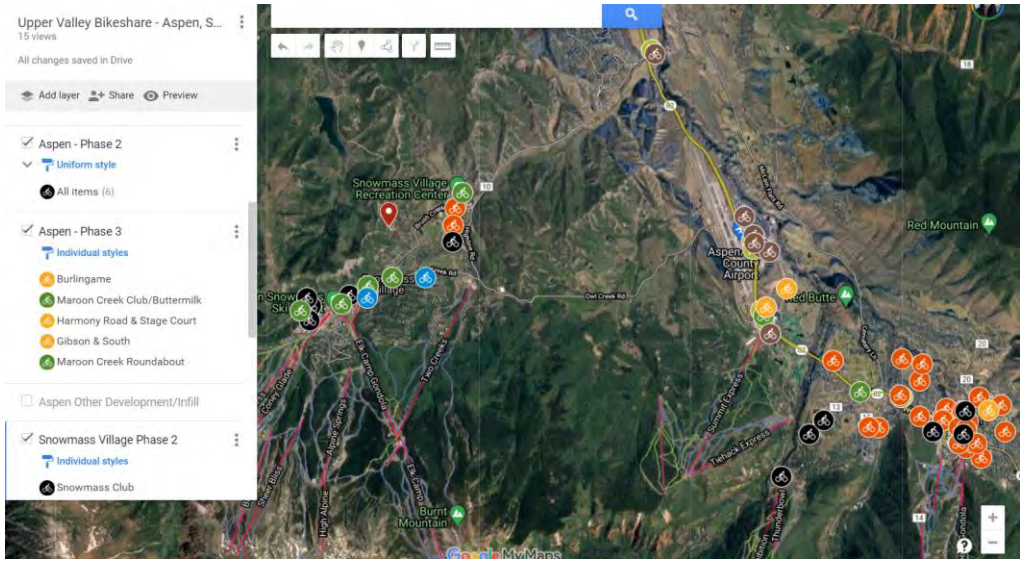
Draft Bikeshare System Plan

Revised Bikeshare System Plans

Upper Valley:

- Downtown Aspen system almost built-out
- Difficult to get developer funding
- Coordination of ABC/Buttermilk needs to be in concert with the County
- County recognizes need to bring funding to the table
- Bikeshare pilot in Snowmass Village
- Connections to Brush Creek and Buttermilk Lots dependent on infrastructure

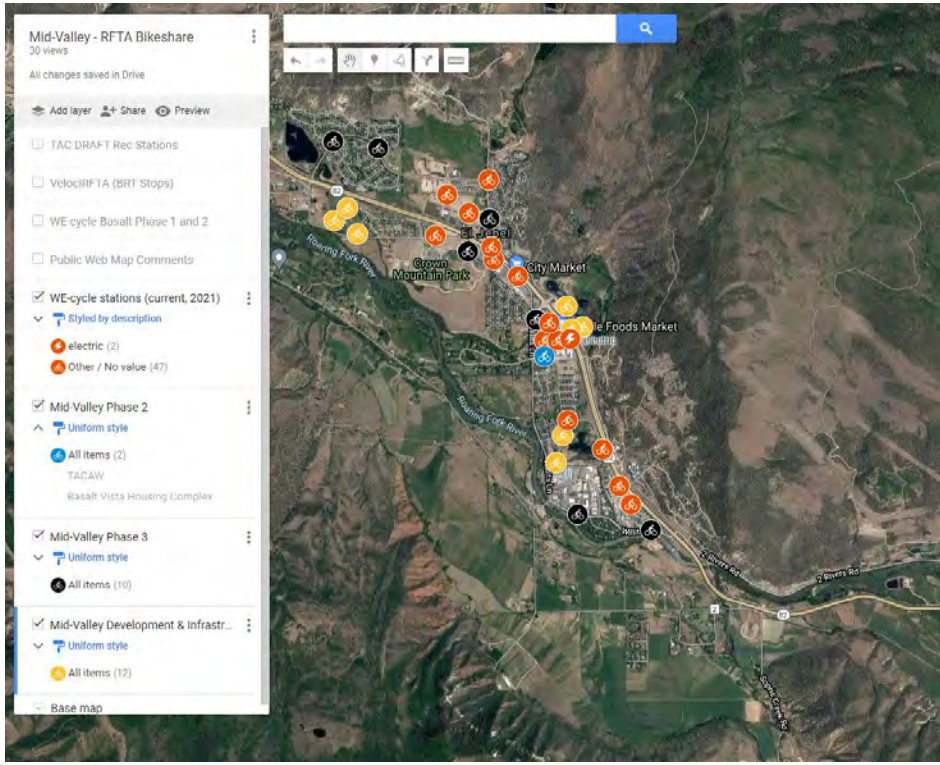


Please review revised system plans and provide feedback by: **November 18th**

Revised Bikeshare System Plans

Mid Valley

- Emphasis on safety and crossings of Hwy 82
- More coordination with Eagle and Pitkin Counties
- Opportunity for developer contributions to help with capital and build-out



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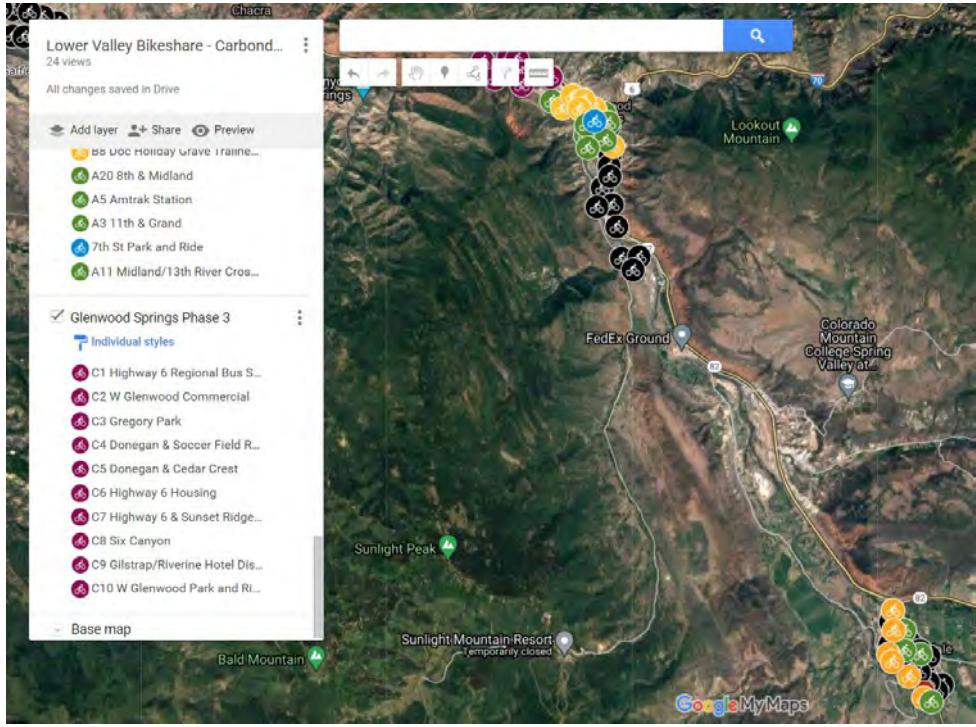
Revised Bikeshare System Plans

Lower Valley

- Competition with interest in shuttle expansion or circulator in Carbondale
- Smaller opening systems
- Interest in accelerating something in West Glenwood
- Considering other options for low-density areas (e.g., New Castle and West Glenwood)
    - Example: e-bike subsidy; e-bike lending program; e-bike parking and charging at RFTA stations



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Capital Cost Analysis

- Cost of equipment:
  - Kiosks
  - Map panels
  - Station plates
  - Docks
  - Bikes
- Assumptions
  - ~25% solar powered stations
  - ~33% e-bikes

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Capital Cost Analysis

- Includes:
  - Station assembly
  - Station installation
  - Map printing
  - Tools and supplies
- Accounts for:
  - 3% annual price inflation
  - 10% shipping and customs
  - 5% p.a. replacement cost (starting after 5-yrs)

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Capital Cost Analysis

- Calculated per community per year

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Operating Cost Analysis

- Operating cost components:
  - Start-up (new communities)
  - Personnel:
    - Overhead
    - Operations
  - Costs:
    - Overhead
    - Operations

Source: WE-cycle

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Operating Cost Analysis

- Personnel:
  - Overhead:
    - Management Team
    - Program Support
  - Operations:
    - City or Town demand
    - 6-, 9-, 12-month season
- Bring staffing levels and wages up to industry standard

Source: WE-cycle

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Operating Cost Analysis

- Costs:
  - Overhead
  - Operating
- Costs include:
  - 3% annual inflation
  - Costs scale with increase in bikes or stations

Source: WE-cycle

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Operating Cost Analysis

- Will be calculated per community per year

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Implementation Stages

1. “Destination 2040”:
   - Phase 2 in Aspen & Mid-Valley; Base Service in Carbondale and Glenwood Springs
2. “EOTC + RFTA”:
   - Phase 3 & 4 in Aspen; Phase 2 in Snowmass
3. “RFTA + Local A”:
   - Phase 3 in Mid-Valley; Phase 2 in Carbondale; Phase 2 in Glenwood Springs
4. “RFTA + Local B”:
   - Phase 3 in Snowmass; Phase 3 in Glenwood Springs; Base Service in New Castle
5. “Development + Infrastructure”:
   - D+I Phases in Aspen, Mid-Valley, Carbondale, and Glenwood Springs

Cost Analysis Next Steps

- Review capital and operations cost analysis results to determine share of system cost that can be covered by Destination 2040 funds, identify gaps, and supplemental funding options

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Destination 2040

- $1.271 Million Capital designated for Bike Share Expansion
- $583,000 designated for Bike Share Operations beginning 2020 and increasing by 3% per year

Bike Share Expansion Description: RFTA intends to increase mobility and better address “first and last mile” connectivity issues surrounding BRT stations by expanding the WE-cycle bike share system to Carbondale and Glenwood Springs, and by increasing the level of bike share service in Aspen and Basalt.

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Funding Discussion

- Destination 2040
  - Eligibility
    - Bikeshare only
    - + Bike-related programs?
    - + All FLM programs?
  - Allocation or competitive
  - Timeline for use
- Local Match
- Additional RFTA funds
- Role of EOTC and counties