Regional Bikeshare and First & Last Mile Mobility Study

RFTA Board Meeting

Thursday, October 14, 2021

TOOLE DESIGN

RFTA
ROARING FORK TRANSPORTATION AUTHORITY

Agenda

- Outreach Summary
- First- and Last-Mile Mobility
- Draft Bikeshare System Plan
- Next Steps

Source: WE-cycle

Outreach Summary

Outreach Strategies

- Project One Pager*
- Project Website*
- Community Ambassadors*
- Virtual Open House*
- Survey*
- Interactive Web Map*
- Focus Groups
- In-person tabling events*

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* Materials provided in English and Spanish and Spanish-speaking project team member present (for events only)

Focus Groups and Community Ambassadors

- Advocacy groups
- Bike shops
- Community-based organizations
- Community ambassadors

Estudio Regional de Bicicleta Compartida y Movilidad de Primera y Última Milla

La autoridad de Transporte de Roaring Fork (RFTA) está explorando maneras de expandir el programa de bicicletas compartidas WE-cycle y alternativas de transporte para la movilidad de primera y última milla, para las comunidades del valles de Roaring Fork y el Río del Colorado. Esta iniciativa va a mejorar el acceso al transporte público, trabajo, y servicios y ayudar a disminuir el tráfico y la congestión vehicular.

Marzo – Inicio del Proyecto

Abril – Análisis de las Condiciones Existentes

Mayo – Reuniones con las Partes Interesadas

Junio – Recomendación para el Modelo de Manejo de Bicicleta Compartida

Verano – Difusión Publica y Participación Comunitaria

Septiembre – Borrador del Plan Marco de Implementación

Octubre – Plan Final Marco de Implementación

¡No podemos hacer esto sin tu ayuda!

Visita la página www.RFTA.com/bikeshare-flm-study para mayor información sobre el proyecto e infórmate sobre como participar y darnos tu opinión!

Objetivos del Proyecto

Este Proyecto va a:

- Identificar necesidades locales de transporte y actuales barreras que dificultan el acceso al transporte público
- Determinar la mejor manera de expandir el programa de bicicletas compartidas WE-cycle a nuevas comunidades y mejorar los servicios en comunidades donde ya existe este servicio
- Recomendar estrategias para la movilidad de primera y última milla que respondan a las necesidades de los habitantes del valle de Roaring Fork
- Desarrollar un plan para entregar estos servicios de manera eficiente

¿Qué es la movilidad de primera y última milla?

Los viajes de primera y última milla son los que conectan el lugar de origen (residencia, trabajo) con el destino o una parada de buses. Movilidad de primera y última milla (FLMM) se refiere a los servicios que pueden ayudar a completar estos viajes sin necesidad de usar un automóvil. Algunas de estas opciones pueden incluir servicios de shuttle, bicicletas eléctricas, programas de viaje compartido, y mejoras a las ciclovías y conexiones peatonales existentes.

Contacto: David Johson djohnson@rfta.com

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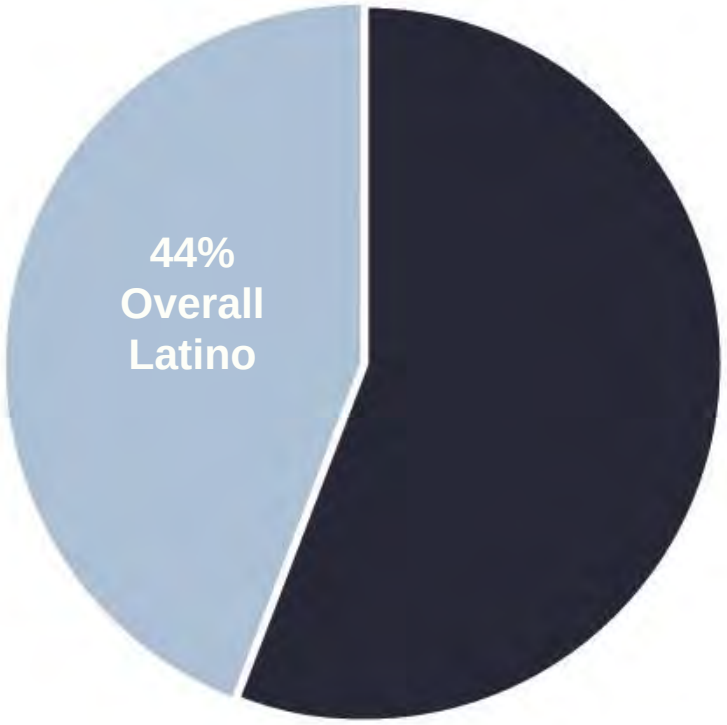
IN-PERSON EVENTS

- Carbondale
- Glenwood Springs
- El Jebel
- Aspen
- New Castle

Total Participants – **175**
% Latino – **44%**



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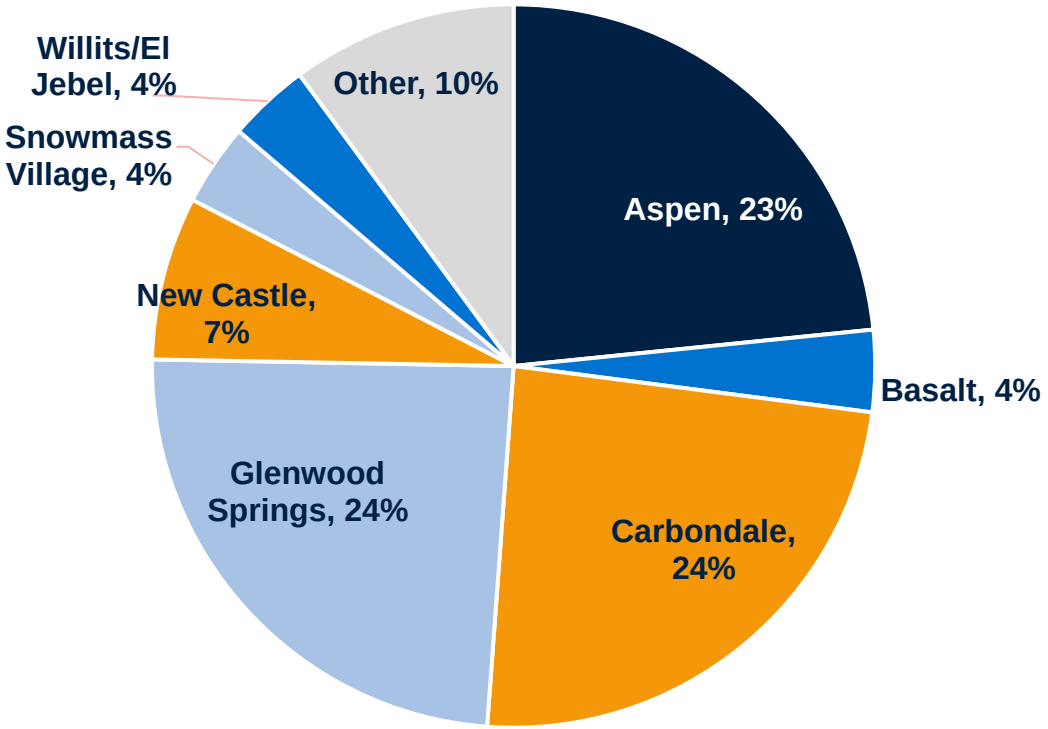
Online Survey

- Approx. 140 responses
- Respondents
  - 81% of respondents are ages 25 to 64
  - 81% identify as white or European
    - Nearly 10% identify as a person of color
    - 10% prefer not to answer

Where do you live?



Sample size = 138 responses

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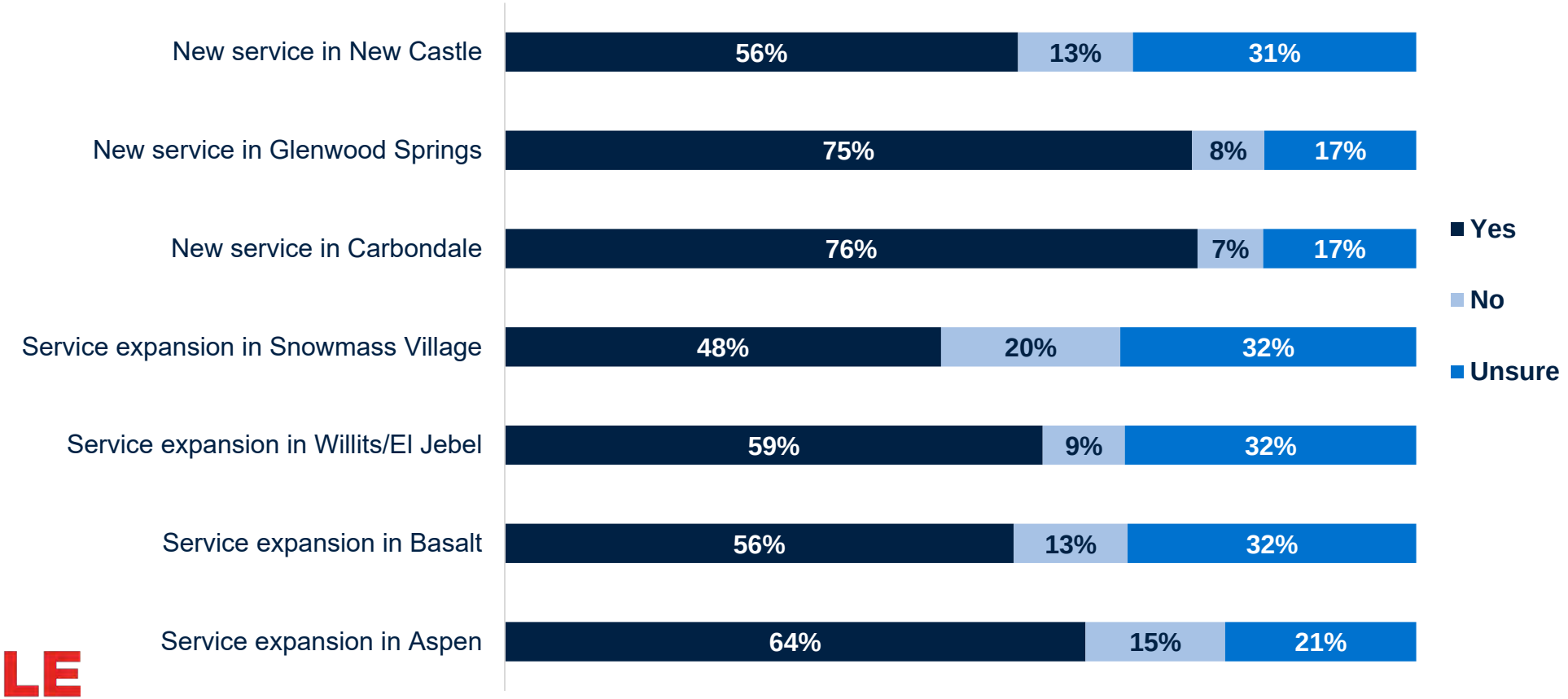
Online Survey

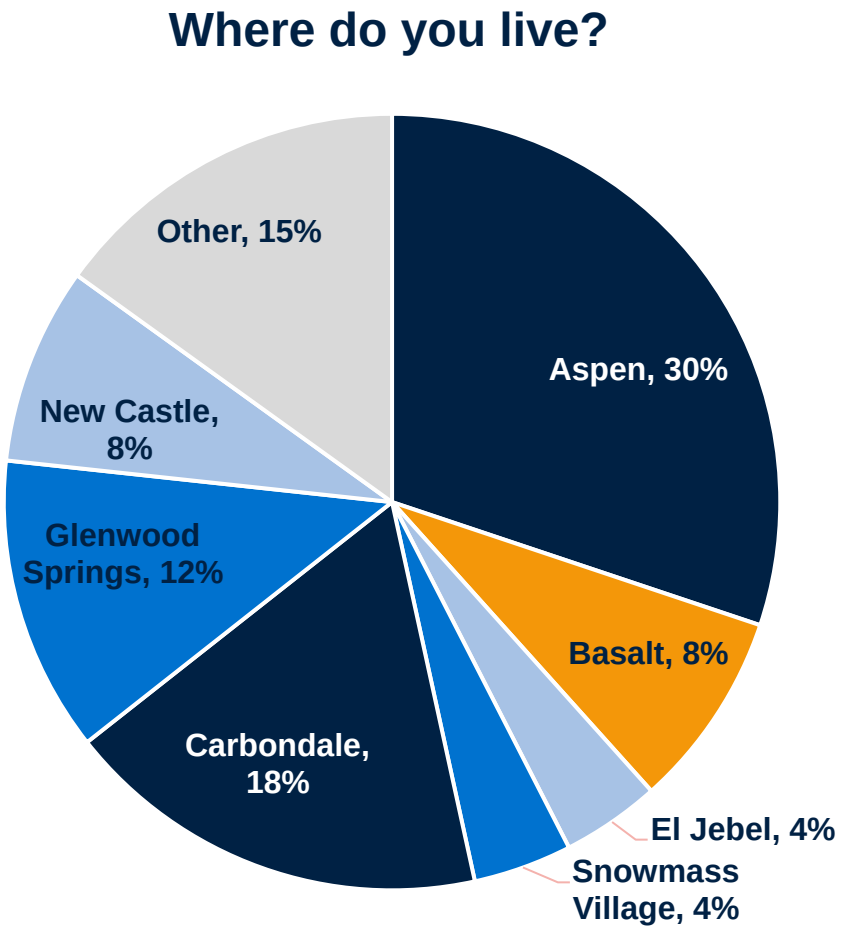
Do you support the following service expansions (e.g., new stations) to WE-cycle?



Sample size = 126 respondents

Online Map

- Approx. 120 data points
- Approx. 70 people provided demographic data
  - Majority identify as white or European
    - 13% identify as person of color
  - Majority are ages 25 to 64



Sample size = 70 respondents

First- and Last-Mile Mobility (FLM) Study

Regionwide FLM Barriers

Information:

Lack of information or encouragement campaigns in Spanish.

Services:

Lack of feeder services to/from transit.

Infrastructure:

Lack of long-term secure bike parking.

Lack of defined pick-up drop-off areas.

Lack of crossing points to access transit.

Source: UrbanTrans

Case Studies

- TfGM: Bike Parking
- Metro (Oregon): Spanish

  Options Marketing Campaign
- LA Metro: Metro Micro

Source: UrbanTrans

First/Last Mile Next Steps

- Set up individual meetings to discuss FLM feedback for each community.
- Review potential recommendations based on outreach and engagement.
- Develop recommendations by typology.

Source: UrbanTrans

Draft Bikeshare System Plan

Planning Approach

- Purpose and opportunity
- Service parameters
- Stakeholder and public input
- Phasing strategy

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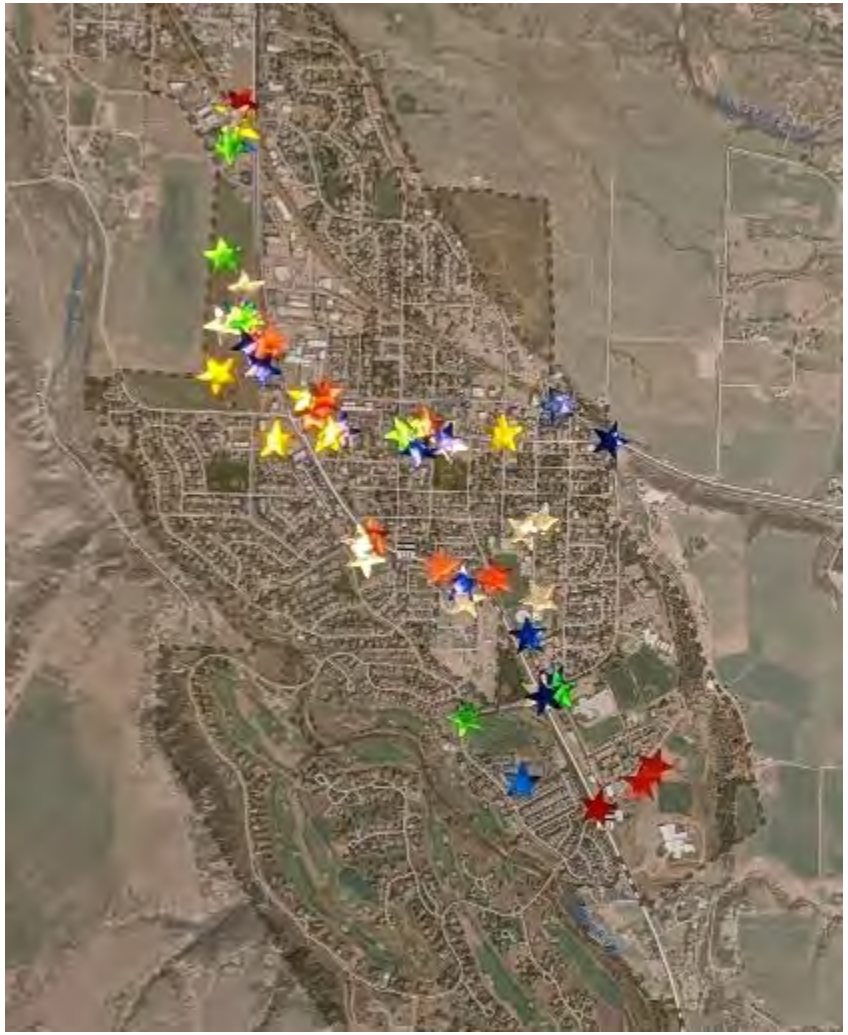
Stakeholder & Public Input

- TAC suggestions
- WE-cycle suggestions
- Public suggestions
  - Online
  - In-person
- Desktop review

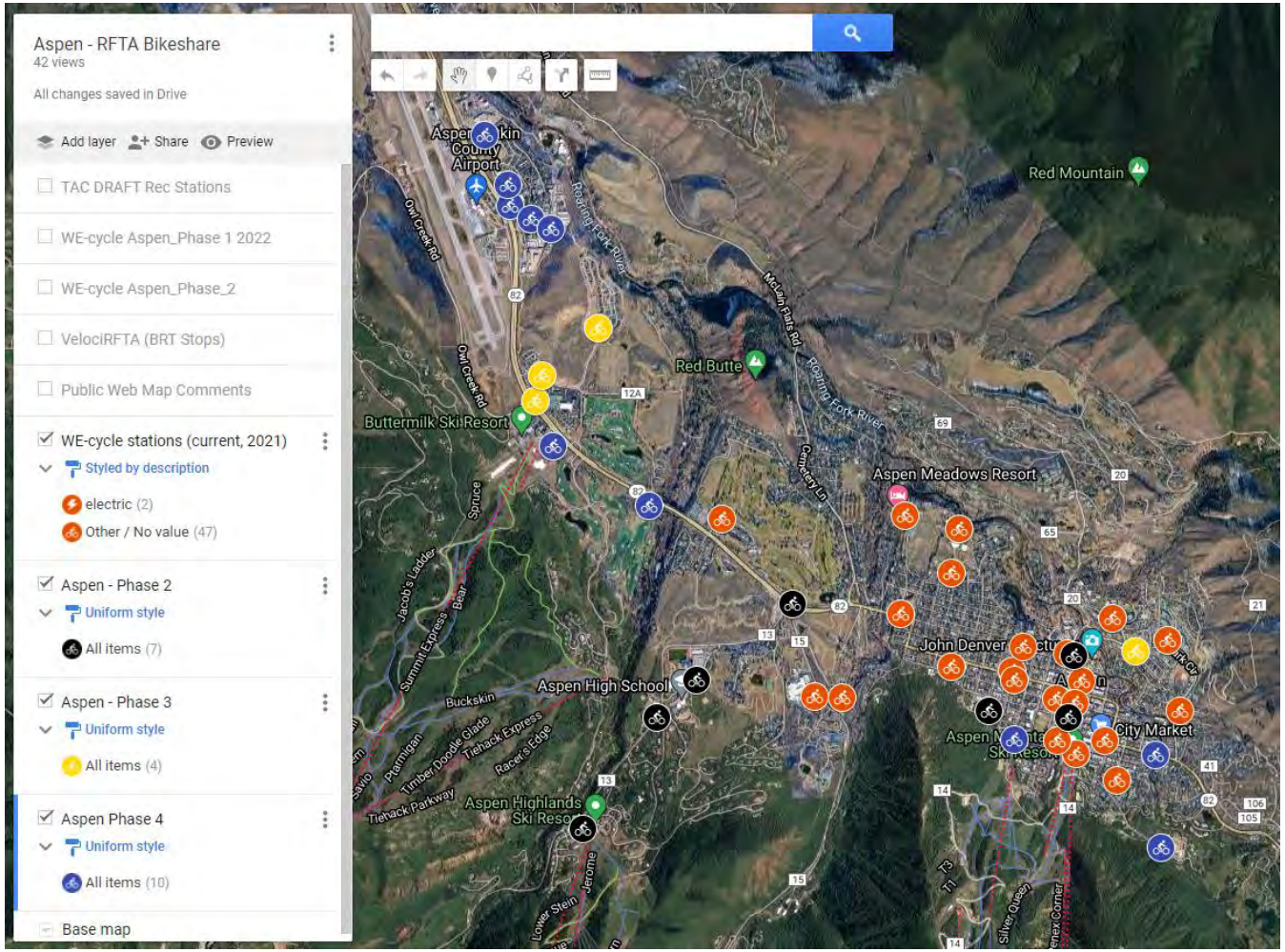


Key Assumptions

- Pricing structure
- Electrification
- Density over coverage
- Expansion considerations

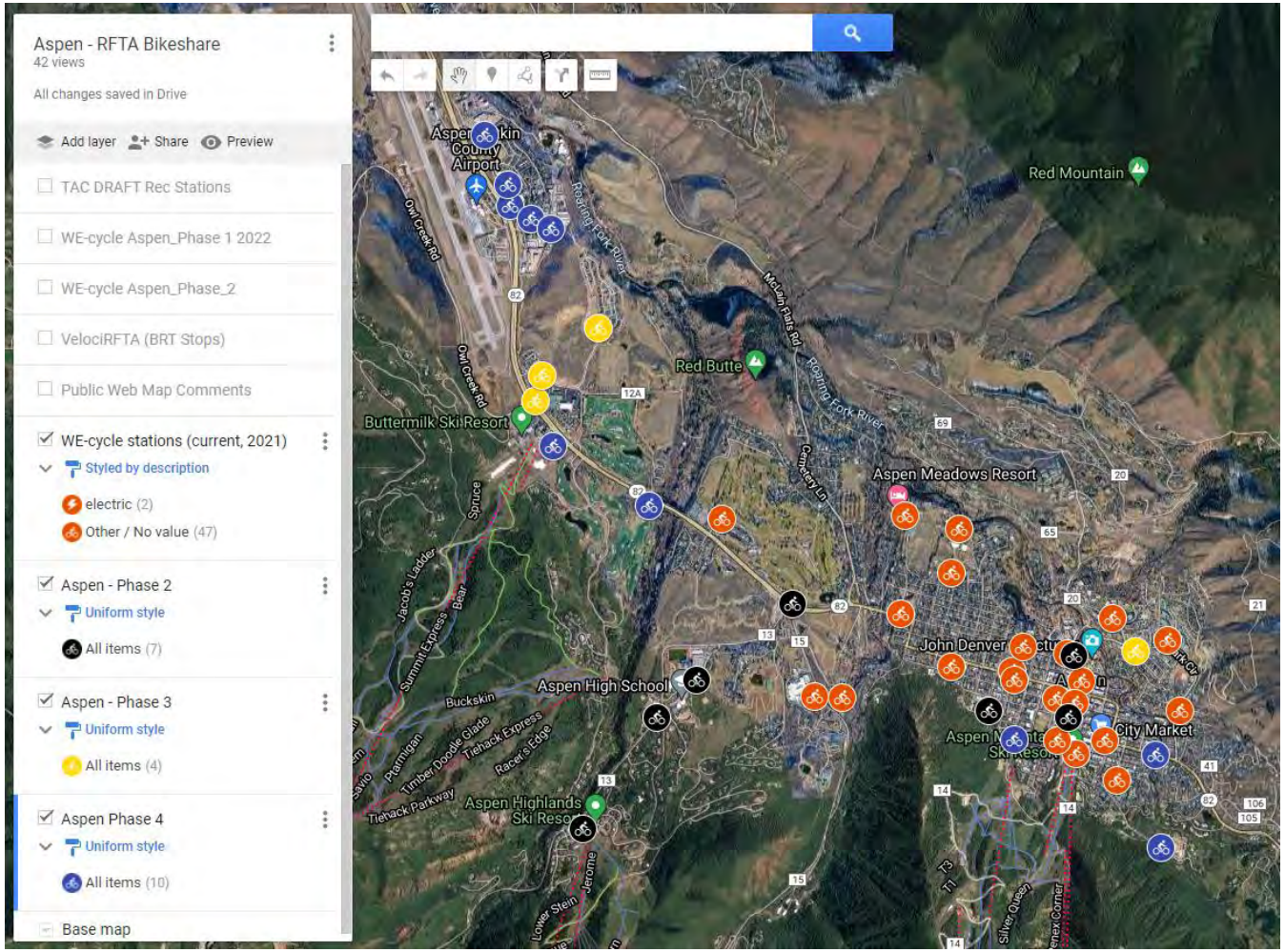
Aspen

- Existing system:
  - 22 stations / 255 docks / 131 bikes
- Phase 2 (2022):
  - 7 stations / 75 docks / 42 bikes
    - Maroon Creek Valley
    - Infill
    - Electrification



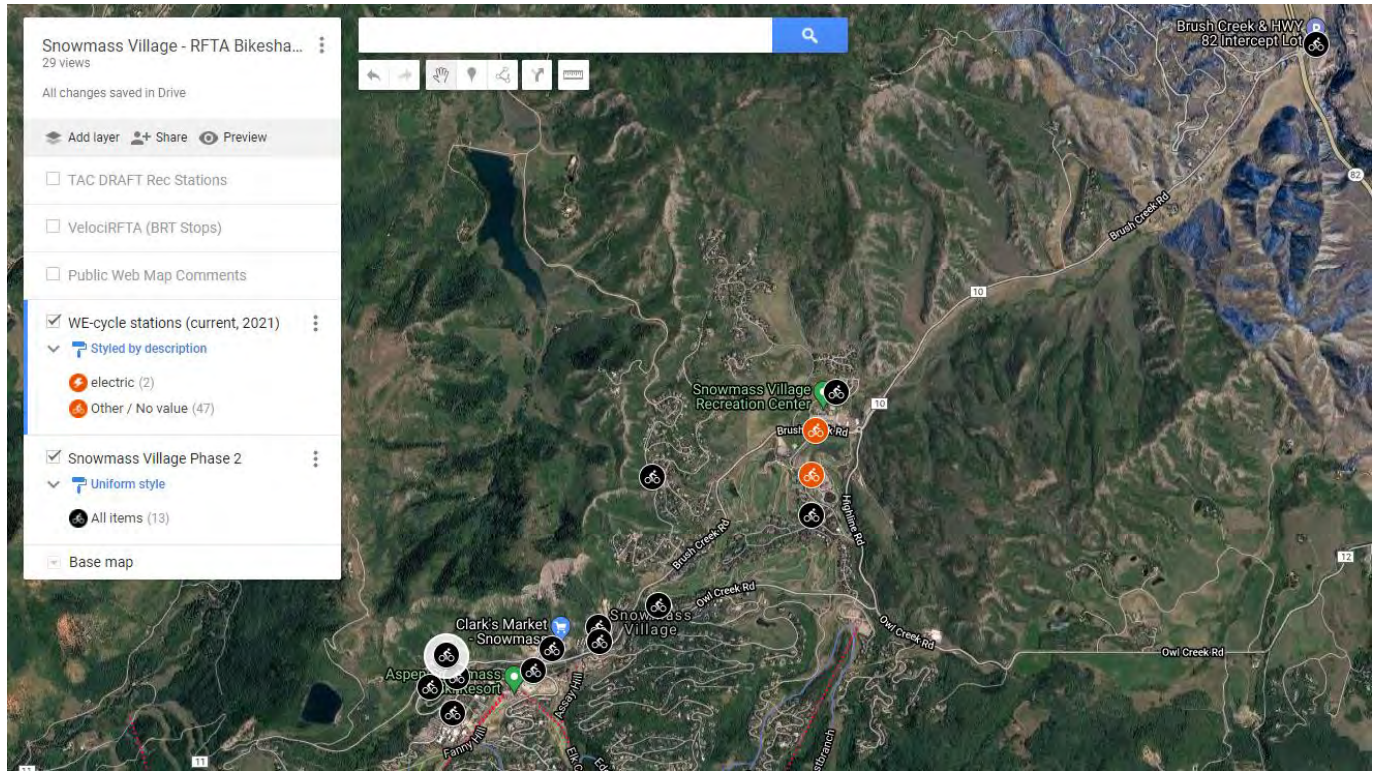
Aspen

- Phase 3 (2023+)
  - 4 stations / 64 docks / 24 bikes
    - Burlingame
    - Buttermilk (nth of 82)
    - Infill / electrification
- Phase 4 (2023+):
  - 6 stations / 106 docks / 36 bikes
    - ABC
    - Buttermilk (sth of 82)
    - Infill / electrification
- Development & Infrastructure
    - Development TDM
    - Tie to capital projects



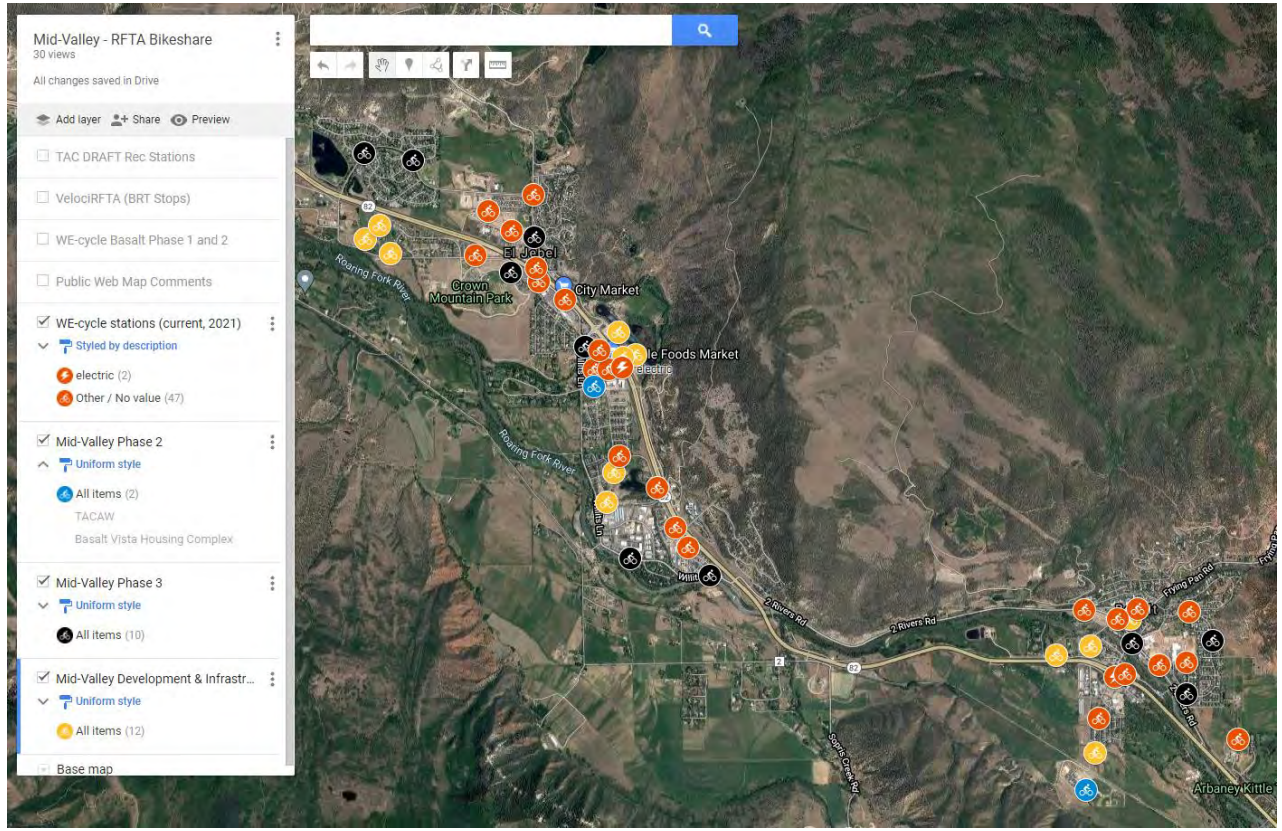
Snowmass

- Existing system:
  - 2 stations / 30 docks / 15 bikes
- Phase 2 (2025):
  - 13 stations / 195 docks / 80 bikes
    - Snowmass Club + housing
    - Base Village + housing
    - Future connection to Brush Creek
    - Other development TDM
  - Needs critical mass to create separate operation center



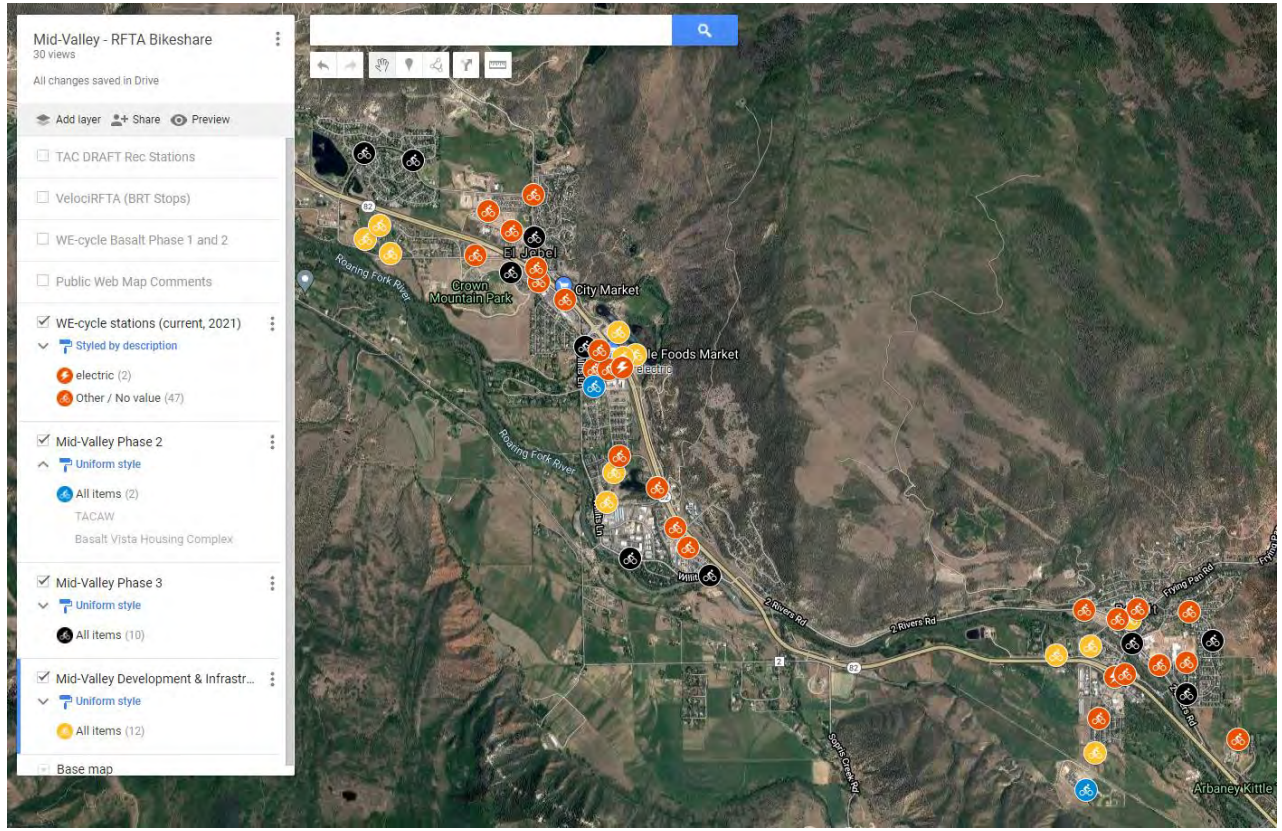
Mid-Valley

- Existing system:
  - 25 stations / 217 docks / 96 bikes
- Phase 2 (2022):
  - 2 stations / 38 docks / 10 bikes
    - TACAW
    - Basalt Vista / High School
    - Electrification of existing stations



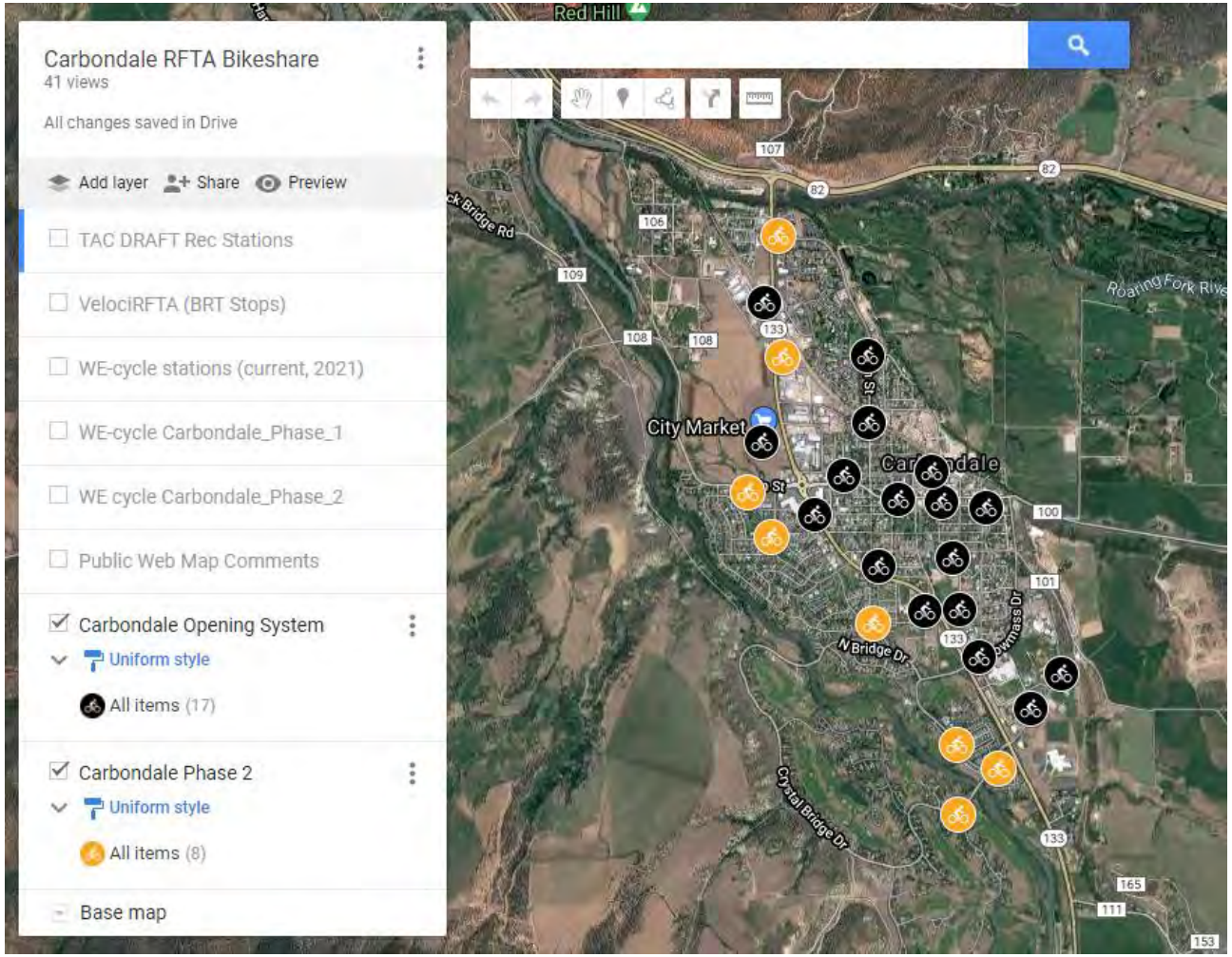
Mid-Valley

- Phase 3 (2023+):
  - 10 stations / 108 docks / 50 bikes
    - Infill stations in Basalt & Willits
    - Extend service in Willits & El Jebel
    - Electrification of existing stations
- Development + Infrastructure:
  - 12 stations / 172 docks / 60 bikes
    - Significant new development to fund stations as part of TDM



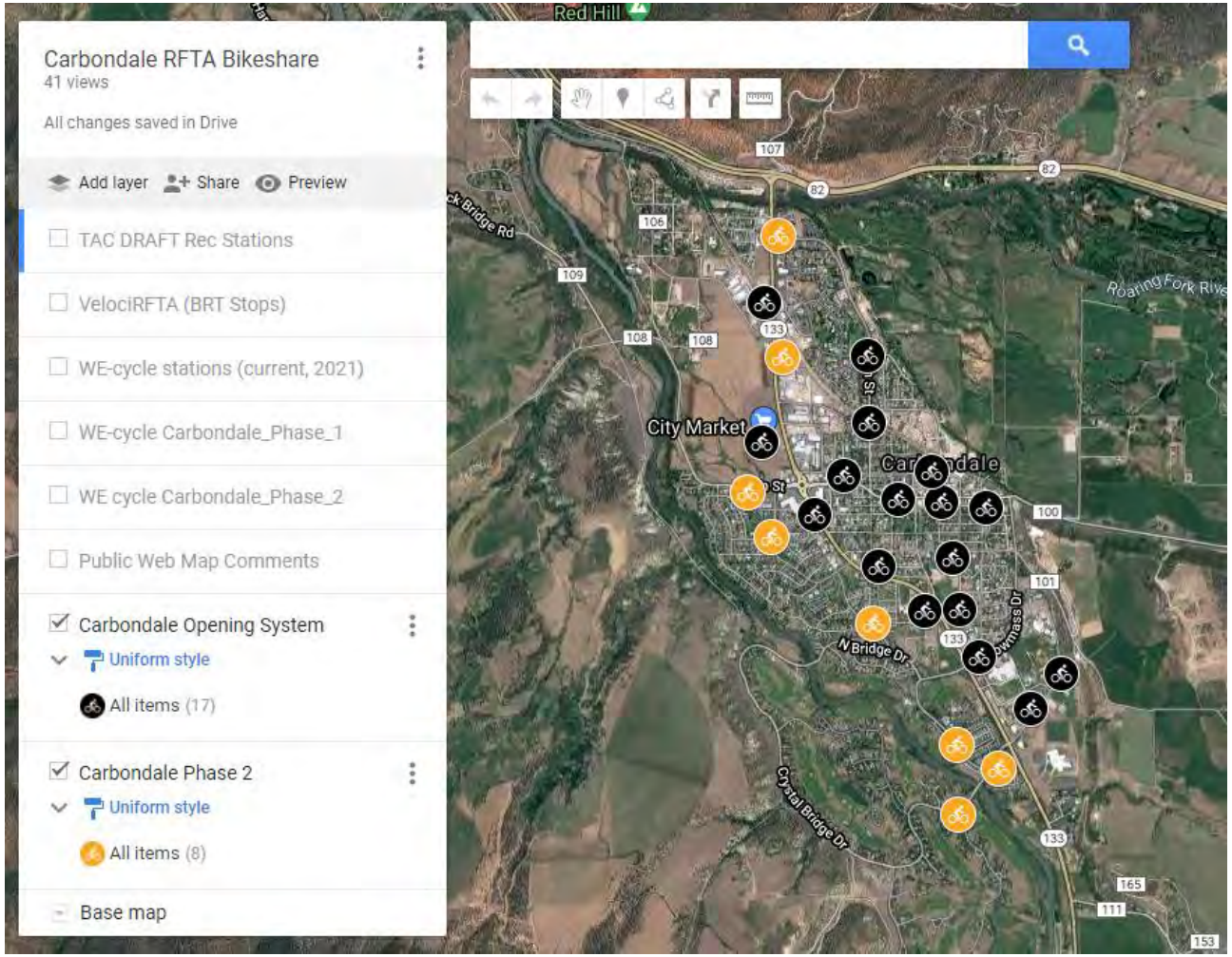
Carbondale

- Opening system:
  - 17 stations / 199 docks / 85 bikes
    - Core service to areas with limited transit access
    - Connect to local and regional service
    - Connect to key services and destinations



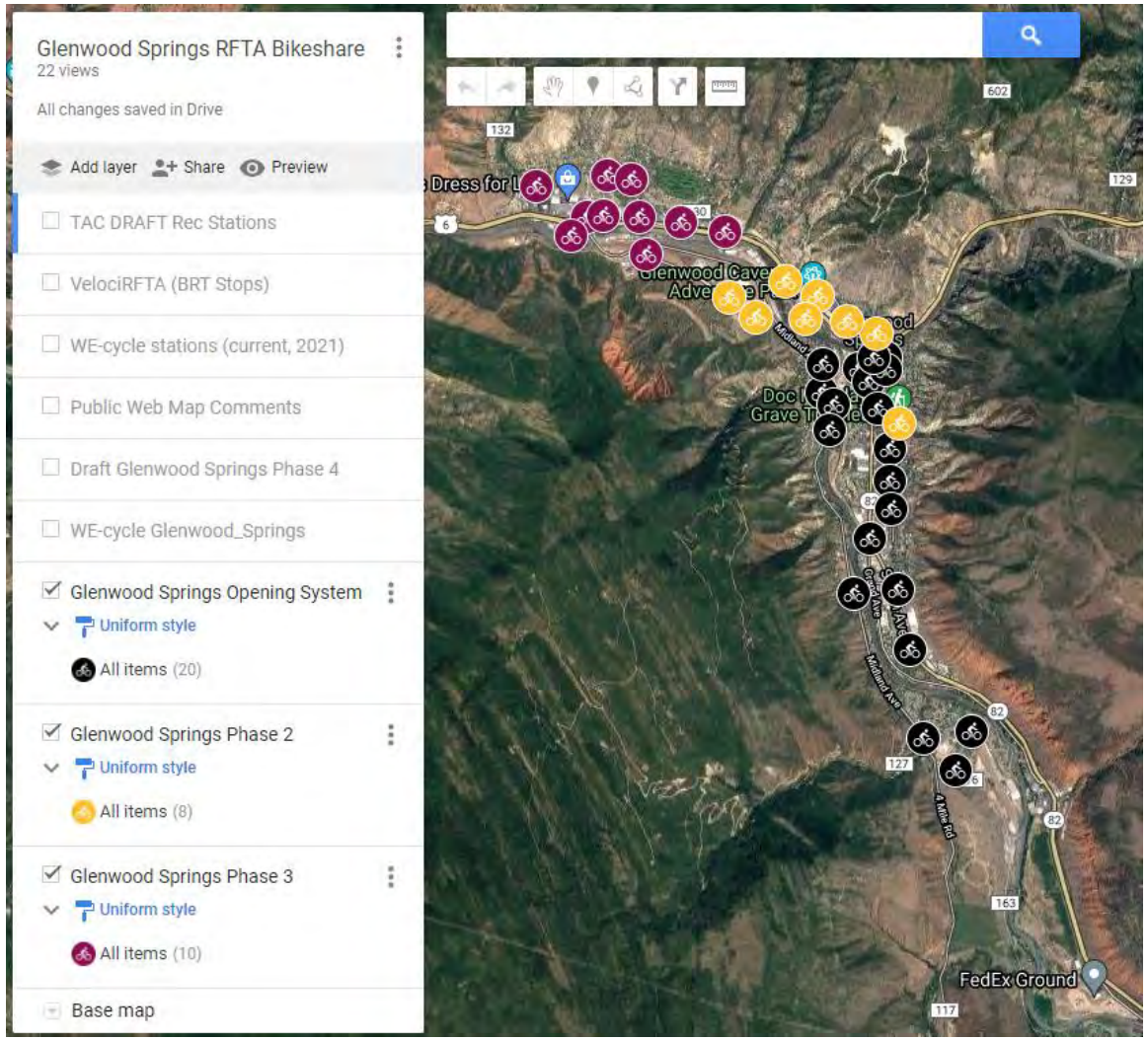
Carbondale

- Phase 2:
  - 7 stations / 69 docks / 35 bikes
    - Extend service to further reaching areas
    - Infill stations within the circulator route
- Development:
  - 3 stations / 27 docks / 15 bikes
    - New development, e.g., Orchard Park
    - Other dev + infrastructure opportunities



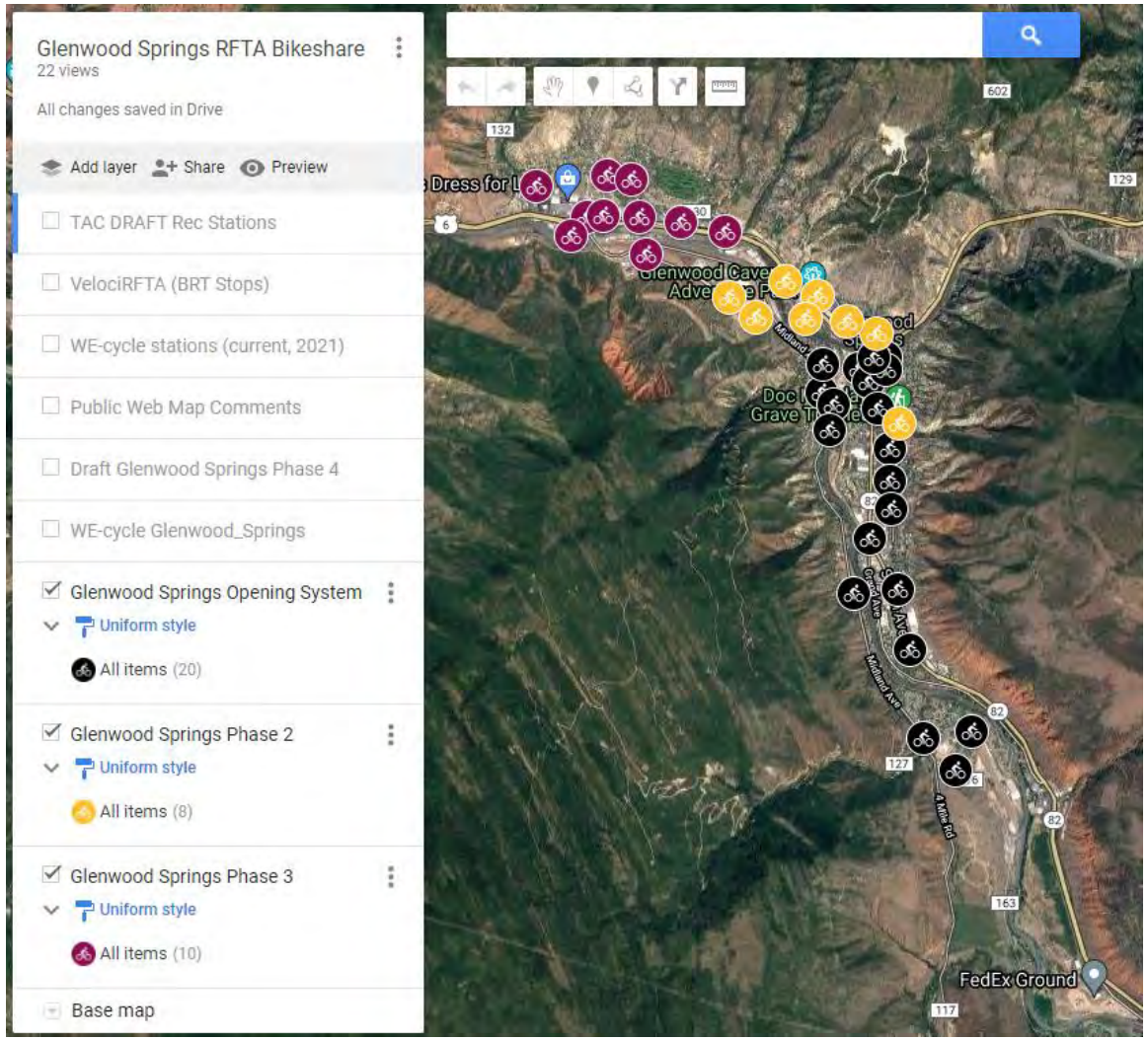
Glenwood Springs

- Opening system:
  - 20 stations / 350 docks / 160 bikes
    - Core service with a density of stations south of the Colorado River
    - Connect neighborhoods west of the RF River that have limited transit options
    - Build around Rio Grande Trail, Blake Ave Greenway, and local streets



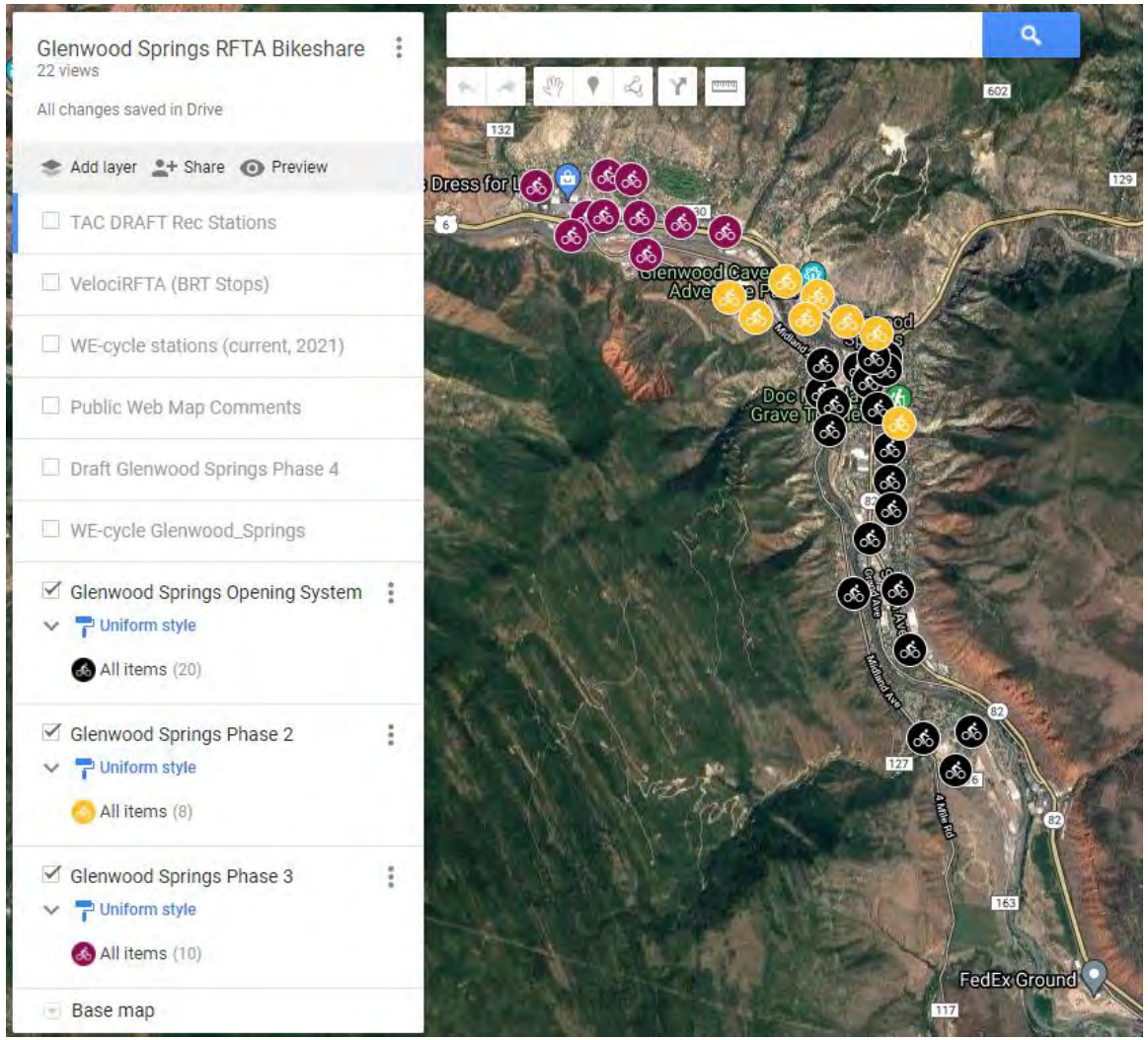
Glenwood Springs

- Phase 2:
  - 8 stations / 130 docks / 64 bikes
    - Extend west to Glenwood Meadows and community center
    - Expand service into North Glenwood dependent on infrastructure improvements



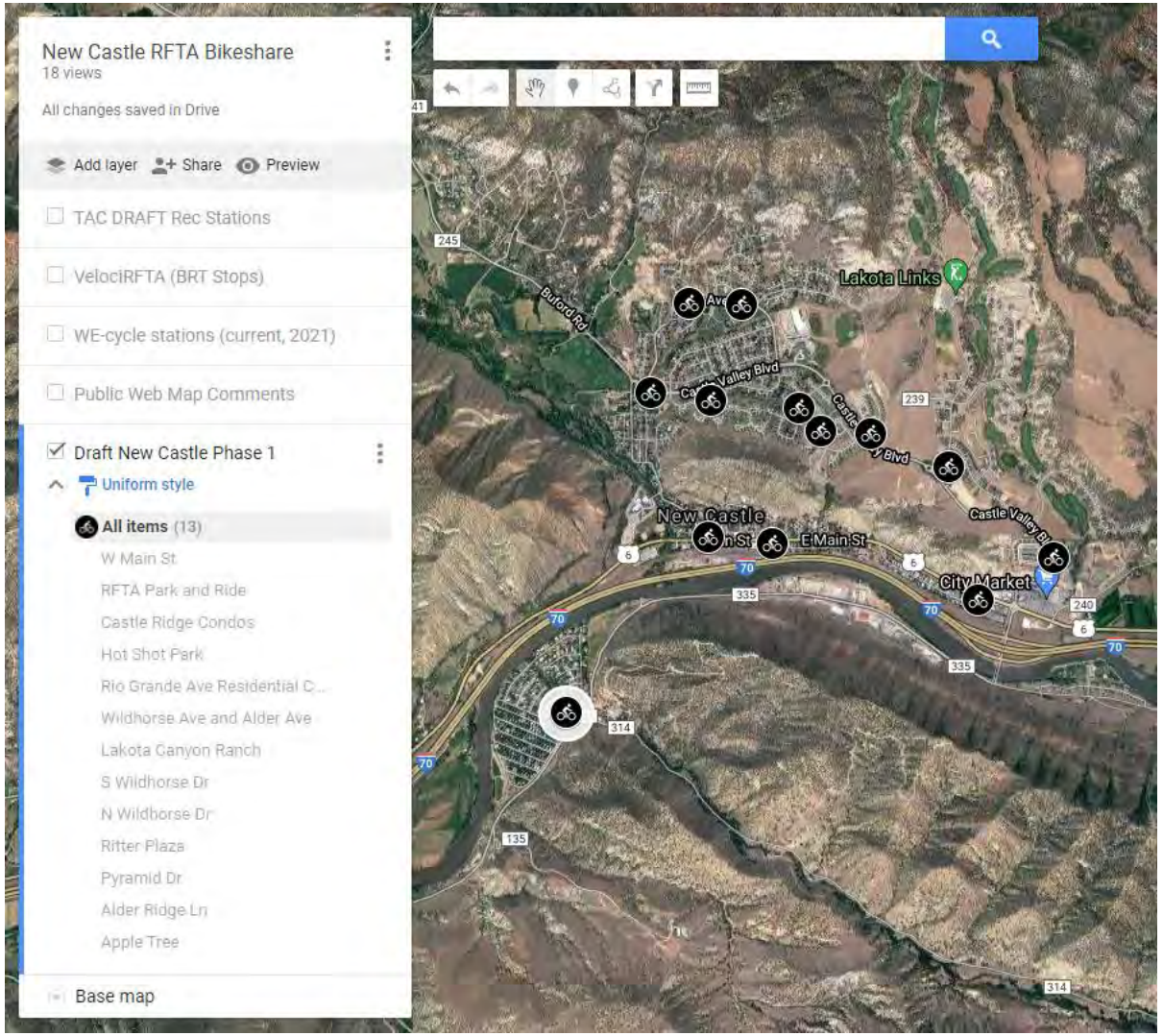
Glenwood Springs

- Phase 3:
  - 10 stations / 130 docks / 80 bikes
    - Extend to West Glenwood
    - Time with extended BRT service
    - Dependent on infrastructure improvements within West Glenwood and access Highway
- Development:
  - 2+ stations / 26 docks / 16 bikes
    - Development TDM, or
    - Build into capacity infrastructure



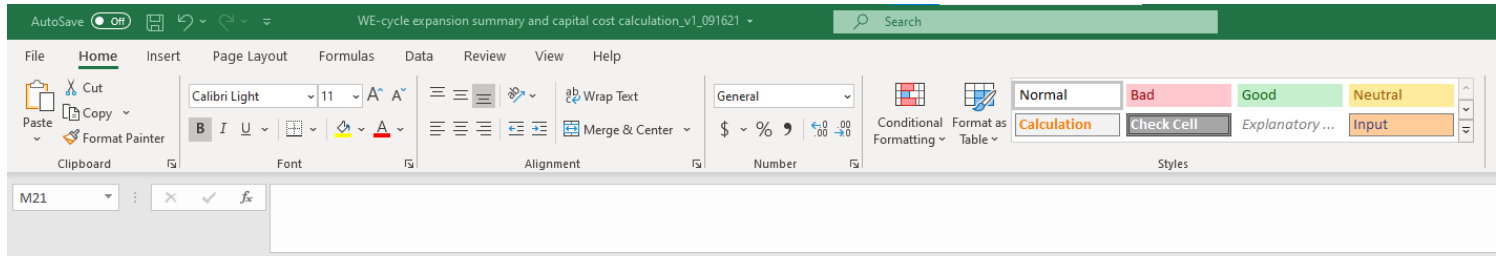
New Castle

- Some major challenges
  - Density and land use patterns
  - Topography
  - Bike infrastructure
  - Automobile travel patterns
- Opening system:
  - 16 stations / 160 docks / 80 bikes
    - Create a “bike circulator”
    - Dependent on an operational system in Glenwood Springs
- Other FLM strategies might be more effective



Next Steps

- Next steps
  - System plan refinements
  - Capital cost assessment
  - Operating cost assessment
  - Funding plan



	A	B	C	D	E	F	G	H	I	J	K	L	M
1	Community	Year		Regular Kiosks	E-Charging Kiosks	PBSC Map Panels	U-Line Map Panels	Regular Docks	E-Charging Docks	Bikes	E-Bikes	Dock-to-Bike Ratio	Notes
2	Aspen	2021	Aspen2021	22	1	16	7	244	11	119	12	1.9	Aspen existing system
3	Aspen	2022	Aspen2022	3	4	4	3	29	46	17	25	1.8	Aspen expansion phase 2
4	Aspen	2023	Aspen2023	2	2	2	2	18	46	10	14	2.7	Aspen expansion phase 3
5	Aspen	2024	Aspen2024	4	2	2	4	56	50	15	21	2.9	Aspen expansion phase 4
6	Aspen	2026	Aspen2026	10	5	5	10	120	60	54	36	2.0	Aspen expansion dev + inf
7	Mid-Valley	2021	Mid-Valley2021	25	1	0	26	206	11	84	12	2.3	Mid-Valley existing system
8	Mid-Valley	2022	Mid-Valley2022	0	2	2	0	16	22	0	10	3.8	Mid-Valley expansion phase 2
9	Mid-Valley	2023	Mid-Valley2023	8	2	2	8	86	22	33	17	2.2	Mid-Valley expansion phase 3
10	Mid-Valley	2025	Mid-Valley2025	10	2	2	10	142	30	40	20	2.9	Mid-Valley expansion dev + inf
11	Carbondale	2023	Carbondale2023	13	4	4	13	127	72	57	28	2.3	Carbondale opening system
12	Carbondale	2025	Carbondale2025	6	1	1	6	54	15	23	12	2.0	Carbondale phase 2
13	Carbondale	2027	Carbondale2027	3	0	0	3	27	0	10	5	1.8	Carbondale dev + inf
14	Glenwood Springs	2024	Glenwood Springs2024	16	4	4	16	250	100	106	54	2.2	Glenwood Springs opening system
15	Glenwood Springs	2026	Glenwood Springs2026	6	2	2	6	84	46	42	22	2.0	Glenwood Springs phase 2
16	Glenwood Springs	2028	Glenwood Springs2028	8	2	2	8	92	38	53	27	1.6	Glenwood Springs phase 3
17	Glenwood Springs	2022	Glenwood Springs2022	1	1	1	1	13	13	11	5	1.6	Glenwood Springs dev + inf
18	New Castle	2027	New Castle2027	14	2	2	14	140	20	53	27	2.0	New Castle opening system
19	Snowmass	2021	Snowmass2021	2	0	0	2	30	0	15	0	2.0	Snowmass existing system
20	Snowmass	2025	Snowmass2025	8	5	5	8	80	115	32	48	2.4	Snowmass expansion phase 2
21	**TOTAL**			**161**	**42**	**56**	**147**	**1814**	**717**	**774**	**395**	**2.2**	
22													

Table displayed for example purposes only

Thank You!

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