RFTA Planning Department Monthly Update

September 9, 2021

Regional Bike Share/First and Last Mile Mobility (FLMM) Plan

Background of Study

RFTA has contracted with Toole Design to conduct the regional Bike Share/First and List Mile Study. Toole was selected unanimously by the proposal evaluation committee, consisting of staff of RFTA's member jurisdictions.

The purpose of this study is to develop a regional bike share implementation and expansion plan for the State Highway 82 corridor from Glenwood Springs to Aspen, the Brush Creek corridor to Town of Snowmass Village, and the I-70 corridor from Glenwood Springs to New Castle, recognizing that each community will have unique bike sharing goals and needs; levels of

investment; levels of current implementation; and other unique policies or preferences.

Over the last three weeks, RFTA and the study team have attended in-person events in Aspen, El Jebel, Carbondale, Glenwood Springs and New Castle. As of August 31, we have received over 140 responses to the online bike share survey and 150 responses to the online map, where users can suggest locations of bike share stations.

Online information gathering closes on September 6, 2021. At this point, the study team will use all information collected to date to determine proposed bike share systems and system expansions in Aspen, Snowmass Village, Basalt, Carbondale, Glenwood Springs and New Castle. Recognizing that funding committed under Destination 2040 cannot cover all capital and operating costs, the study team may outline both baseline systems and optimal systems, and estimated capital and operating costs.

A project update is attached.

EOTC 201 Near-Term Transit Improvement t Program

The main topic of the EOTC Meeting on Thursday, July 29 was Acceptance of the 2021 EOTC Near-Term Transit Improvement Program (TIP), developed by EOTC staff. Projects in the TIP were derived from two studies: The Integrated Mobility System (IMS) study (Fehr and Peers), and the Upper Valley Transit Enhancement (UVTE) study (Mead and Hunt).

The EOTC adopted the following top-priority projects for TIP:

1. Aspen Country Inn Trail Improvements to Bike /Ped Underpass and Transit Stops at Truscott and Buttermilk
2. Design and Feasibility Review of Maroon Creek Roundabout Down Valley Channelization and Down Valley Queue Jump at Cemetery Lane
3. Design and Feasibility Review of Harmony / Owl Creek Transit Signal Bypass Lane and Buttermilk Bike / Ped Underpass
4. HOV Lane Enforcement Analysis
5. Analysis of Up Valley and Down Valley BRT Direct Service to Snowmass
6. Additional Permanent Automated Vehicle Counters on Brush Creek Road, Owl Creek Road, Airport/AABC and Highway 82 in Pitkin County

Following completion of preliminary radii analysis and a review of radii analyses completed for the Roundabout reconstruction, it was determined that the ability of at least two types of heavy-duty buses to navigate the channelization were not feasible, representing a fatal flaw in the project concept. EOTC staff will likely make the recommendation to not move forward with additional planning and design of the Maroon Creek Roundabout Channelization and Cemetery Lane Queue Jump.

Transit Zero Emission Vehicle Roadmap

CDOT is developing Colorado's first ever **Transit Zero Emission Vehicle (ZEV) Roadmap** in an effort to support emission reduction goals identified in House Bill 19-1261, make progress towards the transit ZEV fleet transition goals set forth in Colorado's 2020 EV Plan, and position Colorado transit agencies for potential new funding streams related to ZEVs at the state and federal levels.

The Transit Zero Emission Vehicle (ZEV) Roadmap is a comprehensive and adaptable guide for transit agencies, key stakeholders, and the State of Colorado to implement the zero emission transit strategies contained within the Colorado Electric Vehicle Plan (2020 EV Plan) and bring clean transit options to all Coloradans. The Transit ZEV Roadmap provides a transit electrification strategy for the State of Colorado to stage, support, and incentivize transit agencies to transition toward technologies that achieve the greatest fuel economy, maximize greenhouse gas (GHG) and other emissions benefits, and set the stage for a zero-emission future.

The State of Colorado recognizes that the transit sector faces unique challenges and opportunities in transitioning to ZEVs and installing/constructing the charging and fueling infrastructure necessary to support them. Transit agencies provide essential mobility services to diverse and sometimes vulnerable populations across a wide range of geographies, climates, and routes, so a one-size-fits-all approach will not be possible.

The transition to ZEVs will likely occur first in agencies that employ a greater percentage of full-size transit buses, whereas agencies that rely more on vans and cutaways to serve longer routes and/or operate demand-response service may not have the option to transition their fleets for several more years. Every transit agency is different and should leverage state and local subject matter experts and experience to determine when and how to address fleet transition. The Transit ZEV Roadmap highlights and provides resources to support Colorado transit agencies on the path to ZEV fleet conversion

The DRAFT Transit ZEV Roadmap is now available for stakeholder review with comments being accepted through September 3rd.

Grants and Funding Update

Grants Summary

RFTA recently received a $1 million grant from the Main Streets Revitalization program, to complete the 27th Street Pedestrian Crossing in Glenwood Springs. At this point, the project appears to be fully funding; however, RFTA will have more certainty on project costs when bids are received.