VelociRFTA BRT
Roaring Fork Transportation Authority

Webinar: Transit Planning with a Land Use Lens
August 23, 2011

David Johnson, AICP
RFTA Director of Planning
RFTA Service Summary

- 70-Mile Corridor
- 75,000 service area population
- Peak 4.8 million trips in 2008 (2nd largest transit agency in Colorado)
- 3.5 million Miles of Service
- 225 employees during peak winter season
- 34 Mile Rail Corridor
Principles Reasons for RFTA’s Success

• Geographic Constraints (Mountains, Federal Lands)
• Limited parking availability
• Aggressive TDM Programs in Aspen
• General Support for Regional Transit
Geography is the Major Driver
• Stereotypical Ridership

• Actual Ridership
Aspen AM and PM Congestion
Station and Transit Priority Locations
Station Design
Implementation Process

1. Corridor Investment Study 2003
   - Current needs
   - Future needs
   - Project goals

2. Alternatives Analysis 2007-2008
   - Design goals
   - Service and functionality goals
   - Preferred Alternative (BRT)

   - Received FTA Approval
   - Begin Project Development

   - Sales Tax for BRT
   - Bonding Approval

5. Project Development 2009-2011
   - Program Management Consultant
   - Issue Bonds
   - Complete Advanced Planning
     - Program Definition
     - Branding
     - Community Outreach
     - Jurisdiction Coordination
   - Planning Approvals
   - NEPA-FONSI Received

6. Project Construction Grant Agreement 2nd quarter 2011
   - Planning Approvals
   - Final Design
   - Vehicle Procurement
   - ITS Procurement
   - Service Plan Refinement

7. Construction 2011-2013
   - Final document prepared
   - Testing of System

8. Begin Revenue Service Anticipated July-September 2013

We are here!
Why Bus Rapid Transit?

• Improved transit travel times, reliability and convenience
• Increased transit capacity
• Improved transit visibility and image
• Improved ease of use
• Improved transit comfort and convenience
• Opportunities for transit-oriented development
• More cost effective than rail
RFTA’s Goals for Transit Success

- Reduce congestion and related traffic impacts
- Serve multiple key destinations along the corridor
- Increase access to jobs from affordable housing
- Reduce environmental/climate impacts of travel
- Reduce dependence on foreign/fossil fuels
- Support community goals and objectives
- Address current operational issues
- Provide flexibility in implementation
- Increase affordability and cost-effectiveness
Selection Criteria – Pedestrian Accessibility

- Safe and efficient
- Adjacent to and nearby residential connections
- Adjacent to and nearby goods and services connections
- Rio Grande Trail connections
- Adjacent to signalized intersection with pedestrian crossing
- Americans with Disability Act accommodations
Selection Criteria – Market Area

• Number of residents living within a walkable distance
Basalt Station

Downtown Basalt
Brush Creek Station

- Pitkin County
- Location and Extent/Scenic Review
- 200-ps park and ride+
- Grade-separated crossing
Aspen Airport Station
Land Use is the Next Frontier

2006 Vision Statement: **Focus is creating a great transit system**
- By 2017, our region will significantly reduce dependence on oil through a resource-efficient, climate-friendly, multimodal transportation system with a regional express line unimpeded by traffic and weather, competitive with the private vehicle in terms of convenience, travel time, and quality.”

2011 Vision Statement: **Focus is creating great communities**
- RFTA provides preferred transportation choices that connect and support vibrant communities.
Next Steps

- 2011 RFTA Strategic Plan (Focus is on Connecting and Supporting Vibrant Communities)
- Rifle TOD Strategic Plan
- RFTA TOD Strategic Plan