

**AGENDA
CARBONDALE BOARD OF TRUSTEES
WORK SESSION
FEBRUARY 19, 2019**

<u>TIME*</u>		<u>ITEM</u>	<u>DESIRED OUTCOME</u>
6:00	1.	Mobility Discussion	ATTACHMENT A Discussion
8:00	2.	Bike/Pedestrian/Trails Commission Check-In	ATTACHMENT B Discussion
9:00	3.	Adjourn	

*** Please Note Times Are Approximate**

Cathy Derby

From: Dan Richardson
Sent: Thursday, February 14, 2019 6:53 AM
To: Cathy Derby
Subject: Questions for packet

Cathy,

If not too late, will you add the following questions to the beginning of the mobility packet? Thank you.

1. How and where can mobility for all be improved both now and in the future? Consider demographics, various locations, etc.

2. What are the solutions we want to consider to improve mobility, now and into the future? Consider funding, technology, strategic partners, etc.

3. What are the action items for pursuing for these improvements?

Thank you Cathy.

Dan Richardson
Mayor of Carbondale
(970) 510-1345



TO: Carbondale Board of Trustees
 FROM: RFTA and WE-cycle
 RE: February 19, 2019 - Mobility/Multimodal Work Session

Purpose

The intent of this memorandum is to provide background information various mobility projects that have been researched previously, for the Town of Carbondale Mobility Work session.

Options & Costs

This table summarizes options and cost estimates for Town of Carbondale transportation concepts that have been considered in previous plans, studies, and discussions. They are explained in more detail later in this document.

Concept	Responsibility	Total Cost Estimate (year of estimate)
Expanded Circulator Route	Carbondale	\$850,000 (annual O&M) \$630,000 (one-time capital) (2018)
SH 82 Underpass to Red Hill	Carbondale	\$ 2 million (2015)
CRMS Connector Paths	Carbondale	\$ 510,000 (2015)
D2040: Bike Share Carbondale	RFTA/WE-cycle/Carbondale	\$175,000 - \$200,000 (annual O&M) \$350,000 - \$400,000 (initial capital, exclusive of expansions and replacements)
D2040: BRT and Carbondale Circulator service on weekends during off-season, for consistent year-round BRT	RFTA	\$703,000 (annual O&M) - \$643,000 – BRT - \$60,000 – Carbondale Circulator

Existing RFTA Services

RFTA currently serves the Town of Carbondale with year-round local, express and regional Bus Rapid Transit (BRT) at the RFTA-owned Carbondale BRT Station, and 200-space Park-n-Ride. Residents and visitors can walk, bike, or drive to the Park-n-Ride or use the free Carbondale Circulator bus from one of four stops to access these services.



At the Carbondale BRT Station, users can also access the 42-mile Rio Grande Railroad Corridor/Rio Grande Trail (RGT). The approximate 1-mile section of the RGT through the middle of Carbondale is also known as the Rio Grande ARTway, a placemaking public art project in cooperation with the Town of Carbondale and Carbondale Council on Arts and Humanities. According to data from RFTA's permanent ped-bike counter near Carbondale, this stretch of trail sees around **100,000 annual users!**



Carbondale Circulator Bus, wrapped in Carbondale Middle School student art.
Photo: Jennifer Balmes

History

The Town of Carbondale joined the Roaring Fork Transportation Authority (RFTA) in 2000 by signing a formation IGA with RFTA and six other municipalities; as well as receiving voter approval to levy a 0.5% municipal sales/use tax increase to help fund the new RTA (0.1% of the total was rebated to Carbondale for local transportation projects, until it was dedicated to RFTA in 2008). Honoring Carbondale's concerns about its distance from SH 82, the formation IGA stated RFTA shall use its best efforts to provide "trunk service on Highway 133 at the current locations." This was the impetus for valley local and express buses serving downtown Carbondale. Various other RFTA member jurisdictions have implemented their own in-town circulator systems, under contract with RFTA or operating in-house.

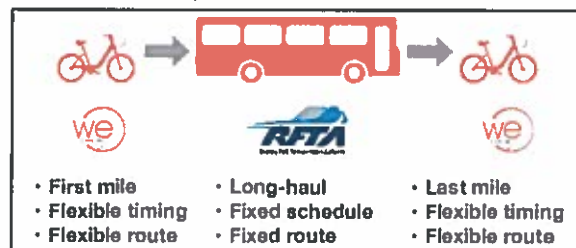
About 10 years ago, then Carbondale Trustee and RFTA Board Member, John Hoffmann, presented the "VelociFeeder" concept that in large part forms the backbone of the Carbondale Circulator. Following the 2013 rollout of the Country's first rural Bus Rapid Transit (BRT) system, or *VelociRFTA*, the Town and RFTA agreed to truncate all regional routes at the Carbondale BRT station and fill the gap with a circulator bus that replaced local and express service serving the commercial core during BRT hours of operation. The service is free to users. In 2016, RFTA received grant funding to purchase a smaller, quieter compressed natural gas (CNG) bus wrapped in artwork from Carbondale Middle School students.

Currently, the Circulator operates between 5:02 am and 9:26 pm, every 15 minutes from the four town bus stops: Main St./SH 133 roundabout, 7th St. pool, 6th St. Recreation Center and the BRT Station ([see map](#)). Outside of these hours, local valley buses continue into downtown Carbondale and service the stops as they did before 2013. As one of RFTA's most productive collector routes, the Circulator achieved 2018 ridership of 147,950, a 5% increase over 2017 ridership of 140,455.



On April 18, 2017, RFTA and WE-cycle were invited to a mobility work session with the Town of Carbondale, at which time the Trustees learned more about the mutually-supportive RFTA and WE-cycle services. As WE-cycle's first Founding Partner, RFTA has been a generous and instrumental financial supporter and collaborative partner of WE-cycle.

Together, WE-cycle and RFTA continue to strive for bike and bus integration in which their complementary services facilitate and thereby grow transit ridership. In this multi-modal transit ecosystem, WE-cycles function as the low-volume, on-demand, internal circulation, and first/last mile feeder to RFTA's high-capacity, fixed-route trunk lines on Highway 82 and Highway 133.



In the collective vision for a valley-wide bus and bike share system, WE-cycle would:

- Facilitate access to RFTA's Park-n-Rides thereby reducing pressure to develop expensive Park-n-Ride space
- Augment a community's transit service area by providing bike transit in lower-density areas where it is cost-prohibitive to operate circulator buses
- Provide 24/7, on-demand connections between areas not on the fixed-route lines
- Introduce an active transportation alternative

As WE-cycle proves to be an integral part of the upper and mid-valley's transportation systems, WE-cycle and RFTA continue to formalize and integrate their partnership. In 2017, RFTA became WE-cycle's first multi-year funding partner and in November 2018, RFTA's 7A Ballot measure (Destination 2040) provided for annual bike share operational funding and one-time infrastructure funds. RFTA and WE-cycle will spend 2019 assessing how to equitably distribute the operational funds across RFTA jurisdictions, and where and how there are synergies for cost savings, improved service offerings, and opportunities for technological innovation.

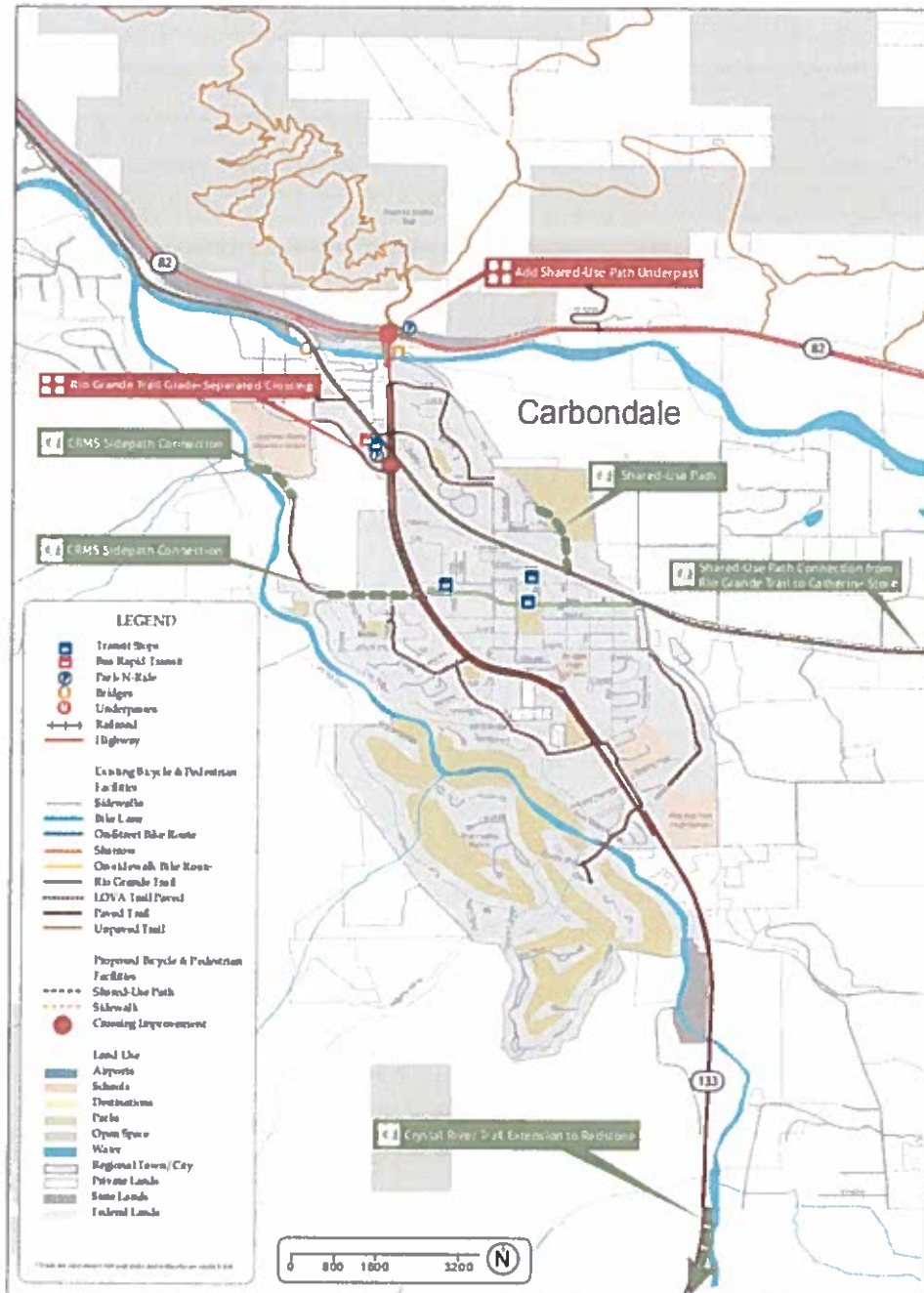


Previous Studies, Concepts & Costs

In 2015, RFTA led the [RFTA Regional Bicycle, Pedestrian and Transit Access Plan](#). The purpose of this plan was “to provide a clear framework for the development of new facilities that in combination with existing facilities would support safe and efficient bicycling and walking throughout the region from Parachute to Aspen.” With the assistance of Carbondale Staff and the volunteer Carbondale Bicycle, Pedestrian, Trails Commission, the Carbondale priority bike-ped projects were listed as (in no particular order):

- SH 82 Underpass to Red Hill
- SH 133 underpass/overpass connecting the Rio Grande Trail
- West Main St. and CR 109 CRMS path connections
- North 4th St. shared use path
- CR 100 shared use path from Catherine Store to Rio Grande Trail
- Crystal River Trail extension to Redstone

The regional stakeholder group agreed on priority projects for the region. The top-two priority projects for Carbondale emerged as the Rio Grande Trail overpass/underpass (\$2 million) and the CRMS connector paths (\$510,000.)



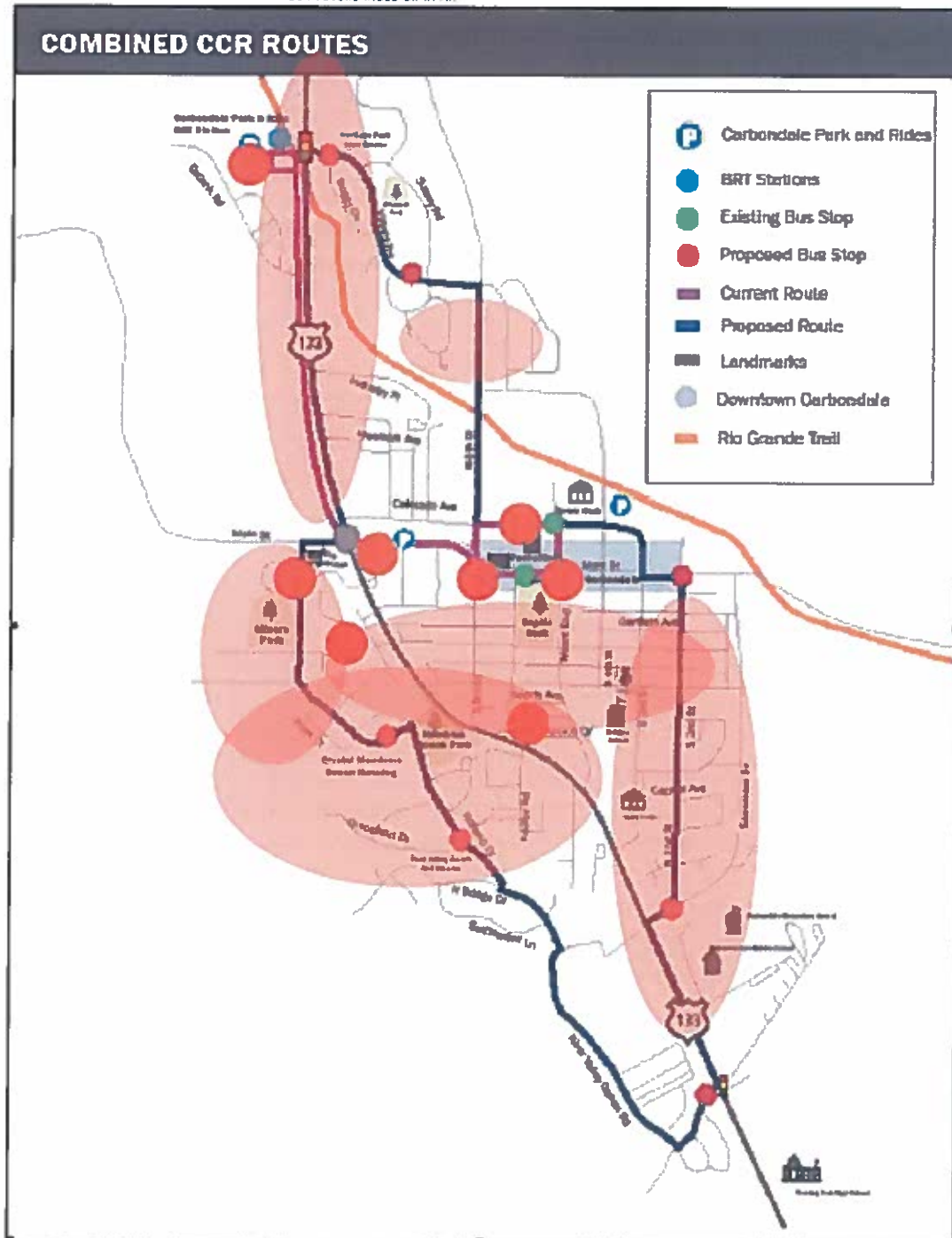
Carbondale Priority Bike-Ped Projects Map, 2015 RFTA Regional Bike-Ped Plan



In 2017, RFTA updated the *Carbondale Accessibility Assessment*, originally drafted in about 2015, to “consider the costs and benefits of developing mobility and accessibility options in the Town of Carbondale, with a particular focus on ‘last mile’ access to BRT stations.” Carbondale’s preferred route alternative was the “Combined CCR Routes” (see map below), where RFTA would pay for the present-day Carbondale Circulator route while a version of John Hoffman’s *VelociFeeder* service would be a local service owned, funded and operated by the Town; similar to the services in Glenwood Springs, Aspen, and Town of Snowmass Village. Year-round operational costs are estimated at **\$850,000** (updated during the Destination 2040 process), assuming 30-minute headways and operating 18 hours per day, 365 days per year. New buses and bus stop infrastructure costs are estimated at **\$630,000**.

Also in 2017, WE-cycle produced a high-level scope and costing study for bike share in Carbondale. At that time, per WE-cycle passholder surveys, Carbondale was the most requested town in the valley for bike share expansion, with 57% of season passholders saying they would WE-cycle in Carbondale and 85% of passholders affirming they would be more inclined to ride RFTA if they had access to WE-cycle at either end. This eagerness for bike share pairs well with Carbondale having the highest rate of bike mode share in the region. According to [*RFTA’s 2014 Regional Travel Patterns Study*](#), 23% of summer trip-making was by bicycle (compared to the overall national average of 1%). Carbondale’s flat topography, extensive bike infrastructure and *Bicycle Friendly Community* rating make Carbondale an ideal location for bike transit to thrive.

Per its focus on providing first/last mile transit and bringing a transportation option to areas that were underserved by fixed-route buses, WE-cycle envisioned a bike share system that would complement, and feed to, the Carbondale Circulator and the BRT Station by providing additional in-town mobility options. WE-cycle first proposed 8 large *Hub Stations*, at bus stops and points of commerce and high circulation, as well as 10-13 *Feeder Stations* that would be sized according to residential densities, and the exact locations would be determined by community input. Given Carbondale’s lower elevation and wider valley, the system was designed to provide year-round service with annual operations estimated at **\$175,000 - \$200,000** and infrastructure costs estimated at **~ \$500,000**.



Proposed WE-cycle System: Orange dots indicate *Hub Stations* and orange overlays indicate vicinities for possible *Feeder Stations* (please see attached Google interactive map as well).



On November 6, 2018, RFTA member jurisdictions voted to pass the 2.65 mill levy ballot measure to help fund strategic improvements to the region's transportation system; as guided by the RFTA Destination (D2040) Plan. [The Destination 2040 Project Roadmap](#) is an online, high-level overview and provides a snapshot of the plan's aims, important milestones, key deliverables, dependencies, and possible project changes. Carbondale-related projects are listed below:

Regional Bike Share Expansion. Work with WE-cycle, in conjunction with Carbondale and Glenwood Springs, for implementation of bike share as a first/last mile transit service. Cost Estimate: **\$1,270,750** infrastructure plus **\$550,000** annual O&M for valley-wide bike share. Of note:

- 1) Infrastructure funding is intended to provide a substantial investment into the town's bike share system but a local jurisdiction contribution will be required
- 2) O&M funding is intended to support bike share operations valley-wide and the distribution ratio will be determined based on forthcoming analysis

Service Increase, Weekend BRT (Spring/Fall) w/ Enhanced Carbondale Circulator. In the 2016 RFTA Passenger Survey, one of the most frequent comments received was the desire for consistency and schedule predictability with BRT service across weekdays, weekends and seasons. This scenario outlines the scope and costs of operating BRT on the weekend in the off-seasons (Spring and Fall) to create consistent, year-round BRT and Carbondale Circulator service. This service enhancement is planned to roll out in 2019.

RFTA will be responsible for the costs of operation, estimated at **\$703,000** (**\$643,000** for BRT; **\$60,000** for Carbondale Circulator). This excludes the Expanded Carbondale Circulator service (costs are estimated on page 6).

Current Opportunities, Concepts & Costs

The Destination 2040 Plan provides a well-researched and long-range roadmap for enhanced transportation services throughout the region, including the Town of Carbondale. Many of these options will require buy-in and support, and in some cases financial investment. The implementation timelines of the projects also vary. Understanding the Trustee's priorities and direction are critical to helping RFTA and WE-cycle refine their outreach, communication, and planning efforts.

The micro-mobility sector is currently one of the fastest changing industries thanks to technological innovation, privatization and venture capital investment. In many major cities, there is a race for market share domination between Lyft and Uber, both of whom are now positioning themselves as vertically integrated transportation purveyors in offering a free customer phone app with access to ride hailing, ride share, scooters, bike share (dockless, e-



bikes, and station-based), select autonomous vehicles and filling service gaps for transportation authorities.

RFTA and WE-cycle are both innovators and leaders in their respective sectors by launching and successfully operating large-city scale transportation concepts in the comparatively small Roaring Fork Valley. Both organizations are closely following these mobility developments and remain committed to providing the most innovative and cost-effective services for the valley's rural setting and less-dense communities. Concurrent to the rapid evolution of the transportation sector, now, with the passage of the mill levy funding, RFTA and WE-cycle are in the midst of assessing their partnership and areas of strength such that together they can work to provide enhanced and seamlessly connected transportation offerings.

RFTA and WE-cycle have scoped the following mobility strategies for the Town of Carbondale for the BOT's consideration.

- Expanded Circulator Route (discussed in detail above)
- Bike Share with WE-cycle (proposed system overview and cost estimates below)

Bike Share with WE-cycle

In the last year and a half, the bike share industry has experienced great innovation coupled with tumultuous times. Venture-capital backed dockless bike share companies inundated cities with the romance of free bike share systems. Their popularity resided in being able to quickly deploy hundreds to thousands of bikes at no cost to the city. Unfortunately, this alluring business model delivered a less than reliable product and bike share experience to the cities and has proven to be financially unsustainable for the companies as the majority are either out of business or have shifted their focus to e-scooters. Furthermore, “free” was a misnomer as cities were confronted with bearing the costs of mismanagement of the public right of way and of disposing of damaged and littered bikes. The environmental goals of bike share were negated with the landfill generation of the disposable bikes.

As the dockless enthusiasm began to subside, the funding shifted to e-scooters and to dockless e-bikes. E-bikes are quickly proving to be effective additions to bike share systems with e-bike share bikes being ridden three to four times as often as traditional bike share bikes. While speed-limited e-bikes don't necessarily make the trip faster, they make a bike share trip more accessible to more people of different physical abilities, take the rigorous exercise out of longer trips, and expand the first/last mile service area of bike share. With the popularity of e-bikes, come the challenges of ensuring that they are properly charged without generating significant operational costs and trips to find the bikes and recharge their batteries. As such, at the moment, the current trend in bike share is reverting to station-based models with stations that welcome both pedal-powered bikes and can re-charge the e-bikes.



Thanks to the pressures and competition of new bike share providers, a majority of the companies have been forced to find cost-savings and focus on product innovation. WE-cycle's software and hardware infrastructure provider, PBSC Urban Solutions, has responded to these market changes with several new products that could be of benefit to a Carbondale bike share system. These include:

- Lighter, more cost-effective pedal-powered bikes
- A 3-speed e-bike with 43 miles of autonomy that can dock at any bike share station and be re-charged at e-stations
- Geofencing: communication technology integrated around towns that allow overflow bikes to be parked adjacent to a station in the event the station is full. This feature allows stations to be designed for anticipated capacity but allows them to flex in size thereby improving rider reliability and reducing balancing pressure on operations staff.

With these new opportunities and observations from nationwide industry growth, WE-cycle has re-scoped and re-priced a possible Carbondale bike share system. Carbondale residents actively ride WE-cycle as the last mile of their commutes in Basalt and Aspen and surveys reiterate that bike share in Carbondale is the missing link of their multi-modal commute.

Throughout the summer and fall of 2018, WE-cycle asked its riders to help envision bike share in Carbondale and where they would need stations to allow them to connect to/from RFTA, get to work more easily, run errands, meet friends in town, and enjoy the valley by bike. Below are the requested station locations:



Suggest a WE-cycle Station: Where would a WE-cycle station help you? An interactive “Suggest a Station” map is available at we-cycle.org

Based on rider feedback and the integration of new technology, WE-cycle recommends the following features for a Carbondale bike share system and is eager for Trustee feedback regarding the suggested goals and desired outcomes in considering bike share in Carbondale.



SUGGESTED GOALS:

- Provide bike transit as an additional form of transportation in and around Carbondale
- Provide bike share as a cost-effective and on-demand form of public transit in neighborhoods and areas not currently served by the Carbondale Circulator
- Deliver riders to RFTA bus stops, particularly the Carbondale BRT Station and Park-n-Ride
- Reduce parking pressure at RFTA facilities and in-town bus stops
- Reduce carbon emissions by introducing bike share as the first mile of one's commute, such that more individuals can choose to bike-bus-bike throughout the valley rather than driving their own vehicle

SYSTEM FEATURES:

- Operational year-round
- 100 bikes equipped with the geofencing technology
 - E-bikes are not being recommended at this time due to their additional costs and Carbondale's relatively flat topography
 - A limited fleet of e-bikes could be considered to serve the senior communities
 - As WE-cycle's manufacturer does not offer tricycles, WE-cycle could work with the senior communities to provide adaptive bikes with agreed-upon service levels
- 12 *Hub Stations* located at bus stops, points of commerce, and centers of employment
- 13 - 15 *Feeder Stations* with the geofencing capability. Specific locations determined through community engagement
- 30-minute fare-free model for consistency with other systems valley-wide and scaled post 30-minute ride pricing structure to discourage longer rides
- Same WE-cycle pass allows for bike share check out in all WE-cycle systems valley-wide including Carbondale, Basalt, Aspen systems
- Pass sign up and bike check out utilizing the app *Transit*
- All materials and communication at stations available in English and Spanish
- Focus on effective and extensive *Movimiento en Bici* programming (WE-cycle's Latino outreach program)
- Formation of a public/private partnership, similar to the Basalt and Aspen Systems, to fund the annual operations of the system:
 - Multi-year operational commitment from Town of Carbondale, specific amount TBD. As aforementioned, the RFTA Destination 2040 funds will cover only portions of the complete annual operations of any bike share system in the Valley
 - Permission for sponsorship on the bikes and of the stations
 - Solicitation of multi-year sponsors and donors



Estimated infrastructure cost: **\$350,000 - \$400,000** (\$100,000 to \$150,000 less than in 2017)

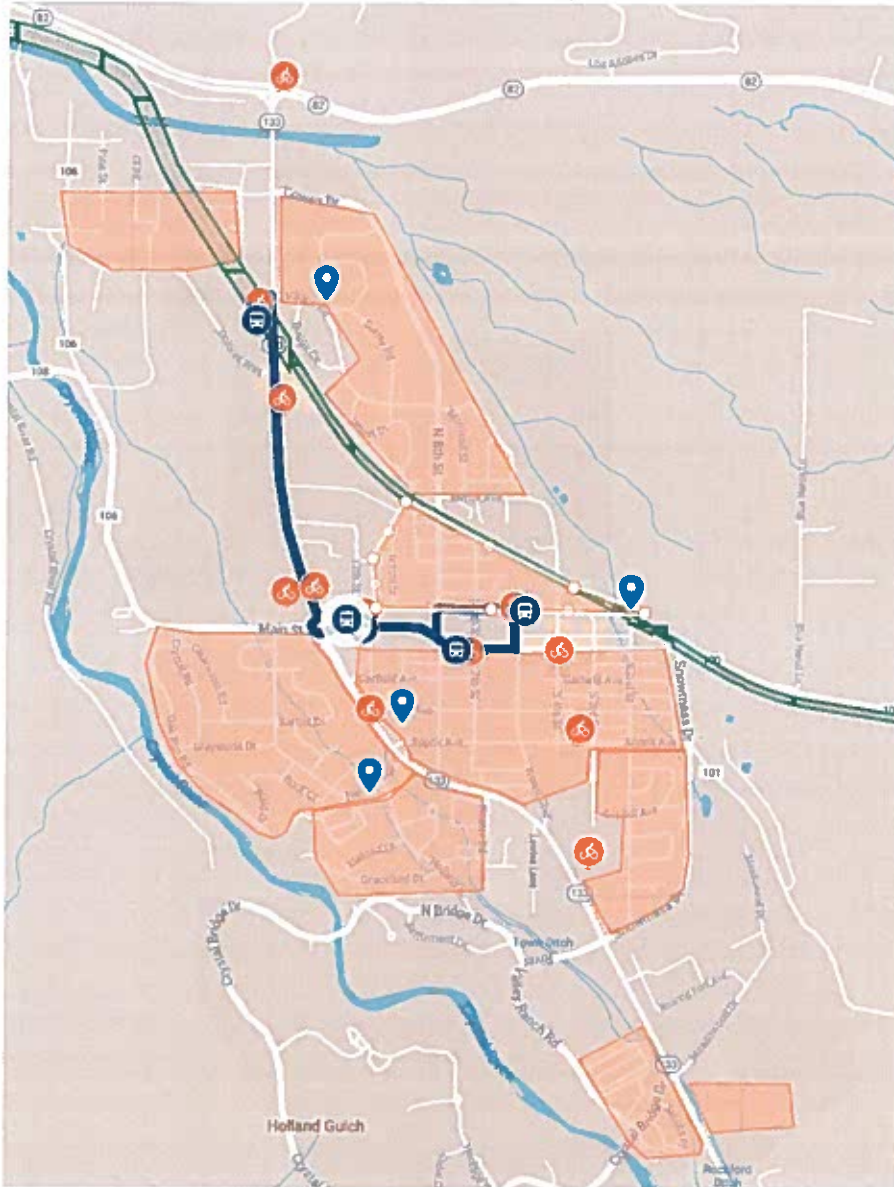
Estimated year-round operating costs: **\$175,000 - \$200,000** (same as 2017 due to the operational demands of small systems. Possible cost-savings depending on operational synergies that may be identified in partnership with RFTA.)

TIMELINE

To fund and launch a bike share system in Carbondale, WE-cycle and RFTA would need to assume at least a year for planning. For example, if bike share were desired for the spring of 2020, the schedule would be:

- Spring 2019 – Trustee general support and direction, initial outreach at various bike events
- Summer 2019 – Outreach to constituents for station planning, initial sponsor engagement, participate in Town of Carbondale budgeting, identification of possible grants, identify any land use approval requirements
- Fall 2019 – Finalize station locations, scope and cost of system, secure Town of Carbondale funding and necessary land use approvals, seek sponsor commitments
- Winter 2020 – Prepare launch materials and communication, secure and finalize sponsors, hire staff, prepare system for opening
- Spring 2020- Launch WE-cycle system in Carbondale

Aligned with the above Suggested Goals, bike share in Carbondale would be designed to complement the Carbondale Circulator and existing RFTA bus stops.



Town of Carbondale: Possible multi-modal map

Key

Blue Line: Existing Carbondale Circulator

Blue Bus Icon: RFTA Bus Stops

Green Line: Rio Grande Trail

Orange Bike Icon: Envisioned WE-cycle Hub Stations

Orange Overlays: Areas for possible WE-cycle Feeder Stations, per community input

Turquoise Pin: Senior Facilities



WE-CYCLE - FREQUENT CONSIDERATIONS AND ASKED QUESTIONS

– Most people who ride bikes in Carbondale already have a bike. Why bike share?

This is a common misunderstanding about the value of bike share. Bike share does not replace the use of a personal bike but rather adds another bike option to one's bike fleet – essentially a bike that one doesn't have to maintain, store, or worry about being stolen, and one that can be left at various locations or picked up at any station depending on one's schedule or weather changes. Per the 2018 WE-cycle Rider Survey, 91% of WE-cycle riders own a bike but choose to use WE-cycle because they can take one-way trips (87%) and believe the service is an important part of the community (59%).

Furthermore, WE-cycle completes monthly bike checkovers so that bikes are safe and ready to ride. The ease of use encourages someone to ride who may have put off fixing their personal bike and instead drives their single occupancy vehicle.

– Carbondale doesn't have the tourist base that Aspen does to support a bike share system. Who would use it?

WE-cycle has modeled the Carbondale System after the successful Basalt System as it anticipates Carbondale ridership patterns to closely resemble those in Basalt rather than those in Aspen. The Basalt System was designed to provide transportation to areas currently underserved, or not served, by bus and where routing a circulator shuttle would be cost-prohibitive. The stations were located to facilitate an easy and enjoyable ride to/from a bus stop or into/from the center of town. Given the size of Basalt and Willits, in contrast to the Aspen System, a minimal number of the rides are in and around town/cross town trips.

The Basalt System consists of 90 bikes and 24 stations spanning from the most westerly station in Blue Lake to the most easterly in Elk Run. As would be the case in the Carbondale System, all of the Basalt stations are solar-powered, can easily expand or contract in size, and do not have credit card readers or touch screens. In 2018, Basalt had 11,260 total rides, 566 unique riders, and an average of 61.34 rides per day.

By bike share standards, the Basalt System is a success. To understand the success, one has to consider these ridership figures within the population context of the Town of Basalt. With the Town of Basalt's population around 4,000 residents, the Basalt WE-cycle system boasts approximately 2.7 rides per capita which is slightly higher than the per capita bike share ridership in the City of Chicago and estimated to be five times that of the City of Denver. Understandably, providing reliable and regular public transportation in rural areas is challenging and expensive but has a meaningful impact on the lives' of residents.



In 2018, average ride time in the Basalt System was 8 minutes which is consistent with the ridership patterns of WE-cyclers using the bikes for quick trips from the *Feeder Stations* in residential neighborhoods to the *Hub Stations* at the BRT stops and centers of commerce. Given the relatively low-density residential land use pattern of Basalt, it was important to place stations in proximity to congregation points, convergence of bike and pedestrian paths, and in areas that are just far enough of a walk from a bus stop that people are more apt to revert to using their cars.

As would be the goal in Carbondale, the Basalt-based WE-cyclers are more consistent users of the WE-cycle/RFTA synergy by using the bikes to get to the BRT stops in the morning (first mile), hopping a bus to Aspen (long-haul transit), and then using WE-cycle to get to work (last mile) and the reverse in the evening. The peak WE-cycle ridership times to/from the Basalt BRT stations affirm this pattern.

Consistent with the Basalt System, WE-cycle anticipates the Carbondale WE-cyclers to be primarily valley-wide commuters who will use the WE-cycles to expedite their access to the BRT stop and thereby make them less inclined to drive either to the Park-n-Ride or to just drive to work all together. WE-cycle also foresees usage from *Feeder Stations* to points of commerce such as grocery stores, restaurants, commercial allowing bike share to serve an equity role by giving a transportation option to residents without access to a car or to fixed-route transit. The goal would be that these *Feeder Stations* would also help reduce the number of in/around town trips by providing an alternative to the car for the quick trip into town or to buy milk.

– **Bike share is only a seasonal enhancement to Carbondale’s mobility options.**

Given Carbondale’s climate of shorter and less severe winters than the upper Roaring Fork Valley and the number of days with no snow nor ice on the streets, WE-cycle intends to operate year-round in Carbondale. WE-cycle would closely monitor ridership to determine if the numbers justify the costs of year-round service. WE-cycle conducted a Winter Trial in Basalt in November and December of 2016 and ridership dropped by over 50%. The daily number of rides did not justify the costs of keeping the system open for the duration of the winter. Wintry cities such as Toronto, Chicago, and Detroit offer year-round bike share, without studded snow tires, and do experience a significant drop in ridership but their population density allows the operations to remain viable.

– **Would WE-cycle ever operate scooters or other micro-mobility services?**

Select mobility providers, such as Lime Bike or Lyft, are operating both dockless bike and dockless e-scooter systems concurrently. At this time, given the safety concerns of scooters, their impact on the public right of way, and their disposable nature being in contradiction to WE-cycle’s environmental goals, WE-cycle does not intend to initiate an e-scooter system. WE-cycle



would be open to exploring the managing of a third-party's scooter system through a contractual agreement.

- **Could Carbondale charge a fare for WE-cycle to help off-set the Town's financial contribution?**

WE-cycle advises against this approach as it would lead to inconsistency between the WE-cycle experience valley-wide. According to the 2018 WE-cycle Rider Survey, 59% of respondents said it was VERY IMPORTANT to be able to ride throughout the valley with one bike share pass. Seamless integration between the WE-cycle systems valley-wide is core to WE-cycle's vision of facilitating bike share-bus-bike share ridership.

ABOUT WE-CYCLE

History

WE-cycle, a 501(c)3 not for profit organization, launched in Aspen in 2013 with the mission to connect people to place with community-supported bike share. The vision was to provide easily accessible, reliable, and affordable shared bicycles for in and around town transportation and as a seamless first/last mile connection to other transportation options, specifically with RFTA.

Funding Model

Infrastructure:

The Aspen WE-cycle System was funded through a public/private partnership consisting of Founding Partners: The Aspen Institute, Aspen Meadows Resort, Aspen Skiing Company, Aspen Valley Hospital, City of Aspen, Genshaft Cramer LLP, Nick DeWolf Foundation, TheMyersRobertsCollective, Pitkin County, and RFTA. A federal Congestion Mitigation and Air Quality grant, private donors and foundations completed the funding.

In 2016, WE-cycle opened in Basalt, Willits, and El Jebel as the first and only transit service in the neighborhoods. The Basalt System was also launched thanks to a public/private partnership with private donors and foundations and Founding Partners: Eagle County, Pitkin County, RFTA, Town of Basalt, Willits Town Center, Valley Settlement Project.

Annual Operations:

Each year, as ridership grows, so does the perception and expectation that WE-cycle is one of the community's public services. Committed to its founding principal of being a public/private partnership, WE-cycle's annual operations are funded through a combination of public jurisdictions (54%), private sponsorship (20%), RFTA (17%) and grants/donations (9%). Over the years, the public sector contributions have grown to account for the increased



operational costs of service area expansion and ridership growth while the level of private sponsorship has remained consistent.

Service Area + Pricing

WE-cycle currently operates from May 1 to November 1, 24/7 in Aspen and Basalt with 210 bikes and 47 stations. WE-cycle has become a part of the fabric of these communities by giving individuals a fast, convenient, independent, and reliable mode of travel in and around the towns and as a feeder to/from RFTA bus stops. Thanks to the same pass serving the whole system riders can WE-cycle to RFTA in one town, ride RFTA up/down the valley, and then ride WE-cycle at the other end of their journey.

In 2018, to align bike transit with the cost of other in-town transit services (ie Aspen in-town buses, the Downtowner, and Aspen/Snowmass route), WE-cycle became fare-free for the first 30-minutes of every ride. This service was underwritten by the City of Aspen, the Town of Basalt, and Eagle County. Each additional minute is charged \$0.50 to discourage longer rides and to differentiate bike share from bike rental. The fare-free structure was enthusiastically embraced with a 76% increase in unique riders, system-wide, and a 49% increase in ridership totalling over 63,000 rides in 2018.

WE-cycle = Transportation

WE-cyclers use bike share as a means to easily and quickly connect from place to place and to other transportation services, namely RFTA. The WE-cycle stations at RFTA BRT stations, in both Aspen and Basalt, are amongst the top performing with their peak ridership times being during commuting hours. The 2018 WE-cycle Rider survey reiterates how WE-cycle and RFTA are complementary services and mutually-beneficial in growing transit ridership. Of the survey respondents:

- **64%** travel to Aspen for work from as far as the I-70 corridor
- **79%** use valley-wide RFTA service and **70%** ride RFTA no-fare bus routes within Aspen/Snowmass
 - Of these RFTA riders, **78%** use WE-cycle in conjunction with RFTA and **26%** are riding RFTA more now that they can WE-cycle to a bus stop
- **47%** of WE-cycle rides replace car trips and in recollecting their WE-cycle rides from this past year, **53%** say they would have driven had WE-cycle not been available

Leveraging technology with the mobile phone application Transit



WE-cycle is a proponent of utilizing technology to increase transportation ridership by centralizing sign up/pass purchase and information/timetables into one location so that existing and prospective transportation riders have one source for their transit knowledge and needs. WE-cycle is of the belief that to grow its ridership base it must continually reduce the barriers of entry and ease of sign up and access to information are critical to achieving this goal.



In this spirit, WE-cycle is recognized as a leader in the US bike share industry for being at the forefront of innovation and prioritizing creative implementations and collaborations. In 2015, WE-cycle introduced the app *Transit* to the Roaring Fork Valley, in partnership with PBSC Urban Solutions and RFTA, as an integrated mobile platform for bike share sign up and checkouts in conjunction with real-time valley-wide bus schedules. WE-cyclers embrace this technological convenience and reliability. For four consecutive years, WE-cycle has had the highest *Transit* use for bike share check outs of any other city worldwide for which this functionality is available. * *Calculated as a percentage of system-wide rides.*

WE-cycle riders are enthusiastic *Transit* users both for both WE-cycle and RFTA. According to the 2018 Rider Survey:

- 71% use *Transit* to see live RFTA bus schedules
- 74% think it is IMPORTANT that *Transit* works valley-wide and displays multiple transit modes

Equity

With the goal to foster an inclusive bike culture, in May 2016, WE-cycle debuted *Movimiento en Bici*, a Latino Outreach Program. The Program aims to encourage ridership, reduce economic barriers, and ensure the organization's cultural relevance amongst Latinos by offering bilingual support and Spanish-speaking outreach and programming, extended ride time passes, group rides, and special events.

Bici ridership has followed an impressive trajectory with annual rides having grown 393% since its launch. Participants of this program are amongst WE-cycle's most regular riders by biking from neighborhoods to get to the bus stop, the grocery store, and local parks. Beyond ridership, the Program's successes can be measured by the positive impact it has had on its participants who use WE-cycle as a reliable form of transit, a way to feel healthy and get outside, and as a means to spend time with family and friends.

Team

WE-cycle is a small organization consisting of two year-round employees, 13 seasonal full and part-time Operations Team members, and three part-time seasonal employees. Locally-led and operated, WE-cycle is nimble in its approach and prioritizes responsivity in its service. Providing an exceptional customer experience is critical as riders depend on WE-cycle and need to receive assistance promptly if an issue arises so that they can get where to where they need to be quickly and safely. Customer support, over the phone and in person, is available seven days a week.



The Operations Team keeps the system running smoothly: bike balancing, bike maintenance, station management, and customer service. In alignment with WE-cycle's goals to limit carbon emissions and facilitate healthy living, in 2018 in the Aspen System, the Operations Team rebalanced 71% of the bikes using an e-bike that pulls a trailer. They balanced 19,458 bikes and thereby lifted 972,900 pounds between May and November. According to the 2018 Rider Survey, 72% of WE-cyclers rated their interaction with the WE-cycle Team as EXCELLENT.

Riders

The success of WE-cycle resides in how riders make the bikes a part of their daily lives. WE-cyclers live throughout the valley and rely on WE-cycle for daily commuting, conscious living, and flexible one-way transit. According to the 2018 Rider Survey, riders WE-cycle for the following reasons:

- 65% To avoid driving and traffic
- 63% To avoid parking
- 60% For one-way travel flexibility
- 55% To reduce carbon footprint
- 52% To save time

Beyond WE-cycle's convenient service, riders see the service as an integral part of the Roaring Fork Valley community and applaud the high level of service and organizational direction:

According to WE-cycle riders:

- *"WE-cycle has made a huge impact on the end of my commute to Aspen. Can't wait to see how the new Carbondale and Glenwood Springs Systems will look."*
- *"Love the experience. Glad Carbondale and Glenwood Springs are coming on board."*
- *"Keep crushing it, WE-cycle. I love the service and it is so easy to use. Thank you."*
- *"WE-cycle is great. Staff is very friendly and helpful."*

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Town of Carbondale Accessibility Assessment

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Purpose and Scope

The purpose of this document is to consider the costs and benefits of developing mobility and accessibility options in Town of Carbondale, with a particular focus on “last mile” access to BRT stations. This report has been developed in response to community concerns about lack of parking at BRT stations, strategies to improve access to BRT, and the impacts of those strategies. This is not intended to be a comprehensive or specific analysis or a recommendation. Costs and assumptions are conceptual.

This report is divided into two parts:

Part 1: Local Transit System Feasibility Assessment

Part 2: Other Mobility Strategies

This document is an abridged version of the *Mid-Valley Accessibility Assessment*, which covers Carbondale, El Jebel and Basalt.

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Part 1: Local Transit System Feasibility Assessment

Local transit system alternatives will be based upon routes developed in the *Mid-valley Local Transit Service Feasibility Study*, conducted by LSC Consulting in 2011: www.lscs.com/projects/rfta/final.htm.

Carbondale Options

Current System

RFTA currently operates a circulator system that operates between the Carbondale Park and Ride and downtown. This system is funded under RFTA's current operations, and provides access to parking areas at the Carbondale BRT Station and parking areas at 6th Street/ Colorado Avenue and 4th Street/ Colorado Avenue.

The circulator system replaced the local, regional, and express buses that used to travel through Carbondale, as a result of the Intergovernmental Agreement establishing the regional transportation authority. Of the one mandates of the Town of Carbondale, included in the IGA, was that buses would travel through the Town

The system operates roughly 16.25 hours per day (5:00 a.m. to 9:15 p.m.) seven days per week during peak winter season. Using one bus, headways are 15 minutes.

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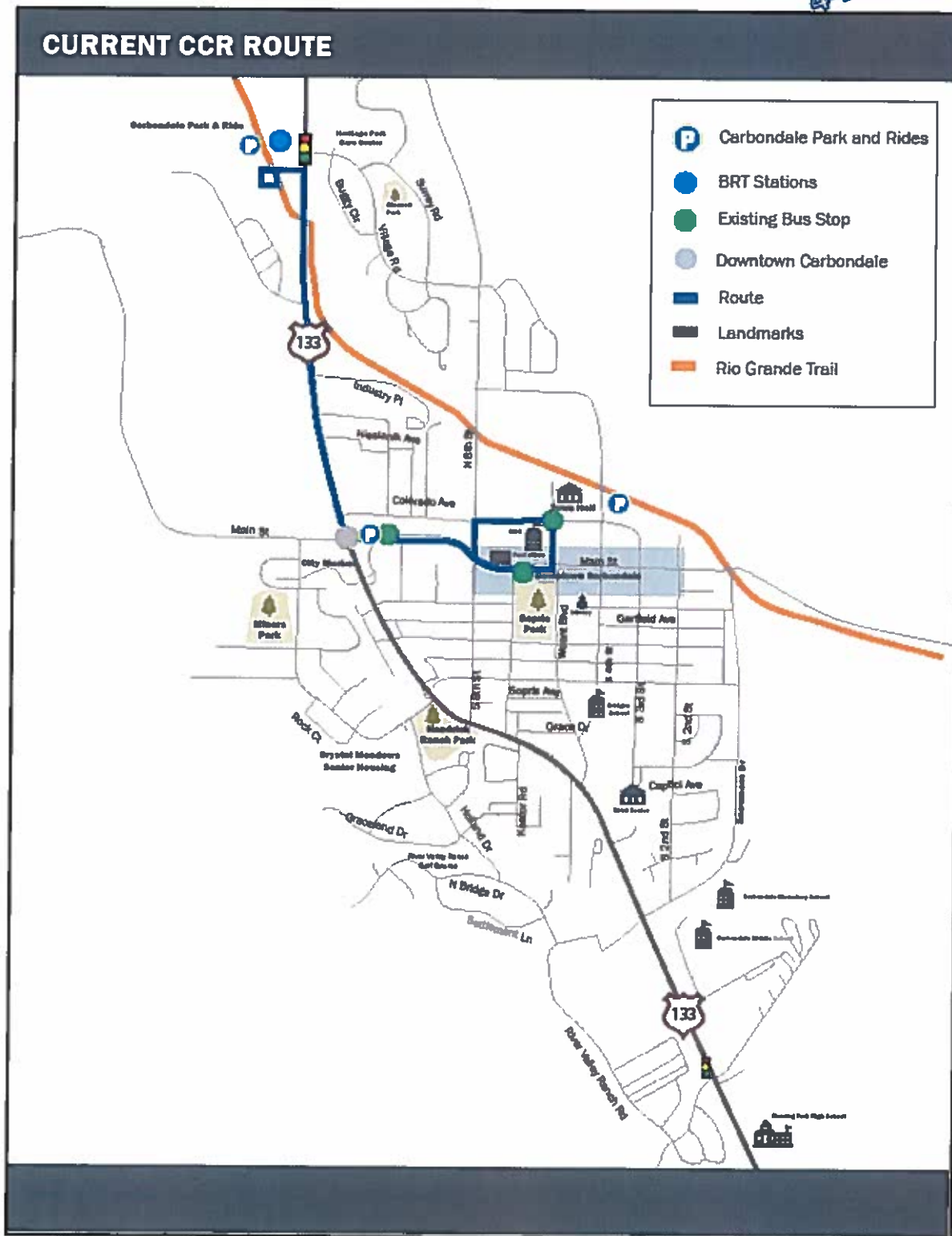


Figure 1: Existing Carbondale Circulator

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Carbondale VelociFeeder Alternative

The *Mid-Valley Local Transit Service Feasibility Study* identified the VelociFeeder as one of two routes that generated promising performance, in terms of passengers/hour and cost/rider.

Proposed Route

The route, shown below, provides connections to the same downtown parking areas as the current circulator, to higher-density residential areas to the east and west, and to the middle school and high school. Round trip mileage is 4.4 miles; roundtrip headway with one vehicle is 30 minutes.

Potential Stops

A cursory review of the route shows that the following stops may be appropriate:

- **Carbondale PNR¹**
- Heritage Park Care Center
- 8th Street/ Cleveland Place
- **6th/Colorado**
- 2nd /Main
- 2nd/SH133
- SH133/River Valley Ranch
- Holland/Melissa
- Crystal Meadows Sr. Housing
- **Main/SH133**

¹ Boarding locations shown in bold are existing regional bus stops

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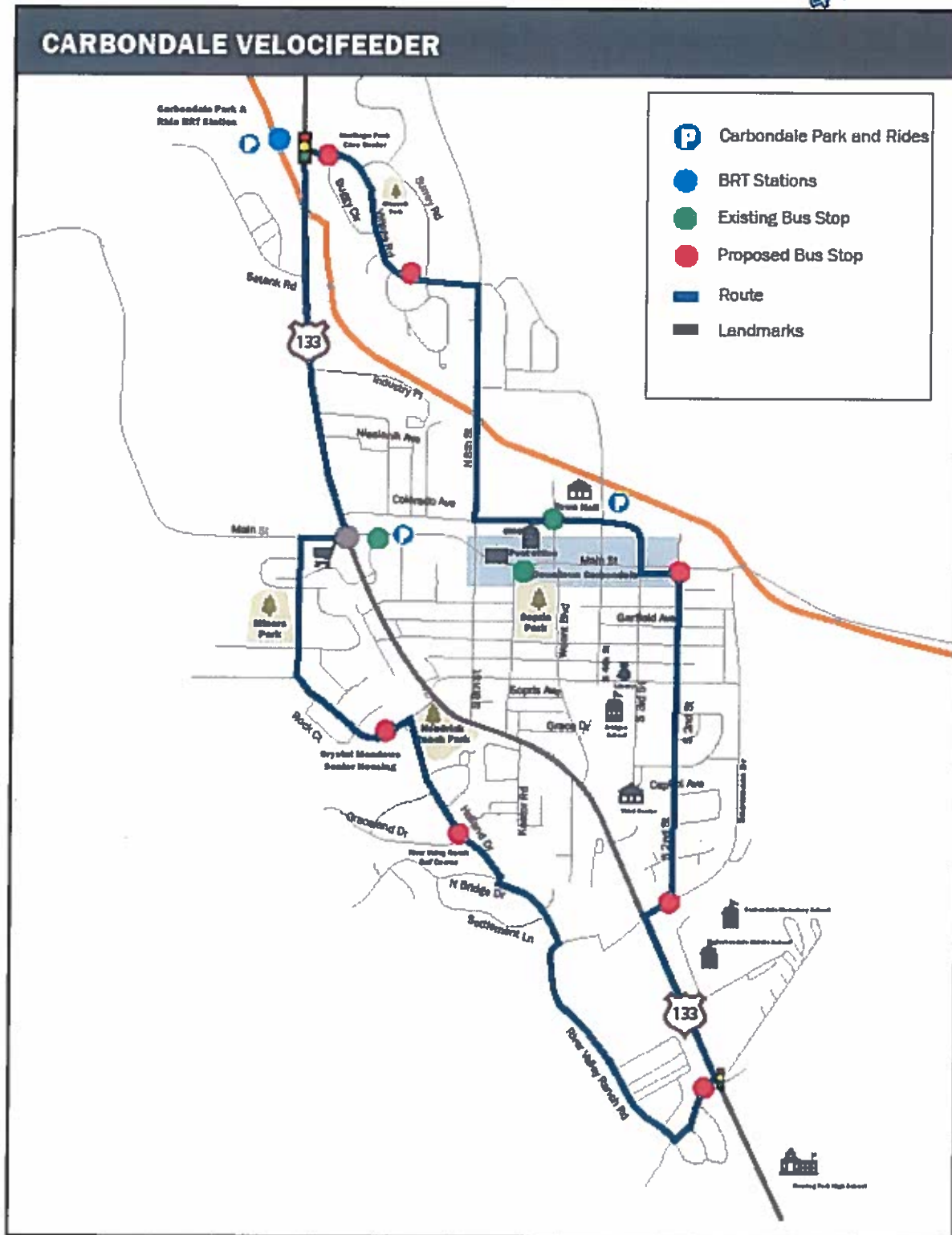


Figure 2: VelociFeeder Route

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Carbondale Small Loop Alternative

Proposed Route

The second feasible route, shown below, is very similar to the VelociFeeder Route, but truncates the service in the north east quadrant of Carbondale and focuses more service to the south. Round trip mileage is 4.7 miles; roundtrip headway with one vehicle is 30 minutes.

Proposed Stops

A cursory review of the route shows that the following stops may be appropriate:

- **Carbondale PNR**
- **Main Street/SH133**
- **6th/Colorado**
- **2nd /Main**
- **2nd/SH133**
- **SH133/ Meadowood/ Crystal Bridge Drive**
- **Holland/Melissa**
- **Crystal Meadows Senior Housing**

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CARBONDALE SMALL LOOP

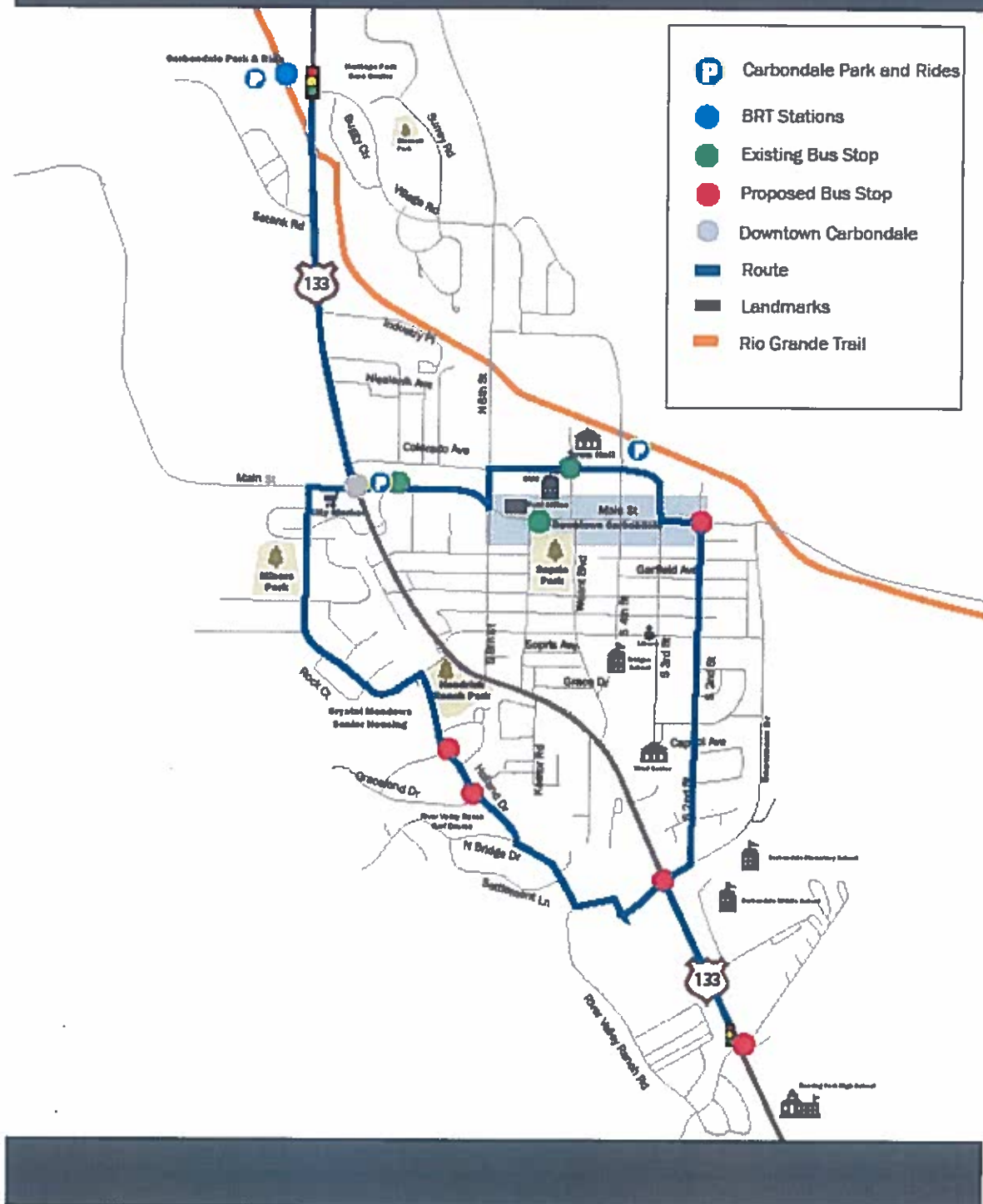


Figure 3: Carbondale Small Loop

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Carbondale Preferred Option

RFTA's Operations Department developed the following preferred option, which balances the need for increased transit accessibility through the Town of Carbondale with RFTA's need to integrate the local systems with RFTA's existing routes and schedules.

The recommendation, shown below, would be to:

- 1) Operate the Carbondale Circulator as now with 15 minute headways, and
- 2) Operate the Carbondale VelociFeeder Alternative with 30 minute headways.

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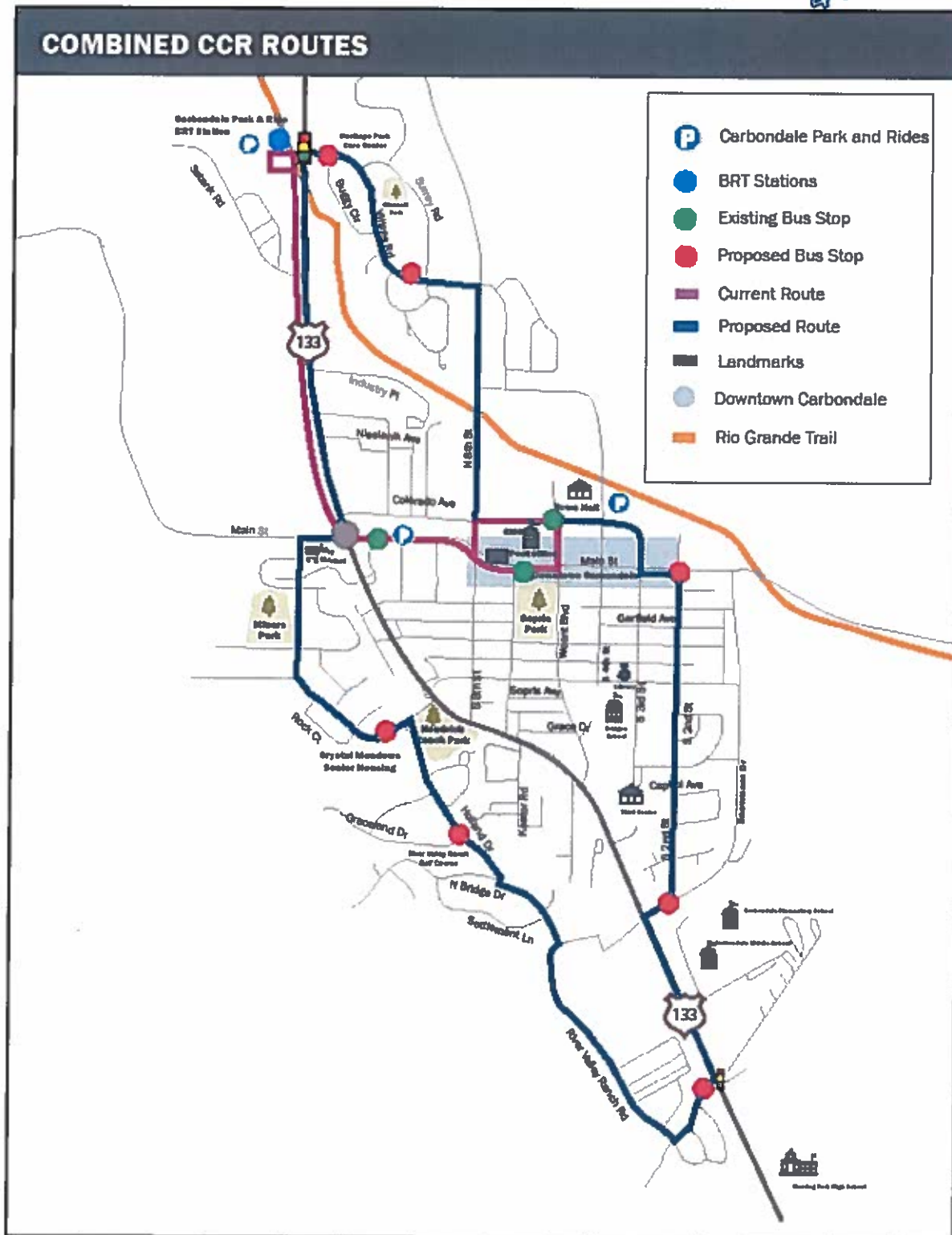


Figure 4: Preferred Option for Carbondale

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Miles and Hours Calculations and Cost Estimates

The following miles and hours evaluations are combined with RFTA's cost allocation model to develop cost estimates for the service.

Existing Carbondale Circulator (starting from Glenwood Maintenance Facility, 15-minute headways)

Table 1: Existing Carbondale Circulator Mileage and Hours Estimates*

Season	Number of Days	Miles/Day	Hours/Day	Total Miles	Total Hours
Winter	122	185.02	20.0	22,572	2,440
Spring (M-F)	45	178.20	19.25	8,019	866
Summer	87	182.67	19.75	15,892	1,718
Fall (M-F)	57	178.20	19.25	10,157	1,097
Fall Shoulder	16	178.20	19.25	2,851	308
Total (current)	327	--	--	59,491	6,429
Add Spring/Fall Sat/Sun	38	178.2	19.25	6,771	731
Total Proposed (daily)	365	--	--	66,262	7,160

*Starting from Glenwood Maintenance Facility, 15-minute Headways

Table 2: Proposed VelociFeeder Mileage and Hours Estimates*

Season	Number of Days	Miles/Day	Hours/Day	Total Miles	Total Hours
Winter	122	157.4	18.00	19,202	2,196
Spring (M-F)	45	157.4	18.00	7,083	810
Summer	87	157.4	18.00	13,694	1,566
Fall (M-F)	57	157.4	18.00	8,972	1,026
Fall Shoulder	16	157.4	18.00	2,519	288
Total (current)	327	--	--	51,470	5,886
Add Spring/Fall Sat/Sun	38	157.4	17.92	5,981	684
Total Proposed (daily)	365	--	--	57,451	6,570

*Starting Carbondale Facility, 30-minute headways, 5:00 a.m. – 9:15 p.m.

Table 3: Cost Estimate - VelociFeeder

Option	Cost/ Mile	Cost/ Hour	Total Miles	Total Hours	Estimated Cost
327 Days	\$7.12	\$62.28	51,470	5,886	\$733,046
365 Days	\$6.97	\$60.92	57,451	6,570	\$800,678

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Capital Cost Impacts

In addition to operating costs, a number of other capital costs must be considered.

Bus Stops

Average conceptual cost per stop is estimated at \$50,000. Minimum requirements and amenities are likely to include:

- Shelter
- Bench
- Boarding/Waiting Area
- Grabage container
- Lighting
- Bicycle
- Concrete pad for shelter and for bus staging
- Bus pullout and tapers (concrete, curb and gutter)

Table 4: Capital Cost Estimates - New/Improved Bus Stops

Route	Number of New/Improved Stops	Cost
VelociFeeder	8	\$400,000

Implementation Process Requirements

The existing Circulator service is intended to be a replacement of the local and express buses that used to serve the commercial core prior to VelociRFTA BRT. It is important for that service to stay in place and for the frequency to remain at 15 minutes, if possible, to provide adequate feeder/collector service for the park & ride. Ridership on the existing Circulator is robust and increasing; reducing frequency could compromise its success.

The proposed VelociFeeder service would be an additional, local service that would be owned, funded and operated by the Town, similar to the services in Glenwood Springs, Aspen, and Town of Snowmass Village.

The towns can contract with RFTA or another provider to operate the service and/or maintain the fleet and facilities. The cost model herein assumes that RFTA would operate. The Town might realize different costs under different operating structures.

The majority of stops will be new, and each stop will require some degree of planning process, design and construction. It is best that the Towns plan, design, and construct the stops under their local land planning processes and to their specifications (in consultation with RFTA to ensure that specifications adhere to safety, ADA and other essential State and Federal requirements).

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Americans with Disabilities Act (ADA) Impacts and Requirements

The ADA requires, in general, that complementary paratransit be provided within ¾-mile of the established route during the same hours of operation as the fixed route, for persons with disabilities. It is likely that complementary ADA service will need to be provided. LSC's study used *TCRP*

Report 119: Improving ADA Complementary Paratransit Demand Estimation to forecast ADA ridership in the mid-Valley area, between Carbondale and Basalt. This model predicted approximately 3,409 annual trips in Carbondale and 2,700 trips in the Basalt area, based on statistical analysis of transit systems across the country, peer comparison data, and other factors.

Option 1: Complementary ADA

According to LSC, one paratransit vehicle would be sufficient capacity to serve the total demand for the entire Mid-valley area. If it operated 15 hours per day the average productivity of the service would be below a desirable 2.0 passenger-trips per hour for paratransit service. It may be sufficient to offer the service 8-10 hours per day with a taxi-voucher program to cover sporadic early morning and late evening trip needs. Considering the lack of robust taxi service and the cost of such service, this is an unlikely option. Moreover, the majority of demand is likely to be needed during regular working hours.

Option 2: Deviated Fixed Routes

Another means of meeting ADA requirements would be to deliver the fixed route preferred alternatives, and allow them to leave the route to serve demand-response origins and destinations. The vehicles are required to return to the designated route within one block of the point of deviation to ensure that all intersections along the route are served. Both fixed route and ADA needs could be met with the fixed routes, but passengers would likely experience longer travel times than for exclusive fixed-route service and the service reliability is lower.

Option 3: Combination of Options 1 and 2

Under this option, a complementary ADA service could be implemented, and used if and when fixed route deviation is not preferred for specific trip requests.

Parking and Accessibility Analysis

One of the key purposes of providing and expanding transit circulator systems is to provide alternatives to parking at the BRT park and rides, and to provide access to outlying park and rides. The purpose of this section is to discuss parking options and opportunities. The table below outlines conceptual costs and benefits of various parking options:

Table 5: General Parking Strategies - Costs and Benefits

Parking Option	Cost/ Space*	Advantages	Disadvantages
Shared Parking	\$0 - \$1000/year	--potentially least expensive --highly flexible and efficient to implement	--renting or leasing may be considered a lost opportunity --land is impermanent --may or may not be located close to existing BRT station --could result in

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			conflicts between existing patrons and bus passengers
Surface Parking Improvements (new, leased)	\$2,000-\$10,000 (capital) + lease	--moderate cost --relatively expedient process --ability to improve existing conditions	--renting or leasing may be considered a lost opportunity --land is impermanent --may or may not be located close to existing BRT station
Surface Parking (new, fee simple ownership)	\$25,000-\$35,000 (based on last 3 years of property acquisition and construction)	--less expensive than structured parking --relatively permanent, compared to improving existing surface parking	--expensive --requires extensive design, entitlement, permitting, and construction process --inefficient and unattractive use of land --increasingly difficult to find land, especially close to existing BRT
Structured – above grade, existing	\$25,000-\$35,000	--may be cost equivalent to new surface parking --more efficient use of land than surface parking --opportunities for creative development and partnerships at BRT stations	--expensive capital and O&M costs --still requires extensive design, entitlement, permitting, and construction process --development opportunities and creative partnerships are new territory and of unknown cost/benefit
Structured – above grade, new	\$35,000-\$55,000	--more efficient use of land than surface parking --opportunities for creative development and partnerships at BRT stations	--expensive capital and O&M costs --requires extensive design, entitlement, permitting, and construction process --increasingly difficult to find land, especially close to existing BRT stations --development opportunities and creative partnerships are new territory and of unknown cost/benefit
Structured – below grade, existing PNR	\$55,000 - \$85,000	--most efficient use of land --least visually obtrusive --opportunities for creative development and partnerships at BRT stations	--expensive capital and O&M costs --requires extensive design, entitlement, permitting, and construction process --development opportunities and creative partnerships are new territory and of unknown cost/benefit
Structured – below grade, new	\$65,000-\$100,000+	--most efficient use of land --least visually obtrusive --opportunities for creative development and partnerships at BRT stations	--expensive capital and O&M costs --requires extensive design, entitlement, permitting, and construction process --development opportunities and creative partnerships are new territory and of unknown cost/benefit --increasingly difficult to find land, especially close to existing BRT stations

*Operating Costs for all options are not included

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The table below briefly summarizes the current and potential major parking options in Carbondale.

Table 6: Current and Potential Parking Options

Location	Status	Number of Spaces	Most Likely Future Options
Carbondale BRT Station (Current)	Existing surface PNR, constructed in 2013	80	Surface (as-is) Structured - Above Grade Structured – Below Grade New mixed-use development
Carbondale BRT Station (Expansion)	Land purchased in fee simple, construction in 2016 or 2017	70	Surface (as-is) Structured - Above Grade Structured – Below grade New mixed-use development
6th/Colorado	Relatively unused, dirt parcel in CBD, served by current circulator	100	Surface Parking Improvements (by RFTA) New mixed use development (by others)
4th/Colorado	Relatively unused, Town-owned, paved and unpaved area across from Town Hall, served by current circulator	100	Surface Parking Improvements (by Town and/or RFTA)
SH133/Colorado	Unimproved dirt lot, owned by Stein, served by circulator	30	Surface Parking Improvements (by RFTA) New mixed use development (by others)

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Part 2: Other Mobility Strategies

Local transit systems can provide enhanced mobility options within the Town of Carbondale; however, transit is just one part of the mobility picture. As the table below illustrates, walking, bicycling, transit carpooling and driving alone are all significant components of mobility and accessibility.

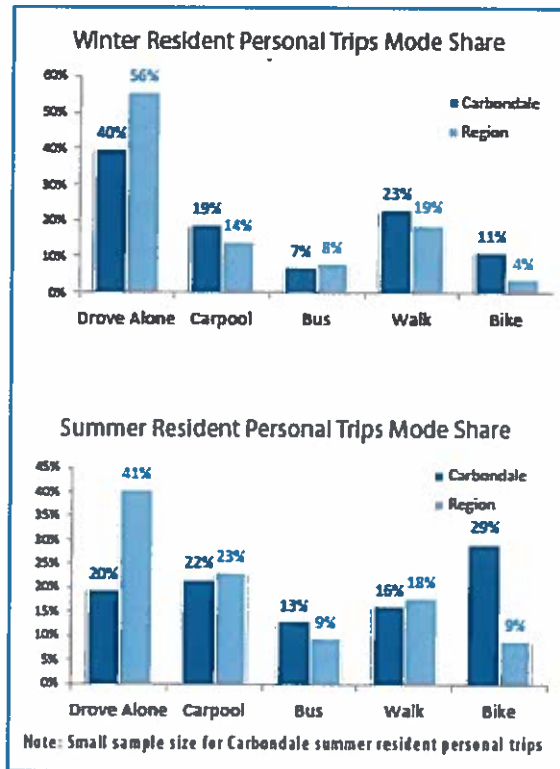


Figure 5: Personal Trips Mode Share in Carbondale (2014 Regional Travel Patterns Study)

The second part of this analysis will consider other strategies for enhancing mobility, particularly to last mile destinations from BRT stations.

Bicycle and Pedestrian Improvements

RFTA is in the process of creating a Regional Bicycle, Pedestrian and Access to Transit Plan. The purpose of the Plan is to develop a 25-year, prioritized list of bicycle and pedestrian projects, with a focus on access to transit, that can be included in the Statewide Long Range Transportation Plan. In March, RFTA and its consultant team met with the three counties and nine jurisdictions between Parachute and Aspen to discuss bicycle and pedestrian needs and priorities. The tables below show the bicycle, pedestrian and access to transit needs and priorities, and conceptual cost estimates

The following improvements were suggested by Town Staff, the Bicycle and Pedestrian Trails Commission, Environmental Board and general public.

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Table 7: Town of Carbondale Priority Bicycle and Pedestrian Improvements (DRAFT Regional Bicycle, Pedestrian, and Transit Access Plan)

Rank	Project	Cost*
1	Snowmass Trail Bike/Ped Connection	\$\$ - \$\$\$
2	Red Hill Access / HWY 82 Underpass	\$\$\$
3	HWY 133 Grade Separated crossing	\$\$\$
4	CRMS Trail Extension to CR109	\$\$\$
5	Catherine Store Bridge Bicycle-Pedestrian connection	\$\$\$
Non-ranked Projects		
A	Improve bike/pedestrian facilities on Route 109 between West Bank and Carbondale, and create safe access to Rio Grande Trail	\$\$\$
B	Wayfinding at Satank to direct people to the Rio Grande Trail	\$
C	Fill in missing north side SH133 pathway from Garcia's to the Bridge	\$\$-\$\$\$
D	Bike/Ped access Kay PUD Area to BRT	\$\$-\$\$\$
E	More bike parking at BRT Station	\$\$
F	Connections to the Rio Grande trail from Wheel Circle neighborhood	\$\$-\$\$\$
G	Bike/Ped connectivity between City Market and Euclid Avenue	\$\$-\$\$\$
H	Garfield Avenue Connection/Access Improvement to Sopris Park	\$\$
I	Missing Link from Snowmass Drive on the Rio Grande trail connecting to the schools	\$\$-\$\$\$
J	Bike/Pedestrian Improvements - 8th Street/Weant , 2nd Street, 3rd Street, and Colorado Ave	\$\$-\$\$\$
K	Widen pathway connections near the Middle School along HWY 133	\$\$-\$\$\$
L	Crystal River Trail - continue to build towards Marble	\$\$\$

*\$ under \$50,000

\$\$ under \$500,000

\$\$\$ over \$500,000

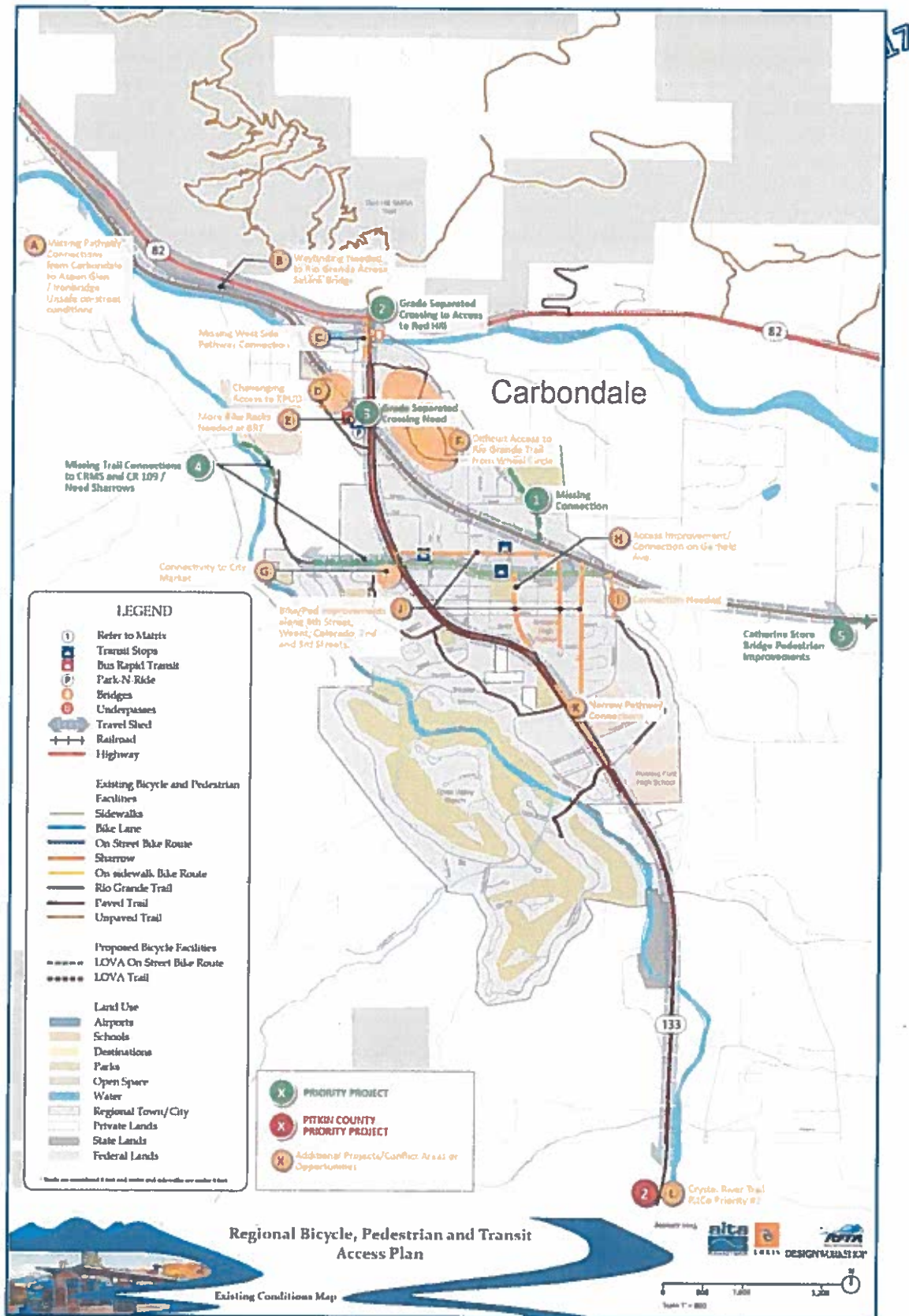


Figure 6: Bicycle and Pedestrian Needs and Priorities – Carbondale (DRAFT Regional Bicycle, Pedestrian, and Transit Access Plan)

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Summary

The Town of Carbondale exhibits very high rates of walking, bicycling and transit use. These modes offer benefits to mobility and accessibility, and to improving public health, reducing congestion, and leveraging economic benefits.

The information herein is intended to assist the Town of Carbondale in making decisions about transit, parking, walking and bicycling options.

Cathy Derby

From: Ben Bohmfalk
Sent: Wednesday, February 13, 2019 11:04 AM
To: Cathy Derby; Angie Sprang; Darryl Fuller; Kevin Schorzman
Subject: mobility work session memo

Hi Cathy,

Please include the following as a brief memo for the Mobility Work Session packet on 2/19/19. Angie can provide the map and mission statement.

BIKE, PEDESTRIAN, AND TRAILS COMMISSION MEMO

Included in our packet is the BPT Commission mission statement and Priority Routes map. These two documents give context to the recent work of the BPT Commission.

The BPT Commission has recently focused on three key projects through a task-force approach, with interested members meeting outside of the regularly scheduled quarterly BPT Commission meetings.

The Task Forces are:

1. Senior Mobility Issues
2. Bike Friendly Communities application
3. BPT Commission Handbook

We look forward to discussing our progress with you at the 2/19 meeting, and working together toward enhanced mobility solutions for all.



Bike Pedestrian and Trails Commission

The mission of the Carbondale Bicycle Pedestrian and Trails Commission is to create a more bicycle and pedestrian friendly community. The commission makes recommendations to the Town Board of Trustees that educate, promote, and develop safe and effective programs and infrastructure to encourage bicycle and pedestrian use.

Bike and pedestrian issues may include ensuring all town policies, plans, codes and programs are updated and implemented to take advantage of every opportunity to create a more bicycle and pedestrian friendly community; educate and develop programs to encourage bicycle and pedestrian transportation; improve the environment and reduce vehicle congestion; educate all road users to share the road and interact safely.

Bike and pedestrian trails use can enhance and promote recreational activities and further contribute the quality of life in the community and improve the health and well being of the population by promoting routine physical activity.

BPTC will establish information programs to promote bike and nonmotorized mobility for all purposes, and to communicate the many benefits of biking and pedestrian trail use to residents and businesses. Educate cyclists of all ages how to ride safely in any area from single-track trails, BMX parks, multi-use trails and congested town streets.

Commission Members

Darryl Fuller, Chairperson

Darren Broome, Member

John Spiess, Member

Margaret Plumb, Member

Nicki Delson, Member

Matt Gworek, Member

Holly McClain, Member

Ben Bohmfalk, Board of Trustee Representative

Kevin Schorzman, Town Staff Liaison

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ATTACHMENT B

0 1,000 2,000 ft







Lighting
Improvements
2017

New Sidewalk
2017

New Sidewalk
2018

Legend

-  Carbondale Roads
- Bicycle & Pedestrian Corridors**
-  Important Future Connection
-  Nighttime Priority Route
-  Priority Corridor

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