

C5- Extend BRT to Downtown GWS and Service on Hwy 6/24, \$

Project Description:

Creating a downtown Glenwood Springs' BRT Station has been a priority for Glenwood Springs since BRT implementation. There are significant gaps in BRT service through downtown Glenwood Springs between the West Glenwood Springs' Park & Ride facility and the 27th Street BRT station. Currently, on weekdays during peak seasons, 31 scheduled up valley and down valley BRT trips originate and terminate at the West Glenwood Springs' Park and Ride facility; whereas 72 up valley and down valley scheduled BRT trips serve 27th Street BRT Station.

RFTA has developed several routing options, with the preferred option highlighted below.

Project Cost Estimate:

Service Alternative	Hours	Miles	Estimated Cost	General Fund Impact	Bus Ops FTE	Mech FTE	Fleet
VAL to GWPNR via 6/24	4093	105,986	\$578,000	\$395,000	2.0	1.1	2.1
VAL 27th to GWPNR via 8th	10366	71,175	\$1,045,000	\$614,000	5.0	0.7	1.4
VAL 27th to GWPNR via 6/24	10451	116,070	\$1,144,000	\$705,000	5.0	1.2	2.3
BRT to GWPNR via 8th	6880	125,674	\$860,000	\$561,000	3.3	1.3	2.5
BRT to GWPNR via 6/24	12356	227,746	\$1,534,000	\$1007,000	5.9	2.3	4.6
BRT to Downtown GWS (year round except SA-SU offseason)	3500	70,000	\$452,000	\$298,000	1.7	0.7	1.4

Highlighted cost is the cost included in the Phased Implementation plan.

Capital cost estimate for buses is covered in E5.

Special Considerations:

Glenwood Springs is currently undertaking an Operations' Plan for the Ride Glenwood bus service that may result in reconfiguring the routes to better service residential areas within the community. This may impact current RFTA routing. Coordination between Glenwood Springs and RFTA is ongoing.