



# PUBLIC OUTREACH SUMMARY REPORT

Revised: May 2021

Provided by: Parsons + DHM Design



# Contents

<b>Introduction</b> .....	<b>5</b>	Survey Results.....	15
Public Outreach Summary Report Introduction .....	5	Advertising Material .....	20
Project Introduction.....	5	Advertising Cadence .....	20
Vision .....	5	Spanish Outreach.....	21
Purpose.....	5	<b>Public Outreach 2</b> .....	<b>23</b>
Project Goals.....	5	Introduction .....	23
<b>Study Area</b> .....	<b>7</b>	Participation:.....	23
Introduction .....	7	Advertising:.....	23
Critical Intersections .....	7	Project Website.....	24
Study Components .....	7	Advertising Material .....	34
<b>Outreach</b> .....	<b>9</b>	Advertisement Cadence.....	34
Strategic Purpose of Outreach.....	9	Spanish Outreach.....	35
Key Outreach Audiences.....	9	<b>Summary of Outreach Effort</b> .....	<b>37</b>
<b>Calendar and Timeline</b> .....	<b>11</b>	Introduction .....	37
<b>Public Outreach 1</b> .....	<b>13</b>	Participation:.....	37
Participation:.....	13	Advertising:.....	37
Advertising:.....	13	<b>Appendix</b> .....	<b>39</b>
Project Website.....	14		



# Introduction

## Public Outreach Summary Report Introduction

This document has been developed to summarize the public engagement process for the Multimodal Options for a Vibrant Economy project. It is intended to be a ready reference for the process as well as the results from the public outreach. This document is intended as a companion to the MOVE Final Report. The results of the outreach were synthesized into the evaluations and recommendations provided in the Final Report.

The outreach summary outlines the need for public engagement in the study process as well as the methods of outreach.

## Project Introduction

In 2019, the Roaring Fork Transportation Authority (RFTA) and the City of Glenwood Springs (The City) initiated a study to develop a long-term vision and program for transportation in and through the travel corridors of SH-82 (Grande Ave.), SH-6 (West Glenwood), I-70 and the RFTA Rio Grande Railroad Corridor. Focus was placed on the transportation, land use, environmental, economic and social needs of the City and the region.

The Multimodal Options for a Vibrant Economy (MOVE) study investigated various aspects of mobility for the City, including but not limited to transit, parking, and internal circulation.

## Vision

A community with safe, multimodal, and efficient connection options that makes Glenwood Springs a city of great vitality and quality of life.

## Purpose

To optimize the efficiency and utility of the transportation system within and through Glenwood Springs by developing, evaluating, and selecting transportation strategies and opportunities that align with the City's goals for mobility, land use, economic vitality, economic sustainability and quality of life.

## Project Goals

The project goals identified in the RFP included:

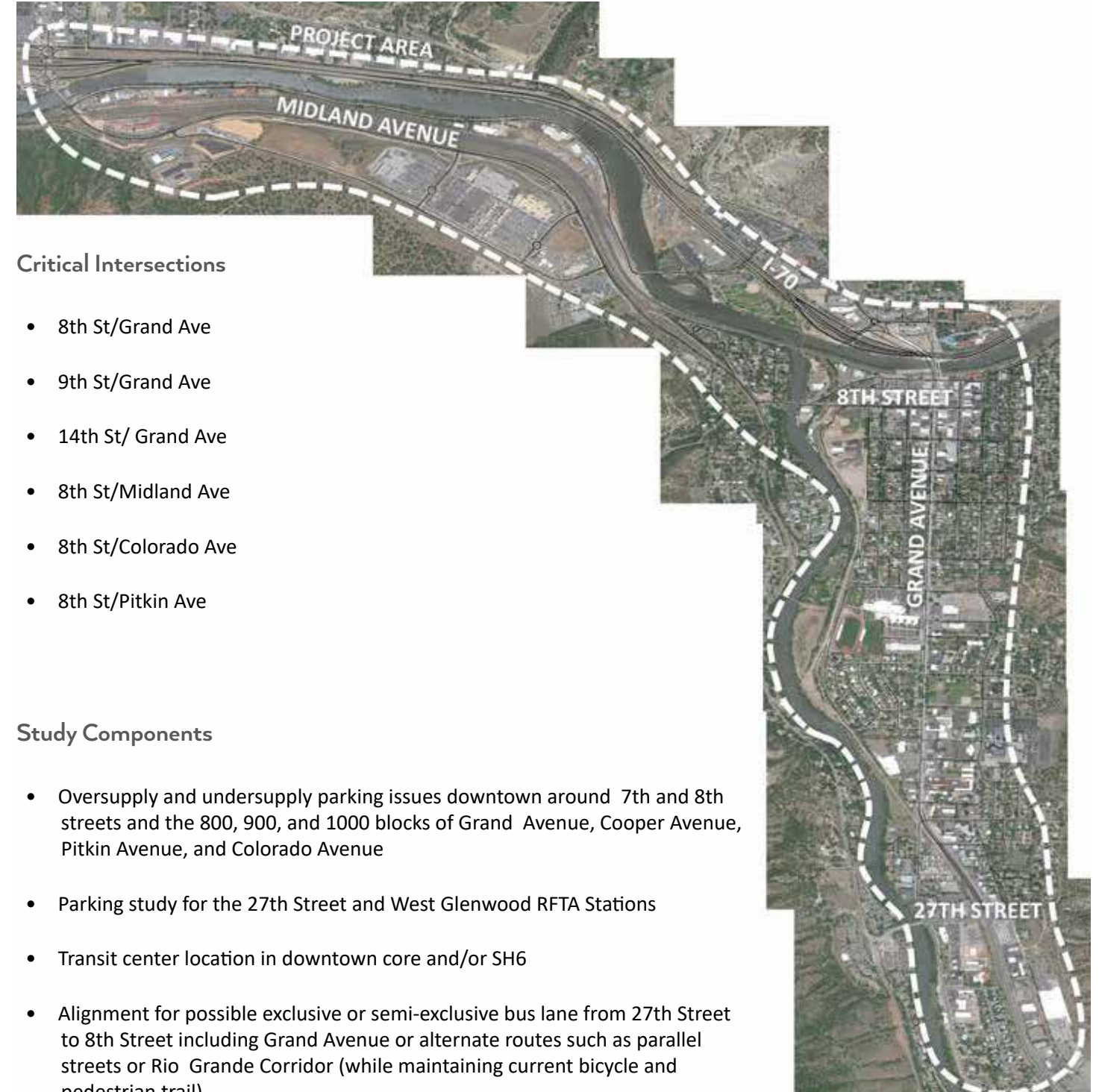
- Ensure mobility and accessibility for residents, visitors and workers of all ages and abilities;
- Improve safety for all modes of travel;
- Create a balanced, safe and affordable system for transit, autos, bikes and pedestrians;
- Identify SH82 optimization strategies for local and regional transit;
- Identify vehicle parking needs, parking management optimization plans, and the optimal scope and location for future parking facilities;
- Identify the optimal location(s) for regional and local transit stations;
- Evaluate the extension of BRT or other mass transit solutions to downtown Glenwood Springs and transit connections to the I-70 corridor for future potential BRT;
- Evaluate future changes to the local transit system, based on projected land use, population, and economic development; and
- Maximize the operational safety and efficiency of key intersections in the City's downtown core.



# Study Area

## Introduction

The study area focused on the travel corridors of SH-82 (Grande Ave.), SH-6 (West Glenwood), I-70 and the RFTA Rio Grande Railroad Corridor.



## Critical Intersections

- 8th St/Grand Ave
- 9th St/Grand Ave
- 14th St/ Grand Ave
- 8th St/Midland Ave
- 8th St/Colorado Ave
- 8th St/Pitkin Ave

## Study Components

- Oversupply and undersupply parking issues downtown around 7th and 8th streets and the 800, 900, and 1000 blocks of Grand Avenue, Cooper Avenue, Pitkin Avenue, and Colorado Avenue
- Parking study for the 27th Street and West Glenwood RFTA Stations
- Transit center location in downtown core and/or SH6
- Alignment for possible exclusive or semi-exclusive bus lane from 27th Street to 8th Street including Grand Avenue or alternate routes such as parallel streets or Rio Grande Corridor (while maintaining current bicycle and pedestrian trail)

# Outreach

## Strategic Purpose of Outreach

The project RFP provides the purpose of the outreach and engagement plan:

*The Public Involvement Plan is intended to be the framework to engage stakeholders throughout the process, to work in a cohesive fashion with the consultant and the project sponsor, and to complete all study tasks and deliverables, as appropriate. The goal of the public involvement process will be to help the City and RFTA narrow the range of possible alternatives to those that meet the community's needs and desires.*

Furthermore, transportation within and through the City, and parking in the downtown core are topics of keen public interest. Developing awareness of the project, creating a broad variety of opportunities to engage with the project, providing feedback, and seeing the responses to their input was a critical component of the success of the project.

## Key Outreach Audiences

There were two key audiences for the outreach process: project stakeholders and the public-at-large. The project stakeholders were directly identified and invited to participate in project progress meetings as a 'focus group.' Engagement of the public-at-large largely relied on successfully building awareness through advertising, social media, and targeted email newsletters; an interactive web site; and live webinars. In March of 2020, the original plan was modified to shift to a digital public outreach process. The two outreach series were modified to reflect the policy and public health concerns related to the spread of the Covid-19 virus.

## Stakeholders

Since the use of the term 'stakeholder' can be misleading, it was important to define the term clearly. The stakeholder group was comprised of a variety of local, regional, and state entities/agencies; this group included the project sponsors and representation of local elected/appointed boards.

For this project the broader list of stakeholders was broken into three distinct groups: a Technical Advisory Committee, a Focus Group, and Decision Makers.

The *Technical Advisory Committee* included representatives from RFTA, City staff, CDOT, Garfield County, FTA, and FHWA. This group met multiple times over the course of the project to provide support and technical review of the visioning, planning studies, alternatives analysis/screening, and recommendations.

The Focus Group included invited members from local agencies, organizations, businesses, and transportation advocates. This group met during the visioning process and met again as the various alternatives were evaluated and bundled.

The *Decision Makers*, RFTA and City Council was directly involved throughout the process via staff involvement at all levels; additionally project status updates were provided to the RFTA Board and City Council during the visioning process and during the alternatives selection.

## Public-at-Large

For the purposes of this project, the public was defined as residents of Glenwood Springs and individuals employed in the same location, commuters traveling through the project area via any mode of transportation and visitors. Connecting with a broad cross-section of the public was important to: understand the user experience, identify key issues and challenges of transportation, identify parking in the project area, seek out potential solutions, and test the various alternatives with community needs and desires.

Due to the outbreak of Covid-19, the public outreach became web-based. Various digital and interactive elements were created as a way to engage with community members during a pandemic. The website, [rftaglenwoodspringsmove.com](http://rftaglenwoodspringsmove.com), became home to everything related to public outreach.

# Calendar and Timeline

## Introduction:

The MOVE study began at the end of 2019 with the formation of the team and the project kick off meeting. The process for this study included various meetings with Stakeholders, the Technical Advisory Committee and the public. In May of 2021, the MOVE team provided the Final Report for the project.

### Winter 2019:

- Team was selected.
- Project kick off.
- Base information gathered.

### Summer 2020:

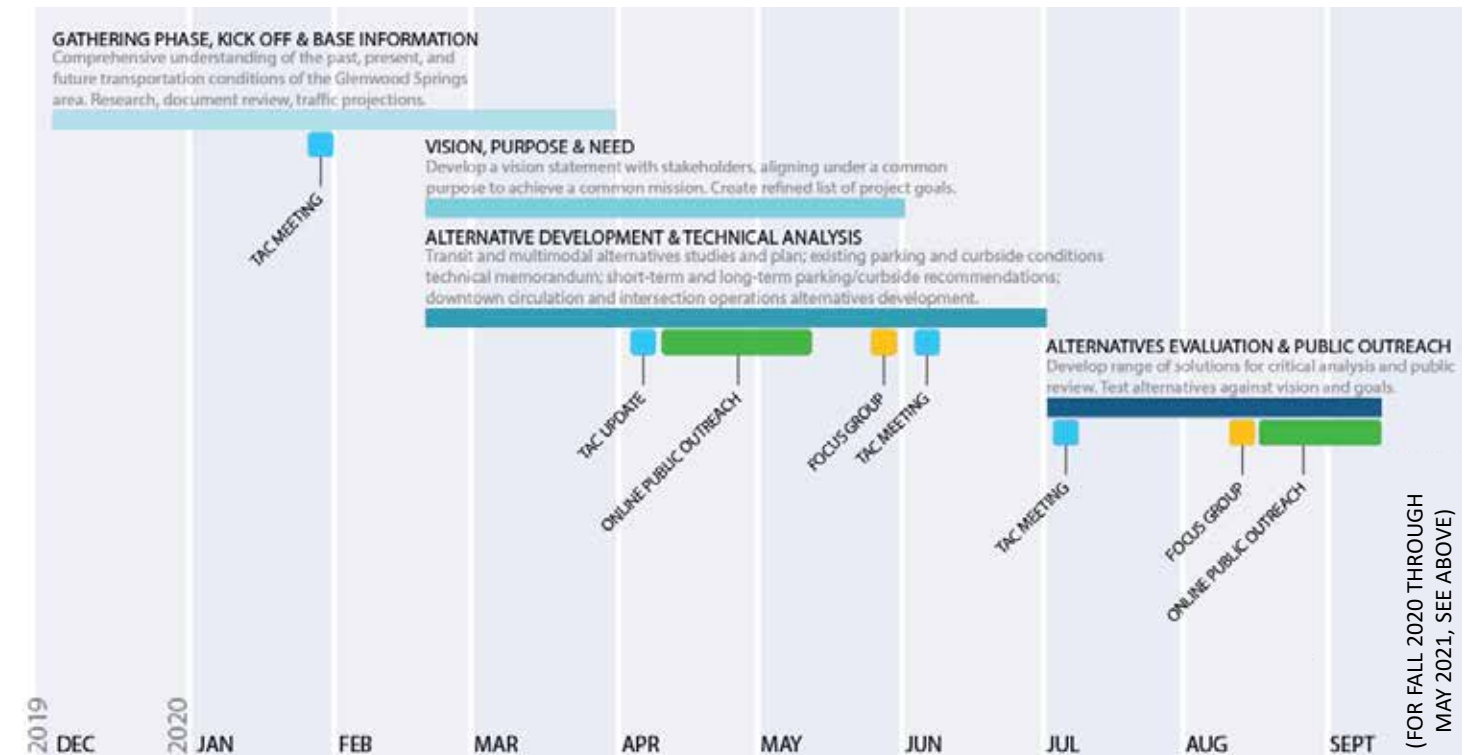
- Range of solutions.
- Tested possible solutions against visions and goals.
- New phase of online public outreach (2)

### Spring 2020:

- Vision statement was developed.
- List of project goals was refined.
- Online public outreach 1 began.

### Fall 2020 through May 2021:

- Incorporation of stakeholder and community feedback.
- Design team provides documentation for 2 preferred BRT alignment alternatives.
- Design team provides specific multimodal recommendations.



# Public Outreach 1

## Introduction

Outreach 1 was originally intended to be a public in-person open house on March 16th 2020. Significant effort went into planning and advertising the event. Due to the spread of Covid-19, the City and RFTA decided to cancel the event and create a digital outreach effort later in the spring. The MOVE team created an entirely digital, interactive experience for the public to contribute their opinions on the future of transportation for Glenwood Springs. Digital advertising directed the public to learn about the project and actively participate.

## April 10, 2020 - May 10, 2020

Dates of Outreach I

### Participation:

31

Days of Active Outreach

58

Total Number of Comments  
(50 Interactive Map Comments + 8 Website Comments)

110

Survey Responses

### Advertising:

58

Total Radio Spots

31

Total Days Digital Newspaper Advertisements Ran  
(100,000 Impressions + 1 Day Large Banner)

18

Total Social Media Posts  
(Includes Roaring Fork Swap Posts and Project Updates)

4

Total Community Briefs and PSA's Placed

2

Total Email Blasts

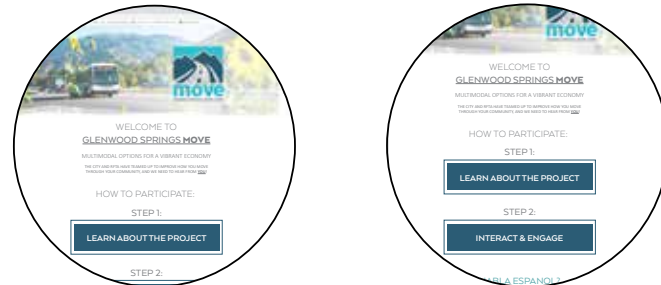
1

Total Number of Press Releases



Project Website

With the spread of Covid-19 limiting face-to-face public outreach events, the development of a project website was deemed critical to facilitate valuable public feedback. An important component of the website was the interactive map and survey. In addition to the survey, the website served as a way to learn about the project and as an archive for project documentation.



**Homepage:** The homepage welcomed the user and outlined 2 steps to participate. Step 1: Learn About the Project. Step 2: Interact and Engage

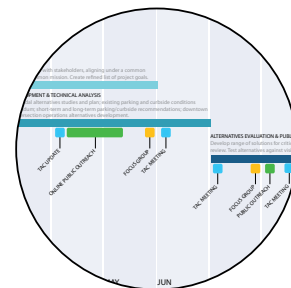
**Step 1: Learn About the Project**



**Project Intro Page:** a 7-minute project introductory video oriented users to the project. Key points were outlined below



**FAQs and Project Updates:** a list of frequently asked questions further introduced users to the project. Short videos with project updates were recorded and uploaded to the site to maintain engagement with the public through the first phase of outreach



**Project Schedule:** a graphic timeline represented the previous and next steps for the project

**Step 2: Interact and Engage**



**Survey Page:** a button on the website directed users to an online survey



**Online Survey:** users were asked to respond to nine questions

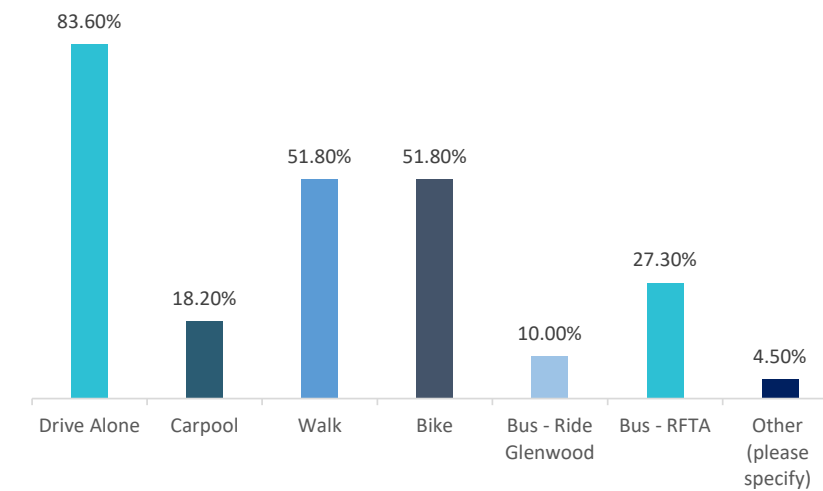


**Interactive Map:** directions taught users how to leave "Place Based Comments" on the interactive ArcGIS map below. The map included an outline of the project area and points where users had left comments

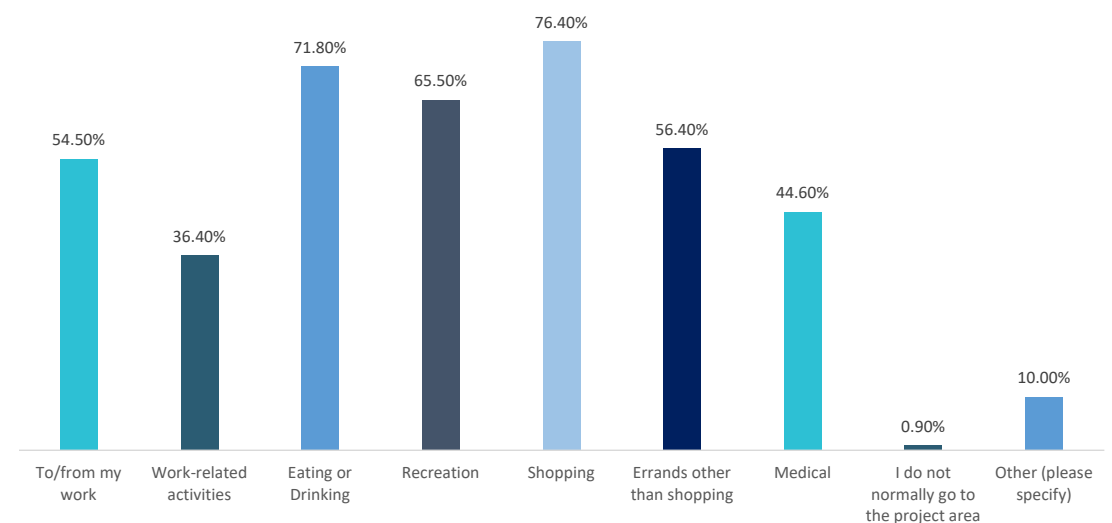
Survey Results

The MOVE team received 110 survey responses. The survey consisted of nine questions that gathered information on the participants' relation to the study area as well as feedback on various multimodal improvements. The survey also had comment boxes for open ended answers. All comments can be found in the appendix of this report. The questions and charts are illustrated below gives insight into the responses received from the study.

1.) How do you normally travel in and around the project area? Check all that apply. (110 Responses)

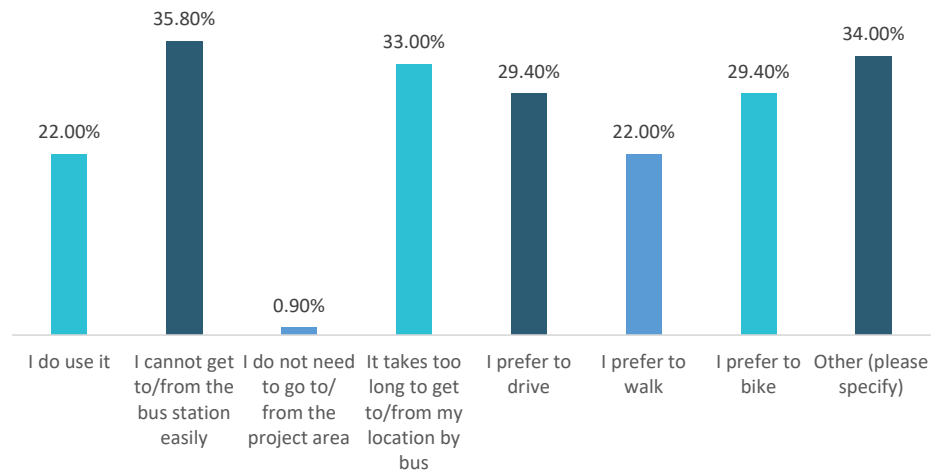


2.) Why do you normally go to/from the project area? Check all that apply. (110 Responses)

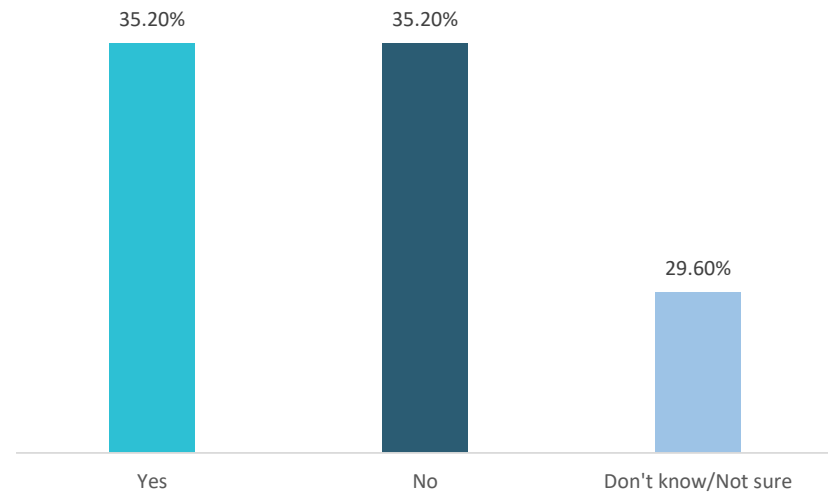




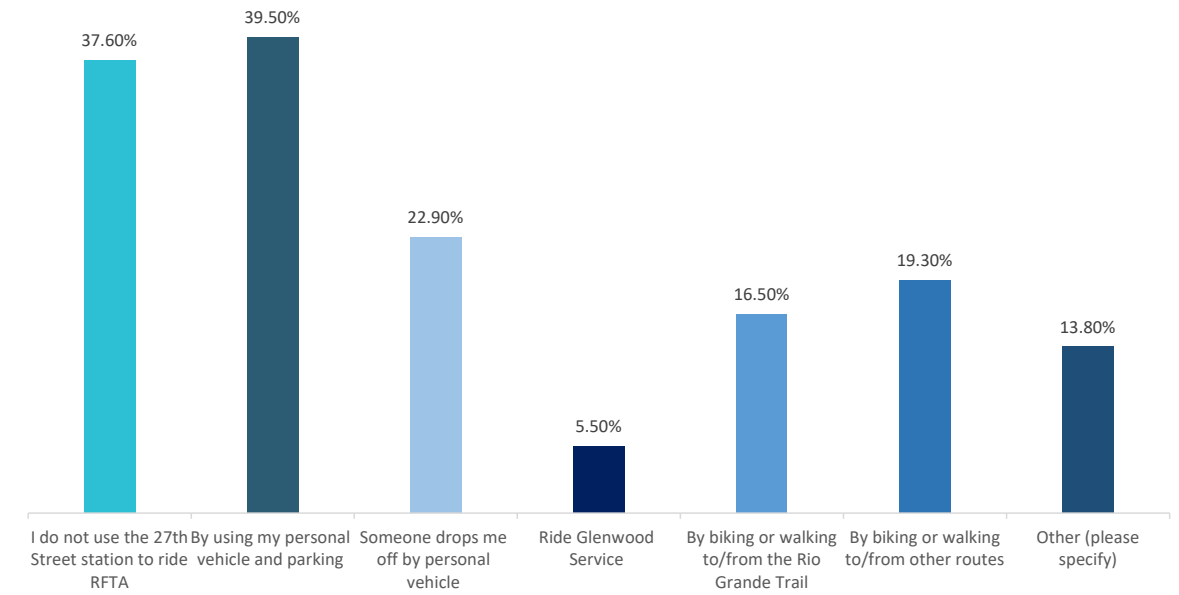
3.) What issues prevent you from riding RFTA or Ride Glenwood, or what prevents you from riding those services more frequently? Check all that apply.  
 (109 Responses, 1 skipped)



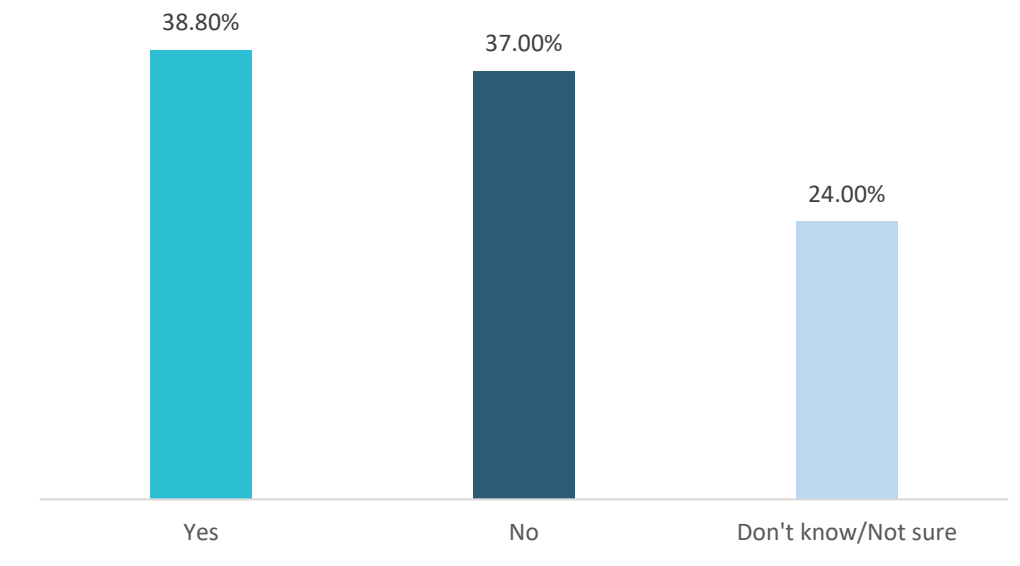
4.) If RFTA's VelociRFTA service went direct to/from 27th Street to downtown Glenwood Springs would you use it more?  
 (108 Responses) (2 Skipped)



5.) If you use the 27th Street RFTA station to ride RFTA, how do you get to the station? Check all that apply.  
 (109 Responses, 1 skipped)

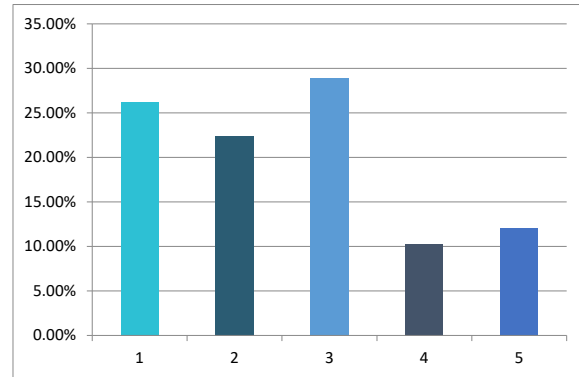


6.) Would you be more likely to use the 27th Street RFTA station if there was a pedestrian and bicycle overpass or underpass across SH-82 and 27th Street?  
 (108 Responses) (2 Skipped)

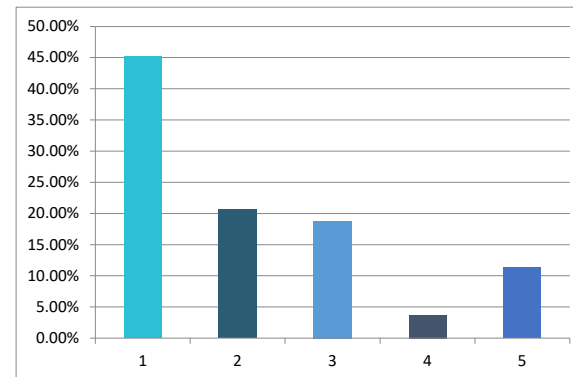


7.) On a scale of 1 to 5, please rate the degree to which each transportation component needs improvement: (108 Responses) (2 Skipped)  
 1—Yes, improve this right away  
 2—This should be improved sometime in the future  
 3—I feel neutral about this  
 4—This works pretty good now and probably doesn't need to be improved  
 5—This is excellent already and needs no improvements)

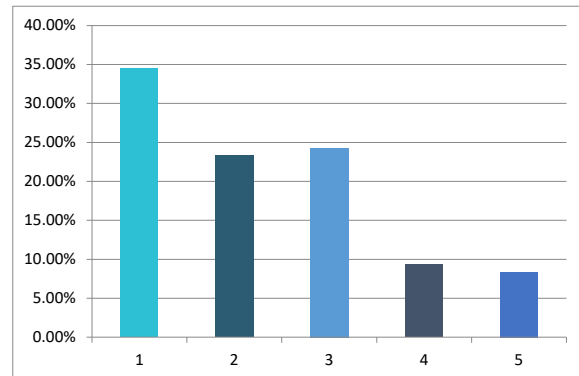
1.) DOWNTOWN PARKING



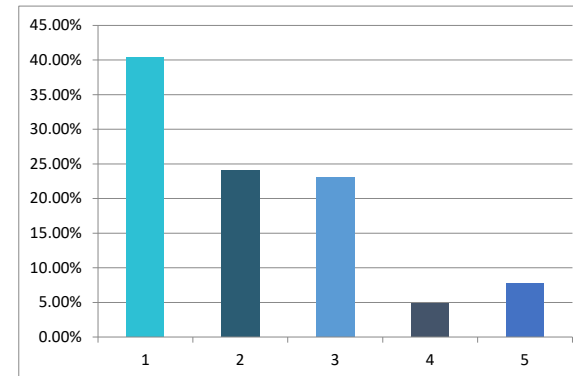
2.) PARKING AT THE 27TH STREET RFTA TRANSIT STATION



3.) BICYCLE AND PEDESTRIAN ACCESS TO TRANSIT

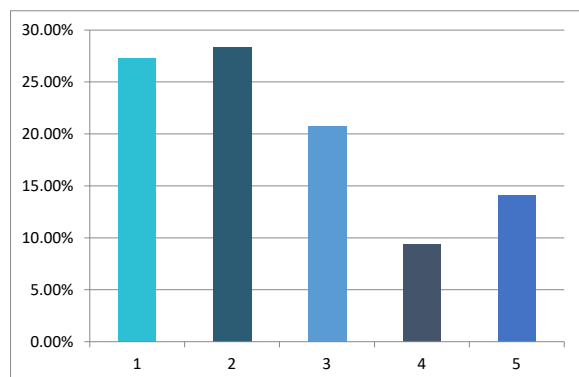


4.) INTERSECTION BACK-UP DOWNTOWN



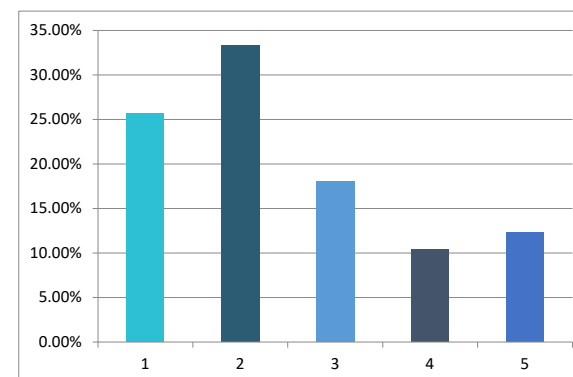
5.) Adding a RFTA VelociRFTA stop downtown

(the bus would go direct to/from 27th Street station to downtown with no stops in between)



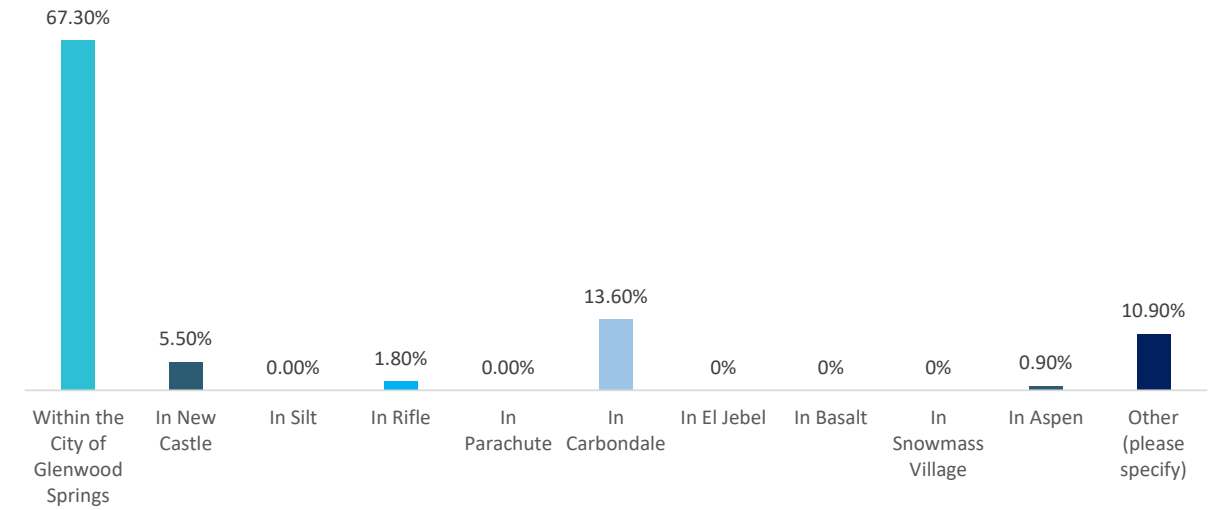
6.) Getting buses to be able to move between 27th Street and downtown quicker

(examples include in an exclusive lane, semi-exclusive lane, and/or by having the traffic signals turn to green for them as they approach)



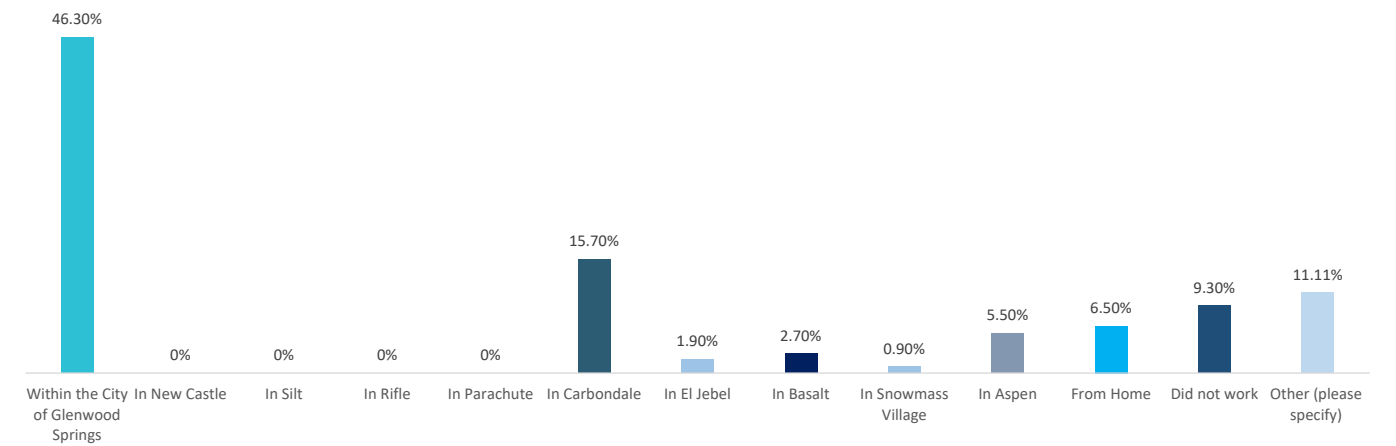
8.) I live?

(110 Responses, 12 Comments)



9.) Prior to COVID-19, I worked:

(108 Responses, 12 Comments)



Advertising Material

A coordinated effort went into promoting the the study to increase public participation in the survey, interactive map and website. Below are the various methods the MOVE team used to advertise the project and outreach. The team also used media briefs and radio advertisements to increase awareness.



**Email Blasts:** a formatted email invitation to take the survey using a web link that led to the project website was sent to all previous participants, stakeholders, technical advisors and various organizations

**Newspaper Ads (Digital):** space in the Post Independent was purchased to direct the public to the website and to take the survey



**Social Media Posts:** the planned events were advertised in Spanish and English on both Instagram and Facebook through the City's and RFTA's accounts. The City's and RFTA's websites also included a blurb and link to the MOVE website

Advertising Cadence

The chart below outlines the amount and scheduling of the various types of advertising. The chart continues to right.

RFTA-Glenwood Springs MOVE																
Public Outreach Series 1 Schedule - February/March 2020																
	APRIL															
T A S K S	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
Website - campaign runs 4/10-5/10 (Links to MOVE website on RFTA and City homepage)																
Website - stratagize layout w/o web-based outreach/end of campaign																
Website - website updates for end of web-based outreach																
Community Briefs and PSA's - Submit																
Community Briefs and PSA's - Run																
Post Independent - submit artwork																
Post Independent - big banner																
Post Independent - 3c's run																
Social - post to social channels at 11 am (facebook, instagram) (RFTA/Glenwood)																
Roaring Fork Swap - posts (Spanish and English)																
Project Updates - Post on Social and Website FAQ page																
Email Blasts - Partners to send to contacts																
Radio - spots run (Spanish and English)																
Radio - interview?																

Spanish Outreach

In order to reach the Spanish speaking community of the Roaring Fork Valley, the MOVE team placed a high importance on making the website and advertising in Spanish.



**Website:** A menu bar enabled users to toggle between the same content in Spanish and English

**Advertising Material:** email blasts and social media posts were translated into Spanish, and radio advertisements ran in Spanish on La Nueva Mixta



**Survey:** a Spanish version of the survey was available

**Project Introduction Video:** a script of the video was available in Spanish

RFTA-Glenwood Springs MOVE																						
Public Outreach Series 1 Schedule - February/March 2020																						
											MAY											
	20	21	22	23	24	25	26	27	28	29	30	1	2	3	4	5	6	7	8	9	10	11
Website - campaign runs 4/10-5/10 (Links to MOVE website on RFTA and City homepage)																						
Website - stratagize layout w/o web-based outreach/end of campaign																						
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Community Briefs and PSA's - Run																						
Post Independent - submit artwork																						
Post Independent - big banner																						
Post Independent - 3c's run																						
Social - post to social channels at 11 am (facebook, instagram) (RFTA/Glenwood)																						
Roaring Fork Swap - posts (Spanish and English)																						
Project Updates - Post on Social and Website FAQ page																						
Email Blasts - Partners to send to contacts																						
Radio - spots run (Spanish and English)																						
Radio - interview?																						

# Public Outreach 2

## Introduction

The second phase of outreach was centered around an interactive survey that introduced participants to the project and the proposed design alternatives while gathering their feedback. The survey was placed on the homepage to encourage immediate participation. Users were also prompted to sign up and attend a live webinar that further informed the public about the alternatives

## August 20, 2020 - September 11, 2020

Dates of Outreach 2  
(Webinar Occurred on 8/27)

### Participation:

23

Days of Active Outreach

198

Survey Responses

15

Approximate Total Number of Live Webinar Participants

330

Approximate Total Views of Webinar on City's Facebook Page (as of April 2021)

### Advertising:

58

Total Radio Spots

23

Total Days Digital Newspaper Ads Ran (100,000 Impressions + 1 Day Large Banner)

3

Total Number of Print Newspaper Ads

9

Total Social Media Posts (Includes Roaring Fork Swap Post)

4

Total Community Briefs and PSA's Placed

5

Total Email Blasts (Including Aspen Chambers Newsletters)

30

Approximate Total Flyers Printed and Hung

1

Total Number of Press Releases



Project Website

With the spread of Covid-19 limiting face-to-face public outreach events, the project website continued to be the home for public outreach. An important component of the website was the interactive survey. In addition to the survey, the website served as an archive for project documentation as well as a way to learn about the project.



**Homepage + Survey:** The homepage welcomed the user and introduced the study. Two options were then available to the user: 1) register for the live webinar or 2) take the survey (which was located below).

Components of the Survey



**Tabs:** a panel of tabs outlined the survey and allowed users to jump between questions



**Standard Questions:** users could respond various questions. Questions were formatted in various ways: scale bars, choose multiple, rate 1-5, etc.



**Tabbed Alternative Boards:** users could click through tabs to review the various alternative designs being proposed

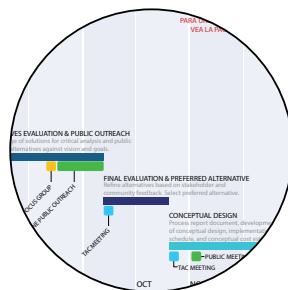
Additional Website Pages



**Project Intro:** a quick introduction to the study process and study area with a map below. The project goals were also outlined



**FAQs:** a list of frequently asked questions further introduced users to the project.



**Project Schedule:** a graphic timeline represented the previous and next steps for the project



**Document Library:** an archive of important project documents

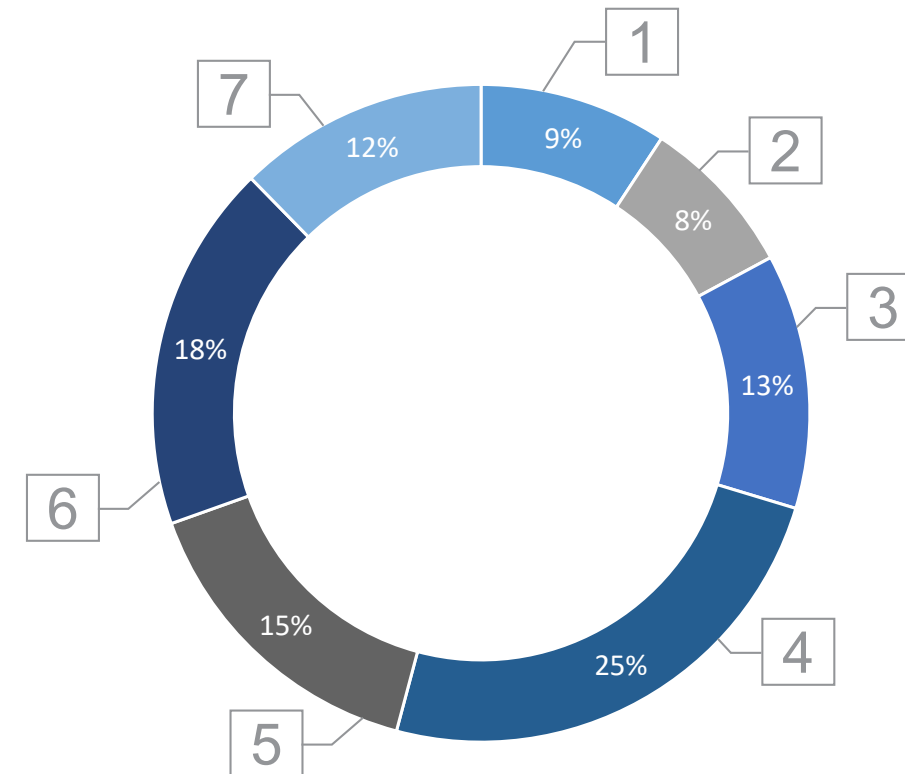
Survey Results

The MOVE team received 198 survey responses. The survey consisted of 10 questions that measured the participants' priorities, introduced them to various alternatives, and gathered feedback on the alternatives and other multimodal improvements. Lastly the survey asked for information on the participants' relation to the study area. The survey had comment boxes to allow for more flexibility in answers. All comments can be found in the appendix of this report. The questions and charts provided below give a snapshot of the responses received from the study.

Question 1

Begin by choosing what you believe to be the top 3 project priorities. These priorities will help guide future transportation improvements. Please tell us which ones are the most important to you?

198 Responses Received



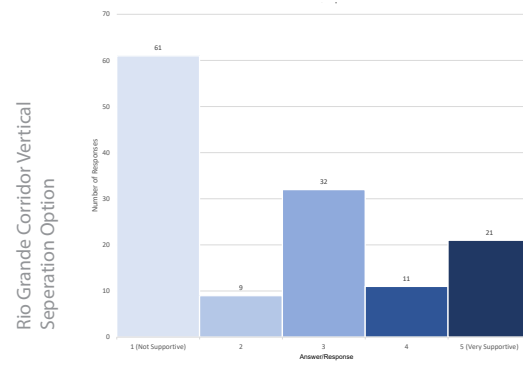
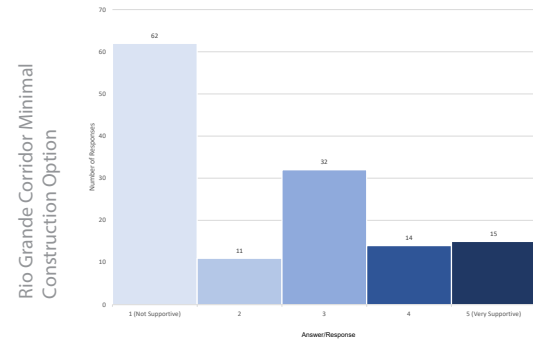
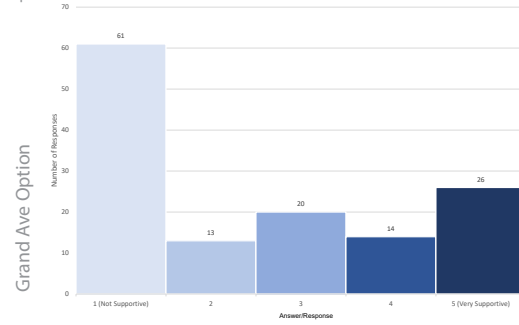
- 1. Minimize the costs of the proposed transportation and parking improvements
- 2. Emphasize safety and ease of automobile travel
- 3. Emphasize efficiency of transit
- 4. Promote easy and safety of walking and biking
- 5. Develop transportation and parking strategies that do not impact businesses
- 6. Develop transportation strategies that do not impact the existing Rio Grande Trail Corridor from 27th street to 8th Street
- 7. Minimize construction duration and impacts of proposed improvements

Survey Results

Question 2

How would you score these alignment options? Slide the scale from 1 (not supportive) to 5 (very supportive) for each:

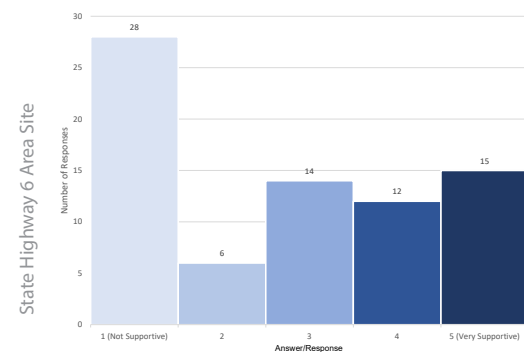
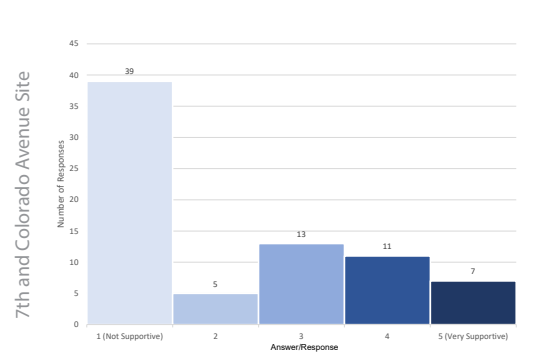
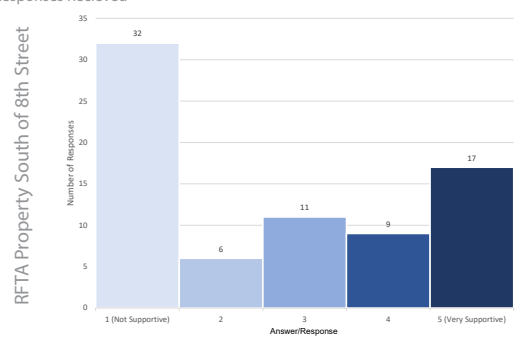
135 Responses Received



Question 3

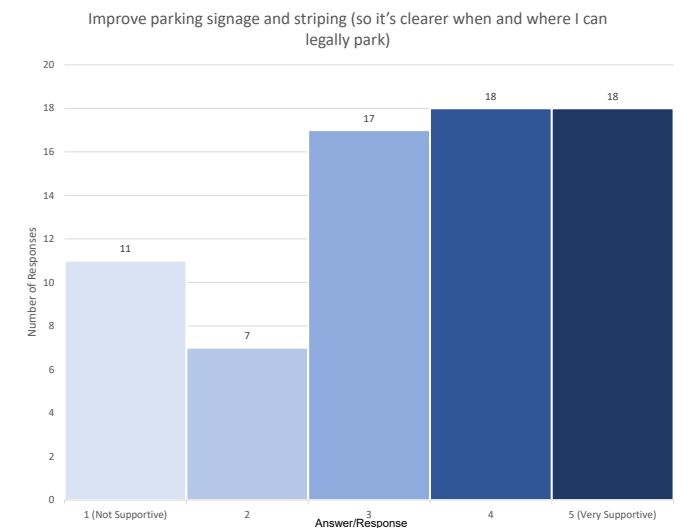
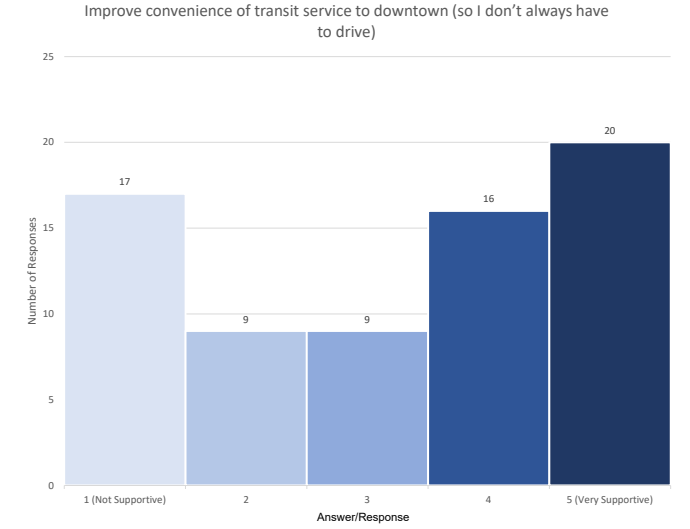
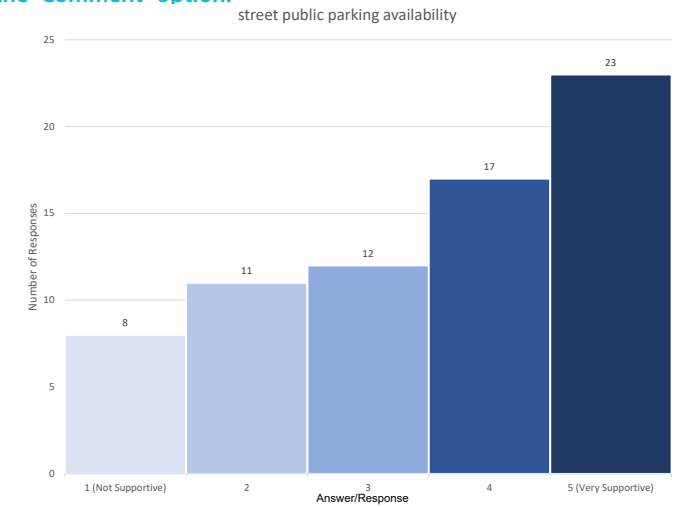
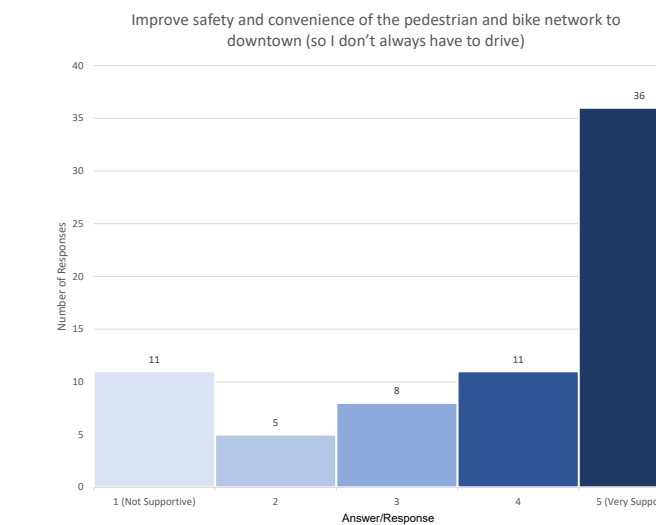
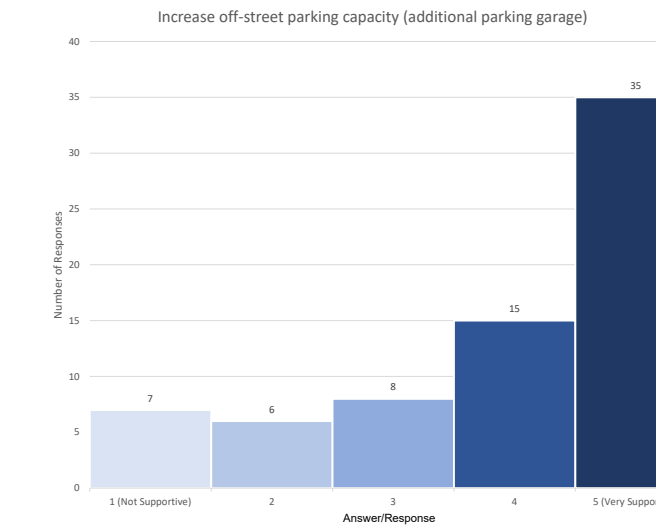
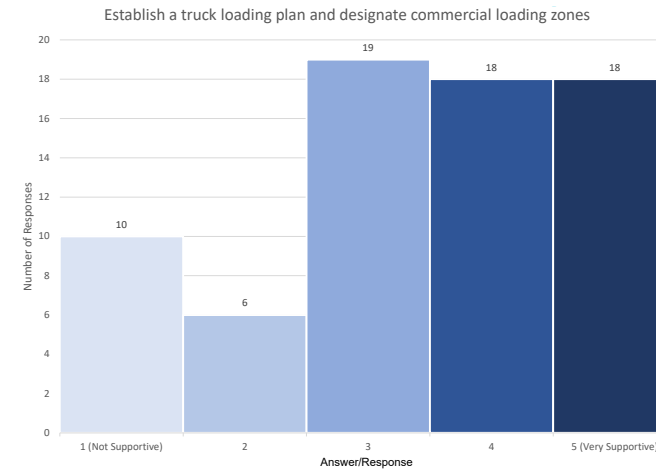
How would you score these transit center location options? Slide the scale from 1 (not supportive) to 5 (very supportive) for each:

75 Responses Received



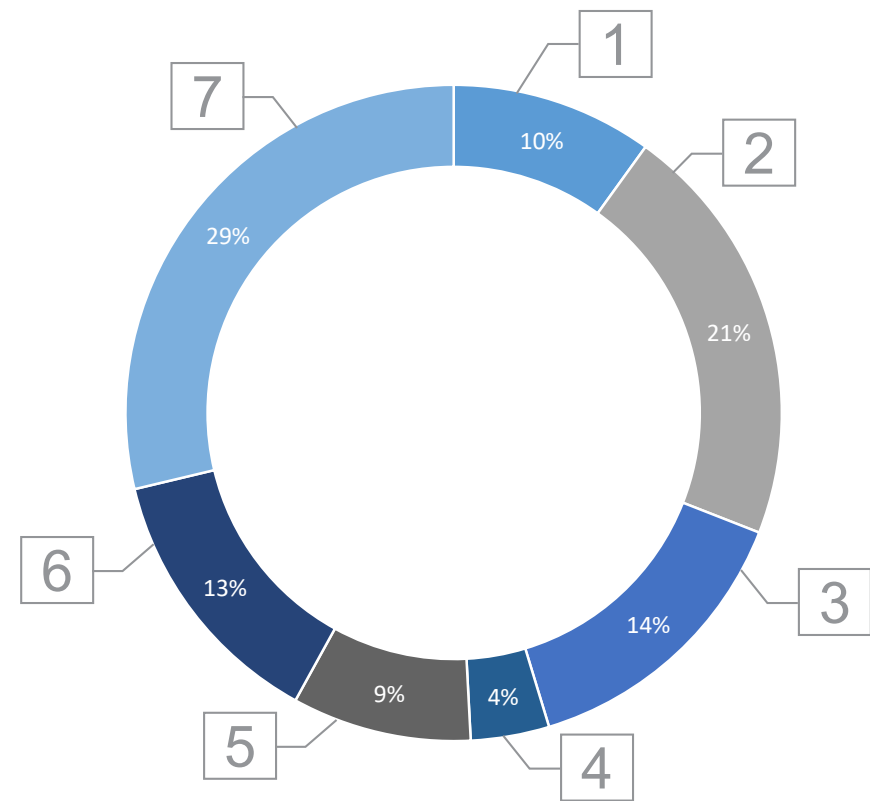
Question 4

How supportive are you of each of the following strategies to improve parking in the downtown core? Indicate your support on a scale of 1 – 5, where 1 is (not supportive) and 5 is (very supportive). Provide additional feedback with the “Comment” option.



**Question 5**

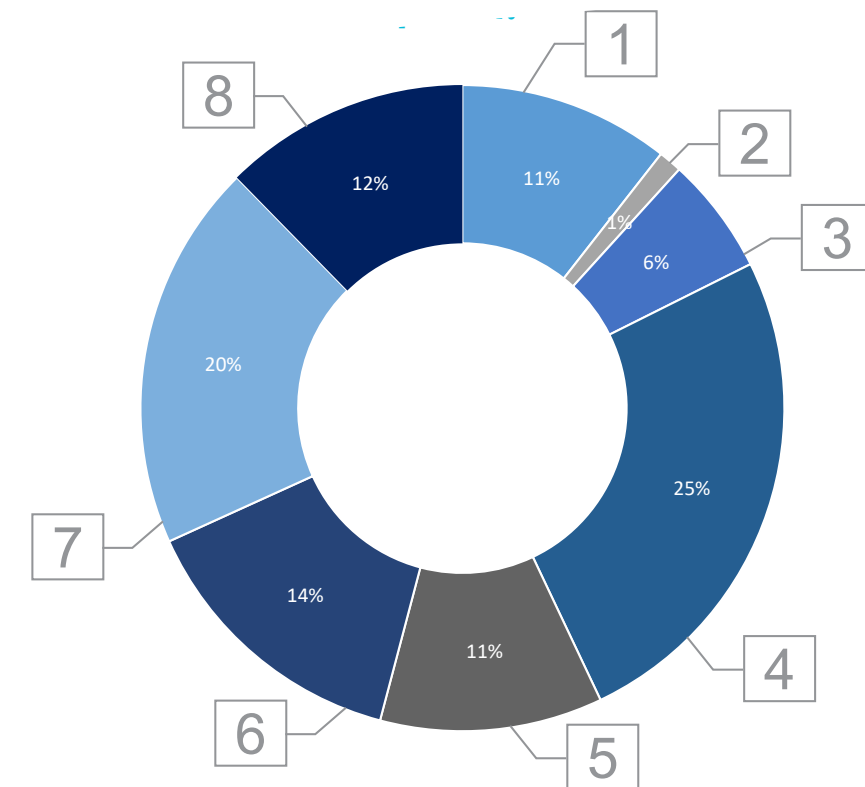
How can we best improve the pedestrian experience in the project area? Select your top 3 preferred strategies and provide additional feedback with the "Comment" option.



- 1. Repair downtown sidewalks and ADA ramps to improve accessibility
- 2. Improve signal timing to walk across Grand Avenue downtown
- 3. Improve structural and navigational (wayfinding) improvements at Rio Grande Trail and 27th Street to improve the safety at this intersection
- 4. Improve complete and intuitive wayfinding signs at major transit stops to provide directional information to users
- 5. Improve shelters at transit stops to improve the experience waiting for the bus.
- 6. Improve accessible shared-use paths and trails (i.e. improving trail access at Rio Grande Trail midpoint locations, remove rail tracks in the Rio Grande corridor) to improve safety and comfort for pedestrians
- 7. Maintain sidewalk, trail, and bicycle networks year-round to enable more use in the winter months

**Question 6**

How can we best improve the pedestrian experience in the project area? Select your top 3 preferred strategies and provide additional feedback with the "Comment" option.

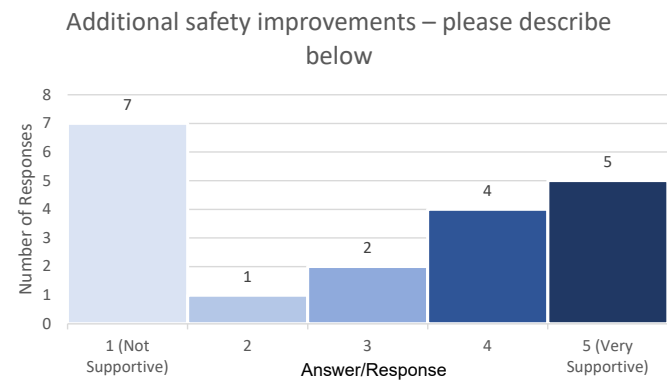
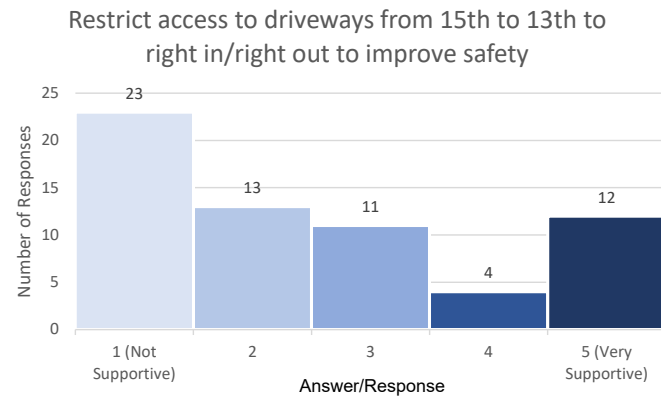
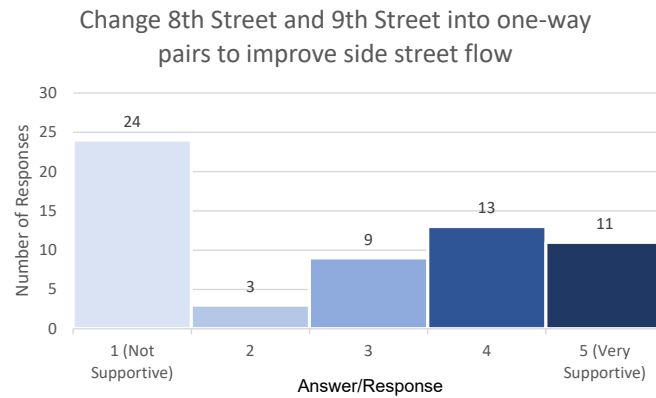
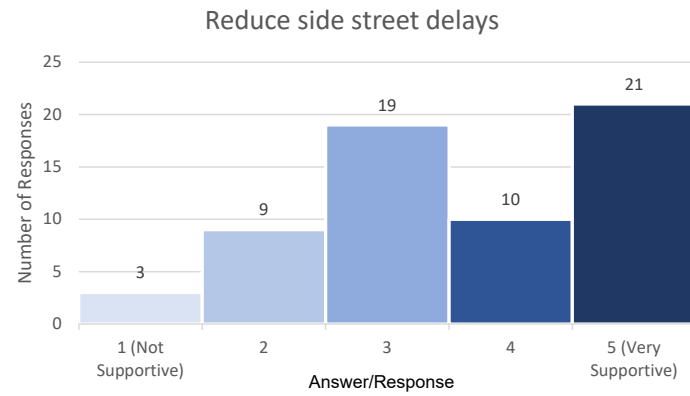
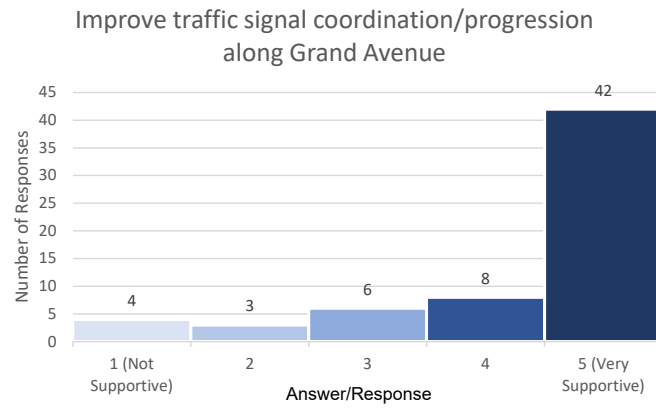


- 1. Improve secure, short-term and long-term bike parking to encourage bicycling to transit stations
- 2. Create bike service stations at major stations or a downtown parking garage to encourage bicycling to stations by enabling bike maintenance
- 3. Create bike share to provide better first- and last-mile connections between RFTA stops and stations and the downtown core.
- 4. Improve connected, dedicated bike networks (i.e. not utilizing sidewalks as designated bike route) to increase bicycle connectivity and minimize conflicts with pedestrians and vehicles.
- 5. Improve accessible shared-use paths and trails (i.e. improving trail access at Rio Grande Trail midpoint locations, remove rail tracks in the Rio Grande corridor) to improve safety and comfort for bicyclists.
- 6. Improve major bicycle connection intersections (striping, signal improvements, and geometric improvements) to increase bicycle comfort and connectivity through town
- 7. Maintain sidewalk, trail, and bicycle networks year-round to enable cycling through the winter months
- 8. Improve bike loading on buses, to aid and encourage first-/last-mile trips by bicycle

Question 7

How can we best improve the personal automobile experience and reduce traffic congestion in downtown Glenwood Springs? Indicate your support on a scale of 1 – 5, where 1 is (not supportive) and 5 is (very supportive). Provide additional feedback with the “Comment” option.

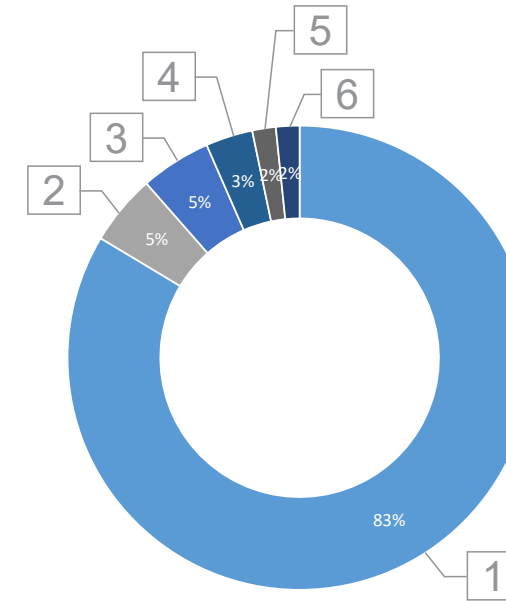
Up to 63 Responses Received



Lastley...

What is your Zip Code?

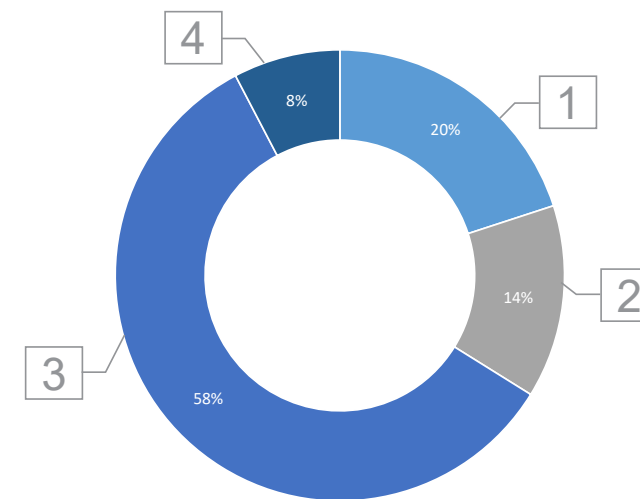
61 Responses Received



- 1. Glenwood Springs, 81601
- 2. Glenwood Springs, 81602
- 3. Carbondale, 81623
- 4. New Castle, 81647
- 5. El Jebel, 81621
- 6. Silt, 81652

Do you work or live in the City of Glenwood?

65 Responses Received



- 1. Live
- 2. Work
- 3. Both
- 4. Other (Please Explain)



Webinar

The City of Glenwood Springs and RFTA hosted a live webinar on August 27th, 2020. The webinar was hosted on the City's facebook page and was available to all. The presentation introduced the project, reviewed the proposed alternatives and then took questions from participants. The webinar can viewed at <https://www.facebook.com/GlenwoodSpringsCO/videos/243519826771257>

45

Minute Presentation

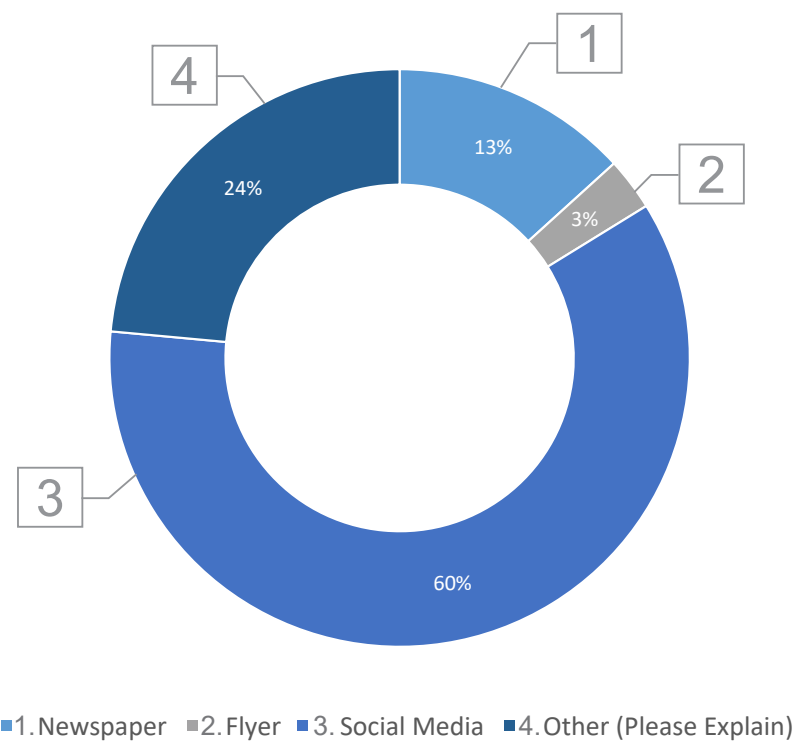
15

Approximate Total of Live Webinar Participants

330

Approximate Total Views of Webinar on City's Facebook Page (as of April 2021)

How did you hear about the M.O.V.E. project? (Check all that apply)  
68 Responses Received



**Presenters:** David Johnson from RFTA (Presenter) Terri Partch from CoG (Presenter) and Delia Bolster from OHM Design (Moderator)



**Project Introduction:** Project purpose, goals, and needs were introduced. Process to date was reviewed.



**Alternatives Reviewed:** Alternative locations for a downtown transit station and BRT alignment to downtown were reviewed.



**Multimodal Improvements Reviewed:** Potential improvements for pedestrian, bike, parking, traffic and more were also discussed

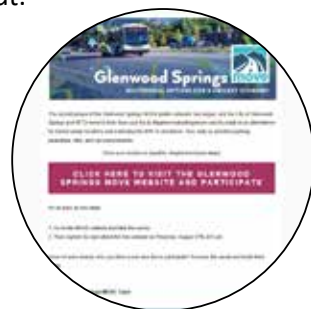


**Next Steps and Questions:** The presentation concluded by reviewing the next steps for the project. The audience was instructed to ask questions in the comments section. The presenters then answered these questions verbally.



Advertising Material

A concerted effort went into promoting the survey, the webinar and inviting public participation. Below are the various methods the MOVE Team used to advertise the outreach. The team also used media briefs and radio ads to get the word out.



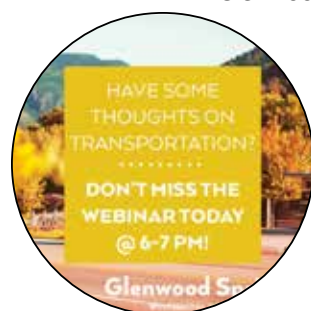
**Email Blast:** a formatted email invitation to the project website and the webinar was sent to all previous participants, stakeholders, technical advisors, and various organizations



**Flyers:** flyers call to participate in the project survey as well as the date and times of the webinar were posted at various businesses in downtown Glenwood and Carbondale



**Newspaper Advertisement (Print and Digital):** space in the Post Independent was purchased to highlight the survey and webinar



**Social Media Posts:** the events were advertised in Spanish and English on both Instagram and Facebook through the city's and RFTA's accounts.



Spanish Outreach

In order to reach the Spanish speaking community of the Roaring Fork Valley, the MOVE team placed a high importance in making the website and advertisements available in Spanish.



**Advertising Material:** all advertising material previously mentioned was sent out in Spanish as well as English, including Spanish radio ads on La Tricolor



**Website:** the main content of the website can easily be translated into Spanish by selecting the language in the menu bar

Advertisement Cadence

The chart below outlines the amount and scheduling of the various types of advertising. The chart continues to the right.

RFTA-Glenwood Springs MOVE																		
Public Outreach Series 2 Advertising Schedule - August/September 2020	August																	
	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
<b>T A S K S</b>																		
Website - campaign runs 8/20-9/11 (Links to MOVE website on RFTA and City homepage)																		
Webinar - Live Event (5:30-6:30 PM)																		
Website - stratagize layout w/o web-based outreach/end of campaign																		
Website - website updates for end of web-based outreach																		
RFTA and COG to Update Individual websites with link to MOVE website																		
Community Briefs and PSA's - Run																		
Post Independent - big banner																		
Post Independent - print ads (1/3 page priority placement)																		
Post Independent - 3c's run																		
Social - post to social channels at 11 am (facebook, instagram) (RFTA/Glenwood)																		
Roaring Fork Swap - posts (Spanish and English)																		
Email Blasts - Partners to send to contacts																		
Aspen Chambers Newsletter - Newsletter Runs																		
Radio - spots run (Spanish and English)																		
Radio - interview?																		

September													
1	2	3	4	5	6	7	8	9	10	11	12	13	14

# Summary of Outreach Effort

## Introduction

This document is intended as a companion to the MOVE Final Report. The results of the outreach were synthesized into the evaluations and recommendations provided in the Final Report.

## Participation:

54

Days of Active Outreach

208

Survey Responses

15

Approximate Total Number of Live Webinar Participants

330

Approximate Total Views of Webinar on City's Facebook Page (as of April 2021)

58

Total Number of Comments (50 Interactive Map Comments+ 8 Website Comments)

## Advertising:

116

Total Radio Spots

54

Total Days Digital Newspaper Ads Ran (100,000 Impressions + 2 Day Large Banner)

3

Total Number of Print Newspaper Ads

27

Total Social Media Posts (Includes Roaring Fork Swap Post and Pro)

8

Total Community Briefs and PSAs Placed

7

Total Email Blasts (Including Aspen Chambers Newsletters)

30

Approximate Total Flyers Printed and Hung

2

Total Number of Press Releases

# Appendix

<b>Appendix A - Survey Results ..... 40</b>	Outreach 2 - Flyers..... 111
Outreach 1 Survey Results..... 40	Outreach 2 - Newspaper Print Ads ..... 113
Outreach 1 Comments Received ..... 53	Outreach 2 - Newspaper Web Banners ..... 115
Outreach 2 Survey Results ..... 57	Outreach 2 - Social Media..... 117
<b>Appendix B - Engagement Plan ..... 79</b>	Outreach 2 - Press Release ..... 119
Engagement Plan ..... 79	Outreach 2 - Radio Copy ..... 121
<b>Appendix C - Advertising Materials ..... 92</b>	Outreach 2 - PSA and Community Brief ..... 122
Outreach 1 - Email Blasts ..... 92	Outreach 2 - Website Links ..... 123
Outreach 1 - Press Release ..... 96	<b>Appendix D - Presentations..... 124</b>
Outreach 1 - Radio Copy ..... 98	Outreach 1 - Project Introduction Video Presentation 124
Outreach 1 - Social Media..... 99	Outreach 2 - Webinar Presentation ..... 142
Outreach 1 - Newspaper Web Banners ..... 103	
Outreach 1 - Website Links ..... 104	
Outreach 2 - Email Blasts ..... 105	





# Appendix A - Survey Results

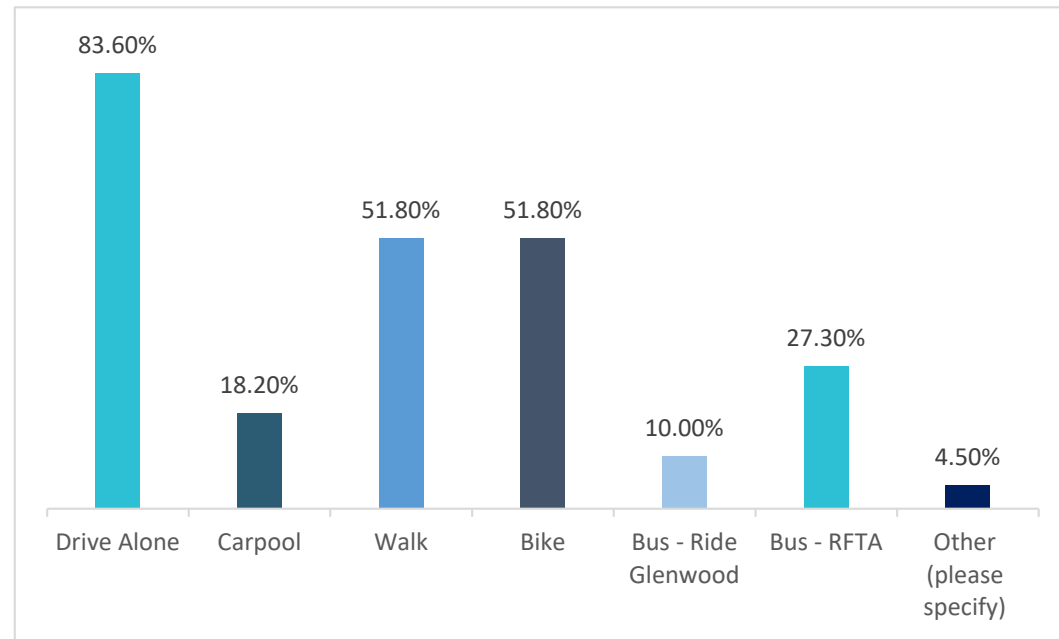
## Outreach 1 Survey Results

### Glenwood Springs MOVE Participant Survey

**All Responses collected on Monday 5/19/2020** (110 Responses Collected)

1.) How do you normally travel in and around the project area? Check all that apply.

(110 Responses)

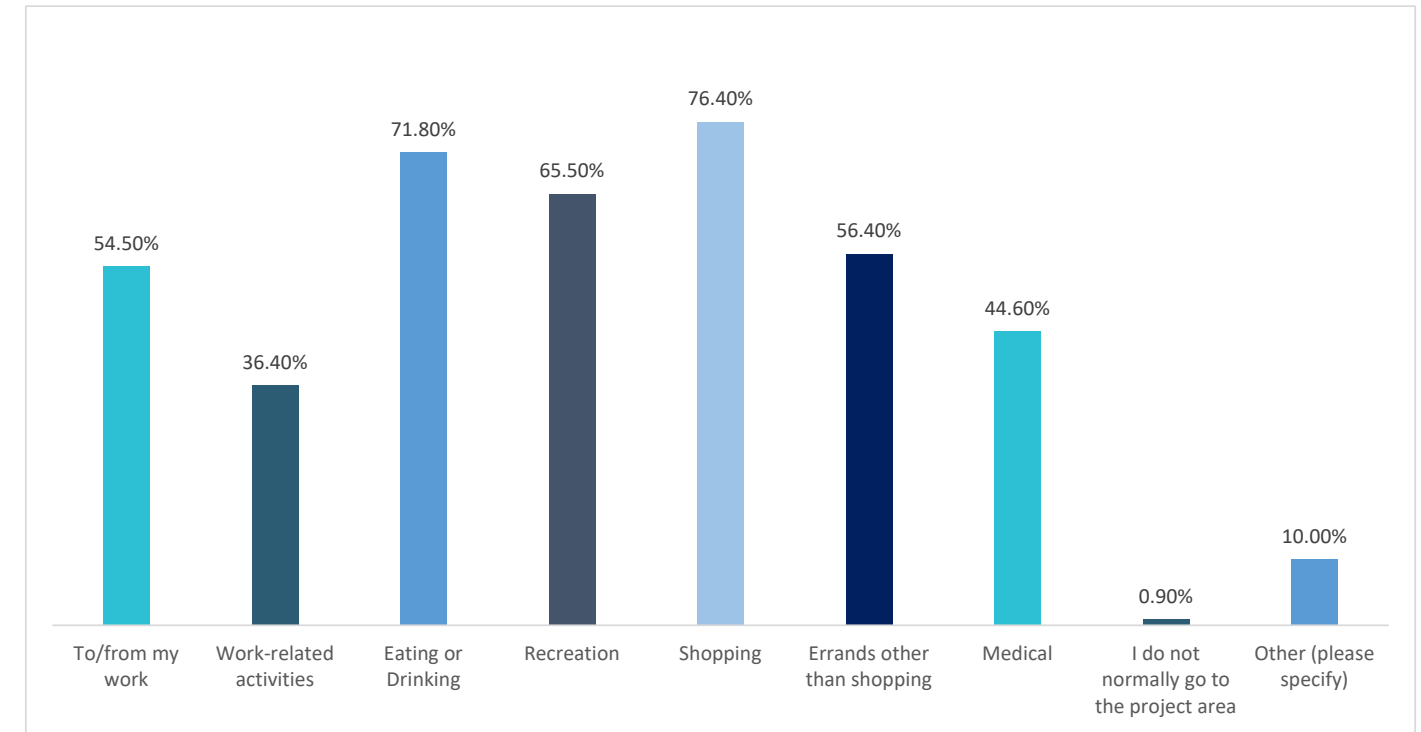


#### Other:

- school bus
- Ride Share
- rafting on the Roaring Fork and Colorado Rivers. visiting the hot springs
- Drive with 2-4 people
- driving to take kids to and from school for activities

2.) Why do you normally go to/from the project area? Check all that apply.

(110 Responses)

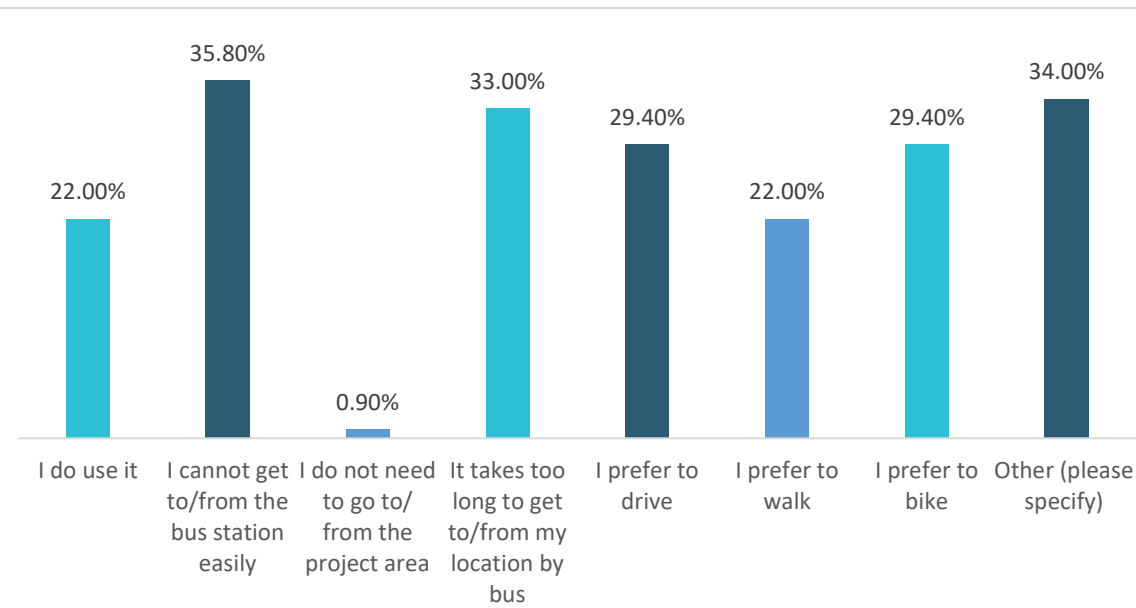


#### Other:

- I live in the project area (2)
- Schools
- Fishing and Boating
- rafting and hot springs
- auto repairs, attend church, walk dog, attend meetings
- To/from school
- Live in the core area
- skiing at sunlight
- School and children activities
- Trips to my son's school and summer camps

3.) What issues prevent you from riding RFTA or Ride Glenwood, or what prevents you from riding those services more frequently? Check all that apply.

(109 Responses, 1 skipped)

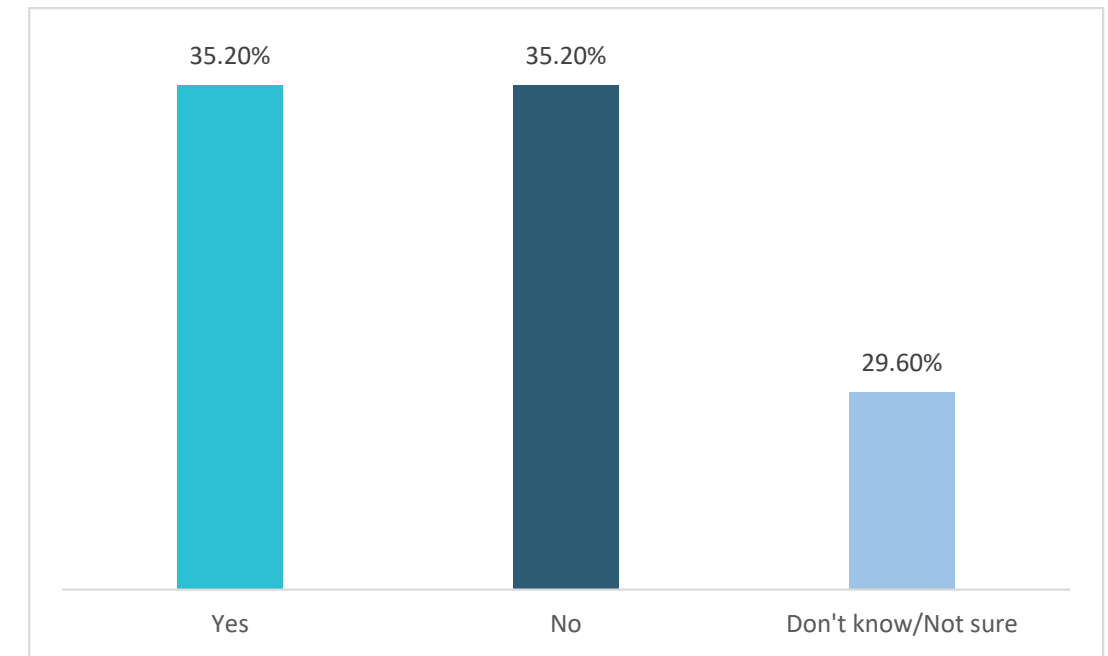


Other:

- I use RFTA 1-2 times per month, and I am willing to ride more, but I would love for BRT to stop at the CMC stop
- I only use rfta if heading to Carbondale for fun, i'd use it to access bike trails but not sure how that works or if teh schedule is convenient.
- There are 5 of us in the family so it's cheaper to ride in a car together
- safely and virus
- Since there is no connection from South Glenwood to RFTA, everyone that lives in South Glenwood must own a car and drive. Once you have driven as far as the nearest RFTA Park & Ride (which usually won't have any parking available, you might as well drive for the rest of your trip.
- short trips, varied times, quick stops and unable to wait
- Parking availability at bus stations
- I have not informed myself about RFTA/Ride options
- there are no real parking problems anywhere in town so bus is not competitive
- No place to park at the bus stop
- my dr says if i take the bus i will die, i am imono comprimised
- no routes to Sunlight!
- Transferring busses at 27th is a pain. Intervals between busses too long.
- Parking at areas, cost
- Live in Marble. No bus to get on until Carbondale
- Park and ride lot at Thunder River is always full. Many neighborhood cars, not commuters.
- There are not many West Glenwood bus stops
- Inconvenient stops/schedules
- Parking lot is full at 27th street station
- RFTA can be expensive from Glenwood to Aspen, additionally, there is no parking at 27th St ( it gets full)
- trips too short - transit adds too much time
- Ride Glwd service dropped in my neighborhood and lack of parking at 27th
- There is no bus stop on South Midland
- I mostly walk and bike everywhere but i do own a car so when I need to drive it just makes sense to hop in the car for trips within Glenwood. I do plan to ride RFTA up valley for bike rides in the summer, however.
- I do not want to die from Covid-19. The busses are dangerous.
- to expensive- and I pay property taxes in Gws- and no parking
- When my kids are with me, it's cheaper to drive a car.
- Usually have 3-4 places to go each day
- It doesn't connect to downtown and west glenwood park and ride
- If I'm running errands I have a lot of things to carry.
- schedule doesn't allow for timely or late evening return
- Not enough parking at 27th st station
- the downtown service is confusing and a bit unpredictable...ride glenwood vs local vs some locals that turn into brts, transferring at 27th, etc
- Limited parking at the 27th St. park and ride and no direct bus service from the other park and ride in west glenwood.
- Bus transfers...getting off at 27th kind of leaves you on the outskirts of town
- The truck ride does not arrive from west Glenwood to Sopris elementary school

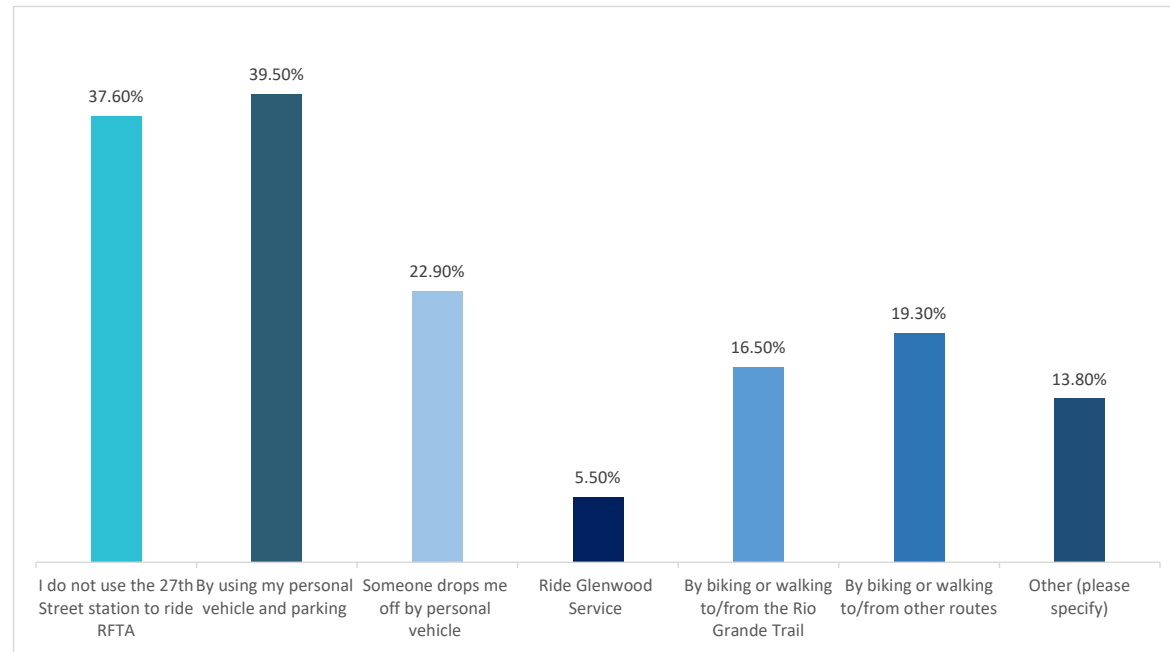
4.) If RFTA's VelociRFTA service went direct to/from 27th Street to downtown Glenwood Springs would you use it more?

(108 Responses) (2 Skipped)



5.) If you use the 27th Street RFTA station to ride RFTA, how do you get to the station? Check all that apply.

(109 Responses, 1 skipped)

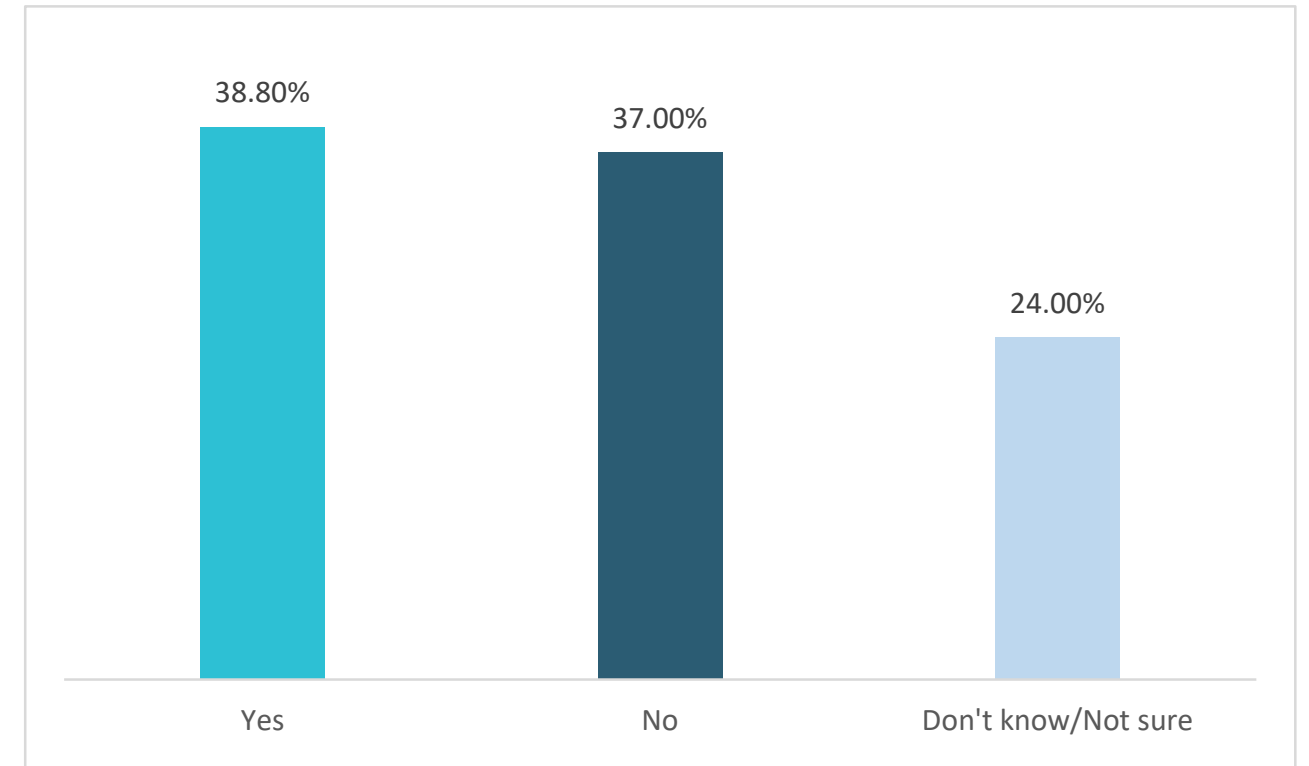


**Other:**

- 
- No parking at 27 th st. Need more!
- You can't depend upon parking being available.
- Again, inadequate parking
- RFTA is a huge hassle for the tax base who pays for it.
- add a route to Sunlight!
- Velocirfta drivers are actually really great about picking you up downtown if you flag them at a stop. It's probably breaking the rules, but it's the only thing that makes it convenient enough for people to do. (Plus google transit says velocirfta stops downtown).
- The connection at 27th St. from upvalley BRT to a downvalley local are poor. If I have a meeting in downtown GWS I now take a local bus from Carbondale b/c the only additional local stops are Aspen Glen and Walmart.
- No parking at 27 th st. Need more!
- The busses should be stopped until they are no longer a point of infection.
- Would ride the Glenwood service if it was expanded to Glenwood Park and surrounding neighborhoods.
- I get on the bus at the Carbondale Park n Ride
- Transfer from the Local
- local RFTA, transfer to BRT
- Use personal vehicle and park in walmart
- riding RFTA from up valley

6.) Would you be more likely to use the 27th Street RFTA station if there was a pedestrian and bicycle overpass or underpass across SH-82 and 27th Street?

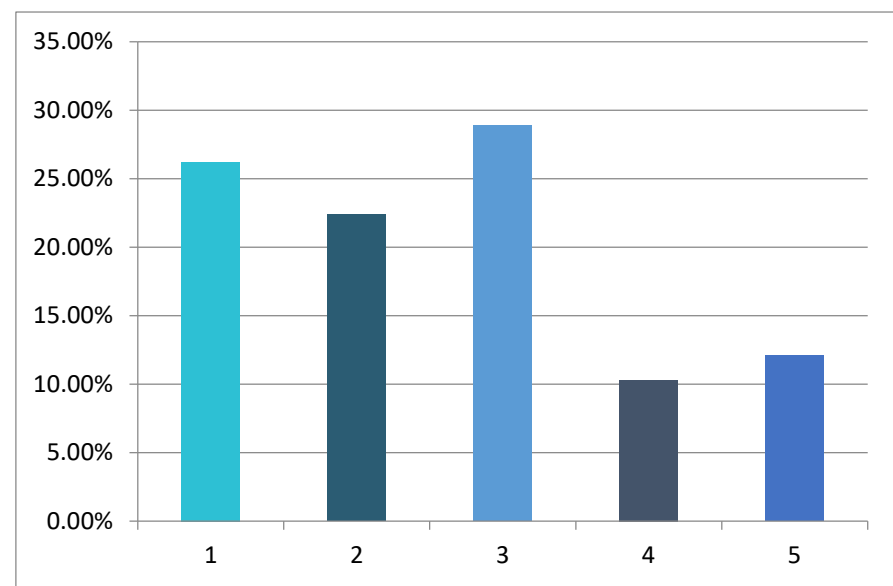
(108 Responses) (2 Skipped)



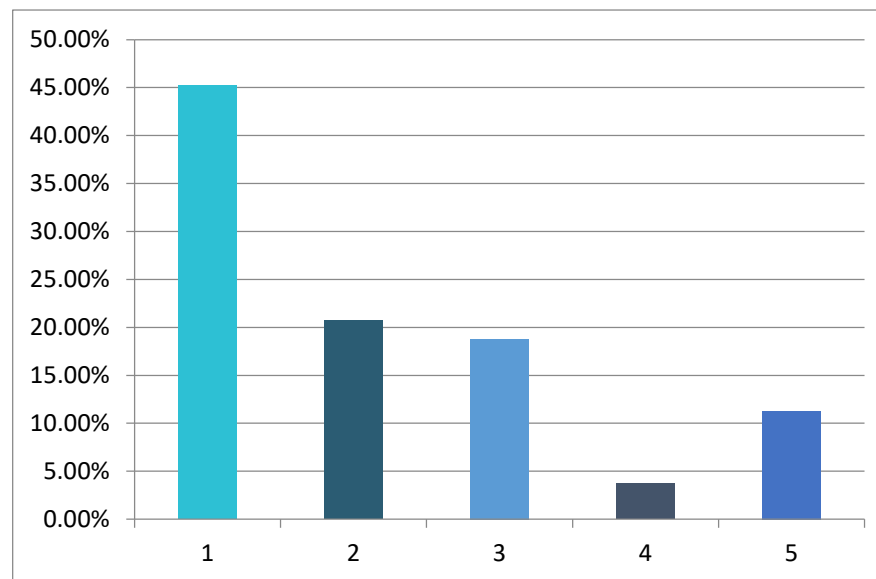
7.) On a scale of 1 to 5, please rate the degree to which each transportation component needs improvement: (108 Responses) (2 Skipped)

- 1—Yes, improve this right away
- 2—This should be improved sometime in the future
- 3—I feel neutral about this
- 4—This works pretty good now and probably doesn't need to be improved
- 5—This is excellent already and needs no improvements)

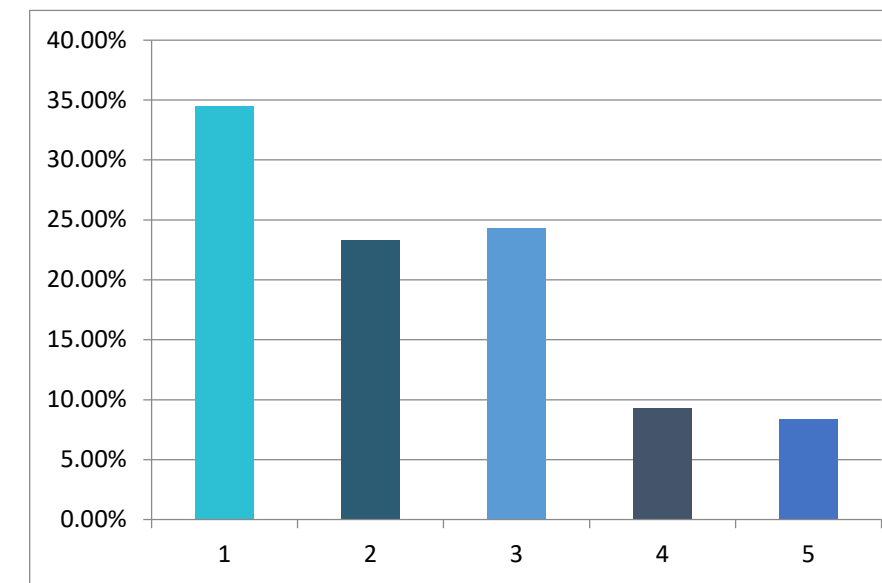
1.) DOWNTOWN PARKING - 107 Responses, 16 Comments



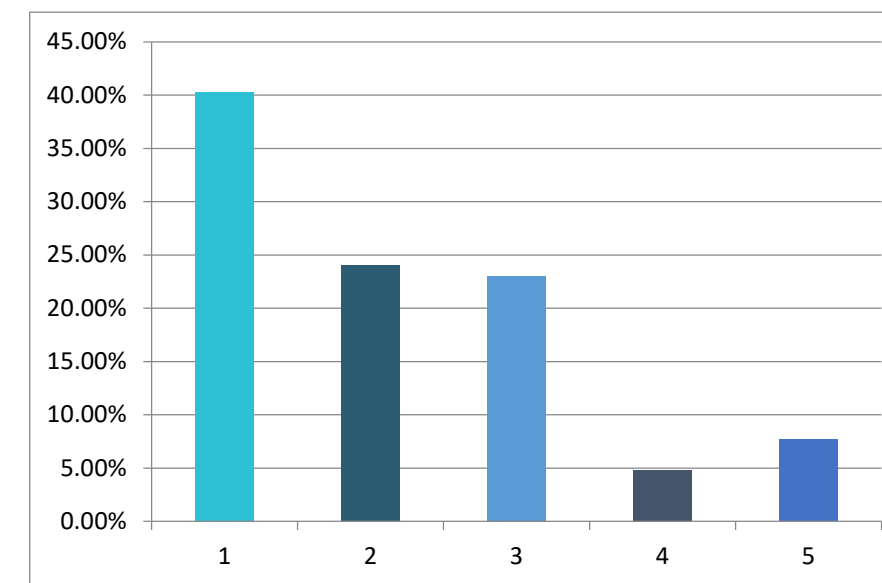
2.) PARKING AT THE 27TH STREET RFTA TRANSIT STATION - 106 Responses, 20 Comments



3.) BICYCLE AND PEDESTRIAN ACCESS TO TRANSIT - 107 Responses, 17 Comments

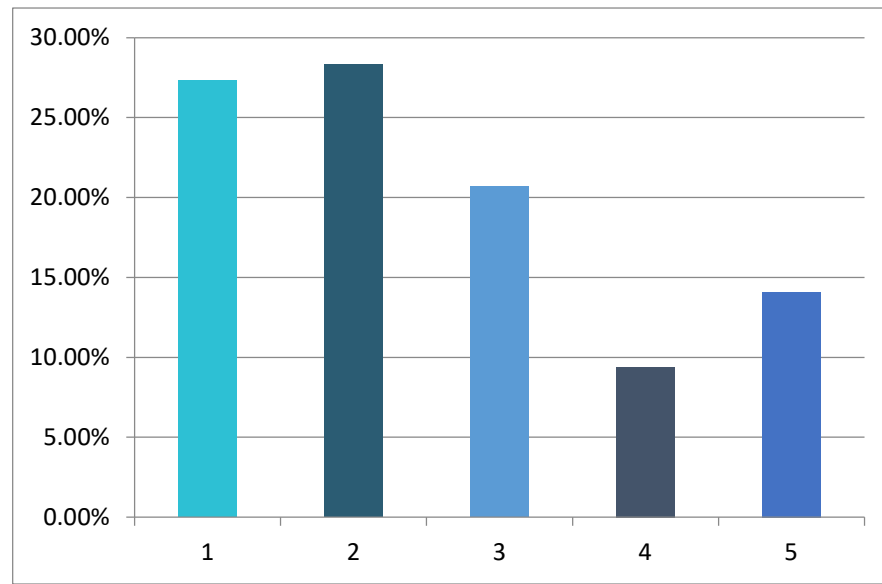


4.) INTERSECTION BACK-UP DOWNTOWN - 104 Responses, 16 Comments

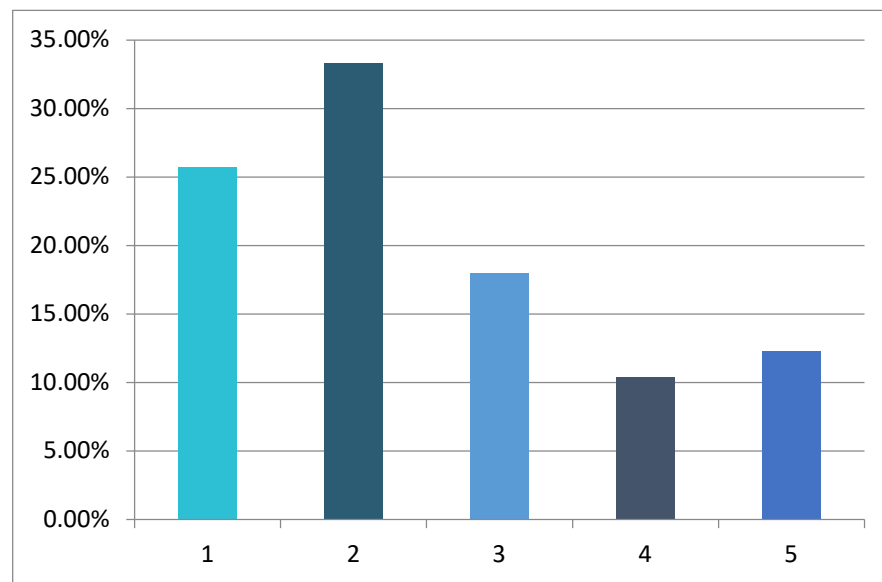




5.) Adding a RFTA VelociRFTA stop downtown (the bus would go direct to/from 27th Street station to downtown with no stops in between) - 106 Responses, 16 Comments



6.) Getting buses to be able to move between 27th Street and downtown quicker (examples include in an exclusive lane, semi-exclusive lane, and/or by having the traffic signals turn to green for them as they approach) - 105 Responses, 18 Comments



Downtown Parking

*16 Comments*

- Stop the busses. Covid-19 is not a joke. Keeping it open is criminal.
- Bussing, biking, and walking work fine
- #1 limiting factor
- Need designated Ride Share and Taxi drop off & pick up areas
- People will always complain about parking, reality is very limited space in downtown area - much more beneficial to have businesses and buildings that generates tax revenue and jobs than just parking lots
- I do use the parking garage, but there could be another garage in GWS
- Don't need Downtown parking much.
- The parking garage on 9th street is convenient & the EV chargers are added bonus
- There is a balance between providing commuter transit parking, and encouraging users to ride and bike more to/from stations. First-last mile solutions are often low cost.
- I am usually downtown in off peak times but parking isnt an issue.
- Lack of parking management is a bigger problem than lack of parking supply.
- I've lived here 20 years. I don't go downtown anymore because it's awful and congested. When will y'all realize you can't continue to add more buses and build More to solve this problem. Stop building!!!!
- Downtown parking is usually full from my experience
- I never have an issue parking downtown. Parking two or three blocks away from my dinner destination is a sign that our downtown is vibrant and worth visiting that evening.
- sometimes you have to park a couple blocks away but usually never have a problem
- Glenwood needs paid parking

Parking at the 27th Street RFTA transit station

*14 Comments*

- Stop the busses. Covid-19 is not a joke. Keeping it open is criminal.
- Parking here is hilarious- big station- no parking
- People need access to RFTA busses if we're expected to use them
- I don't know
- I have given up taking the bus from 27th st to go skiing. The lot is always full.
- It's always full, I park at Walmart to use 27th st station
- Not an ideal park and ride situation
- not enough parking...
- Not for me, but I know there is enough parking there.
- I dont use this
- RFTA has a small footprint for parking at 27th St. Please encourage the City to open the Blake gate, which will free up traffic flow and adjacent parking opportunities with shared parking agreements.
- With proposed development at 27th and Palmer, additional parking for this location would be beneficial. As a recreational user of 27th street station, it is near impossible to find a parking space to use it as a true park n ride stop.
- I don't park there personally but frequently drop my husband off there and parking is always full.
- I have had to adjust my work hours to ensure that I am at the 27th street station early enough to get a parking space (especially in winter).
- I live up 4 mile road and need parking at 27th street to encourage me to use buses. I would like to be able to use buses.
- Better described as access. Parking need here can be reduced by better in-town connections to the station via transit or bike/ped
- There is no way to improve this situation. The city should have required underground parking from the get go. Too late now!!!
- Not enough spaces!
- I've had a hard time finding parking when trying to use the bus many times
- could use more parking here if no transit increases

## Bicycle and pedestrian access to transit

### 17 Comments

- Biking and walking to bus stops aren't too much of an issue
- Should have developed drop off and pick up for Ride Share and Taxi services at all RFTA park and rides, be inclusive
- 27th Street station is an island, really difficult to cross Hwy 82 as pedestrian/cyclist
- bike share at 27th Park-n-Ride and downtown GWS
- Most bus stops have no bike parking and bus users have asked for it in prior studies.
- Currently extremely inconvenient and feels unsafe
- If I am biking, I bike from carbondale to Glenwood for work and back. I do not mix riding and busing.
- This is a very congested area with lots of vehicles turning and trail users trying to cross busy SH 82.
- improve stops, bike parking, shelters, information
- I support a pedestrian crossing structure (either a bridge or tunnel) at 27th/Hwy 82. Since the station was built, foot traffic at this intersection has grown. Yet it seems like the traffic light timing has been changed to favor Hwy 82 vehicle traffic (understandably, since vehicle traffic has also increased). Pedestrians end up having to wait at the light for many minutes, sucking in exhaust. Also many vehicles will zoom through a yellow light or even a just-turned red light, which is unsafe for pedestrians. A crossing structure would be a great benefit to help pedestrians cross this intersection more quickly and safely.
- Increased ability to load bikes on transit would be amazing. I come from a town where all buses had front load bike racks for use.
- Especially more ease of access from Midland/4 mile road Corridor
- Is there adequate bike parking?
- Too many intersections to cross. Difficult to do with kids.
- GWS has made great strides in bike, ped access to transit but much much more needs to be done and it will really help with making transit more usable in GWS

## Intersection back-up downtown

### 16 Comments

- Only a bypass will correct the problem. Don't kid yourselves.
- Traffic gets horrible downtown
- We still need a bypass for downtown Glenwood Springs, poor planning results in pollution and traffic.
- High volumes of traffic
- I despise driving through GWS...it always seems congested
- It can take up to two minutes to cross 82/Grand once you hit the Ped button. This is awful for walkability and just about every other benchmark of a healthy community. Why the citizens of Glenwood have put up with this for so long is a complete mystery to me.
- There is some delay but it keeps people from speeding. Not like it is a huge problem in terms of efficiency, but it would be really great if transit lanes provided priority to busses through congestion
- Make the left hand turn lanes left only and combine the straight/right lanes, please.
- Yes, signal timing is an issue. The core problem is there are too many drivers. The new center of gravity for RFTA has shifted from Aspen to Glenwood. More and more commuters live west along I-70.
- I think you only solve this by somehow getting more commuters onto the bus.
- Do not wreck our downtown neighborhoods with RFTA.
- Stop building and the cars will stop gridlock in the highway!!!
- Signals for crossing 82 (in a car or as a pedestrian) need to be retimed. Two+ blocks of traffic on 8th waiting for a green is unnecessary.
- CDOT needs to synchronize the lights along GrandAvenue/Highway 82
- Clearly a problem at rush hours.

## Adding a RFTA VelociRFTA stop downtown (the bus would go direct to/from 27th Street station to downtown with no stops in between)

### 16 Comments

- Traffic gets so bad that it wouldn't be very rapid anymore. Also, it doesn't make too much sense to have Ride Glenwood, RFTA local, and RFTA BRT all servicing the same crowded area
- Not needed, what is needed is direct from west glenwood park and ride to 27th street.
- Not sure how much this would help if traffic still backs up on 82
- 27th St is too far from the downtown core...bike share would help
- Just makes sense.
- this could be nice, especially with transit priority lanes through congestion. Location of the downtown stop might influence the desire for this.
- This should be part of a route that goes to the West Glenwood RFTA station with stop on either side of 8th near City Hall. This will encourage a highly needed intercept lot in West Glenwood to alleviate traffic flow on Midland, 8th, and Grand Ave. Paid parking in the downtown core should be considered to encourage office and retail workers to use public transit. Intercept lots at West Glenwood Mall and near Walmart with frequent, inexpensive or free service along Hwy 6 and Grand Ave., ideally using smaller electric buses.
- No need more local stops between 27th and downtown
- This may help with parking demand at 27th street if customers are originating from downtown
- A critical component to make this effective is to have bus only lanes so buses dont get stuck in traffic.
- This is needed, but the highschool and grocery store should be priotized right along with a downtown stop.
- BRT buses should not go downtown but rather have Ride Glenwood pick up passé and take them into town and in out lying areas. Glenwood needs a better city bus system that serves the outlying areas rather than the same basic route that the RFTA buses cover.
- Need a shuttle downtown to West GWS
- If this helps relieve the downtown back-up, I would support it

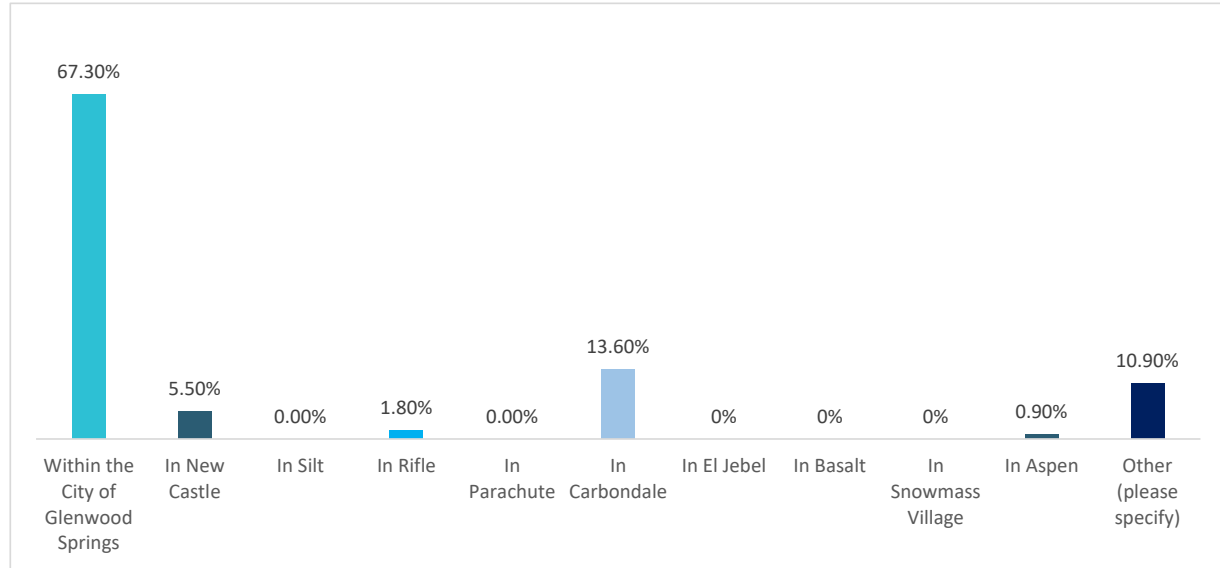
## Getting buses to be able to move between 27th Street and downtown quicker (examples include in an exclusive lane, semi-exclusive lane, and/or by having the traffic signals turn to green for them as they approach)

### 18 Comments

- traffic signals are a good idea- buy don't turn our roads into 1 street like aspen- we pat taxes for the roads to be used by the pubic. not exclusive for Rita
- It's not too bad, and I'd be hesitant to make traffic flow worse
- not sure
- BRT needs to connect to West Park and Ride and Bustang!!
- Should have planned a bypass and you would not need this, upvalley traffic going DV to Rifle etc would skip Glenwood altogether.
- If there is a semi-exclusive lane - would this remove street parking from 82? Not the worst idea - am sure residents would not like it - at same time they have off-street parking options and and can always park on the side streets. Not a constitutional right to park your car where you can see it.
- Explore other multi-modal options, not just expensive, loud buses. electric street cars...or an elevated gondola along the Rio Grande corridor would be a great way to get through GWS. Bike share program would be a nice cheap addition to GWS
- I would not support automatic greens for buses if this would also result in more green time for cars on 82/Grand. They have enough already!
- Absolutely! Also, prioritize lights for bikes and Peds too, the lights currently prioritize cars and the cross-walk buttons are not responsive when pushed.
- stupid idea will all the traffic backed up for 2 people to use express lane
- Great idea. Please consider utilizing the RFTA Rio Grande Railroad Corridor. A busway, trail and stops can all co-exist with thoughtful design. E-bikes are a great commuting option for the Rio Grande Trail. Blake St. is also a great parallel bike route that goes through old town and connects to 27th St. BRT Station.
- A wide variety of options need to be considered for this as we do not want to push traffic off of Grand onto relatively quiet parallel residential streets.
- We saw this work during the GAB. If the bus gets traffic privileges it is more competitive.
- I think this is a critical component to make transit a priority.
- Yes! Making transit faster than driving during rush hour is the only way to boost ridership and provide an alternative that's actually useful.
- When there is an incentive to ride the bus, people will use it. Saving time spent in traffic is a great incentive.

8.) I live?

(110 Responses, 12 Comments)

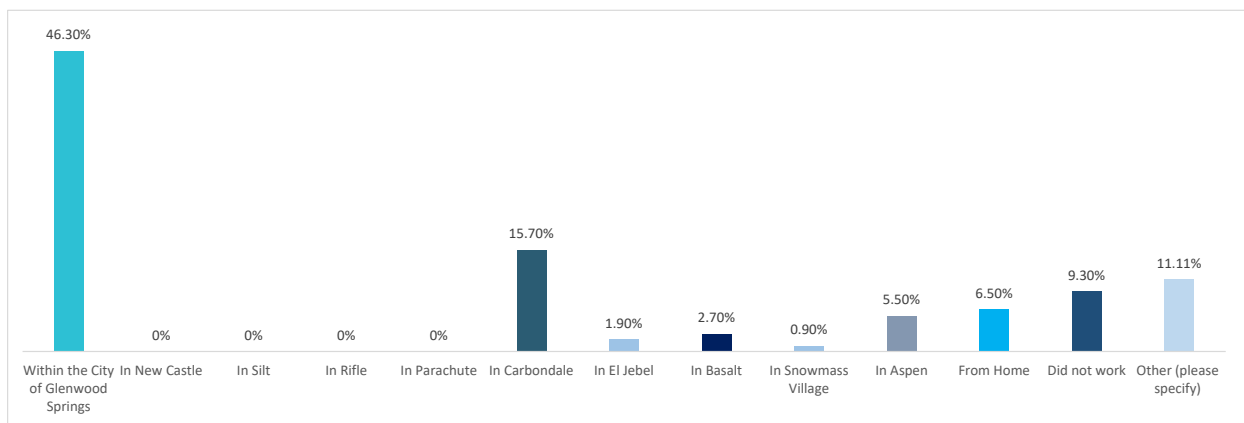


Other:

- No name
- City of Glenwood Four Mile Corridor
- Glenwood Spring unincorporated (2)
- Garfield County (2)
- In unincorporated Garfield County (2)
- On 3 Mile and use TAFTA to go up valley on a regular badis
- South Glenwood
- County outside GWS (4 mile)
- Marble

9.) Prior to COVID-19, I worked:

(108 Responses, 12 Comments)





Other:


- Student
- Retired (6)
- From Aspen to Rifle
- Within all of Garfield County
- Aspen to parachute
- work takes me throughout the region, would like to use transit more to and within GWS but it is not as easy to use transit to or within GWS as it is upvalley
- Throughout the Roaring Fork Valley.


52 At CMC Spring Valley - between Glenwood Spgs and Carbondale


Outreach 1 Comments Received

Comments Collected from Outreach 1 (April 10th through May 10th, 2020)	
 <b>Bus</b>	
<b>27th Street</b>	(-) (IN RESPONSE TO: WHAT ISSUES PREVENT YOU FROM RIDING RFTA/ RIDE GLENWOOD) Transferring at 27th is a pain. Intervals between busses are too long   The connection at 27th St. from upvalley BRT to a downvalley local are poor. If I have a meeting in down-town GWS I now take a local bus from Carbondale b/c the only additional local stops are Aspen Glen and Walmart.   Transferring busses at 27th is a pain. Intervals between busses too long.   (IN RESPONSE TO: IF YOU USE THE 27TH STREET STATION, HOW DO YOU GET TO THE STATION -OTHER) The connection at 27th St. from upvalley BRT to a downvalley local are poor.
<b>Downtown/ Grand Ave</b>	(+) Bus lane so the bus doesn't get stopped in traffic (8th and Grand)   A peak commuter period bus lane would help give priority and preferential treatment to riding the bus. CDOT successfully implemented a lane during the GAB project. (S. Glen Ave)   consider ride glenwood/or some version to move off grand closer to neighborhoods to increase use? and decrease vehicle trips (11th and Blake)   Waiting for busses on 82 is a drag. A rfta stop one block off would be nice.(9th and Cooper)   This is the most important transit destination in the City. High school & groceries. A rfta stop here would be more useful and equitable than a downtown stop (although both are needed). (Grand Ave btwn 14th and 15th) (IN RESPONSE TO QUESTION 7; ADDING A RFTA VELOCIRFTA STOP TO DOWNTOWN)   BRT buses should not go downtown but rather have Ride Glenwood pick up passe and take them into town and in out lying areas. Glenwood needs a better city bus system that serves the outlying areas rather than the same basic route that the RFTA buses cover.   This is needed, but the highschool and grocery store should be prioritized right along with a downtown stop.   This may help with parking demand at 27th street if customers are originating from downtown   (IN RESPONSE TO QUESTION 7; GETTING BUSES TO BE ABLE TO MOVE BETWEEN 27TH STREET AND DOWNTOWN QUICKER) If there is a semi-exclusive lane - would this remove street parking from 82? Not the worst idea - am sure residents would not like it - at same time they have off-street parking options and and can always park on the side streets. Not a constitutional right to park your car where you can see it.   Yes! Making transit faster than driving during rush hour is the only way to boost ridership and provide an alternative that's actually useful.   Great idea. Please consider utilizing the RFTA Rio Grande Railroad Corridor. A busway, trail and stops can all co-ex- ist with thoughtful design. E-bikes are a great commuting option for the Rio Grande Trail. Blake St. is also a great parallel bike route that goes through old town and connects to 27th St. BRT Station.   Explore other multi-modal options, not just expensive, load buses, electric street cars...or an elevated gondola along the Rio Grande corridor would be a great way to get through GWS. Bike share program would be a nice cheap addition to GWS (-) (IN RESPONSE TO QUESTION 7; ADDING A RFTA VELOCIRFTA STOP TO DOWNTOWN)   Traffic gets so bad that it wouldn't be very rapid anymore. Also, it doesn't make too much sense to have Ride Glen- wood, RFTA local, and RFTA BRT all servicing the same crowded area   Not needed, what is needed is direct from west glenwood park and ride to 27th street.   Not sure how much this would help if traffic still backs up on 82   27th St is too far from the downtown core...bike share would help   No need more local stops between 27th and downtown
<b>West Glenwood</b>	(+) BRT and Bustang need to connect! Needs better waiting area here-seating/shade/shelter. Needs overnight parking option for Bustang. (west glenwood park and ride)   Need a shuttle downtown to West GWS   more buses running in west Glenwood Springs and there needs to be a bus stop in Buffalo Valley
<b>Midland</b>	(+) consider more ride glenwood access on donegan so residents may opt for fewer vehicle trips (Donegan Road)   restore and increase ride/public trans to south glenwood to reduce auto trips (Old Gardiff Bridge and Midland)
<b>South Glenwood</b>	(+) Some transit-oriented development (housing people can afford please) would be great here. But don't allow a sea of parking, let it actually be transit oriented (South of 27th)   Bus service needed here thank you! (Midland and Mt. Sopris Dr)
<b>Rio Grande Trail</b>	N/A
<b>General</b>	(+) We know that many people need to use the bus daily to go to our jobs, and we are at a very high risk of getting COVID-19 from other people, and there are some people who, when sick with flu, cough very close to other passengers. I would like RFTA to be able to do new projects putting new bus services for people going or coming to the airport for a trip. RFTA should have separate trucks for travelers, or no longer carry them with suitcases, which they use only taxis and also have other trucks for skiers who come from these towns, it would be another service for skiers. Thank you, this is my opinion.   I only use rfta if heading to Carbondale for fun, i'd use it to access bike trails but not sure how that works or if the schedule is convenient.   BIKE ONLY LANES (+) (IN RESPONSE TO: WHAT ISSUES PREVENT YOU FROM RIDING RFTA/ RIDE GLENWOOD) cheaper to ride in a car together   Since there is no connection from South Glenwood to RFTA, everyone that lives in South Glenwood must own a car and drive. Once you have driven as far as the nearest RFTA Park & Ride (which usually won't have any parking available, you might as well drive for the rest of your trip.   short trips, varied times, quick stops and unable to wait   There are not many West Glenwood bus stops   Inconvenient stops/schedules   It doesn't connect to downtown and west glenwood park and ride   the downtown service is confusing and a bit unpredictable...ride glenwood vs local vs some locals that turn into brts, transfer- ring at 27th, etc   RFTA can be expensive from Glenwood to Aspen   no routes to Sunlight!   Would ride the Glenwood service if it was expanded to Glenwood Park and surrounding neighborhoods.   BRT needs to connect to West Park and Ride and Bustang!!

 <b>Bike</b>	
<b>27th Street</b>	(+) Remains dangerous for bicycle riders and peds. would appreciate more caution/control of right turn drivers (south) onto Grand. Perhaps flashing on demand crossing sign. Also, all train tracks should be removed or covered over for bike safety. (27th and S Glen)   A separated-grade bicycle-pedestrian crossing of Glen Avenue at 27th may represent an unnecessary (and extreme) expense. More clearly marked crossings, improved lighting, all-stop traffic cycles for motor traffic to allow safer bicycle-ped crossing may work as well or better. In any design, the current sidewalk along 27th between Old South Grand and Glen Avenue should be widened to 10 feet (at least eight) and fully maintained for safe use all year (especially including continuous snow clearing during winter). (IN RESPONSE TO QUESTION 7) improve stops, bike parking, shelters, information   bike share at 27th Park-n-Ride and downtown GWS   Should have developed drop off and pick up for Ride Share and Taxi services at all RFTA park and rides, be inclusive (-) (IN RESPONSE TO QUESTION 7) Biking and walking to bus stops aren't too much of an issue   27th Street station is an island, really difficult to cross Hwy 82 as pedestrian/cyclist
<b>Downtown/ Grand Ave</b>	(+) Consider green lane on established bike paths for additional safety and separation. At least consider 20 to 30 yards from intersections if whole lane is cost prohibitive (8th and Pitkin)   I get nearly right hooked at these intersections all the time. Ped lead times and bike boxes would do wonders. (9th and Grand)   We need at least one E/W number street downtown to be a bike route with lanes. Right now all our bike lanes are N/S only. (10th and Grand)   The EB bike lane ends here, and most drivers want to turn right... which makes queueing a mess. A through bike lane or bike box would be real nice. (8th and Grand)   (-) All sort of bike tire grabbing shenanigans here when you cross the tracks (23rd and Grand)   GWS has made great strides in bike, ped access to transit but much more needs to be done and it will really help with making transit more usable in GWS (-) (IN RESPONSE TO QUESTION 7) Too many intersections to cross   Most bus stops have no bike parking and bus users have asked for it in prior studies   Currently extremely inconvenient and feels unsafe   If I am biking, I bike from carbondale to Glenwood for work and back. I do not mix riding and busing.   This is a very congested area with lots of vehicles turning and trail users trying to cross busy SH 82.   Too many intersections to cross. Difficult to do with kids.
<b>West Glenwood</b>	N/A
<b>Midland</b>	(+) bike / ped access between midland and deveureux would be a game changer (Midland and Devereux Road)
<b>South Glenwood</b>	(-) Continue to make this a safer/smoothier bike access to the Rio Grande Trail. Gravel and old RR bed is dangerous.
<b>Rio Grande Trail</b>	(+) The Rio Grande Trail Corridor s a great place for e-bikes, as well as a design that allows a bus-only lane to quickly access a downtown BRT station near the confluence.
<b>General</b>	(+) (IN RESPONSE TO QUESTION 7) Increased ability to load bikes on transit would be amazing. I come from a town where all buses had front load bike racks for use.   prioritize lights for bikes and Peds too, the lights currently prioritize cars and the cross-walk but- tons are not responsive when pushed.   Bicycle-pedestrian connections associated with West Midland, Eighth Street, and Seventh Street -- Several excellent-to-good bicycle-pedestrian components already in place--separated path paralleling West Midland, marked bicycle lanes on Pitkin Avenue, River Trail and associated ramps at Eighth Street, and reduced motor-traffic route on Seventh Street--are compromised by confusing and hazardous gaps and distractions. Needed improvements needed include: wider separated bicycle-pedestrian path parallel to Eighth Street between Roaring Fork River and Colorado Avenue (or clearly marked and maintained bicycle lane; wider sidewalk/bicycle path parallel to West Midland between Red Mountain Drive and Roaring Fork River; clear crossing signs, pavement markings, and motor traffic controls connecting River Trail ramps with Seventh Street.

 <b>Pedestrian</b>	
<b>27th Street</b>	
<b>Downtown/ Grand Ave</b>	(+) seems like most downtown/core sidewalks need repair for ped. /senior/ada safety and access   Work with cdot for more ped friendly crossing options and signals in downtown. Barnes Dance!! (8th and S Glenwood)   Pedestrian crossing light used to change almost immediately after the button was pushed, but now the light doesn't change for many minutes. Consider changing it back so pedestrians going to/from Sayre Park can spend less time inhaling exhaust fumes.(Hyland Park and Grand Ave)   Pedestrian tunnel under Hwy 82: improve lighting and visibility in and around the tunnels. I would use them more but they feel really creepy and dark and I do not feel safe there when walking alone. (12th Street Ditch and Grand Ave)   Some corner ped refuge needed here for the gaggles of teenager that walk to City Market to cheetos for lunch every day. (15th and Grand)   Can we make the 12th street ditch a place my mom would feel comfortable walking? (12th Street Ditch)   We should get in the habit of providing a ped refuge in the center every time there's an intersection that doesn't need a turning lanes. (Hyland Park and Grand)   (-) Dangerous bike/ped & vehicle intersection. Better visibility/signage (W. 6th and Linden)   This signal timing is way off. Way too long of a wait to cross 82 on 8th.(8th and Grand)
<b>West Glenwood</b>	N/A
<b>Midland</b>	(+) A riverfront trail would be amazing here. It'd boost connectivity and propbably lead to some better / more appropriate land uses here too. People should eat and drink and walk and be happy by our river. (Devereux Road)
<b>South Glenwood</b>	N/A
<b>Rio Grande Trail</b>	(+) Trail connection would be nice here. Although the bushwacking makes me feel adventurous. (Rio Grande Trail and 14th Street) (-) This is easily the most dangerous bicycle pedestrian crossing in Glenwood Springs. While recent CDOT improvements to traffic-controls timing and to crossing markings have helped, more structural and educational improvements are needed. (Rio Grande Trail crossing 27th)
<b>General</b>	(-) (IN RESPONSE TO QUESTION 7) It can take up to two minutes to cross 82/Grand once you hit the Ped button. This is awful for walkability and just about every other benchmark of a healthy community.

 <b>Car</b>	
<b>27th Street</b>	(+) Change the left lane to left (south) turns and forward (west) traffic, and make the right lane into right turn only. I frequently get stuck in the right lane (waiting to turn right/north) behind a vehicle waiting for the light to cross forward/west. (27th and Grand)
<b>Downtown/ Grand Ave</b>	(+) do not open existing palmer to northbound traffic. If blake is south only, make palmer the same to minimize more traffic /cut through in neighborhood(s) (26th and Palmer)   (IN RESPONSE TO QUESTION 7) There is some delay but it keeps people from speeding. Not like it is a huge problem in terms of efficiency, but it would be really great if transit lanes provided priority to busses through congestion   CDOT needs to synchronize the lights along GrandAvenue/Highway 82   traffic signals are a good idea- buy don't turn our roads into 1 street like aspen   (-) Traffic back-up at 8th and Grand both sides. Pedestrian light on north side adds to the backup (8th and Grand)   Signal timing for crossing 82 is so bad that traffic regularly backs up to 8th and Blake, creating gridlock in front of the fire station. Not a great place for bumper-to-bumper traffic (8th and Cooper)   This is a very congested area with lots of vehicles turning and trail users trying to cross busy SH 82.   (IN RESPONSE TO QUESTION 7) High volumes of traffic   Only a bypass will correct the problem. Don't kid yourselves.   Traffic gets horrible downtown   We still need a bypass for downtown Glenwood Springs, poor planning results in pollution and traffic.   Yes, signal timing is an issue. The core problem is there are too many drivers. The new center of gravity for RFTA has shifted from Aspen to Glenwood. More and more commuters live west along I-70.   Stop building and the cars will stop gridlock in the highway!!!   I think you only solve this by somehow getting more commuters onto the bus.
<b>West Glenwood</b>	N/A
<b>Midland</b>	N/A
<b>South Glenwood</b>	N/A
<b>Rio Grande Trail</b>	N/A
<b>General</b>	(-) Gosh, this one-way street is full of baloney! (Colorado Ave)

 <b>Parking</b>	
<b>27th Street</b>	(+) RFTA has a small footprint for parking at 27th St. Please encourage the City to open the Blake gate, which will free up traffic flow and adjacent parking opportunities with shared parking agreements.   (IN RESPONSE TO QUESTION 7) • I do use the parking garage, but there could be another garage in GWS   People will always complain about parking, reality is very limited space in downtown area - much more beneficial to have businesses and buildings that generates tax revenue and jobs than just parking lots (-) MORE PARKING AT RFTA PARK AND RIDE.... NEEDS TO BE ADDRESSED... fills up by 7AM (27th and Grand)   (IN RESPONSE TO: WHAT ISSUES PREVENT YOU FROM RIDING RFTA/ RIDE GLENWOOD) Parking lot is full at 27th street station   lack of parking   (IN RESPONSE TO: IF YOU USE THE 27TH STREET STATION, HOW DO YOU GET TO THE STATION -OTHER) No parking at 27 th st. Need more!   You can't depend upon parking being available.   Again, inadequate parking   (IN RESPONSE TO QUESTION 7; PARKING AT 27TH STREET STATION) I have given up taking the bus from 27th st to go skiing.   The lot is always full.   It's always full, I park at Walmart to use 27th st station   Not an ideal park and ride situation   not enough parking   With proposed development at 27th and Palmer, additional parking for this location would be beneficial. As a recreational user of 27th street station, it is near impossible to find a parking space to use it as a true park n ride stop.   I don't park there personally but frequently drop my husband off there and parking is always full.   I have had to adjust my work hours to ensure that I am at the 27th street station early enough to get a parking space (especially in winter).   I live up 4 mile road and need parking at 27th street to encourage me to use buses. I would like to be able to use buses.   Better described as access. Parking need here can be reduced by better in-town connections to the station via transit or bike/ped   There is no way to improve this situation. The city should have required underground parking from the get go.   Not enough spaces!   I've had a hard time finding parking when trying to use the bus many times   could use more parking here if no transit increases
<b>Downtown/ Grand Ave</b>	(+) (IN RESPONSE TO QUESTION 7) Need designated Ride Share and Taxi drop off & pick up areas   The parking garage on 9th street is convenient & the EV chargers are added bonus   Glenwood needs paid parking   (-) parking garage fills up early and is not available after that through much of the day (9th and Cooper)   not enough parking for the hotel/hot springs zone (6th and Olive)   This parking is a bit too close to the corner. Makes it impossible to see pedestrians waiting to cross 82 until it's too late.(8th and Grand)   Great overflow parking for downtown. Bad pedestrian connectivity (and bad drainage!)... also lots of long-term trailer parking here kills the vibe and eats up actual parking. (7th and Bennett)   (IN RESPONSE TO QUESTION 7) Lack of parking management is a bigger problem than lack of parking supply.   Downtown parking is usually full from my experience   ALWAYS FULL
<b>West Glenwood</b>	N/A
<b>Midland</b>	N/A
<b>South Glenwood</b>	N/A
<b>Rio Grande Trail</b>	N/A
<b>General</b>	(+) Glenwood needs paid parking (-) Park and ride lot at Thunder River is always full. Many neighborhood cars, not commuters.   No place to park at the bus stop   Please don't add stops without additional parking. My commercial lot fills up with people trying to park and ride.   No parking availability at bus stations



General	
<b>27th Street</b>	(-) (IN RESPONSE TO: WHAT ISSUES PREVENT YOU FROM RIDING RFTA/ RIDE GLENWOOD) RFTA can be expensive from Glenwood to Aspen, additionally, there is no parking at 27th St ( it gets full)   trips too short - transit adds too much time
<b>Downtown/ Grand Ave</b>	(+) Consider additional signage/traffic/speed calming along this stretch of aouth grand. Many kids and school bus stop and peds and bikes. (Oriole St and Grand Ave)   please follow through with promised calming/study as resources allow. Consider additional calming and signage and speed control from 20th to 13th! Consider making school zone speed more active and make school zone by CMC/and preschool there as well (Hyland Park and Blake Ave)   Seas of parking and forest of curb cuts makes this stretch of sidewalk feel more like a tightrope. Landscaping and a wider, better sidewalk with more distance from traffic is very needed here. (Grand Ave btwn 14th and 15th)   The combo of drivers looking for parking and sleepy pedestrians leaving the pizza place makes this right hook heaven. Bump outs por favor! Curb extensions si vous plait! (8th and Colorado)   Would it be more beneficial to build "mini" stations spread along the entire corridor? That would avoid creating intense park&ride parking pressure in one area (particularly the downtown core), and place more high-functioning transit stops within walking or biking distances of homes, commerce, workplaces, schools all the way from West Glenwood to South Glenwood.
<b>West Glenwood</b>	N/A
<b>Midland</b>	N/A
<b>South Glenwood</b>	N/A
<b>Rio Grande Trail</b>	(+) Perfect place to connect the trail to downtown!   While the RFTA tax-election proposal to build a separated-grade crossing for the Rio Grande Trail could increase safety, it has several potential draw-backs. These include: extreme cost for the project; potential corresponding delay in implementation, compared to potentially simpler solutions; structural challenges in maintaining grades and continuity usable by bicyclists of all skill levels (especially in the case of an overpass version--stairways or elevators are not appropriate at this crossing of 27th); potential sense of insecurity or discomfort for bicyclists and pedestrians (especially in the case of an underpass version); and maintenance and aesthetics issues. A range of other solutions should be evaluated and compared, including: all-stop traffic control cycles to allow unfettered at-grade crossing of 27th by bicyclists and pedestrians, perhaps supplemented by stop-cycle crossing gate for east-to-southbound motor traffic; otherwise enhanced signalling, marking, lighting, and enforcement features for safer at-grade crossing. Location 2) Bicycle-pedestrian connection at intersection of Glenwood Springs River Trail (on RFTA right-of-way), Red Mountain Trail, and Coach Miller Drive -- This is a very important connection point between the primary trunk-line bicycle/pedestrian route through Glenwood Springs and a series of important destinations: high school; parochial school; neighborhoods; hospital and medical clinics; commercial offices and service shops; major city park; churches; primary grocery store; other mid-town shopping; Colorado Mountain College; popular dog-walking park; and river bridge connecting to west-side neighborhoods (plus truck access to major municipal snow dump). The current connection is a dangerous and off-putting hodge-podge of loose and spreading gravel, traffic-worn potholes and ice patches, exposed railroad tracks, and abrupt pavement edges. The full truck-width of the east-west crossing should be paved between Coach Miller Drive and the Red Mountain Trail (completing paved connections with River Trail), with base and thickness sufficient to stand up to heavy truck traffic; the full width of the crossing should be left permanently open to bicycle and pedestrian access, perhaps supplemented with removable bollards to keep unauthorized motor traffic out.
<b>General</b>	(+) (IN RESPONSE TO QUESTION 7) •There is a balance between providing commuter transit parking, and encouraging users to ride and bike more to/ from stations. First-last mile solutions are often low cost.   CDOT needs to synchronize the lights along GrandAvenue/Highway 82   Make the left hand turn lanes left only and combine the straight/right lanes, please.   I support a pedestrian crossing structure (either a bridge or tunnel) at 27th/Hwy 82. Since the station was built, foot traffic at this intersection has grown. Yet it seems like the traffic light timing has been changed to favor Hwy 82 vehicle traffic (understandably, since vehicle traffic has also increased). Pedestrians end up having to wait at the light for many minutes, sucking in exhaust. Also many vehicles will zoom through a yellow light or even a just- turned red light, which is unsafe for pedestrians. A crossing structure would be a great benefit to help pedestrians cross this intersection more quickly and safely.   This should be part of a route that goes to the West Glenwood RFTA station with stop on either side of 8th near City Hall. This will encourage a highly needed intercept lot in West Glenwood to alleviate traffic flow on Midland, 8th, and Grand Ave. Paid parking in the downtown core should be considered to encourage office and retail work- ers to use public transit. Intercept lots at West Glenwood Mall and near Walmart with frequent, inexpensive or free service along Hwy 6 and Grand Ave., ideally using smaller electric buses.   Primary transit stops should be located and designed to facilitate and encourage commuter access without need for driving. More medium-scale stations may prove more functional than fewer major stations (the latter necessarily draw from a larger residential base and require additional motor parking). Certainly, the idea of a major downtown transit center seems ill-advised; more motor traffic and parking demand downtown is not helpful   A suggestion ... The former Safeway store property is sitting idle. Would this property work for mixed use transit station, park & ride lot/structure, residential and commercial? Redevelopment of this property would take significant pressure off the 27th Street Station and bring other benefits -- new TOD housing, commercial opportunities. Transportation 2040 has assumed that a new transit station should/would be built in the downtown core. Is there another way to look at this?

\* (+) positive or solution oriented comments, (-) negative comments that highlight an existing issue  
 \*\*Color legend: [comments submitted from survey](#) | [comments from website](#) | [comments from interactive map](#)

Outreach 2 Survey Results




# OUTREACH 2 SURVEY RESULTS

Outreach began August 20th, 2020 and concluded September 11th, 2020.

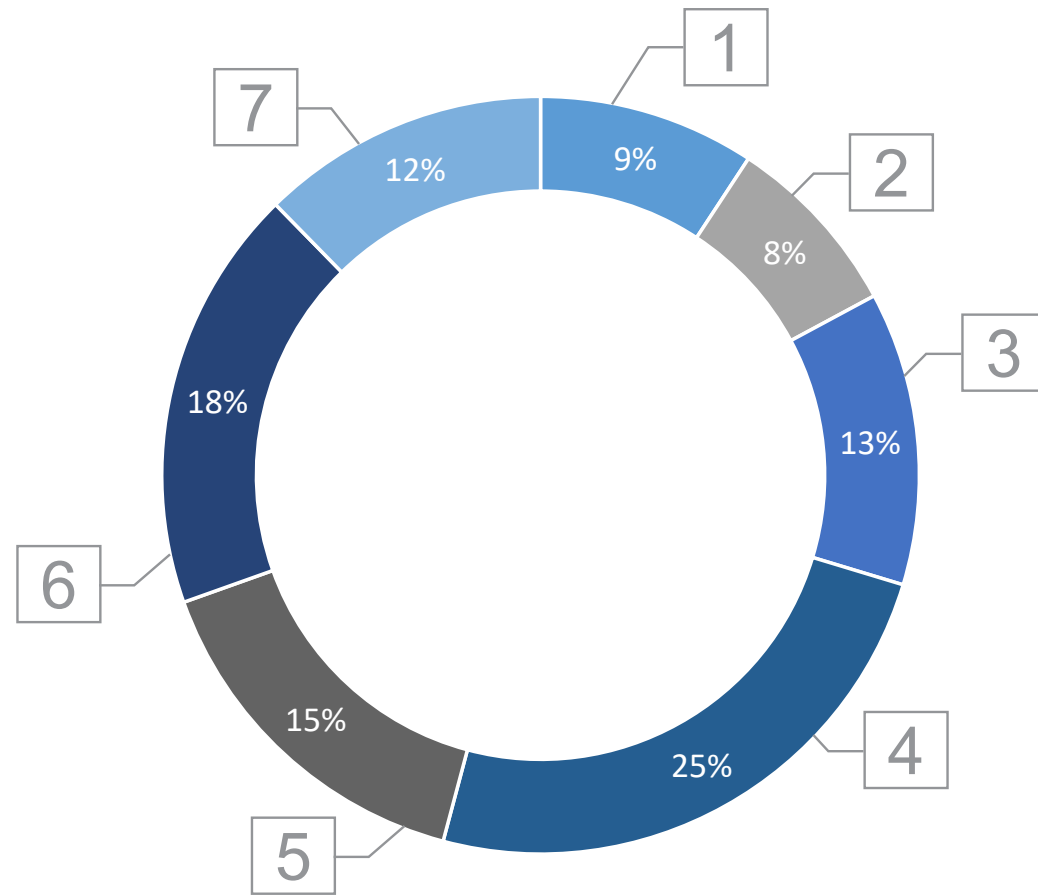
Provided by: Parsons + DHM Design  
 September, 2020



## Question 1

Begin by choosing what you believe to be the top 3 project priorities. These priorities will help guide future transportation improvements. Please tell us which ones are the most important to you?

198 Responses Received

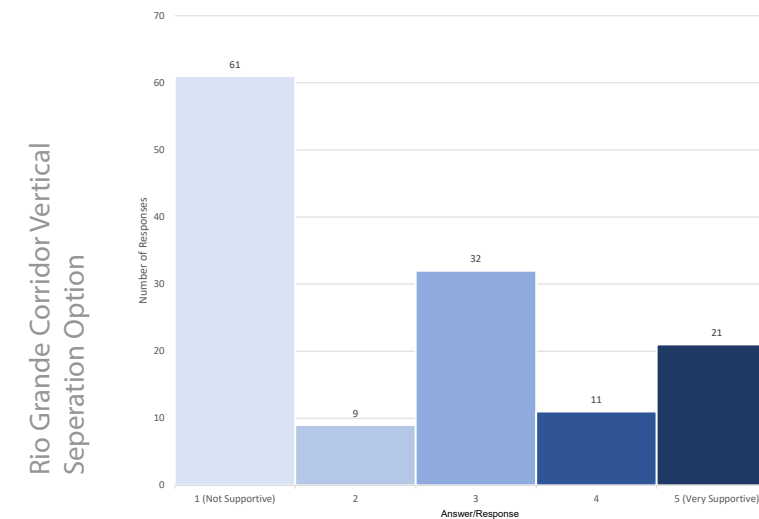
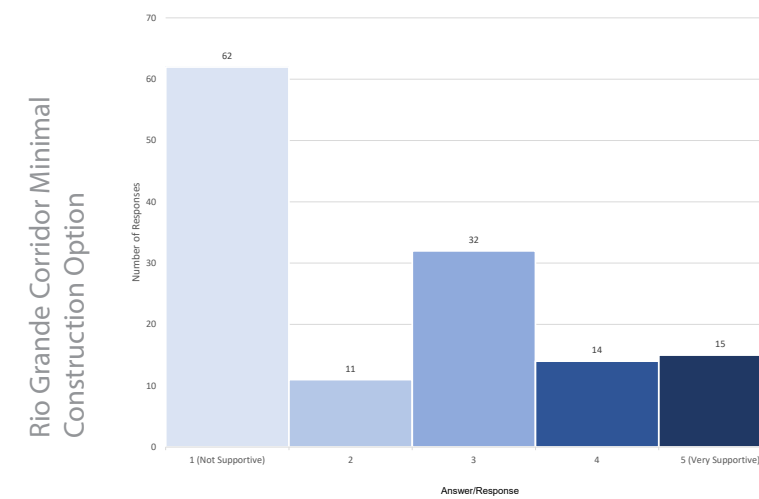
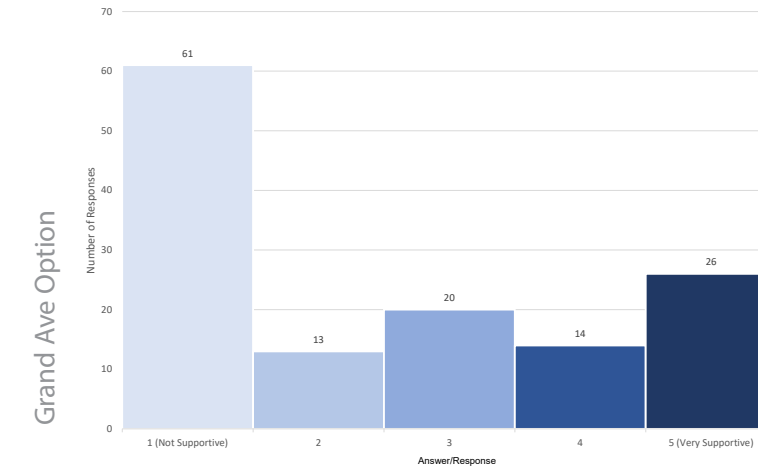


- 1. Minimize the costs of the proposed transportation and parking improvements
- 2. Emphasize safety and ease of automobile travel
- 3. Emphasize efficiency of transit
- 4. Promote easy and safety of walking and biking
- 5. Develop transportation and parking strategies that do not impact businesses
- 6. Develop transportation strategies that do not impact the existing Rio Grande Trail Corridor from 27th street to 8th Street
- 7. Minimize construction duration and impacts of proposed improvements

## Question 2

How would you score these alignment options? Slide the scale from 1 (not supportive) to 5 (very supportive) for each:

135 Responses Received



## Question 2: None of the Above (Please Explain)

1. I don't believe that Glenwood can afford this, nor do I believe that it will provide any significant benefits. The South Glenwood area, 20% of the City has no public transit. If you have to drive from South Glenwood anywhere else, you might as well drive the directly to your destination
2. None of the above.
3. At this time where ridership is around 20% why are we not looking to improve ridership as opposed to spending more money on this company. Part of the Rio Grande Trail comes extremely close to GSES and that creates other safety concerns that don't seem to be addressed or even looked at. Not really excited to put more money into a company that can't even sustain themselves.
4. Bond issue passed last year..11.5 million grant received.....pandemic.....low ridership now...transportation may look different in 2 years.....WAIT AND SEE....
5. Both of these options will be harmful to businesses and the quality of life and property value for tax payers who have property adjacent to Rio Grande trail and The Roaring Fork River.
6. Can we consider a light rail option? Is that viable? From Downtown Glenwood to Aspen. One day Rifle to Glenwood.
7. Glenwood does not need BRT in downtown. Leave it as it is.
8. Glenwood does not need a BRT running through downtown Glenwood. Or along the Rio Grande Trail. This is a complete waste of money and time. There should have been a bypass built years ago. Now everyone will suffer the consequences of stupidity.
9. How many people are really riding these busses?
10. I don't Believe there needs to be any addition efforts put forward to expedite bus routes. Local small businesses depend on the accessibility of the parking near their businesses
11. I have serious concerns as to the benefit of any of these options. Who is going to use a system that extends between the 27th Street station and downtown? What would the connection to the Rio Grande trail From Glen Avenue look like and how would that function during various times of the day? Is the expenditure required for either Rio Grande option justified by whatever added ridership might be assuming there would be added ridership?
12. I just don't think the b r t riders even live or shop or even dine downtown
13. I would agree BRT, sure would help traffic flow and safety. Anytime any current parking spots r going to be removed than we MUST have more parking garages built immediately. Everyones initial complaint is they can never find a parking spot in this town. Please stop taking out the parking! Its hard enough to conduct a business when Glenwood has been marketed as the most fun town, but when they arrive "where the heck can I park?".
14. If you want to remove parking, are there plans to supplement it with another level to the parking garage? If so then go through grand. If not, leave our trails alone.
15. If you yake anymore parking away, I'll just quit eating downtown. Altogether.
16. Keep motorized vehicles on Grand Ave.
17. No dedicated bus lanes. No using the bike path. Dedicated bus lanes screw up traffic upvalley, please don't mess ul Glenwood.
18. No one parks on grand avenue anyway if they don't want their side view mirror smashed. Leave the bike path alone.
19. None of these are feasible. You cannot remove that much parking in downtown, you cannot completely up in the entire quart of Glenwood to realign something. Instead of starting an entirely new project that is going to cost millions of dollars, why not improve light efficiency, provide better patrol for downtown Glenwood. None of these options are acceptable.
20. Other options may include further horizontal separation and enhancement of the Rio Grande Trail closer to the river. Reducing the traffic on Hwy 82 should be a goal. Getting more commuters onto transit before they drive through Glenwood springs - such as a West Glenwood park and ride just off I-70, and more Hogback service.
21. Please dont mess up our town. Dedicated bus lanes made a mess of Aspen traffic. Leave the bike path alone.
22. Rafta is a huge money grab. Not providing adequate needs for the funds wasted
23. Rfta Already gets enough of our money and dominates traffic in Glenwood enough. You don't need to take away our parking, impact our business is our trails in neighborhoods any further.
24. River trail options are not worth 1/2 to 2 minute time savings, and not worth the cost. River corridor is tremendous asset. Having buses traveling next to path would ruin the whole experience! Grand Ave option better, but not good either - parking already limited, and green times on Grand are already too long for side street traffic -- why spend the money?
25. The Grand Ave. option is terrible. The two Rio Grande options are better but still impactful. RFTA's service through Glenwood is not beneficial to most residents of Glenwood, yet the impacts imposed upon Glenwood and its residents continues to grow as they move to expand. While public transportation is nice, it doesn't work for a majority of travelers (and never will).
26. The amount of people and traffic that funnels through Glenwood is substantial. Increasing/prioritizing a bus service that less than a quarter of residents take is foolish. A solution for the current parking and traffic debacticle we have should be a higher priority before fixing something that isn't broken.
27. The buses don't need dedicated space, shouldn't take away valuable parking for downtown businesses and shouldn't be behind the elementary school Making the school less safe!
28. The citizens of Glenwood would be sacrificing their quality of life and tax dollars for the benefit of commuters to up valley jobs. The downtown corridor has too much congestion already and any transit stations should be located on the outskirts of town with adequate connections.

*Note: We have included all comments exactly as entered.*

29. There is no proof that this project is needed-
30. What's wrong with the current setup??
31. Why are these changes needed?
32. You continue to ignore South Glenwood
33. You do not need to ruin the properties from 16th to 23rd street by putting a bus in the back yards...Do not take the bike path and change it where there are buses running along side...for the usage I see on the busses in town, I believe this is an added expense that isn't necessary and the busses are doing the job designed to do right now...if you think this change will add ridership you are sadly mistaken as it won't change peoples habits and get them out of their cars...the problem is the routes do not accommodate the publics needs and they don't cover the areas where people needs stops, RFTA can't even service South Glenwood area at all and you want to spend millions on a change that will serve no purpose except to cause unneeded construction...spend your money on service to South Glenwood 1st before making this boondoggle happen...
34. Your saying they would either take parking from us, which is hard to come by and goes against the idea of bringing people downtown, or putting buses on a trail that is extremely close to GSES. None of these options were made for the benefit of Glenwood Springs.
35. stay away from downtown.
36. why not take a real lane of grand ave for buses only?

## Question 2: Additional Comments

1. We don't need more busses in town
2. Anything that decreases downtown parking is a terrible idea.
3. BRT on the Rio Grande Corridor is a horrible idea for all stakeholders except those passing through town on a bus. With or without vertical separation, BRT on the Rio Grande Corridor effectively cuts off downtown and neighborhoods to the south from the Roaring Fork River. Yes, there are a few access points across the bus lane, but the ease and desirability of access is ruined. This usage also greatly detracts from the experience of those recreating on the Roaring Fork River and Rio Grande Trail. Glenwood Springs is fortunate to have plentiful river access and use in town - it's part of what makes this place special for visitors and residents alike. I am a daily, year-round user of the Rio Grande Trail and can tell you that it is a valuable and well-used / enjoyed connection to nature and the outdoors. With buses along the Rio Grande corridor, instead of the peaceful float, walk or ride we have now, users will experience a regular reminder that moving people through town is more important than quality of life - we will see, hear and probably smell that reminder every day. Finally, the impact to residents in the Wildwood Condominiums on 14th Street, riverfront homes on Midland Avenue, and perhaps most importantly, the South Park neighborhood cannot be overstated. Project planners have undoubtedly seen how close the BRT alignment is to homes on Park Drive and the Wildwood Condominiums. This usage will devastate the investment homeowners have made in their properties and will lead to neighborhood decline. It will put homes currently in a quiet but conveniently located area directly on a major transportation corridor. I urge you to keep BRT on Grand Avenue. It makes the most sense. Keep the traffic where it is, do not cut-off the town from the Roaring Fork River with a third transportation corridor in our narrow part of the Valley. Residents and visitors should not bear the brunt of Up and Down Valley transportation needs in our neighborhoods and natural gems. The Grand Avenue option not only maintains quality of life and improves automobile performance through town, this lower cost option likely also allows for a budget to improve the existing Seventh Street parking lot to compensate for lost parking spaces on Grand Avenue; make it a parking garage/ramp instead of the Transit Center. This makes the most sense for downtown and adds to the reasons why Highway 6 is the logical choice for the Transit Center. Most frequent users of the BRT will be those commuting between Down Valley communities and Up Valley ones. The Highway 6 site keeps cars out of Glenwood proper and decreases congestion on Midland and Grand Avenues at rush hour times. It allows for more parking than the downtown site and keeps bus traffic on Grand Avenue, which protects downtown from that added traffic on side streets. Please preserve the qualities that attract so many to live, work, and recreate in Glenwood Springs by supporting the Grand Avenue Option. Thank you for your consideration.
4. Creating a bus lane along the Rio Grande bike trail would severely impact the natural aspect of the walking and biking trail - creating bus traffic, noise, and overall gross stuff along this beautiful part of the trail. I love this trail as it is because it runs alongside the river and allows bikers and walkers to appreciate the beauty of the Roaring Fork River. If you were to add buses to this, it would ruin the current atmosphere.
5. Do NOT take parking away from the downtown businesses. Most are barely hanging on after the bridge replacement, COVID-19 and the fire during peak season.
6. Don't mess with the current bike path!!!
7. Downtown Glenwood has such a poor pedestrian experience due to massive traffic impacts as it is. Do not harm the human character of downtown by adding a bus lane and making it feel even more like a highway than it already is.
8. First option would be good if there was an additional parking structure downtown. Free during the week and charge on weekends
9. For any of the options, particularly the RG options, how and where will snow be plowed? Could any option work utilizing the "left turn lane" on SH 82/Grand Ave.? Such as prohibiting left turns during peak commute times to allow buses to use this lane? AND to construct safe pedestrian islands at stops to allow passengers to board/deboard buses? I have seen these in cities with light rail stops. AND with using the left turn lanes to also do the "preferential traffic signal" technology. This option



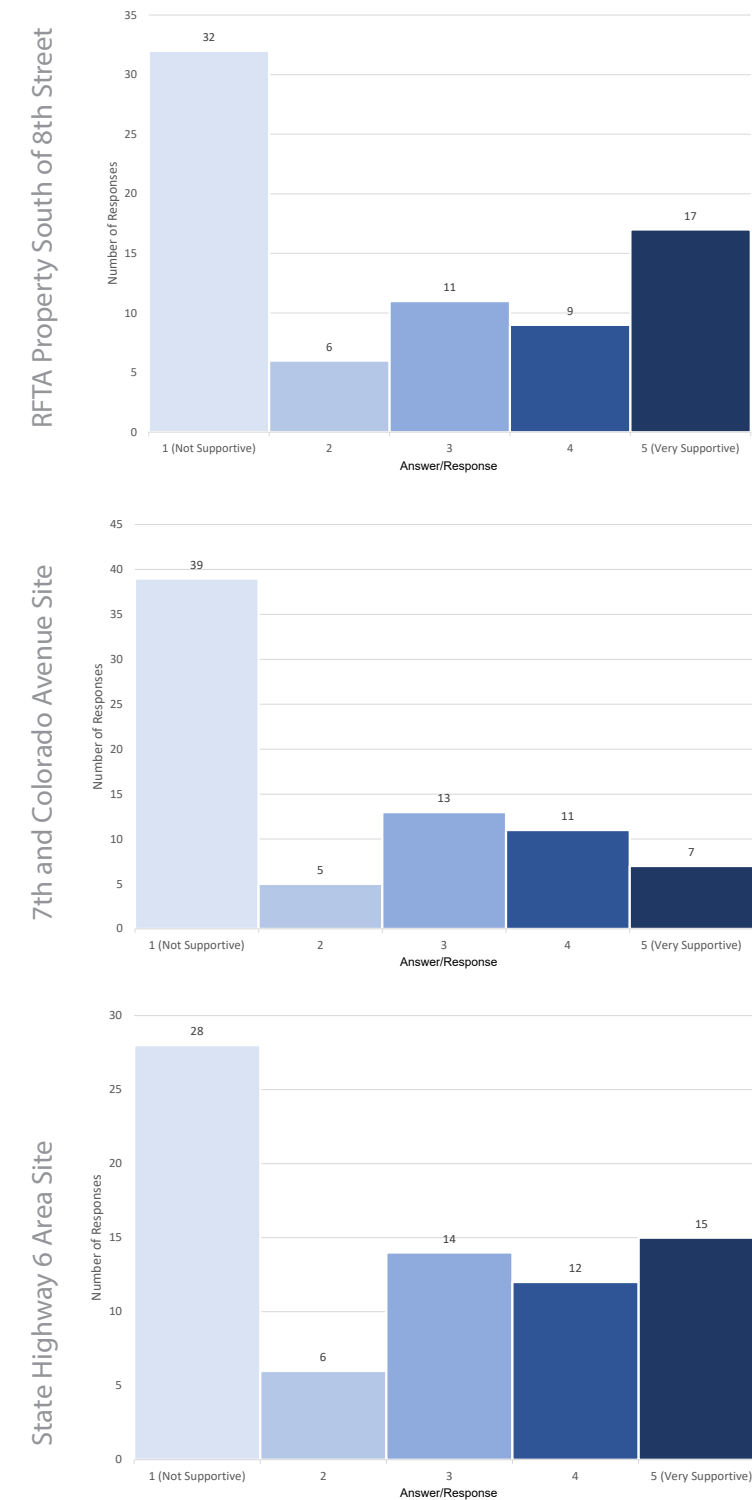
- could preserve parking spaces, but could be problematic in the winter as snow is currently plowed to the middle and stored there until removed. As CDOT has responsibility for plowing SH 82/Grand Ave. and the City of GWS removes from the center, have they been consulted with the Grand Ave, BRT option?
10. Forget about the buses and think strategically. Build a light rail from Glenwood to Aspen
  11. I live in the South Park area on park drive, and have always known that the RG corridor was been allotted years ago for future transportation issues. I use the RG trail every day and love it so I am glad that the goal is to keep (and even improve) the trail. As for an alternate for transportation The time has come to use the RG corridor. . If the construction is done well keeping beauty in mind and ensuring that the trail is west of the BRT lane so that trail users can continue to enjoy the river views... this is clearly the best option in my opinion. Quicker transit, won't impact local businesses. GWS has demonstrated with the grand ave bridge and 7th street aesthetics that we can do this right. My choice is the RG corridor even though I recognize we'll hear bus traffic. Not a major downer in my opinion.
  12. If a parking is eliminated downtown...will there be a parking structure built to handle parking? The two existing are always full as is.
  13. Impacts to the local residents of Glenwood Springs should be minimized.
  14. In the description Is of the 2 rio grand options, The material claims that these options are low cost and low construction. However in the bullet points the projects cost More and are more construction intensive. So that is confusing.
  15. It's important to maintain a quiet and serene scene along the bike path
  16. Keep motorized traffic on Grand Avenue so bicyclists and pedestrians can continue to use Rio Grande trail.
  17. Keep the buses on SH82!!
  18. Keeping automobiles off the Rio Grande corridor should be a top priority.
  19. Need to get the traffic lights synced on Highway 82/ Grand Ave. through town.
  20. Option 1 - hate to see downtown parking spaces eliminated. Option 2 & 3 - If electric powered buses (only) would be guarantee for run on this route, it would make the offer more attractive. Minimize noise and pollution along the Rio Grande bike trail and an easier get more buy in.
  21. Please do not remove parking from downtown. This project is not in the best interest of citizens.
  22. Putting a bus route on the Rio Grande corridor is an abhorrent idea. People need more exercise and fresh air, and less congestion and havoc. Sacrificing a beloved pedestrian area for more motorization, mechanization and crowds is counter-productive and unnecessary.
  23. RFTA has already secured this corridor and in the interest of being a good partner and showing care for our community, they should have planned for and prepare to use the "best" option which is the Rio Grande corridor in a manner that keeps the trail.
  24. Really hate the idea of giving up parking by local businesses and the thought of more construction on Grand avenue during a pandemic is not appealing.
  25. Rfta is the biggest waste of taxpayer money. You have a great scam going. Keep up the good work. Also you should be proud to be one of the biggest contributors to pollution in our valley.
  26. Sliders aren't working. RG Vert sep 5, RG min const 4, GA 3.
  27. The Grand Ave option is a terrible idea!!! Parking downtown is already difficult enough without RFTA taking away all those places. In addition, RFTA drivers are notorious for being unaware or uncaring of drivers and pedestrians around them. If the bus lane removes the bike lane I would be willing to bet there will be RFTA driver caused deaths and accidents daily. Bikers will have to swerve into car traffic to avoid RFTA drivers who drive like there is no one around.
  28. The Grand Ave. option is easily implemented on a trial basis, and should improve vehicle flow on Grand Ave. as well.
  29. The downtown businesses are already suffering so much and now you want to take away their parking. Infuriating.
  30. This is insane. We don't need busses downtown!
  31. This whole idea worries me, as the beauty of the trail is that you really have no idea that just a couple of blocks over from you is an extremely busy Grand Ave. Having buses right next to the trail will take away from the gift that the trail brings to our community. If anything I would love to see more trees planted to help with the areas that are extremely hot during the afternoon as much of the trail provides no shade. I use the trail almost daily to commute to work from West Glenwood to 23rd. Thank you...
  32. Though expensive, a real solution would be to use the Rio Grande Corridor for a bypass that both passenger vehicles and public transportation vehicles could use. The will has not been there to accomplish the goal of improving Glenwood's transportation needs. We will continue to kick the can down the road and only make it worse with further lane dedications to RFTA and signal priority to 82. The decisions we make today will only further limit our future options. These ideas take away from the residents of Glenwood Springs - they are a gift to those that live down valley and want to travel through Glenwood to get to their up valley jobs.
  33. You should not eliminate parking downtown and why ruin the rio grange trail
  34. find a cost-effective way to provide congestion relief
  35. the impact on the residences from 16th to 23rd will be great and having a bus in their back yard isn't the answer...having a bus along the bike path is bullshit! Ruins the entire experience, leave the path alone from 8th to city limits!

*Note: We have included all comments exactly as entered.*

### Question 3

How would you score these transit center location options? Slide the scale from 1 (not supportive) to 5 (very supportive) for each:

75 Responses Received





### Question 3: None of the Above (Please Explain)

1. Again shouldn't be next to elementary school making school less safe. Move to 6th st for hotel guests as locals don't use glwd bus much anyway.
2. All of these sites could be restaurants or shops a bus hub would be a complete waste.
3. Do not take over the downtown area! It's the heart of our town and the generator of the money you want to spend!!
4. Do you actually listen to area residents??
5. Downtown already has a parking shortage, why would we want to sacrifice more parking for transit? All of these options will attract more traffic to areas that already have too much traffic.
6. Glenwood does not need BRT downtown.
7. If there is evidence that people coming from West Glenwood or the communities to the west of Glenwood might park at the 6th Street location and shuttle into downtown, there would be a usefulness for that location. Few people would be willing to walk from that location or the confluence location at the Rio Grande to downtown. The 7th and Colorado location loses too many parking spots.
8. Just keep the buses where they are.
9. Let's NOT bring even MORE traffic to downtown Glenwood!
10. Please keep downtown Glenwood alone. Transit center makes more sense in West Glenwood on the other side of the grand avenue bridge from downtown.
11. RFTA and the City of GS need to stop raiding the Downtown for their projects. Downtown on-street parking over the years has been "taken" street by street. Numerous attempts have been tried by the City to make downtown PAID-PARKING. Ride Glenwood is a failed bus system (no longer does the City publish the cost of rider-trip each month). BUS RIDERSHIP is a POLITICAL catch-phrase. Bus ridership is not successful, nor is it anywhere close to economical (cost per rides traveled) in Glenwood. RFTA does not attempt to see that the Ride Glenwood schedule is supplemented by the RFTA schedule (if the 2 systems were efficiently 'set-up'- there could be 20-minute service through Glenwood....but there is not an efficient scheduling). The Ride Glenwood and RFTA buses go through Glenwood 90% to 95 % EMPTY for most of their trips (again....there are no published figures from the City any longer. The City stopped publishing ridership through Glenwood when the figures became dismal. The systems running through Glenwood neither meet the need of the population for frequency or cost. Ridership going 'up-valley' from the 27th St bus stop is the only Glenwood stop that is successful by any industry standards.
12. RFTA is obsolete because of COVID and should be disbanded
13. RFTA has a bus barn in West Glenwood. Create a station there. You have a large station at 27th. Don't use prime space for a bus station.
14. The Hwy 6 option has enough land and could compliment the network without cramming a transit center in the heart of downtown.
15. These locations have been studied in the past- and were overwhelmingly rejected by the people polled
16. This is not needed.
17. West Glenwood??? No available parking downtown.
18. What seems to be the problem where the existing transit station is? Bus routes in town get you to the station and you switch busses to where you need to go...we don't need a transit station in downtown! US 6 is the worst idea...too far from the core....

*Note: We have included all comments exactly as entered.*

### Question 3: Additional Comments

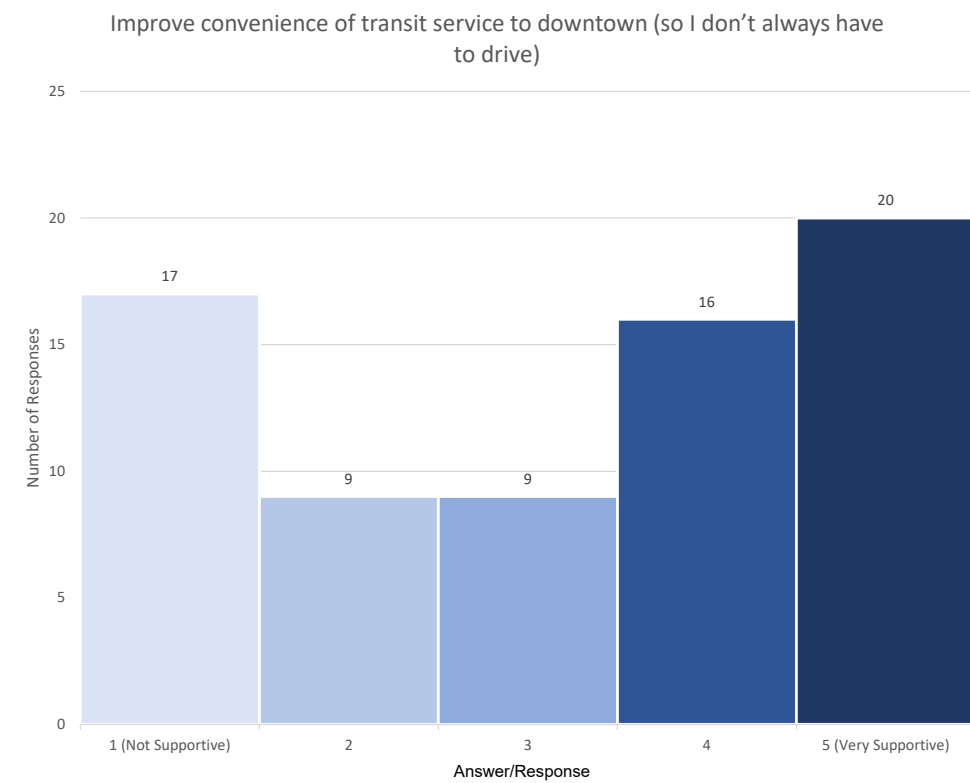
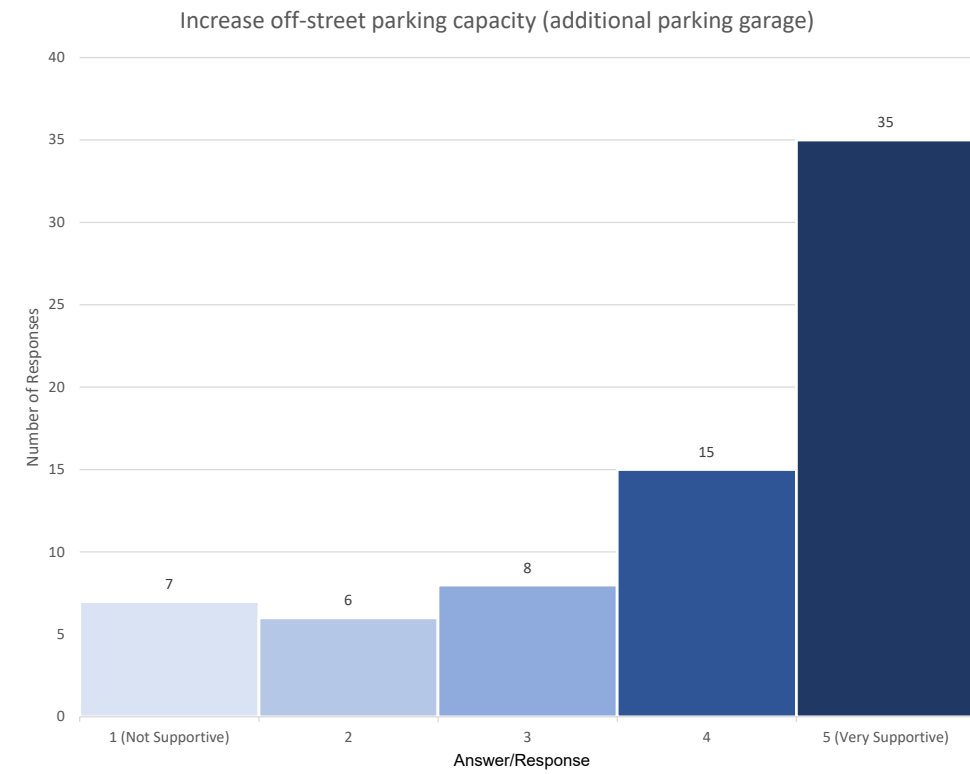
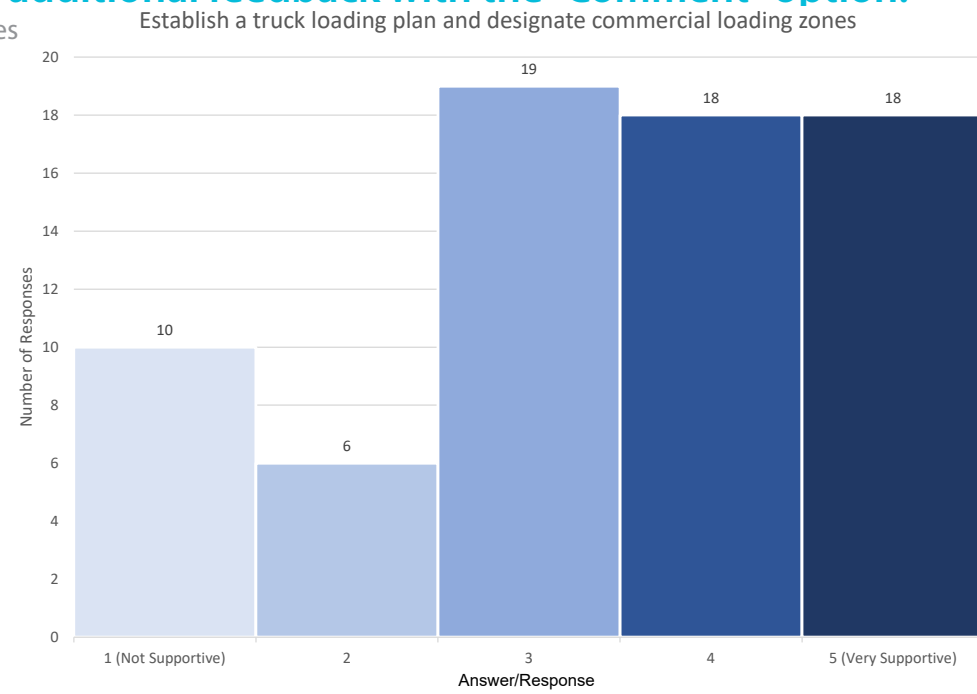
1. Adding a bus center to the downtown area would make it into more an industrial zone, instead of the movement towards pedestrian and bike-friendly area it has become over the past decade. It would make much more sense to add it the Hwy 6 area, which is not in the core of downtown and more auto-friendly.
2. Again you are taking scarce parking away from downtown businesses or putting an unsupervised parking lot next to an elementary school. How these seem like good ideas are beyond me
3. Did you consider the city owned property at Midland and 8th? That could flow nicely if the midland corridor is used.
4. Do none of these...
5. How much of Glenwood Springs are we willing to sacrifice to supply workers to Aspen? Perhaps the City and Garfield County should reconsider using the millions of dollars we give to RFTA each year to satisfy their unquenchable thirst to convert our whole valley into a bus system to programs that make it more livable for the people who live here.
6. I feel that the downtown area is so congested that adding the transit center to the cluster would be too much. I prefer the 7th street over the 8th and think the 6th street area option is the best. I think the more we can keep the river area in its natural state, the better.
7. Insane!
8. Keep transit out of the confluence area
9. RFTA property is an unused area. And an eyesore. Spiff it up and use it as it should be used. Don't take away the 7th street parking.
10. The highway 6 option will result in more cars. Also access is not very safe for bikes and peds
11. The location on 8th isn't terrible but I would be concerned about the proximity to Glenwood Elementary School. Having young children near a bus depot does not seem like an intelligent nor informed choice.
12. The station at 7th would eat up significant downtown parking - which is desperately needed. People riding the bus are probably wanting to get to their cars and head home - not shop and hang out in downtown Glenwood. FYI - your map shows the BRT station consuming parking, but also one of the most thriving blocks in Glenwood Springs. The State HWY 6 option is at least out of the way and tucked out of sight with sufficient parking. The 8th Street land could be used/developed into something much more functional.
13. This is the best site at this time. We need to make sure it will not interfere with future plans for the Confluence area master plan. I would suggest the parking lot to the east of the old waste water plant site and then integrate the transit center with 7th street and an improved connection to 8th via the street in front of the police station. No commercial or residential will want to built that close to the railroad track, therefore this site lends itself perfectly for a civic amenity. Add structured parking for non patron use and you'll have a double win for the downtown area.
14. Vote for Rio grande corridor site if a Rio grande corridor (elevated preferred) is created.
15. With potential development in the area north of the elementary school and west of City Hall, that could be a factor in ridership. Parking availability could also be a factor. Proximity to businesses for both south of CO River locations is fine. IF SH 6 option decreases the amount of traffic coming into GWS core areas, that would be a preference and works with the Grand Ave. BRT choice.
16. Just like downtown aspen the buses take up 3 or so city blocks. Parking is difficult enough
17. Keep it out of downtown
18. Put transit hub downtown

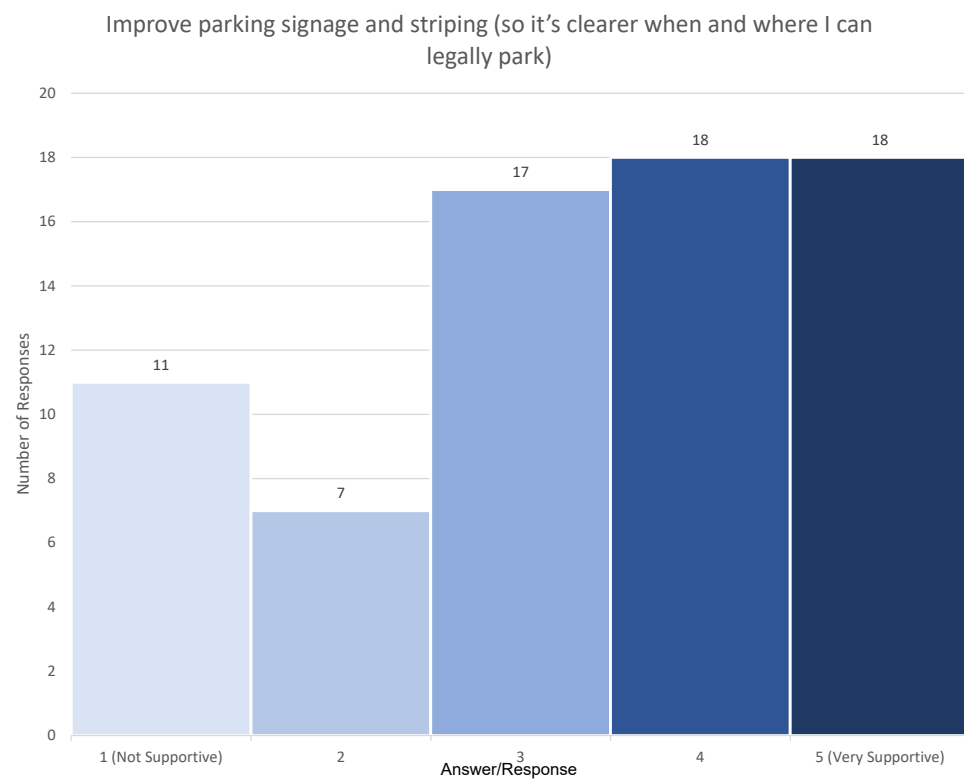
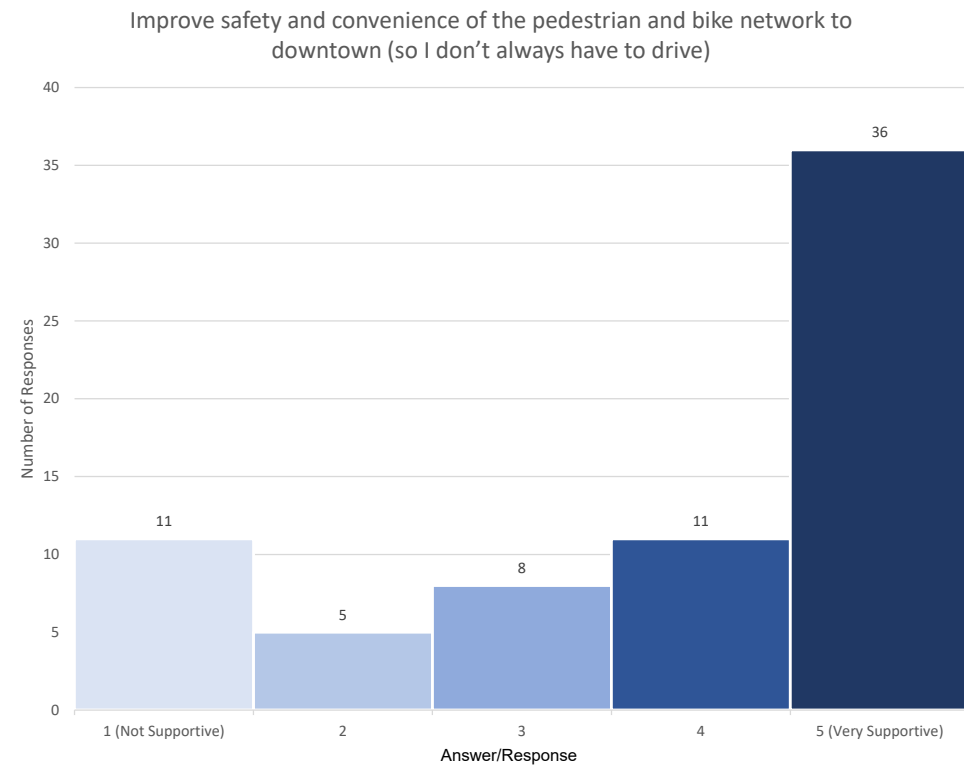
*Note: We have included all comments exactly as entered.*

## Question 4

How supportive are you of each of the following strategies to improve parking in the downtown core? Indicate your support on a scale of 1 – 5, where 1 is (not supportive) and 5 is (very supportive). Provide additional feedback with the “Comment” option.

71 Responses  
Received





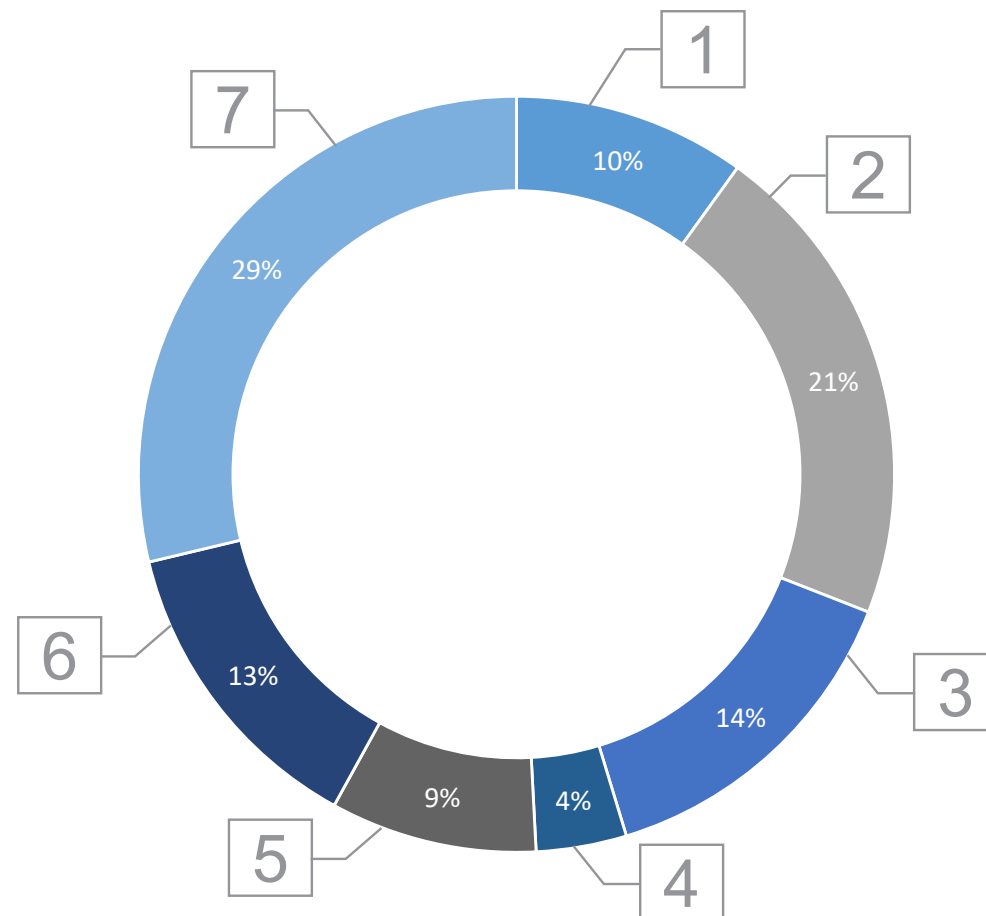
## Question 4: Additional Comments

- "The improvements listed in the remaining questions were developed based on the issues you that were identified from the previous public process and we would like to understand which are most important to you." ...The above is the statement that you sent out. If the City cannot even compose/proof-read a sentence that should make sense- we probably do not need for the City to take on an expensive, unnecessary project that is not needed, a project where there is NO PROOF that it will be successful (either in terms of numbers of riders, or in terms of money being expended).
- All of these will have unnecessary and unintended consequences. The city should focus on what they have and look for improvements that they can implement - they don't need RFTA telling us what we should or should not be doing in our downtown, particularly as it relates to parking. RFTA should focus on their bus system, not community planning.
- An off grand Ave parking garage would add more spaces so busses can use a bus lane on grand avenue instead of messing with the bike path.
- Downtown parking is critical. Most people drive and ride bikes or walk and bus service is low priority.
- I think I'd like to see more RFTA usage (Ride Glenwood) before I'd recommend the need for improvements. I rode the bus all winter the past couple of years, and the ridership remained the same, with mostly high school students in the morning. I question why they don't have a bus and have to pay \$1 each day to get to and from West Glenwood to the High School. Maybe there is a bus and they don't want to ride it? The rest of the year I ride my bike, walk or occasionally drive. The options are all great to get from West Glenwood to downtown, but are not in the best shape. Sidewalks abruptly end and you have to cross the street to continue, crossings on Grand are scary as cars rush through the lights while you've started your journey to cross the street. Wait times to cross are long... Further, the trail that runs along 6th is really in bad shape. Some improvement was made to the large gaps in the pavement, but many still remain. It's uneven, gets a lot of gravel on it, etc. My point being it all has great potential, but is not well maintained. On the River trail the lines are gone on a lot of it, and they are really helpful to keeping us all on the right side of the trail. Anyway, thank you for doing this survey. More is not always better...Improve what we have is what I'd like to see.
- I think instead of adding parking to downtown, we need to improve the accessibility of downtown via bike paths and pedestrian zones. Limiting auto access will keep downtown more pedestrian-friendly.
- Insane
- Should have made 27th street lot a parking garage.....
- Time for paid parking!

Note: We have included all comments exactly as entered.

## Question 5

How can we best improve the pedestrian experience in the project area? Select your top 3 preferred strategies and provide additional feedback with the "Comment" option.



- 1. Repair downtown sidewalks and ADA ramps to improve accessibility
- 2. Improve signal timing to walk across Grand Avenue downtown
- 3. Improve structural and navigational (wayfinding) improvements at Rio Grande Trail and 27th Street to improve the safety at this intersection
- 4. Improve complete and intuitive wayfinding signs at major transit stops to provide directional information to users
- 5. Improve shelters at transit stops to improve the experience waiting for the bus.
- 6. Improve accessible shared-use paths and trails (i.e. improving trail access at Rio Grande Trail midpoint locations, remove rail tracks in the Rio Grande corridor) to improve safety and comfort for pedestrians
- 7. Maintain sidewalk, trail, and bicycle networks year-round to enable more use in the winter months

## Question 5: Additional Comments

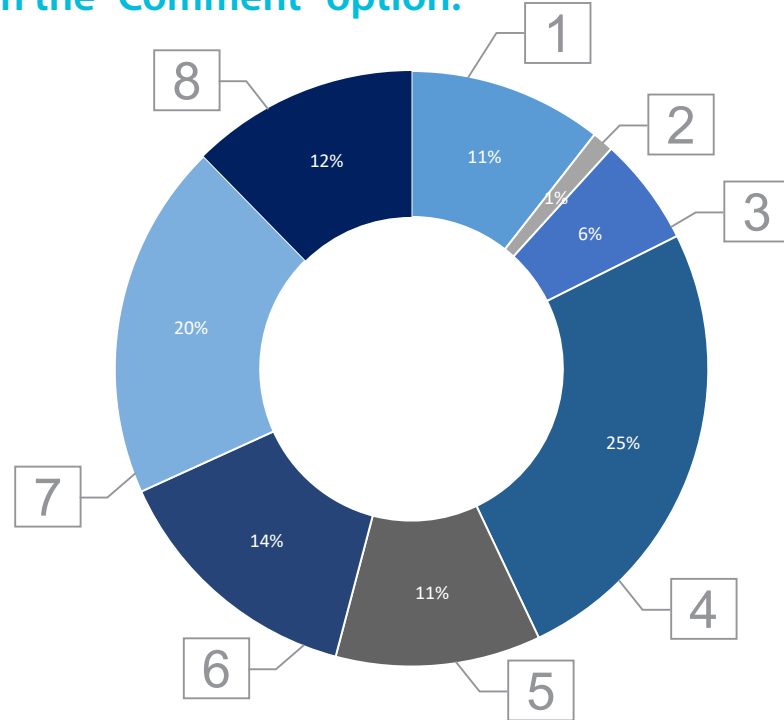
1. Build for safe and comfortable pedestrian and bicycle access along all streets and the Rio Grande corridor. This is not exclusive of vehicles, but prioritize routes in neighborhoods and commercial districts where people want to gather and access their homes. Use the RFTA rail r-o-w for BRT and claim it as a transit corridor. That is what it was purchased for, and will give transit an advantage over automobile traffic for commuting through the city. Highlight the access to schools, downtown, and grocery, as well as neighborhoods. Use quiet clean busses.
2. Crosswalks, stop signs, bike lanes, and electronic speed limit sensors would improve the pedestrian experience. Honor school zones with slower speed limits and a preferred bike routes.
3. Pedestrian and bike trails are pretty good north-south in Glenwood's downtown. It's the east-west access that is more of a struggle because of the lack of dedicated trail to get commuters from the current RGT into downtown. Priority should be to create a more biker/walker route from the river into downtown from south, mid, and north of downtown.
4. Removing rail tracks for ped safety is also important
5. Since the increase in traffic and pedestrian over the years, I truly believe this town now needs a overhead walkway on 8th and grand ave. I realize many people feel that a walkway such as that would take away from our little town look and feel, well we are not a little town any longer and we must move people across a busy hwy safely. We can make it look great.
6. Stop the bleeding (dollars). Wait to see how this pandemic will change our world!
7. The lights in grand already take a long time. Please time the bus lights to coordinate with existing lights so they don't result in a significant increase of wait times.
8. There certainly seem to be a lot of ways the City Staff has come up with to spend money. How about lowering the number of projects, and reducing our abominably high sales tax?
9. These are all items that should already be happening - we don't need a study or survey to tell us this. Why wouldn't bus users want better shelters? Why shouldn't the city already be maintaining sidewalks and complying with ADA requirements? Grand Avenue is SH-82 and CDOT controls signal timings to move traffic.
10. clowns all of you
11. improve the drainage for the underpass at 12th, too muddy if you're going to work

Note: We have included all comments exactly as entered.



## Question 6

How can we best improve the pedestrian experience in the project area? Select your top 3 preferred strategies and provide additional feedback with the "Comment" option.



- 1. Improve secure, short-term and long-term bike parking to encourage bicycling to transit stations
- 2. Create bike service stations at major stations or a downtown parking garage to encourage bicycling to stations by enabling bike maintenance
- 3. Create bike share to provide better first- and last-mile connections between RFTA stops and stations and the downtown core.
- 4. Improve connected, dedicated bike networks (i.e. not utilizing sidewalks as designated bike route) to increase bicycle connectivity and minimize conflicts with pedestrians and vehicles.
- 5. Improve accessible shared-use paths and trails (i.e. improving trail access at Rio Grande Trail midpoint locations, remove rail tracks in the Rio Grande corridor) to improve safety and comfort for bicyclists.
- 6. Improve major bicycle connection intersections (striping, signal improvements, and geometric improvements) to increase bicycle comfort and connectivity through town
- 7. Maintain sidewalk, trail, and bicycle networks year-round to enable cycling through the winter months
- 8. Improve bike loading on buses, to aid and encourage first-/last-mile trips by bicycle

### Question 6: Additional Comments

1. We have tried bike sharing in the past.... the bikes were all stolen. 2) VERY FEW people are interested in riding bikes in snowy conditions.... no matter what IMPROVEMENTS are made to sidewalks/trails 3) There is no box to check as to EDUCATING the bike-riding-population as to rules of the road... where it is proper to ride a bike... how to look out for pedestrian... how to ride on a bike trail without endangering the walking public
2. Encourage no bike use on grand avenue by making other connections to the rio grande trail better and easier to find.
3. How much will the tax payers have to subsidize a bike share program? How much does Basalt and Aspen subsidize their programs? Do these bike share programs really serve last mile needs or do they really just provide a convenient bike rental option for tourists that would take business away from our local bike rental shops? Shouldn't the city already be maintaining the bike paths?
4. Use residential streets as designated bike routes with white striping - Blake, Cooper, Colorado, Pitkin. Keep heavy traffic, buses, on Grand Ave.
5. clowns all of you

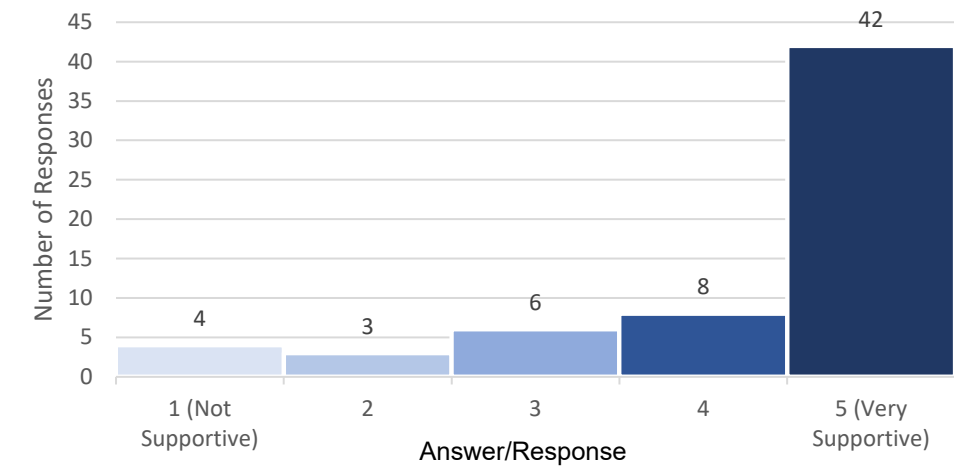
*Note: We have included all comments exactly as entered.*

## Question 7

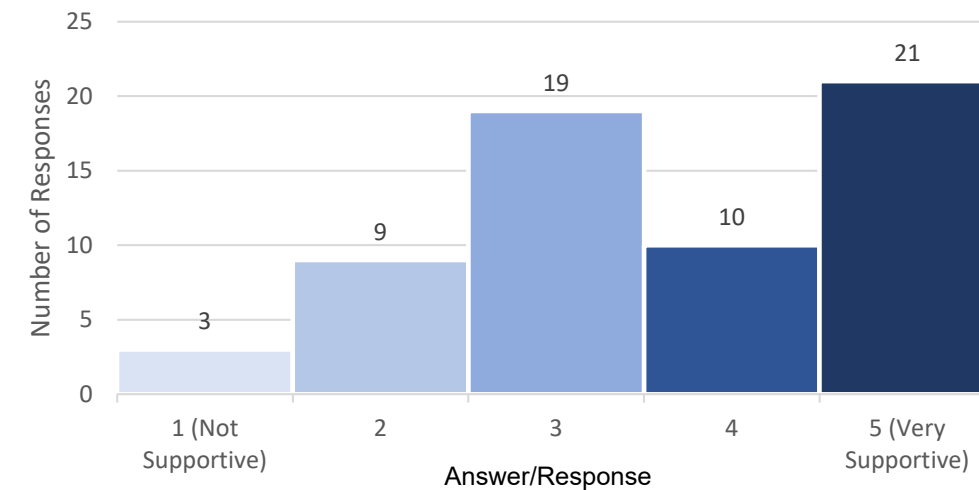
How can we best improve the personal automobile experience and reduce traffic congestion in downtown Glenwood Springs? Indicate your support on a scale of 1 – 5, where 1 is (not supportive) and 5 is (very supportive). Provide additional feedback with the "Comment" option.

Up to 63 Responses Received

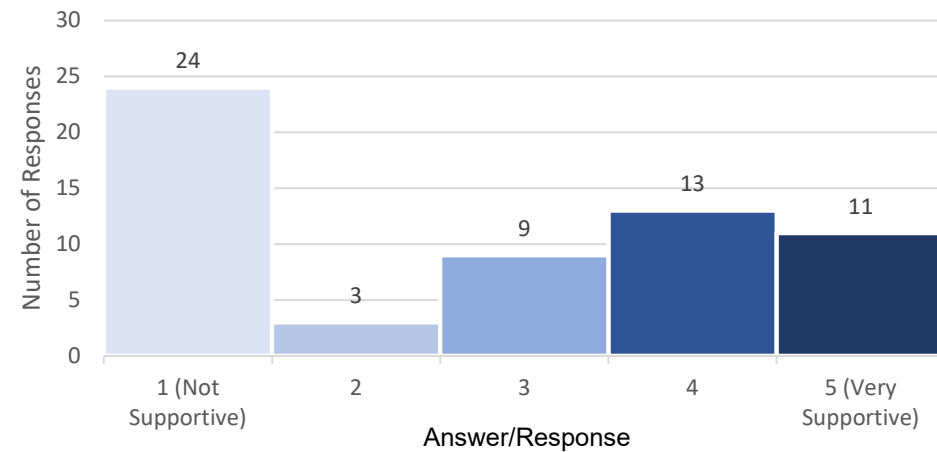
Improve traffic signal coordination/progression along Grand Avenue



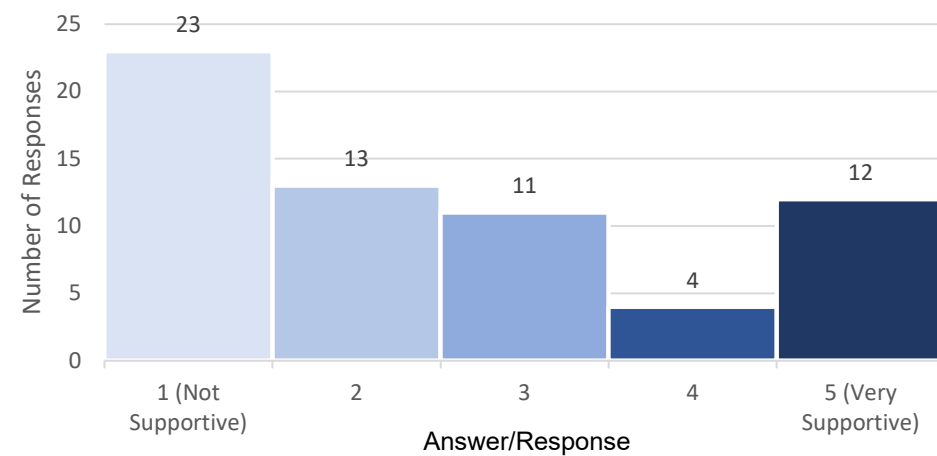
Reduce side street delays



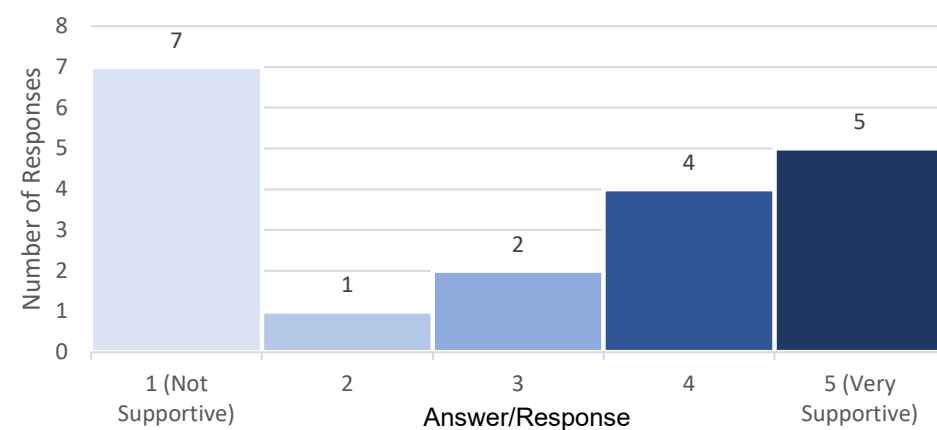
### Change 8th Street and 9th Street into one-way pairs to improve side street flow



### Restrict access to driveways from 15th to 13th to right in/right out to improve safety



### Additional safety improvements – please describe below



### Question 7: Additional Comments

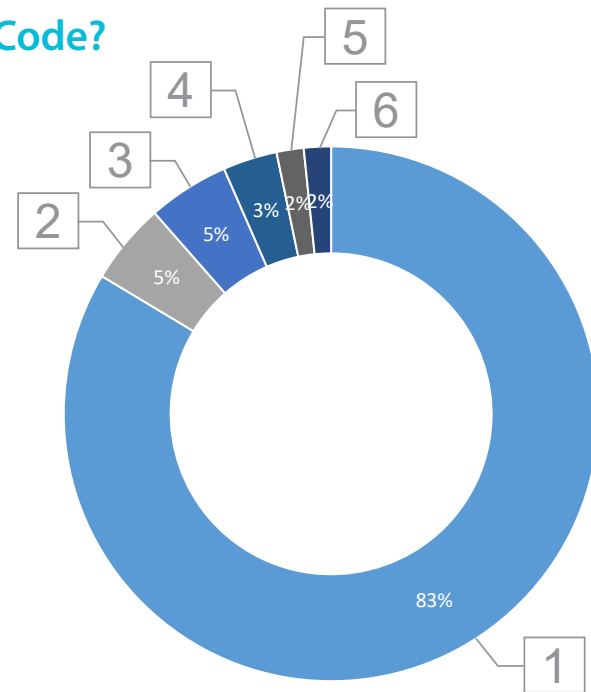
- Better enforcement of speed limits. Consider on-demand bike/ped traffic signal and crosswalk at 13th and Grand Ave.
- Consider making Blake from 26th to 23rd street one-way South with sidewalks and a bike lane, to keep commuters in cars off Blake Ave and allow safe access to the RFTA station
- Get some of the busses off of Grand Ave. Encourage more telecommuting and work from home - get vehicles off the road. Post Covid-19 encourage more van pools and company truck pools for construction crews. Reduce transit travel time through GWS, not automobile travel time - create more incentive for transit ridership. (reduce side street delays)
- Increase bus routes to more surrounding areas of Glenwood, like Four Mile and Iron Bridge
- Judging by the one sided nature of this survey, someone hasn't had air in quite a while. Come out for air
- Just because I have a drivers license doesn't mean I'm a traffic engineer. Since when did planning and engineering become a popularity contest? Let the engineers and planners do their jobs and present alternatives with real data.
- Lights should coordinate better, specifically 8th & 9th with the i70/ 6th st cluster that occurred after bridge replacement. Getting off of highway, you sit abnormally long at each light due to back up which could be fixed with better coordination.
- Manage vehicle speeds and red light infractions. Issue citations for vehicles blocking intersections at side streets. Route pedestrian traffic crossing grand ave. to 7th rather than 8th street.
- Monitor motorist speeds and running of red lights. Maybe the cameras that send tickets?
- Please remember people live in Glenwood. Not everyone is just driving through. We have to wait a long time to get from one side of grand to another and it is frustrating. Time lights better. Sometimes there is no traffic on grand but a bunch of people waiting on side streets. Timing or smart lights could eliminate that problem.
- Slow and enforce traffic speed limits along Grand Avenue. RFTA must slow down to go through our town. We as citizens should not have to compromise our quality of life to accommodate RFTA. Why not route RFTA along Midland from west park and ride to 23rd?
- Specifically for the intersection between 27th St (East side) & Hwy 82, make the left lane for turning left or going straight, and make the right lane for turning right with the option to turn on red. The light now takes many, many minutes to change to green and therefore vehicles needing to turn right often end up stuck behind other vehicles waiting to move straight/across Hwy 82.
- Stop growth and promoting Glenwood Springs.
- The stop light at society market on the east side of Grand Ave is a nightmare. It needs to be widened for a right turn lane + a straight/left lane.
- There are too many driveways between 15th and 13th. Close most of them off and design better entrances and exits to these businesses,
- These suggestions for question 7 are ridiculous and don't align with the problem you are trying to solve!!
- Turn the lights on Grand Ave to blinking yellow during rush hour. People wishing to cross would have to go south on side streets and turn into the traffic flow before turning again to get across Grand. As traffic would flow relatively quickly North on Grand, there would be a great reduction of people using the side streets to escape the jam.
- We DID reduce the number of cars on Grand Ave---- for a period of time----That is when we ran Ride Glenwood bus system through town (Walmart to 8th street on Hwy #82/Grand, then over the bridge, and to the K-Mart Mall via 6th/then over to Target) and back. Service was EVERY 20 minutes each way...and the Ride Glenwood bus was FREE to the rider (The bus system is paid by the local & tourist taxpayers) . There was a NOTICEABLE drop in vehicular traffic throughout town There was a HUGE increase in bus ridership (from locals/families, school age kids/ the homeless and Tourists.) The tourists were giddy with happiness about free rides through town, and about a bus system that serviced the places they wanted to BE.... ....but City officials hated 1) dealing with homeless riding 'for-free', and 2) were not crazy about teens on the bus. 3) The bus drivers felt pressured by the schedule. So we discontinued what worked, and instituted a failed Ride Glenwood Bus system (that did not service 6th street on a consistent & frequent schedule...6th is where so much of the apartment/employee housing is) All of the choices that are offered (above) fail to address WHY people drive a car instead of ride a bus. FREE & FREQUENT bus service on the RIGHT ROUTES do work and have worked to get people to use city-transit... the other things mentioned above do not.
- Whatever happened to the traffic calming islands on Grand Ave between 8th and 14th street?
- if the bus is faster than cars, more people will use it. make 82 1 lane for cars so the bus can make it as scheduled

Note: We have included all comments exactly as entered.

### Lastley...

#### What is your Zip Code?

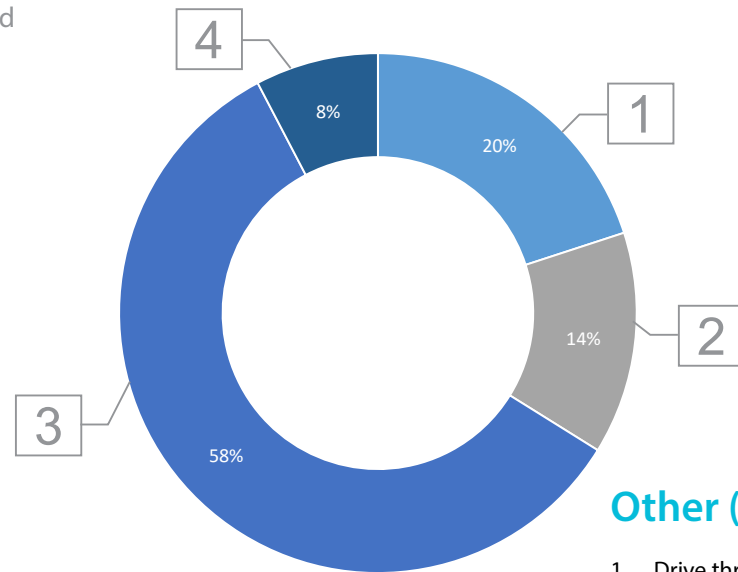
61 Responses Received



- 1. Glenwood Springs, 81601 ■ 2. Glenwood Springs, 81602 ■ 3. Carbondale, 81623
- 4. New Castle, 81647 ■ 5. El Jabel, 81621 ■ 6. Silt, 81652

#### Do you work or live in the City of Glenwood?

65 Responses Received



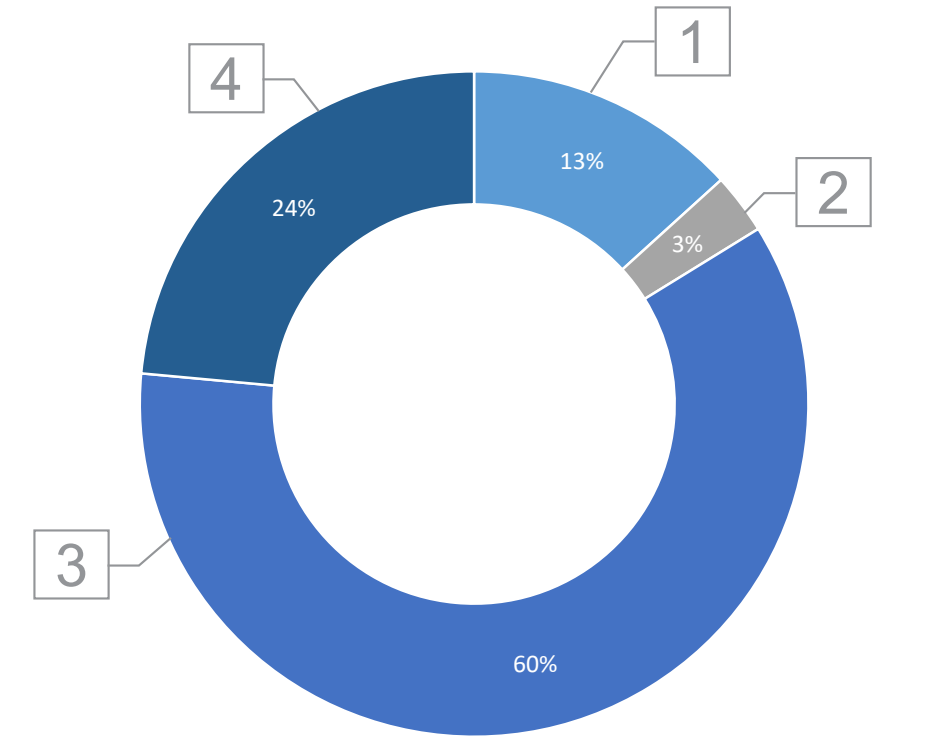
- 1. Live ■ 2. Work
- 3. Both ■ 4. Other (Please Explain)

#### Other (Please Explain)

1. Drive through Glenwood 2x/week
2. Shop in GWS
3. Neither
4. Live part-time in downtown, work and have commercial property & residential property in Downtown
5. Other (No response)

#### How did you hear about the M.O.V.E. project? (Check all that apply)

68 Responses Received



- 1. Newspaper ■ 2. Flyer ■ 3. Social Media ■ 4. Other (Please Explain)

#### Other (Please Explain)

1. KMTS radio
2. Friends told me
3. Heard about this questionnaire on Facebook
4. Word of mouth
5. GWS government
6. City notices
7. RFTA and traveler employee
8. ACRA newsletter
9. City Council
10. Friends
11. Email from friend
12. Email from friend
13. Friends
14. Email from colleague
15. 3 people left blank



# Appendix B - Engagement Plan

## General Comments Submitted through the Website

1. Please do not threaten the financial success of this town in the name of slightly faster service, which will be relatively meaningless if we don't have tourists
2. I live right next to the high school and would love to hear about what is going on
3. This is not a brief questionnaire. You should publish the questions (and your proposed answers) on another site that is noted in your introduction- so people can prepare their answers before they get to the SUBMIT site.
4. Thank you for your work and opportunity to comment.
5. Parking and congestion on grand are always an issue. Getting the busses off grand (onto the RG corridor) and keeping parking spaces for our local businesses makes the most sense to me even if I will be somewhat impacted by bus noise /traffic since I live on park drive. We'll get used to that.
6. The Rio Grande option would be a disaster to homeowners on the trail between 8th street and 27th street! The potential for lowering property values aside, the increased noise, activity, and pollution would be a permanent discomfort to those of us that live here. Tearing up parts of the existing trail, as well as the natural surrounding habitat would also be detrimental to the community.
7. I would like to be on your mailing lists, I missed the survey deadline but am greatly opposed to this project. The rio grande trail and the community that lives along it do not deserve yet another poorly designed road project to be in their back yard. RFTA and the city of Glenwood have many issues to solve and creating 10 blocks of faster bus traffic will not solve any of the problems or boost bus ridership. People live in the mountains to be able to enjoy them, please don't ruin our trails and where our families recreate.
8. Keep up the good work!
9. leave the bike path alone in town!

## Requests to Stay Informed Submitted through the Website

1. Please add me to the email list
2. Interested in staying involved.
3. thank you
4. please keep me informed
5. Hello

Engagement Plan



## PUBLIC OUTREACH AND ENGAGEMENT PLAN

Revised: May, 2020

Provided by: Parsons + DHM Design



# Contents

Outreach and Engagement Plan Introduction.. 3

Purpose and Need of the MOVE Project..... 3

Project Goals..... 3

Strategic Purpose of Outreach..... 4

Project Name, Logo, Use..... 4

Key Outreach Audiences..... 4

Public Engagement Methodology..... 6

Project Timeline..... 10

Outreach Series 1 Plan..... 11

## Outreach and Engagement Plan Introduction

This document has been developed as to guide for the overall project team in planning and executing the public engagement process for the Multimodal Options for a Vibrant Economy project. It is also intended to be a ready reference for the goals of the project and the strategic approach to outreach, supporting alignment across the project team for content, timing, specific activities, and efficient leveraging of project resources.

The outreach plan outlines the purpose and need of the project, project goals, strategic purpose of the outreach, the various tools to be employed, and the timeline of outreach tied to the overall project schedule. Additional details are identified for the first outreach series, with an outline for the second and third outreach series. This document will be updated prior to each outreach series.

## Purpose and Need of the MOVE Project

Per the original solicitation, the purpose of the project is:

*To identify, evaluate and implement transportation strategies and opportunities that will optimize the efficiency and utility of the transportation system through Glenwood Springs and that will align with the City’s goals for mobility, land use, economic vitality, economic sustainability and quality of life.*

The solicitation further adds key areas, topics of study, and goals:

*(The project will) develop a long-term vision and program for transportation within and through Glenwood Springs, focusing on the I-70and SH-82 corridors, recognizing the transportation, land use, environmental, economic and social needs of the City and the region. The study will investigate various aspects of mobility for the City, including but not limited to transit, parking, and internal circulation.*

The Purpose and Need statements will be further developed through coordination with stakeholders and technical advisors during the first round of outreach described in this document.

## Project Goals

The project goals identified in the RFP include:

- Ensuring mobility and accessibility for residents, visitors and workers of all ages and abilities;
- Improving safety for all modes of travel;
- Creating a balanced, safe and affordable system for transit, autos, bikes and pedestrians;
- Identifying SH82 optimization strategies for local and regional transit;
- Identifying vehicle parking needs, parking management optimization plans, and the optimal scope and location for future parking facilities;
- Identifying the optimal location(s) for regional and local transit stations;
- Evaluating the extension of BRT or other mass transit solutions to downtown Glenwood Springs and transit connections to the I-70 corridor for future potential BRT;
- Evaluating future changes to the local transit system, based on projected land use, population, and economic development; and
- Maximizing the operational safety and efficiency of key intersections in the City’s downtown core.



Recent, local open house hosted by project team members



Strategic Purpose of Outreach

The project RFP provides the purpose of the outreach and engagement plan:

*The Public Involvement Plan is intended to be the framework to engage stakeholders throughout the process, to work in a cohesive fashion with the consultant and the project sponsor, and to complete all study tasks and deliverables, as appropriate. The goal of the public involvement process will be to help the City and RFTA narrow the range of possible alternatives to those that meet the community's needs and desires.*

Furthermore, transportation within and through the City, and parking in the downtown core, are topics of keen public interest. Developing awareness of the project, creating a broad variety of opportunities to engage with the project, provide feedback, and see the responses to their input is a critical component of the success of the project.

Project Name, Logo, Use

Following the project kick-off in late 2019, the project sponsors directed a process to designate a unique name for the project to establish an identity and to differentiate this planning process from other transportation-related work. The consultant team developed a list of potential names and the project sponsors selected the title "Multimodal Options for a Vibrant Economy," with the acronym "MOVE." This name is intended to encapsulate the comprehensive nature of the transportation and parking alternatives to be studied. The project partners subsequently developed an accompanying logo. This title and logo will appear on all project collateral, including print and web elements, and will be used to designate activities associated with the planning process. The identifying logos of the project sponsors will also be included on project collateral and will be subordinate to the MOVE logo. In cases of limited page space, such as print advertisements, the project sponsors may be identified by name instead of logo to maintain the clear identification of project-related activities. The MOVE logo and the project sponsor logos are provided below.



Key Outreach Audiences

There are two key audiences for the outreach process: project stakeholders and the public-at-large. The project stakeholders are directly identified and invited to participate in project progress meetings as a 'focus group.' Engagement of the public-at-large largely relies on successfully building awareness through advertising, social media, and targeted email newsletters; an interactive web site; open house meetings; and on-site 'pop-up' events. In March of 2020, this plan was modified to shift to an all-digital phase 1 of outreach. The remaining two outreach series will be modified as needed based on current policy and public health information available at the time of the planning of those outreach activities.

Stakeholders

The use of the term 'stakeholder' can be misleading and it is important to define it clearly. The stakeholder group is to be comprised of a variety of local, regional, and state entities/agencies; this group will include the project sponsors and may include representation of local elected/appointed boards.

For this project the broader list of stakeholders is broken into three distinct groups: a Technical Advisory Committee, a Focus Group, and Decision Makers.

The *Technical Advisory Committee* includes representatives from RFTA, City staff, CDOT, Garfield County, FTA, and FHWA. This group will meet six times over the course of the project to provide support and technical review of the visioning, planning studies, alternatives analysis/screening, and recommendations.

The *Focus Group* will include invited members from local agencies, organizations, businesses, and transportation advocates. This group will meet during the visioning process and again as the various alternatives are evaluated and bundled. The chart below provides a list of stakeholder organizations and participants to be involved as part of the MOVE Study's Focus Group.

The *Decision Makers*, RFTA and City Council, will be directly involved throughout the process via staff involvement at all levels; additionally project status updates will be provided to the RFTA Board and City

Council during the visioning process and during the alternatives selection.

A potential stakeholder list was included in the RFP and is provided below.

Potential stakeholders from the RFP:

- The Roaring Fork Transportation Authority
- The City of Glenwood Springs (Council and Transportation Commission)
- The Downtown Development Authority
- The Glenwood Springs Chamber of Commerce
- Colorado Department of Transportation
- Roaring Fork School District
- Garfield County BOCC
- Valley View Hospital
- Glenwood Caverns
- Iron Mountain Hot Springs Pool
- Hotel Colorado
- Hotel Denver
- Glenwood Springs Bicycle Advocates
- Imagine Glenwood

The final stakeholder list is to be developed in coordination with the project sponsors.

FOCUS GROUP		
ORGANIZATION	NAME	EMAIL
Glenwood City Council	Shelley Kaup	shelley.kaup@cogs.us
Glenwood Chamber/Economic Development	Angie Anderson	angie@glenwoodchamber.com
RE1 School District	Jared Raines	jrains@rfschools.com
Parks and Recreation	Jasmin Ramirez (also on School Board)	jasramirez8@gmail.com
Transportation Commission	Rob Gavrell	gavrell@gmail.com
Garfield County	Sheryl Bower	sbower@garfield-county.com
	Angie Martell	amartell@garfield-county.com
Downtown Development Authority	Laura Kirk	dda@dhmdesign.com
Bicycle Advocates	Steve Smith	ssmith@rof.net
Imagine Glenwood/P&Z	Sumner Schacter	sumnerschacter@gmail.com

**Public-at-Large**

For the purposes of this project, the public can be defined as residents of and individuals employed in Glenwood Springs, commuters traveling through the project area via any mode of transportation, and visitors. Connecting with a broad cross-section of the public is important to understand the user experience, identify key issues and challenges of transportation and parking in the project area, seek out potential solutions, and to test the various alternatives against community needs and desires.



Identifying public priorities with interactive materials

**Public Engagement Methodology**

It is well understood that the public is broadly interested and vested in transportation in Glenwood Springs, whether they are local residents, employees, commuters, or visitors. We also know that it can be challenging to expect the public to be activated and engaged; busy

schedules and the reality of limited dates/times for open houses make creative outreach necessary. To achieve widespread awareness of the project, and substantive quality and quantity of feedback, the plan needs to allow for numerous modes of engagement. This section describes the various tools and methods for building awareness of the project, focusing on three 'series' of public engagement activities during the project process.

Due to the outbreak of COVID-19, two outreach processes have emerged. The original process includes in-person pop ups and open houses. The web-based outreach was created as a way to interact with community members during a pandemic. The MOVE team hopes to use both approaches to engage with the public--the in-person outreach for when public health allows it and web-based outreach as the pandemic continues.

**Awareness / Advertising**

The foundation of the public engagement process is building awareness. For each outreach series, awareness is to be built by leveraging social media, print/web media, posters/flyers in print and pdf format, radio advertising, and direct emails.

Social Media - This tool has a significantly short shelf-life, given the constant turnover of information on individual social media accounts. However, it is effective in quickly reaching large audiences and the project sponsors each have active social media accounts. The schedule of the posts varies depending on the type of outreach. The consultant team will provide formatted social media posts to the project sponsors for posting to their individual channels. Stakeholders with social media channels should be tagged with each post; that list will be developed by the project sponsors with the first post and used as a template for each subsequent post. Social media will be used to advertise both web-based outreach and in person outreach. For the web-based outreach, a weekly video will be posted to the City's and RFTA's social media accounts that addresses a common or interesting question or aspect of the project.



Example of social media post for recent, local project

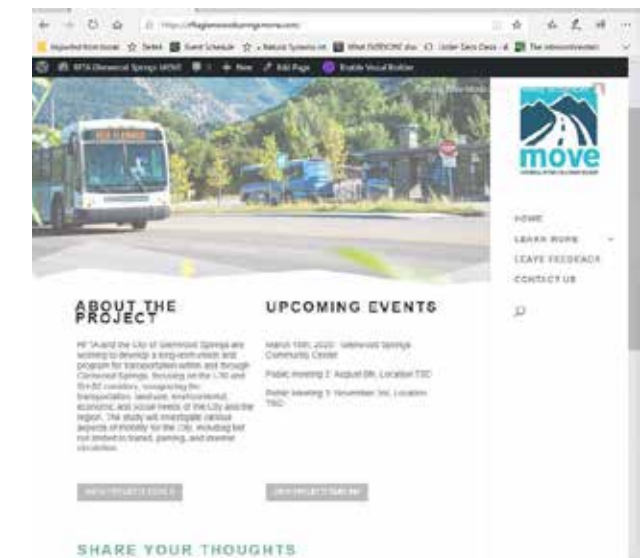
Print/Web - Utilizing the Post Independent, print advertisements will be placed starting two weeks before open house events, and will run every other day for a total of six 1/3-page ads. Each 1/3-page ad, with priority placement, will cost approximately \$370. The consultant team will provide ad layout and supply content to the Post Independent for placement. Additionally, a banner ad will be placed on the Post Independent web site to capture web-only viewers. Each outreach event will also be submitted to various publications' community briefs to raise awareness throughout the valley. For outreach series that are entirely web-based (with no physical pop-ups or open houses), advertising will leverage only digital platforms.

Poster/Flyer/Newsletter - For each event, the consultant team will develop a printable and email-able flyer. This will be shared with the project sponsors for email distribution, and will be posted at key locations in the project area where public notices are allowed and when public health policy permits. Flyer contents will include a call to attend a specific open house event and an invitation to view the project information at the web site. This will also include links (for digital flyers) or QR codes (for print materials) directing users to the project website or a survey. Working with the project sponsors, the team will develop a list of organizations who may also be motivated to share the outreach flyer with their email databases. This list will include but may not be limited

to the project stakeholders. Posters and flyers will only be used for in-person outreach. The email newsletter or blast will be used for both types of outreach.

Radio - 'Drive time' radio ads will be placed on KSPN, KMTS, and La Nueva Mixta. The number of placements and schedule vary depending on if the outreach is in-person or digital.

Project Web Site - A custom, project-specific web site, using the url [rftaglenwoodspringsmove.com](http://rftaglenwoodspringsmove.com) was established in late February. This web site includes a project summary, timeline, goals, updates, and a general feedback form that will allow visitors to submit comments. Additionally, outreach collateral will be posted and available for public download and viewing. The site will be updated ahead of key outreach series and with pertinent updates as the project progresses. For the duration of the web-based outreach, the website is the home of digital interactions with the community--see the 'Outreach Series 1 Plan' section of this document for further explanation of how the website is formatted and used.



Screen capture of draft project web site

Spanish Outreach - The majority of the advertisement and outreach materials will be translated into Spanish. Where possible, a Spanish speaker will be present at in-person events.



*Open House Meetings*

The project schedule has identified three key public open houses; these open house meetings are the ‘marquis events’ around which other outreach activities will be organized. For the in-person outreach, the open houses will be held at local Glenwood Springs venues. For each open house, the project team will develop display boards with information, prompts for feedback, and interactive activities. The format of the meetings will include a short presentation mid-way through the session, with printed display boards staffed by the project team in an open forum. Participants will be encouraged to interact with the display materials in a variety of ways, including adding sticky notes to maps, filling out questionnaires, and/or writing open comments. The team will also take notes of conversations with individual members of the public, and will keep a general head-count of number of attendees.

For the first web-based outreach event, the website was updated to welcome participants and instruct them to learn about the project and participate. “Learning About the Project” consisted of a video presentation, key points, a Frequently Asked Questions page and project updates. Participants were then encouraged to interact and engage via a survey, an interactive map, and/or a comments and questions form.

Following each open house or web-based outreach “event” the team will summarize the feedback received in an outreach memorandum.

The first open house was to be held during the development of the Corridor Vision. This meeting was scheduled for Mid-March of 2020. Due to the COVID-19 outbreak, the open house was reformatted as a web-based “event” starting April 10th and running through May 10th, 2020. The intent of this phase of outreach is to inform the public of the goals and parameters of the project, describe the need for the project, and seek feedback on specific issues and opportunities.

The second open house will be held after the alternatives have been developed and screened by the project team and Technical Advisory Committee. The intent of this meeting is to test the alternatives for alignment with community needs and desires. This meeting is anticipated to be held in August of 2020.

The third open house will allow for the public to see the results of the alternatives analysis and to review and comment on the recommended Locally Preferred Alternative. The products will illustrate the process to date, responsiveness to the various modes of feedback, and identify the package of recommendations in draft form. This meeting is scheduled for October of 2020.



Public open house event

*Pop-Up Events*

Associated with the second and third open houses, the project team will identify three locations for pop-up events. These events may be co-scheduled with other well-attended community events such as the Glenwood Downtown Market; hosting pop-ups at key transportation sites (such as the 27th street RFTA station) may also be effective in capturing relevant user groups. The consultant team will develop a list of potential venue locations and community activities to target for pop-ups. These events will utilize the display materials developed for the associated open house. Similar to the open house events, feedback received will be summarized and included in the outreach memo for that series.



Pop-up outreach event

*Event Series Scheduling*

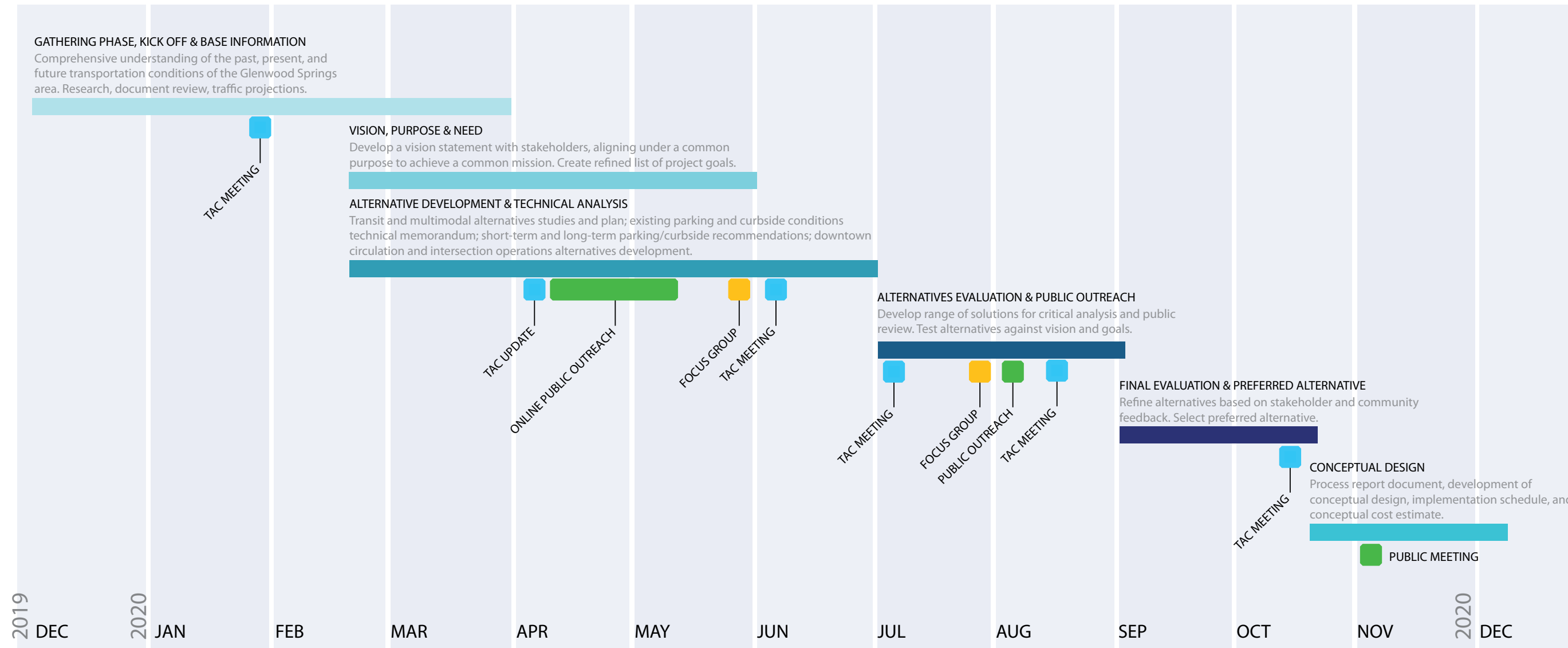
For each event series, the consultant team will develop a schedule of tasks in preparation for the outreach activities. This schedule will include critical-path items, deadlines and responsible parties. Additionally, a budget for advertising and each event will be prepared for approval. The schedule will be finalized approximately three weeks ahead of the event series.

*Evaluation of Success of Outreach Events*

Following each outreach series and concurrent with the public outreach summary memorandum, the team will evaluate the efficacy of the outreach. As most of the feedback from the public outreach will be qualitative in nature, the summary memo will identify themes and trends heard from the public; ‘outlier’ comments will be recorded and identified. Totals for participation will be tallied, including outreach interactions (approximate head count), quantity and quality of feedback, number of survey responses and web site comments, and approximate number of email communications.

Based on the evaluation of the outreach, the team will identify adjustments to the approach for the following outreach event. This information will be reflected in the outreach report.

Project Timeline



Outreach Series 1 Plan

Web-Based Outreach

The outreach series 1 process was formatted to allow the public to learn about the project and provide feedback through their devices on their own schedule. Via the advertising and awareness campaign, participants were directed to the MOVE website to learn and engage with the project.

The website was reformatted and updated to enable engagement and participation. The home page included a welcome statement and instructions (step 1: learn about project; step 2: interact and engage). The website pages were mirrored in Spanish to create a seamless and equivalent Spanish-language experience.

Step 1 directed the user to a narrated presentation video and listing of the project goals. Participants were then invited to learn more about the project by visiting the frequently asked questions page or watching the project updates. Otherwise, users could go straight from the project introduction video to step 2.

Participants were able to interact and engage with the project three ways: a survey, an interactive map or a questions and comments form. A link directed users to a survey which included prompting questions about various forms of transportation, use of the corridor, modes of travel, and specific known areas where improvements may be considered. Additionally, users were invited to give place-based comments by dropping a 'pin' and a comment in an interactive map of the project area. Lastly, the website included a simple, open comment form for users to write questions or comments. Another way for users to participate and elicit feedback. Users were encouraged to leave their email to be contacted with future updates and engagement opportunities.

The web-based outreach began April 10th and allowed 30 days from launch for the public to participate from.

Outreach 1 Schedule

The schedule of tasks and budget for the first outreach series is provided on the following page. Similar schedule/budget information will be developed for outreach 2 and 3.

Outreach 1 Budget

A draft of the budget for outreach 1, including advertising and venue costs, is provided on the following pages. outreach 2 and 3 budget is expected to be similar to outreach 1.



RFTA-Glenwood Springs MOVE																																										
Public Outreach Series 1 Schedule - February/March 2020	APRIL																				MAY																					
T A S K S	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	1	2	3	4	5	6	7	8	9	10	11					
Website - campaign runs 4/10-5/10 (Links to MOVE website on RFTA and City homepage)																																										
Website - stratagize layout w/o web-based outreach/end of campaign																																										
Website - website updates for end of web-based outreach																																										
Community Briefs and PSA's - Submit																																										
Community Briefs and PSA's - Run																																										
Post Independent - submit artwork																																										
Post Independent - big banner																																										
Post Independent - 3c's run																																										
Social - post to social channels at 11 am (facebook, instagram) (RFTA/Glenwood)																																										
Roaring Fork Swap - posts (Spanish and English)																																										
Project Updates - Post on Social and Website FAQ page																																										
Email Blasts - Partners to send to contacts																																										
Radio - spots run (Spanish and English)																																										
Radio - interview?																																										

RFTA-Glenwood Springs MOVE		
Public Outreach Series 1 Budget	Approximate cost	Notes
<b>T A S K S</b>		
Venue and refreshments	\$700	Need to verify venue cost. Assume \$400 for venue, \$200 for refreshments/light snacks, \$100 allowance
Presentation - printed boards	\$500	Assume in-house printing and mounting by DHM
Flyer - printed	\$200	Assume in-house printing by DHM; posting included in contract labor
Print/web ads - PostIndependent	\$2,500	Assumes 6 ads with priority placement, and web banner
Social	\$200	Allowance for 'boosting'
Radio	\$500	Assumes KSNO and KSPN, 4x daily, drive time, 4 days - 32 individual ads
Outreach Open House 1 Estimated Total	\$4,600	

# Appendix C - Advertising Materials

## Outreach 1 - Email Blasts



In the spirit of community and public health, public outreach for the Glenwood Springs MOVE project will now be a web-based experience. RFTA and the City of Glenwood Springs have partnered to improve how you move through your community—and we need to hear from you! From the comfort of your own living room, you can interact and stay engaged with your community. Let's talk bussing, walking, biking and parking.

(Para una versión en español, desplácese hacia abajo)

**CLICK HERE TO VISIT THE GLENWOOD SPRINGS MOVE WEBSITE AND PARTICIPATE**

It's as easy as two steps.

1. Go to the MOVE website and learn about the project,
2. Then leave your feedback through a survey, interactive map and question/comments form.

Know of some friends who you think would also like to participate? Forward this email and invite them along. Stay home. Stay engaged.

*Wishing you health and happiness,*

**The Glenwood Springs MOVE Team**

En el espíritu de la comunidad y la salud pública, los esfuerzos del alcance público para el proyecto MOVE de Glenwood Springs ahora será una experiencia basada en la web. RFTA y la ciudad de

<https://us15.campaign-archive.com/?e=&u=4d5768d104defb8d5d9026392&id=63c6faf0ea>

estacionamiento en Glenwood Springs.

## HAGA CLIC AQUÍ PARA VISITAR EL SITIO WEB Y PARTICIPAR

Es tan fácil como dos pasos.

1. Vaya al sitio web de MOVE y aprenda sobre el proyecto,
2. Luego deje sus comentarios a través de una encuesta, un mapa interactivo y un formulario de preguntas / comentarios.

¿Conoces a algunos amigos que crees que también les gustaría participar? Reenvíe este correo electrónico e invítelos. Quedarse en casa. Mantente comprometido

*Deseándote salud y felicidad,*

**El Equipo MOVE de Glenwood Springs**

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Last chance to participate! The time is almost up to tell the City of Glenwood Springs and RFTA how to improve transportation in Glenwood Springs. The second phase of outreach for Glenwood Springs MOVE ends this Friday, September 11th. Let's talk extending the BRT downtown, transit center locations, and more!

(Para una versión en español, desplácese hacia abajo)

**CLICK HERE TO VISIT THE GLENWOOD SPRINGS MOVE WEBSITE AND PARTICIPATE**

It's incredibly easy to participate. Just go to the MOVE website and take the survey.

Know of some friends who you think would also like to participate? Forward this email and invite them along.

*Sincerely,*

**The Glenwood Springs MOVE Team**

¡Última oportunidad de participar! Ya casi es hora de decirle a la Ciudad de Glenwood Springs y a RFTA cómo mejorar el transporte en Glenwood Springs. La segunda fase del alcance público para Glenwood Springs MOVE finaliza este viernes 11 de septiembre. ¡Hablemos de extender BRT al centro, las ubicaciones de los centros de tránsito y más!

Es increíblemente fácil participar. Simplemente vaya al sitio web de MOVE y realice la encuesta.

¿Conoces a algunos amigos que crees que también les gustaría participar? Reenvíe este correo electrónico e invítelos.

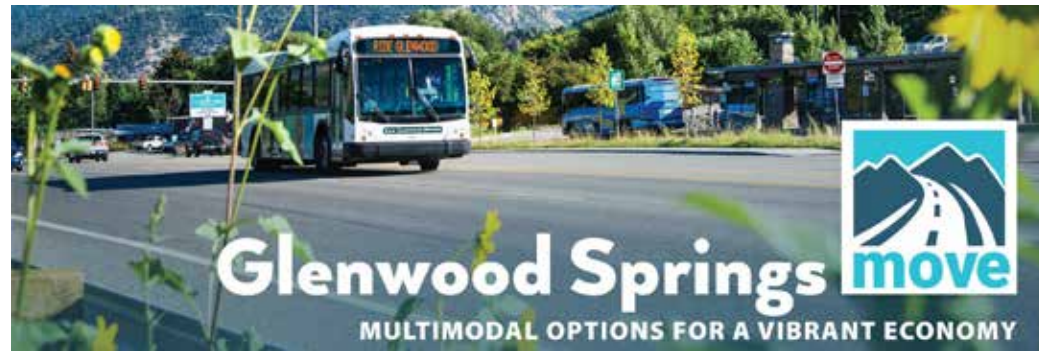
*Sinceramente,*

**El Equipo MOVE de Glenwood Springs**

[View this email in your browser](#)







## PRESS RELEASE

### Glenwood Springs MOVE Outreach Phase 1 occurs April 10<sup>th</sup>, 2020 through May 10<sup>th</sup>, 2020

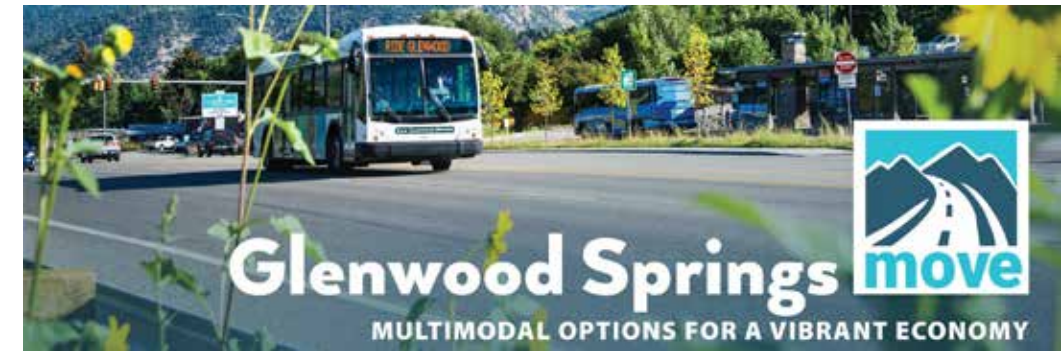
**Contact:** Terri Partch, City Engineer, City of Glenwood Springs, 970.384.6413 or [terri.partch@cogs.us](mailto:terri.partch@cogs.us); David Johnson, Director of Planning, Roaring Fork Transportation Authority, 970.384.4979 or [djohnson@rfta.com](mailto:djohnson@rfta.com)

**Glenwood Springs, Colorado** – In 2018--as part of the RFTA Destination 2040 planning project—several transit and trail improvements were identified in Glenwood Springs. The City of Glenwood Springs partnered with the Roaring Fork Transit Authority to create the Glenwood Springs MOVE project and a corresponding team to study these improvements. The MOVE (Multimodal Options for a Vibrant Economy) team is tasked with gathering public input to narrow the range of possible alternatives for those improvements. The MOVE Study team will facilitate the community conversation and present the study process and mobility options.

The City of Glenwood Springs and the Roaring Fork Transit Authority is working with consultants Parsons Corporation and DMH Design to engage the public and stakeholders in this project and develop transit solution alternatives.

Per the original solicitation, the purpose of the project is: *To identify, evaluate and implement transportation strategies and opportunities that will optimize the efficiency and utility of the transportation system through Glenwood Springs and that will align with the City's goals for mobility, land use, economic vitality, economic sustainability and quality of life.* Ultimately, the goal of the study to guide the creation of a more vibrant and safer community by improving transportation within the Grand Avenue and I70 corridor.

As transportation within the City and parking in the downtown core are topics of keen public interest; outreach is an integral piece of the MOVE project. Developing awareness of the project, creating a broad variety of opportunities to engage with the project, provide feedback, and see the responses to their input is a critical component of the success of the project.



The 12-month study has started with gathering information and developing a project vision. The team will use the public's feedback from this outreach to refine the purpose and need and priorities of the project. The development of the technical options has started, and the analysis of these options will continue for a few more months leading to selecting a preferred alternative. At the end of the study, a conceptual design will be developed including a cost estimate and implementation schedule.

Due to current public health concerns, the first phase of outreach has been moved online. The MOVE team built an interactive website and process to engage the public with the project. Participants can go to [rftaglenwoodspringsmove.com](http://rftaglenwoodspringsmove.com) to learn about the project, take the survey, interact with a map of the project area and leave comments.

The Public-at-Large will have three formal opportunities to connect with the project; as well as possible pop-up events, public meetings, and they will be able to provide input via the project website throughout the duration of the project.

The current phase of outreach is an introduction to the project. In August, the public will be able to review the initial analysis of alternatives; and in October, the community will be able to review the results of the alternative analysis and provide feedback on the recommended Locally Preferred Alternative.

More information can be found at [rftaglenwoodspringsmove.com](http://rftaglenwoodspringsmove.com).

**Radio Copy 4/10-5/4**

The City of Glenwood Springs and the Roaring Fork Transportation Authority have teamed up to improve how you move through your community. We want to talk bussing, walking, biking, driving and parking with you! Visit [rftaglenwoodspringsmove.com](http://rftaglenwoodspringsmove.com) to learn about the project and participate in the community outreach. Again, go to [rftaglenwoodsprings-M-O-V-E.com](http://rftaglenwoodsprings-M-O-V-E.com) and tell us how to improve transportation in your community.

*\*MOVE is spelled out in the last mention of the website. Do not pronounce the dashes*

**Radio Copy 5/4-5/10**

The time is almost up to tell the City of Glenwood Springs and RFTA how to improve transportation in Glenwood Springs. The first phase of outreach for Glenwood Springs MOVE ends this Sunday, May 10<sup>th</sup>. We want to talk bussing, walking, biking, driving and parking with you! Visit [rftaglenwoodspringsmove.com](http://rftaglenwoodspringsmove.com) to learn about the project and participate. Again, go to [rftaglenwoodsprings-M-O-V-E.com](http://rftaglenwoodsprings-M-O-V-E.com) and tell us how to improve transportation in your community.

*\*MOVE is spelled out in the last mention of the website. Do not pronounce the dashes*

**Post 1 Text (boost):**

In the spirit of community and public engagement; the City of Glenwood Springs and RFTA are continuing to reimagine the future of a multimodal transportation system. RFTA and the City need to hear from **you** about how you move through your community: from driving to bussing to walking to parking to biking. Yes—these are strange times, but if you are looking for a productive way to participate in the future of your city please go to [rftaglenwoodspringsmove.com](http://rftaglenwoodspringsmove.com) and interact and engage – ONLINE!

En el espíritu de la comunidad y el compromiso público; La Ciudad de Glenwood Springs y RFTA continúan reinventando el futuro de un sistema de transporte multimodal. RFTA y la Ciudad necesitan saber de usted acerca de cómo se mueve en su comunidad: desde conducir hasta tomar un autobús, caminar, estacionar o andar en bicicleta. Sí, estos son tiempos extraños, pero si está buscando una forma productiva de participar en el futuro de su ciudad, visite [rftaglenwoodspringsmove.com/hogar/](http://rftaglenwoodspringsmove.com/hogar/) e interactúe y participe - ¡EN LÍNEA!

**Roaring Fork Swap Post 1:**

In the spirit of community and health, public outreach for the Glenwood Springs MOVE project will now be a web-based experience. RFTA and the City of Glenwood Springs have partnered to improve how you move through your community—and we need to hear from you! From the comfort of your own living room, you can interact and stay engaged with your community. Go to [rftaglenwoodspringsmove.com](http://rftaglenwoodspringsmove.com) and let's talk bussing, walking, biking and parking.

En el espíritu de la comunidad y la salud, el alcance público para el proyecto MOVE de Glenwood Springs ahora será una experiencia basada en la web. RFTA y la ciudad de Glenwood Springs se han asociado para mejorar la forma en que se mueve por su comunidad, ¡y necesitamos saber de usted! Desde la comodidad de su propia sala de estar, puede interactuar y mantenerse comprometido con su comunidad. Vaya a [rftaglenwoodspringsmove.com/hogar/](http://rftaglenwoodspringsmove.com/hogar/) y hablemos de autobús, caminar, andar en bicicleta y estacionar.

**Post 2 Text:**

How can we reimagine transportation in Glenwood Springs to improve quality of life and vitality? Go to [rftaglenwoodspringsmove.com](http://rftaglenwoodspringsmove.com) and it's as easy as two steps—learn about the project and tell us how to improve transportation in your community. Stay home. Stay engaged.

¿Cómo podemos reimaginar el transporte en Glenwood Springs para mejorar la calidad de vida y vitalidad? Vaya a [rftaglenwoodspringsmove.com/hogar/](http://rftaglenwoodspringsmove.com/hogar/) y es tan fácil como dos pasos: conozca el proyecto y díganos cómo mejorar el transporte en su comunidad. Quedarse en casa. Mantente informado.

**Post 3 Text:**

What's your vision for the future of transportation here? Let's talk multimodal transportation for Glenwood Springs. Go to [rftaglenwoodspringsmove.com](http://rftaglenwoodspringsmove.com) and participate in our first phase of outreach—ONLINE!

¿Cuál es su visión para el futuro del transporte aquí? Hablemos de transporte multimodal para Glenwood Springs. Vaya a [rftaglenwoodspringsmove.com/hogar/](http://rftaglenwoodspringsmove.com/hogar/) y participe en nuestra primera fase de alcance público: ¡EN LÍNEA!

**Post 4 Text:**

Let's improve safety and transportation in Glenwood Springs! We need to hear from you first though—so we built an online outreach platform. Visit [rftaglenwoodspringsmove.com](http://rftaglenwoodspringsmove.com) and let us know how you move through your community—and how we can improve it.

Vamos a mejorar la seguridad y el transporte en Glenwood Springs! Sin embargo, primero necesitamos saber de usted, por lo que creamos una plataforma de alcance público. Visita [rftaglenwoodspringsmove.com/hogar/](http://rftaglenwoodspringsmove.com/hogar/) y háganos saber cómo se mueve a través de su comunidad y cómo podemos mejorar.

**Post 5 Text:**

The time is almost up to tell the City of Glenwood Springs and RFTA how to improve transportation in Glenwood Springs. The first phase of outreach for Glenwood Springs MOVE ends this Sunday. We want to talk bussing, walking, biking, driving and parking with you! Visit [rftaglenwoodspringsmove.com](http://rftaglenwoodspringsmove.com) to learn about the project and participate.

Ya casi es hora de decirle a la ciudad de Glenwood Springs y a RFTA cómo mejorar el transporte en Glenwood Springs. La primera de alcance público para Glenwood Springs MOVE termina este domingo. ¡Queremos hablar contigo sobre autobuses, caminatas, ciclismo, conducción y estacionamiento! Visite [rftaglenwoodspringsmove.com/hogar/](http://rftaglenwoodspringsmove.com/hogar/) para conocer el proyecto y participar.

**Roaring Fork Swap Post 2:**

The time is almost up to tell the City of Glenwood Springs and RFTA how to improve transportation in Glenwood Springs. The first phase of outreach for Glenwood Springs MOVE ends this Sunday, May 10<sup>th</sup>. We want to talk bussing, walking, biking, driving and parking with you! Visit [rftaglenwoodspringsmove.com](http://rftaglenwoodspringsmove.com) to learn about the project and participate.

Ya casi es hora de decirle a la ciudad de Glenwood Springs y a RFTA cómo mejorar el transporte en Glenwood Springs. La primera de alcance público para Glenwood Springs MOVE termina este domingo. ¡Queremos hablar contigo sobre autobuses, caminatas, ciclismo, conducción y estacionamiento! Visite [rftaglenwoodspringsmove.com/hogar/](http://rftaglenwoodspringsmove.com/hogar/) para conocer el proyecto y participar.

**Post 6 Text:**

Two more days to participate and tell us your image for the future of transportation in Glenwood Springs! Go to [rftaglenwoodspringmove.com](http://rftaglenwoodspringmove.com) and learn about the project and interact and engage. This phase of outreach ends Sunday, May 10<sup>th</sup>.

¡Dos días más para participar y contarnos su imagen para el futuro del transporte en Glenwood Springs! Vaya a [rftaglenwoodspringmove.com/hogar/](http://rftaglenwoodspringmove.com/hogar/) y aprenda sobre el proyecto e interactúe y participe. Esta fase de alcance público termina el domingo 10 de mayo.



Outreach 1 - Newspaper Web Banners







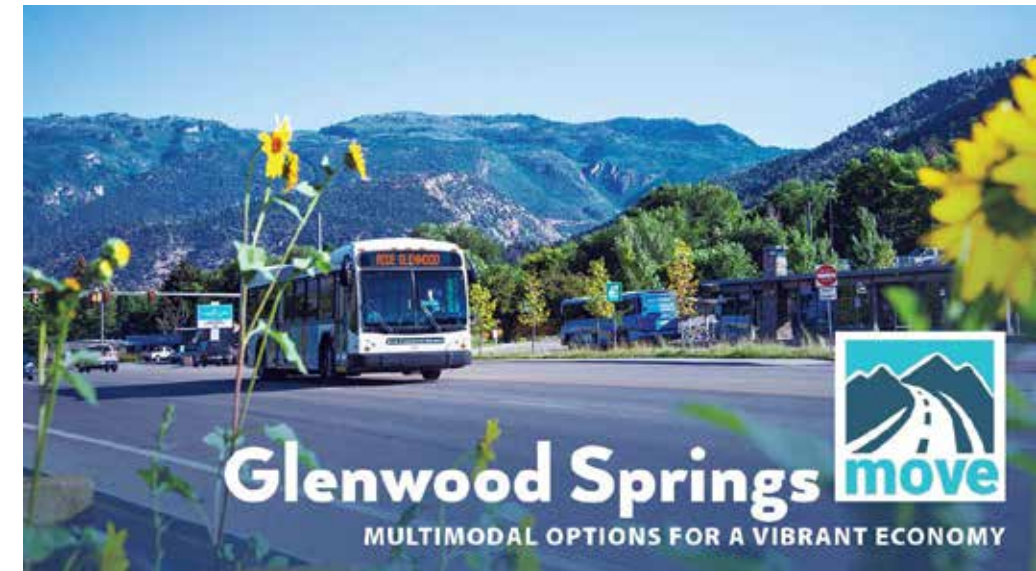
RFTA and City of Glenwood Springs to include a link to the MOVE website on their individual homepages.

**For City of Glenwood Springs,** DHM recommends putting the MOVE logo and the blurb (below) under the “In the Spotlight” section. If you click the blurb or the logo it should take you directly to the MOVE website. This is just a recommendation.

**For RFTA,** DHM recommends putting the MOVE logo and the blurb (below) under the “RFTA NEWS” section. Ideally this would remain in the news section for the duration of the outreach. If you click the blurb or the logo it should take you directly to the MOVE website. This is just a recommendation.

**BLURB:**

**NEW PROJECT ALERT:** We have partnered with (City of Glenwood Springs or RFTA) to improve transportation in your community. But first we need to hear from you! Go to [rftaglenwoodspringsmove.com](http://rftaglenwoodspringsmove.com) and it’s as easy as two steps—learn about the project and let us know how you move through your community and how we can improve it. Stay home. Stay engaged.



The second phase of the Glenwood Springs MOVE public outreach has begun, and the City of Glenwood Springs and RFTA need to hear from you! Go to [rftaglenwoodspringsmove.com](http://rftaglenwoodspringsmove.com) to weigh in on alternatives for transit center locations and extending the BRT to downtown. Also, help us prioritize parking, pedestrian, bike, and car improvements.

(Para una versión en español, desplácese hacia abajo)

**CLICK HERE TO VISIT THE GLENWOOD SPRINGS MOVE WEBSITE AND PARTICIPATE**

It’s as easy as two steps.

1. Go to the MOVE website and take the survey
2. Then register for and attend the live webinar on Thursday, August 27th at 6 pm

Know of some friends who you think would also like to participate? Forward this email and invite them along.

*Best,*

**The Glenwood Springs MOVE Team**

La segunda fase del alcance público MOVE de Glenwood Springs ha comenzado, ¡y la Ciudad de Glenwood Springs y RFTA necesitan escuchar de usted! Vaya a [rftaglenwoodspringsmove.com](http://rftaglenwoodspringsmove.com) para

HAGA CLIC AQUÍ PARA VISITAR EL SITIO WEB Y PARTICIPAR

Es tan fácil como dos pasos.

1. Vaya al sitio web de MOVE y realice la encuesta.
2. Luego regístrese y asista al seminario web en vivo el jueves 27 de agosto a las 6 pm

¿Conoces a algunos amigos que crees que también les gustaría participar? Reenvíe este correo electrónico e invítelos.

Saludos,

El Equipo MOVE de Glenwood Springs

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Join us tomorrow Thursday, August 27th from 6-7 pm for a live webinar event! The MOVE team will be presenting various alternatives for extending the BRT downtown, transit center locations, and additional transportation and parking improvements. We want to hear your thoughts on all the proposed options as well as answer any questions you may have.

(Para una versión en español, desplácese hacia abajo)

[CLICK HERE TO REGISTER NOW!](#)

Can't attend the webinar? Take the short 10 minute survey to learn about the alternatives and give your feedback.

[CLICK HERE TO TAKE THE SURVEY](#)

This event is open to all. Feel free to forward this invitation to anyone that might be interested in participating.

Sincerely,

The Glenwood Springs MOVE Team

de los centros de tránsito y mejoras adicionales en el transporte y el estacionamiento. Queremos escuchar su opinión sobre todas las opciones propuestas, así como responder cualquier pregunta que pueda tener.

**¡HAGA CLIC AQUÍ PARA REGISTRARSE AHORA!**

¿No puede asistir al seminario web? Realice la breve encuesta de 10 minutos para conocer las alternativas y dar su opinión.

**HAGA CLIC AQUÍ PARA REALIZAR LA ENCUESTA**

Este evento está abierto para todos. No dude en enviar esta invitación a cualquier persona que pueda estar interesada en participar.

*Sinceramente,,*

**El Equipo MOVE de Glenwood Springs**

[View this email in your browser](#)



Last chance to participate! The time is almost up to tell the City of Glenwood Springs and RFTA how to improve transportation in Glenwood Springs. The second phase of outreach for Glenwood Springs MOVE ends this Friday, September 11th. Let's talk extending the BRT downtown, transit center locations, and more!

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### Y PARTICIPAR

Es increíblemente fácil participar. Simplemente vaya al sitio web de MOVE y realice la encuesta.

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Sinceramente,

El Equipo MOVE de Glenwood Springs

[View this email in your browser](#)



### Outreach 2 - Flyers

**Glenwood Springs** *move*  
MULTIMODAL OPTIONS FOR A VIBRANT ECONOMY

**WE NEED TO HEAR FROM YOU!**  
Weigh in on alternatives for transit center locations and extending the BRT to downtown. Also, help us prioritize parking, pedestrian, bike, and car improvements.

CITY OF GLENWOOD SPRINGS COLORADO  
RFTA ROARING FORK TRANSPORTATION AUTHORITY



GO TO  
**RFTAGLENWOODSPRINGSMOVE.COM**  
TO TAKE THE SURVEY AND  
ATTEND THE WEBINAR ON THURSDAY,  
AUGUST 27TH @ 6-7PM  
(SURVEY BEGINS 8/20 AND ENDS 9/11)





**Glenwood Springs** **move**  
OPCIONES MULTIMODALES PARA UNA ECONOMÍA VIBRANTE



CITY OF GLENWOOD SPRINGS COLORADO  
RFTA ROARING FORK TRANSPORTATION AUTHORITY

**NECESITAMOS ESCUCHAR ¡DE TI!**

Analice las alternativas para las ubicaciones de los centros de tránsito y la extensión del BRT al centro de la ciudad. También, ayúdanos a priorizar el estacionamiento, peatones, mejoras para bicicletas, y automóviles.



IR A  
**RFTAGLENWOODSPRINGSMOVE.COM**  
PARA REALIZAR LA ENCUESTA Y ASISTE AL WEBINAR EL JUEVES, 27 DE AGOSTO A LAS 6-7PM  
(LA ENCUESTA COMIENZA EL 8/20 Y TERMINA EL 9/11)

**AT HOME COMMUNITY PARTICIPATION!**

The second phase of outreach has begun! Weigh in on alternatives for **transit center locations** and **extending the BRT to downtown**. Also, help us prioritize parking, pedestrian, bike, and car improvements.



TAKE THE SHORT SURVEY AND ATTEND THE WEBINAR ON THURSDAY, AUGUST 27TH @ 6-7PM  
**RFTAGLENWOODSPRINGSMOVE.COM**

*LET'S TALK EXTENDING THE BRT DOWNTOWN, TRANSIT CENTER LOCATIONS, AND MORE!*



**Glenwood Springs** **move**  
MULTIMODAL OPTIONS FOR A VIBRANT ECONOMY

City of Glenwood Springs | Roaring Fork Transportation Authority

# AT HOME COMMUNITY

# PARTICIPATION!

The second phase of outreach has begun! Weigh in on alternatives for **transit center locations** and **extending the BRT to downtown**. Also, help us prioritize parking, pedestrian, bike, and car improvements.



PARTICIPATE AND TAKE  
THE SHORT SURVEY  
[RFTAGLENWOODSPRINGSMOVE.COM](http://RFTAGLENWOODSPRINGSMOVE.COM)

LET'S TALK EXTENDING THE BRT  
DOWNTOWN, TRANSIT CENTER  
LOCATIONS, AND MORE!



# Glenwood Springs **move**

MULTIMODAL OPTIONS FOR A VIBRANT ECONOMY

City of Glenwood Springs | Roaring Fork Transportation Authority

TAKE THE SHORT SURVEY AND ATTEND THE WEBINAR ON THURSDAY, AUGUST 27TH @ 6-7PM

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MULTIMODAL OPTIONS FOR A VIBRANT ECONOMY

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City of Glenwood Springs | Roaring Fork Transportation Authority

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City of Glenwood Springs | Roaring Fork Transportation Authority



Outreach 2 - Social Media



**Post 1 Text (boost):**

The second phase of the Glenwood Springs MOVE public outreach has begun, and we need to hear from you! Weigh in on alternatives for transit center locations and extending the BRT to downtown. Also, help us prioritize parking, pedestrian, bike, and car improvements. You can take our short survey at [rftaglenwoodspringsmove.com](http://rftaglenwoodspringsmove.com) and join us for a live webinar on Thursday, August 27<sup>th</sup> at 6 pm.

**Roaring Fork Swap Post 1:**

The second phase of the Glenwood Springs MOVE public outreach has begun, and the City of Glenwood Springs and RFTA need to hear from you! Weigh in on alternatives for transit center locations and extending the BRT to downtown. Also, help us prioritize parking, pedestrian, bike, and car improvements. You can take our online survey at [rftaglenwoodspringsmove.com](http://rftaglenwoodspringsmove.com) and join us for a live webinar on Thursday, August 27<sup>th</sup> at 6 pm.



**Post 2 Text (boost):**

Come to the live webinar event tonight at 6 pm to help us figure out how to improve our community! Go to [rftaglenwoodspringsmove.com](http://rftaglenwoodspringsmove.com) to register and attend. Can't make the event? Take the quick ten-minute survey to learn about the proposed alternatives and give feedback.

**Post 3 Text:**

We need to hear from you! Help us prioritize various transportation improvements as well as give feedback on proposed BRT downtown alignments and transit center locations. Go to [rftaglenwoodspringsmove.com](http://rftaglenwoodspringsmove.com) to participate, and take a quick ten-minute survey.

**Post 4 Text (boost):**

The time is almost up to tell the City of Glenwood Springs and RFTA how to improve transportation in Glenwood Springs. The second phase of outreach for Glenwood Springs MOVE ends this Friday. Visit [rftaglenwoodspringsmove.com](http://rftaglenwoodspringsmove.com) to learn about the project and take a short survey.





## PRESS RELEASE

### Glenwood Springs MOVE Outreach Phase 2 occurs August 20<sup>th</sup>, 2020 through September 11<sup>th</sup>, 2020

**Contact:** Terri Partch, City Engineer, City of Glenwood Springs, 970.384.6413 or [terri.partch@cogs.us](mailto:terri.partch@cogs.us); David Johnson, Director of Planning, Roaring Fork Transportation Authority, 970.384.4979 or [djohnson@rfta.com](mailto:djohnson@rfta.com)

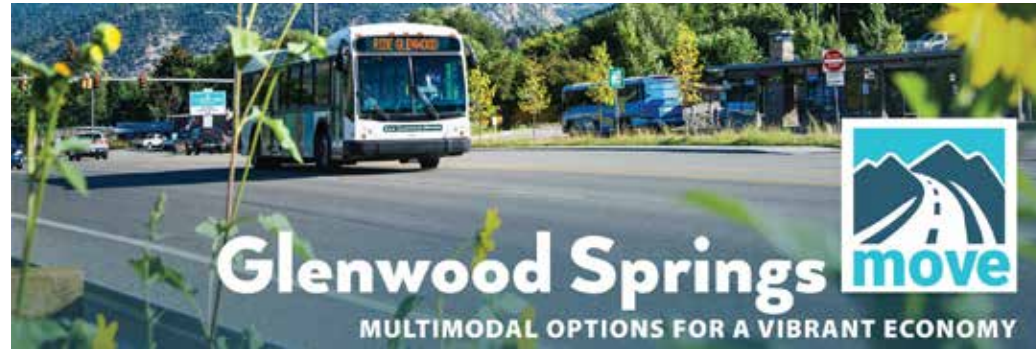
**Glenwood Springs, Colorado** – In 2018--as part of the RFTA Destination 2040 planning project--several transit and trail improvements were identified in Glenwood Springs. The City of Glenwood Springs partnered with the Roaring Fork Transportation Authority to create the Glenwood Springs MOVE project and a corresponding team to study these improvements. The MOVE (Multimodal Options for a Vibrant Economy) team is tasked with gathering public input to narrow the range of possible alternatives for those improvements. The MOVE Study team will facilitate the community conversation, present the study process and mobility options.

The City of Glenwood Springs and the Roaring Fork Transit Authority is working with consultants Parsons Corporation and DMH Design to engage the public and stakeholders in this project and develop transit solution alternatives.

Per the original solicitation, the purpose of the project is: *To identify, evaluate and implement transportation strategies and opportunities that will optimize the efficiency and utility of the transportation system through Glenwood Springs and that will align with the City's goals for mobility, land use, economic vitality, economic sustainability and quality of life.* Ultimately, the goal of the study to guide the creation of a more vibrant and safer community by improving transportation within the Grand Avenue and I70 corridor.

As transportation within the City and parking in the downtown core are topics of keen public interest; outreach is an integral piece of the MOVE project. Developing awareness of the project, creating a broad variety of opportunities to engage with the project, provide feedback, and see the responses to their input is a critical component of the success of the project.





The 12-month study started with gathering information and developing a project vision. The Public-at-Large will have three formal opportunities to connect with the project; as well as possible pop-up events, public meetings, and they will be able to provide input via the project website throughout the duration of the project.

In the spring, the MOVE team launched the first phase of public outreach. The team built an interactive website and process to engage the public with the project. Participants visited the MOVE website to learn about the project, take a survey, interact with a map of the project area, and leave comments. The MOVE team used the public's feedback to refine the purpose, needs and priorities of the project.

Through a series of stakeholder and technical advisor meetings in the summer, the MOVE team developed and refined transit, multimodal, parking, and circulation alternatives.

In this second phase of public outreach, the public will weigh in on alternatives for extending the BRT downtown and transit center locations, as well as help prioritize parking, pedestrian, bike, and car improvements. The MOVE team has built an interactive survey where participants can learn about each alternative and improvement while providing feedback. The second phase of outreach begins August 20th and ends September 11th, and includes a live interactive and informative webinar. The webinar will be August 27<sup>th</sup> from 6 to 7 pm. All participants are directed to visit the project website to partake.

The public feedback will be integral to refining the alternatives. In the final phase of outreach in October, the community will be able to review the results of the alternative analysis and provide feedback on the recommended Locally Preferred Alternative.

At the end of the study, a conceptual design will be developed including a cost estimate and implementation schedule.

More information can be found at [rftaglenwoodspringsmove.com](http://rftaglenwoodspringsmove.com).

**Radio Script English 8/20-8/27:**

The second phase of the Glenwood Springs MOVE public outreach has begun, and the City of Glenwood Springs and RFTA need to hear from you! Weigh in on alternatives for transit center locations and extending the BRT to downtown, and help us prioritize parking, pedestrian, bike, and car improvements. You can take our short survey at [rftaglenwoodspringsmove.com](http://rftaglenwoodspringsmove.com) and join us for a live webinar on Thursday, August 27<sup>th</sup> at 6 pm. Visit [r-f-t-a-glenwoodsprings-m-o-v-e.com](http://r-f-t-a-glenwoodsprings-m-o-v-e.com) to register and participate.

**Radio Script Spanish 8/20-8/27:**

La segunda fase del alcance público MOVE de Glenwood Springs ha comenzado, ¡y la Ciudad de Glenwood Springs y RFTA necesitan escuchar de usted! Evalúe las alternativas para las ubicaciones de los centros de tránsito, la extensión del BRT al centro, y ayúdenos a priorizar mejoras de estacionamiento, peatones, bicicletas y automóviles. Puede completar nuestra breve encuesta en [rftaglenwoodspringsmove.com](http://rftaglenwoodspringsmove.com) y unirse a nosotros para un seminario web en vivo el jueves 27 de agosto a las 6 pm. Visite [r-f-t-a-glenwoodsprings-m-o-v-e.com](http://r-f-t-a-glenwoodsprings-m-o-v-e.com) para registrarse y participar.

**Radio Script English 8/28-9/11:**

The second phase of the Glenwood Springs MOVE public outreach is ending soon, and the City of Glenwood Springs and RFTA need to hear from you! Weigh in on alternatives for transit center locations and extending the BRT to downtown, and help us prioritize parking, pedestrian, bike, and car improvements. You can take our quick and interactive survey at [rftaglenwoodspringsmove.com](http://rftaglenwoodspringsmove.com). Visit [r-f-t-a-glenwoodsprings-m-o-v-e.com](http://r-f-t-a-glenwoodsprings-m-o-v-e.com) to participate.

**Radio Script Spanish 8/28-9/11:**

La segunda fase del alcance público MOVE de Glenwood Springs terminará pronto, ¡y la Ciudad de Glenwood Springs y RFTA necesitan saber de usted! Evalúe las alternativas para las ubicaciones de los centros de tránsito, la extensión del BRT al centro, y ayúdenos a priorizar las mejoras de estacionamiento, peatones, bicicletas y automóviles. Puede realizar nuestra encuesta rápida e interactiva en [rftaglenwoodspringsmove.com](http://rftaglenwoodspringsmove.com). Visite [r-f-t-a-glenwoodsprings-m-o-v-e.com](http://r-f-t-a-glenwoodsprings-m-o-v-e.com) para participar.



**PSA 8/20-8/27:**

The second phase of the Glenwood Springs MOVE public outreach has begun! The City of Glenwood Springs and RFTA have been hard at work creating alternative options for extending the BRT downtown, transit center locations, and more. Join the team for a live webinar on Thursday, August 27<sup>th</sup> at 6 pm to lend your thoughts and ask any questions about the project. Go to [rftaglenwoodspringsmove.com](http://rftaglenwoodspringsmove.com) to register for the event, learn about the alternatives, and take a quick survey.

**PSA 8/28-9/11:**

The second phase of the Glenwood Springs MOVE public outreach is almost ending! The City of Glenwood Springs and RFTA want to hear your thoughts on extending the BRT downtown, transit center locations, and more. Go to [rftaglenwoodspringsmove.com](http://rftaglenwoodspringsmove.com) to learn about the project and take a short 10-minute survey.



RFTA and City of Glenwood Springs to include a link to the MOVE website on their individual homepages.

**For City of Glenwood Springs,** DHM recommends putting the MOVE logo and the blurb (below) under the “In the Spotlight” section. If you click the blurb or the logo it should take you directly to the MOVE website. This is just a recommendation.

**For RFTA,** DHM recommends putting the MOVE logo and the blurb (below) under the “RFTA NEWS” section. Ideally this would remain in the news section for the duration of the outreach. If you click the blurb or the logo it should take you directly to the MOVE website. This is just a recommendation.

**BLURB 8/20-8/27:**

PROJECT ALERT: The second phase of the Glenwood Springs MOVE public outreach has begun, and we need to hear from you! Weigh in on alternatives for transit center locations, extending the BRT to downtown, and more. Go to [rftaglenwoodspringsmove.com](http://rftaglenwoodspringsmove.com) to take a short ten-minute survey and attend the live webinar on Thursday, August 27<sup>th</sup> at 6 pm.

**BLURB 8/28-9/11:**

PROJECT ALERT: The second phase of the Glenwood Springs MOVE public outreach has begun, and we need to hear from you! Weigh in on alternatives for transit center locations, extending the BRT to downtown, and more. Go to [rftaglenwoodspringsmove.com](http://rftaglenwoodspringsmove.com) to take a short ten-minute survey.

# Appendix D - Presentations

Outreach 1 - Project Introduction Video Presentation



**CITY OF GLENWOOD SPRINGS COLORADO**

Narrated by Emily Kushto, PE, Ph.D.  
Parsons Deputy Project Manager  
Glenwood Springs Resident

## PROJECT INTRODUCTION

A NARRATED PRESENTATION VIDEO

**RFTA**  
ROARING FORK TRANSPORTATION AUTHORITY

**Glenwood Springs move**  
MULTIMODAL OPTIONS FOR A VIBRANT ECONOMY



- The Roaring Fork Transportation Authority (RFTA) and the City of Glenwood Springs (The City) have initiated a study to develop a long-term vision and program for transportation in and through the travel corridors of SH-82 (Grande Ave.), SH-6 (West Glenwood), I-70 and the RFTA Rio Grande Railroad Corridor. Focus will be placed on the transportation, land use, environmental, economic and social needs of the City and the region.
- The Multimodal Options for a Vibrant Economy (MOVE) study will investigate various aspects of mobility for the City, including but not limited to transit, parking, and internal circulation.



## BACKGROUND

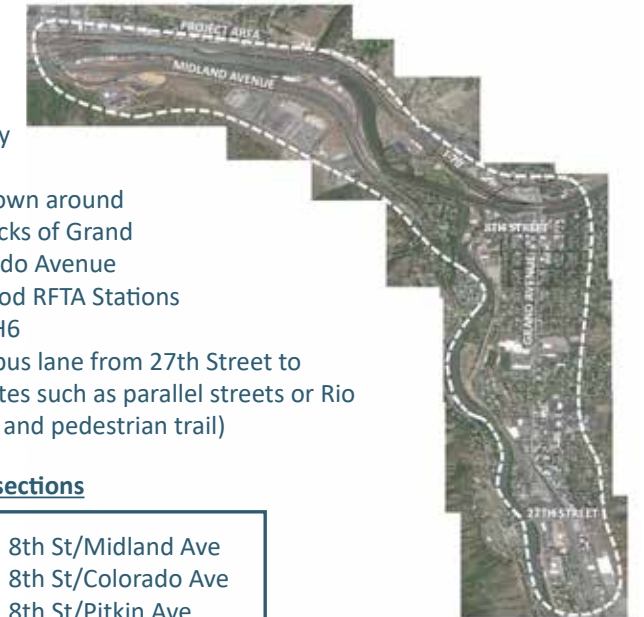


- Ensure mobility and accessibility for residents, visitors and workers of all ages and abilities;
- Improve safety for all modes of travel;
- Create a balanced, safe and affordable system for transit, autos, bikes and pedestrians;
- Identify SH82 optimization strategies for local and regional transit;
- Identify vehicle parking needs, parking management optimization plans, and the optimal scope and location for future parking facilities;
- Identify the optimal location(s) for regional and local transit stations;
- Evaluate the extension of BRT or other mass transit solutions to downtown Glenwood Springs and transit connections to the I-70 corridor for future potential BRT;
- Evaluate future changes to the local transit system, based on projected land use, population, and economic development; and
- Maximize the operational safety and efficiency of key intersections in the City's downtown core.

## OVERALL PROJECT GOALS



- From 27th Street through the downtown/ Confluence area in Glenwood Springs to the I-70 corridor
- 6 critical intersections identified by the City to study circulation
- Oversupply and undersupply parking issues downtown around 7th and 8th streets and the 800, 900, and 1000 blocks of Grand Avenue, Cooper Avenue, Pitkin Avenue, and Colorado Avenue
- Parking study for the 27th Street and West Glenwood RFTA Stations
- Transit center location in downtown core and/or SH6
- Alignment for possible exclusive or semi-exclusive bus lane from 27th Street to 8th Street including Grand Avenue or alternate routes such as parallel streets or Rio Grande Corridor (while maintaining current bicycle and pedestrian trail)

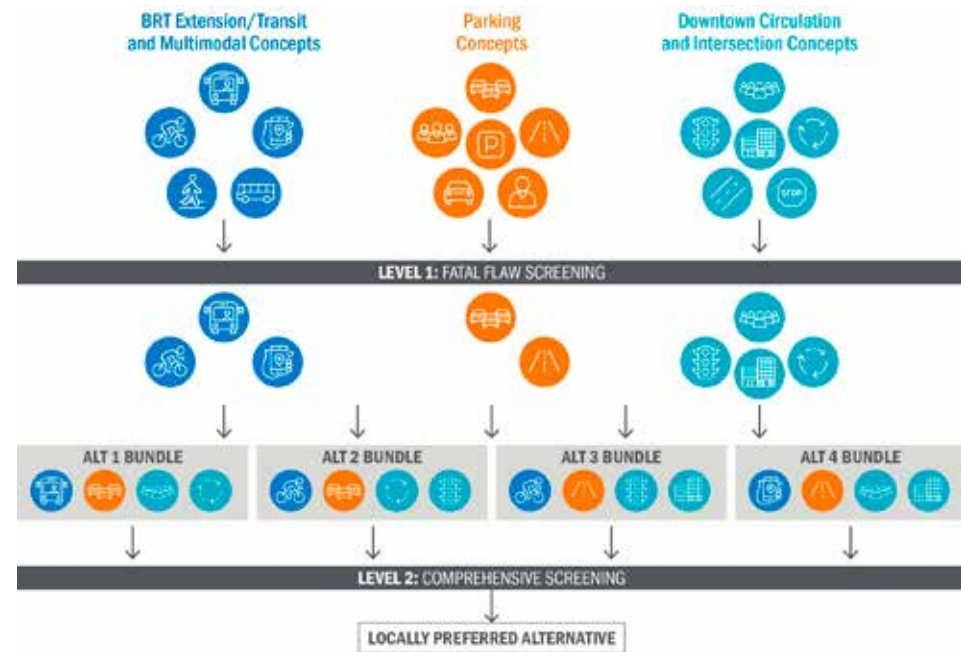


### Critical Intersections

8th St/Grand Ave	8th St/Midland Ave
9th St/Grand Ave	8th St/Colorado Ave
14th St/ Grand Ave	8th St/Pitkin Ave

## STUDY AREA





## STUDY PROCESS



**Technical Advisory Committee (TAC)** is comprised of key technical staff of RFTA, Glenwood Springs, CDOT, Garfield County, FTA, and FHWA

- Meets six times over the course of the project to provide support and technical review of analysis and recommendations.



**Focus Group** is comprised of elected and policy officials of corridor and invited members from local agencies, organizations, businesses, and transportation advocates.

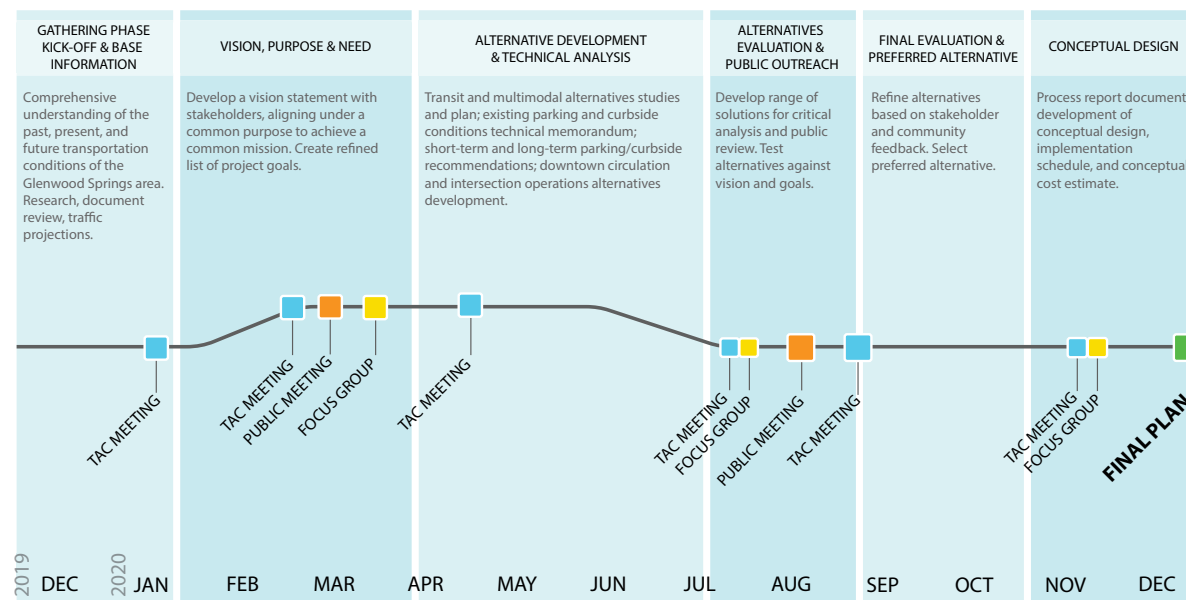
- Meets twice during the project to discuss the visioning process and the alternatives that are evaluated and bundled into recommendations.



**Public-at-Large**

- Opportunities to meet at three public meetings, pop-up events, and provide input via project website.

## STAKEHOLDERS AND COMMUNITY



## SCOPE OF WORK + SCHEDULE



• **April 2020**– Project introduction, development of Corridor Vision, goals and parameters of the project, seek feedback on specific issues and opportunities, initial alternatives for consideration

• **August 2020**– Review initial analysis of alternatives, test alternatives for alignment with community needs and desires

• **October 2020**– Review results of alternatives analysis and comment on recommended Locally Preferred Alternatives

• **Pop-Up Events**- with second and third open houses, utilize display materials developed for associated open houses and obtain public feedback



## PUBLIC MEETING SCHEDULE





WHAT ARE SOME OPTIONS TO EXTEND VelociRFTA INTO DOWNTOWN GLENWOOD?



Underpass vs. Overpass  
Tell us in the comments which you prefer

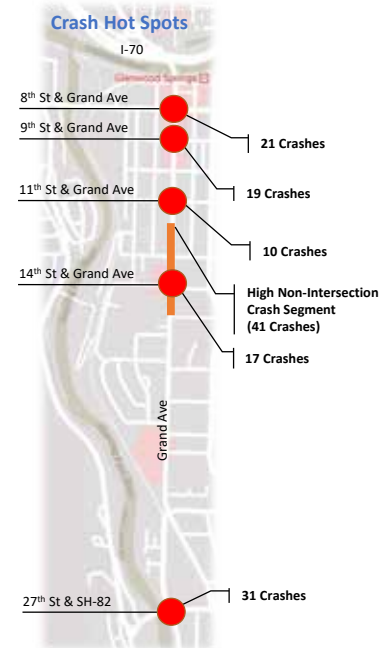
< Underground Crossing	Impacts	Elevated > Crossing
Lower Impact	Visual Impacts and Aesthetics	Greater Impact
Lower Impact	Durability / Maintenance	Greater Impact
Greater Impact	Traffic Impacts During Construction	Lower Impact
Longer	Construction Duration	Shorter
About equal	Overall Costs	About equal

PROPOSED 27TH STREET PEDESTRIAN CROSSING

**EXISTING CRASHES (SH-82)**

- Crash Data (provided by CDOT) within a 3-year period was analyzed (June 2016-June 2019)
- A total of 545 crashes were reported\*:
  - ▶ 3 (<1.0%) Fatal Crashes were reported
  - ▶ 96 (18%) Injury related crashes were reported
  - ▶ Rear-ends were the most common at 49%
  - ▶ Sideswipe account for 17%
  - ▶ Intersection Angle account for 17%
  - ▶ 19 crashes (4%) were Pedestrian/Bicycle related

TOTAL CRASH SUMMARY	
Intersection (Signalized):	224 (41%)
Intersection (Unsignalized):	46 (8%)
Non-Intersection:	233 (43%)
Driveway Access:	42 (8%)
<b>Total Crashes:</b>	<b>545</b>



EXISTING TRAFFIC + SAFETY



**NEXT MEETING: SUMMER 2020**

For more information visit [rftaglenwoodspringsmove.com](http://rftaglenwoodspringsmove.com)



PLEASE TAKE OUR SURVEY

**Introduction:**

Hi, my name is David Johnson and I work for the Roaring Fork Transportation Authority. In the spirit of community, the City of Glenwood Springs and RFTA are continuing to reimagine the future of a multimodal transportation system in our city. We need to hear from you. So, learn a little bit more about the project, take the survey, send us any questions or comments, and leave us a comment on the interactive map.

**1-Cover Slide:**

The Multimodal Options for a Vibrant Economy project, or MOVE, is a collaboration between the City of Glenwood Springs and RFTA

**2-Background Slide:**

RFTA and the City had a number of interrelated transportation initiatives they wanted to plan for, so they initiated this joint study to develop a long-term vision and program for transportation in and through the travel corridors of State Highway 82, or Grande Avenue in Glenwood Springs, State Highway 6, I-70, and the RFTA Rio Grande Railroad Corridor.

Focus will be placed on the transportation, land use, environmental, economic and social needs of the City and the region.

The study will investigate various aspects of mobility for the City, including but not limited to transit, parking, and internal circulation.

**3-OVERALL Project Goals Slide:**

The 9 project goals listed here are also below on the website and include a focus on mobility and accessibility; safety; improving parking; and optimizing transit, walking, bicycling, and driving in and through Glenwood Springs.

**4-Study Area Slide:**

The study area boundaries vary slightly for the different transportation options we are studying, but in general they are from 27th Street through the downtown/ Confluence area in Glenwood Springs to the I-70 corridor

Circulation will be studied at 6 critical intersections that were identified by the City

We will look at oversupply and undersupply parking issues downtown around

7th and 8th streets and the 800, 900, and 1000 blocks of Grand Avenue, Cooper Avenue, Pitkin Avenue, and Colorado Avenue as well as at the 27<sup>th</sup> Street and West Glenwood RFTA stations.

The Study will look at alignment for possible exclusive or semi-exclusive bus lane from 27th Street to 8th Street including Grand Avenue or alternate routes such as parallel streets or Rio Grande Corridor (while maintaining current bicycle and pedestrian trail) and a new transit center location in downtown core and/or around State Highway 6 will be proposed.

**5-Study Process Slide:**

Initially, all transportation options will be developed individually and will go through a Level 1 Fatal Flaw screening. The options that pass through the screening will be bundled into a number of inclusive alternatives. The alternatives will go through a second comprehensive screening to determine a final locally preferred alternative. We will be sharing the alternatives and will need your input throughout this study process.

**6-Scope and Schedule Slide:**

The 12-month study has started with gathering information and developing a project vision. We will use your feedback from this outreach to refine the purpose and need and priorities of the project. The development of the technical options has started, and the analysis of these options will continue for a few more months leading to selecting a preferred alternative. At the end of the study, a conceptual design will be developed including a cost estimate and implementation schedule. This scope and schedule can also be found on the project website.

**7-Stakeholder and Community Slide:**

We will be connecting with various groups throughout the study. The Technical Advisory Committee, or TAC, TAC is comprised of key technical staff from RFTA, Glenwood Springs, CDOT, Garfield County, the Federal Transit Administration, and the Federal Highway Administration.

The Focus Group is comprised of elected and policy officials of the project area and invited members from local agencies, organizations, businesses, and transportation advocates.

The Public-at-Large will have opportunities to connect formally three times with possible pop-up events, public meetings, and they will be able to provide input via project website throughout the duration of the project.

**8-Public Outreach Schedule Slide:**

Our current outreach is an introduction to the project. In August you will be able to review the initial analysis of alternatives and in October you will be able to review the results of the alternative analysis and provide your feedback on the recommended Locally Preferred Alternative.

**9- Options to Extend BRT Slide:**

The VelociRFTA runs in mixed traffic on State highway 82 in Glenwood Springs. Options to create a dedicated alignment are shown on this slide. We are developing information related to each of these alignments to be presented on this website.

**10-Existing traffic and safety slide:**

Safety for all users is an important consideration of this study. Crash data from the Colorado Department of Transportation shows rear end accidents to be the most common along state highway 82 in Glenwood Springs

**11-Proposed 27<sup>th</sup> Street Pedestrian Crossing Slide:**

RFTA/GWS/CDOT are considering an underground or elevated crossing for bikes and pedestrians at SH 82 at 27<sup>th</sup> Street and also at 27<sup>th</sup> and the Rio Grande trail. This will provide for safer crossings in this area. A side benefit of this improvement would be improved traffic flow at this critical intersection. Options being explored include an overpass, or a tunnel. What do you prefer? Let us know in the comments

**12-Closing:**

Now that you have heard from us, it's your turn. RFTA and the City need to hear from **you** about how you move through your community.

Yes—these are strange times, but if you are looking for a productive way to participate in the future of your city please go to the survey, interactive map, and comment section to give us your thoughts or ask any questions.



Narrada por Emily Kushto, PE, Ph.D.  
Parsons Gerente de Proyecto Adjunto  
Residente de Glenwood Springs

# INTRODUCCION AL PROYECTO

## UN VIDEO DE LA PRESENTACIÓN NARRADA



- **La Autoridad de Transporte de Roaring Fork (RFTA)** y la **ciudad de Glenwood Springs** (La Ciudad) inició un estudio para desarrollar una visión a largo plazo y programa de transporte a través de los corredores de viaje de SH-82 (Grande Ave.), SH-6 (West Glenwood), I-70 y la porción de RFTA del sendero del Rio Grande. Se enfocará en el transporte, uso del terreno, necesidades ambientales, económicas y sociales de la ciudad y la región.
- Las **opciones multimodales para una economía vibrante (MOVE)** investigará varios aspectos de movilidad para la ciudad, que incluye, pero no se limita a tránsito, estacionamiento y circulación interna.



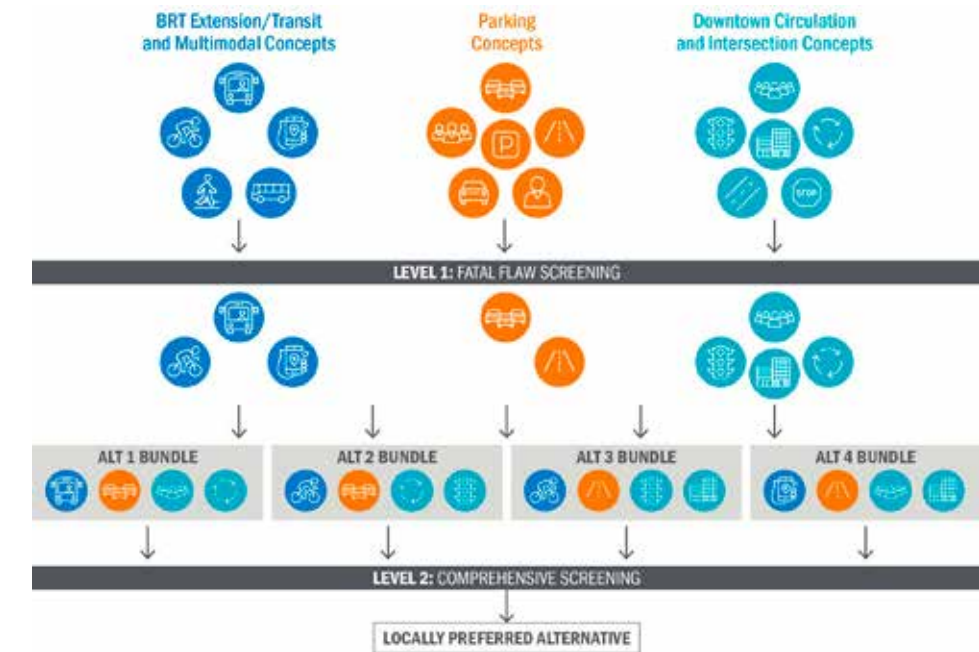
### ANTECEDENTES





- **Garantizar la movilidad y accesibilidad** para residentes, visitantes y trabajadores de todas las edades y capacidades;
- **Mejorar la seguridad** para todos los modos de viaje;
- Crear **un sistema equilibrado, seguro y accesible** para tránsito, automóviles, bicicletas y peatones;
- Identificar **estrategias de optimización en la carretera SH82** para el tránsito local y regional;
- Identificar **las necesidades de estacionamiento de vehículos**, los planes de optimización de gestión de estacionamiento, el alcance óptimo y ubicación para futuros estacionamientos;
- Identificar las ubicaciones óptimas para las **estaciones de tránsito** regionales y locales;
- **Evaluar la extensión de BRT** u otras soluciones de transporte público al centro de Glenwood Springs y conexiones de tránsito al corredor I-70 y analizar el potencial de servicio BRT a estas áreas;
- **Evaluar cambios futuros** en el sistema de tránsito local, en función del uso proyectado del terreno, la población y desarrollo económico; y
- Maximice la **seguridad operacional y la eficiencia de las intersecciones clave** en el centro de la ciudad.

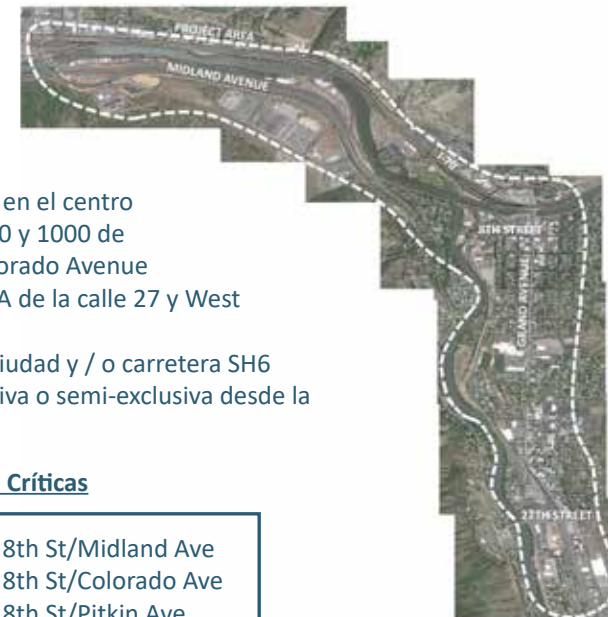
## OBJECTIVOS GENERALES DEL PROYECTO



## PROCESO DE ESTUDIO



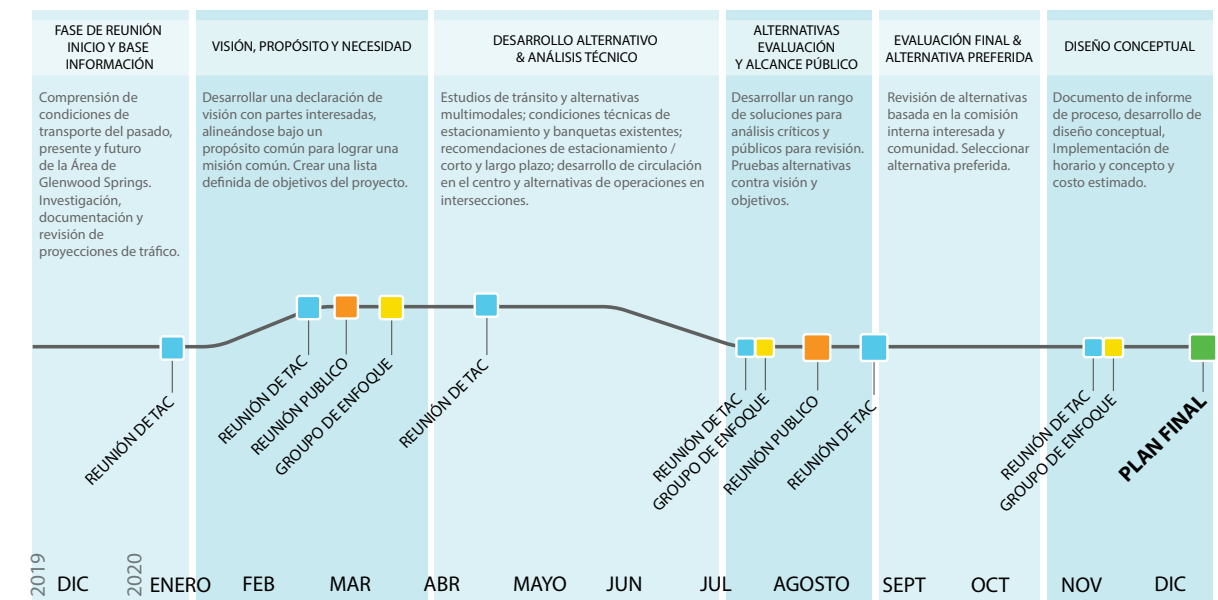
- Desde la calle 27 a través del centro /Área de confluencia en Glenwood Springs hacia la carretera I-70 corredor
- 6 intersecciones críticas identificadas por la ciudad para estudiar circulación
- Problemas de estacionamiento en exceso o en falta en el centro de la ciudad en las Calles 7 y 8 y las cuadras 800, 900 y 1000 de Grand Avenue, Cooper Avenue, Pitkin Avenue y Colorado Avenue
- Estudio de estacionamiento para las estaciones RFTA de la calle 27 y West Glenwood
- Ubicación del centro de tránsito en el centro de la ciudad y / o carretera SH6
- Alineación para una posible línea de autobús exclusiva o semi-exclusiva desde la calle 27 hasta



### Intersecciones Críticas

8th St/Grand Ave	8th St/Midland Ave
9th St/Grand Ave	8th St/Colorado Ave
14th St/ Grand Ave	8th St/Pitkin Ave

## AREA DE ESTUDIOS



## ALCANCE DEL TRABAJO + CALENDARIO





**El Comité Asesor Técnico (TAC)** está compuesto personal técnico de RFTA, Glenwood Springs, CDOT, Garfield Condado, TLC y FHWA

- Se reúne seis veces en el transcurso del proyecto para brindar apoyo y revisión técnica de análisis y recomendaciones.

**El Grupo de enfoque** está compuesto por funcionarios electos y políticos del corredor y miembros invitados de agencias locales, organizaciones, empresas y defensores del transporte.

- Se reúne dos veces durante el proyecto para discutir el proceso de visión y alternativas que se evalúan y se agrupan en recomendaciones.

**Público en general**

- Oportunidades para conectarse formalmente tres veces con posibles eventos emergentes, reuniones públicas, y proporcionar información a través del sitio web del proyecto.

## GRUPOS DE INTERÉS Y COMUNIDAD



## ¿CUÁLES SON ALGUNAS OPCIONES PARA EXTENDER VelociRFTA EN EL CENTRO DE GLENWOOD?



- **Abril 2020**– Introducción del proyecto, desarrollo de Visión del Corredor, parametros y metas del proyecto, búsqueda de comentarios sobre cuestiones y oportunidades específicas, alternativas iniciales a considerar.

- **Agosto 2020**– Revisión del análisis inicial de alternativas, pruebas sobre alineación de alternativas con necesidades y deseos de la comunidad.

- **Octubre 2020**– Revisión de los resultados de análisis de alternativas y comentarios sobre la alternativa recomendada y preferida por la localidad.

- **Eventos Emergentes**- Con segundo y tercero alcance, utilizar materiales de exhibición desarrollados para eventos de puertas abiertas y obtener comentario público.



## PROGRAMA DE ALCANCE PÚBLICO

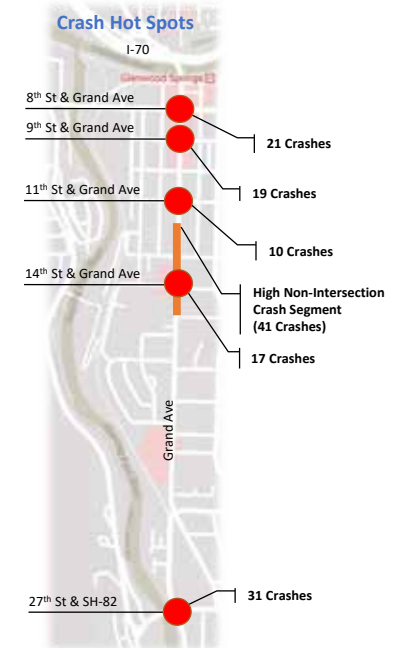


## ACCIDENTES EXISTENTES (SH-82)

- Datos de bloqueo (proporcionados por CDOT) dentro de un período de 3 años, período analizado (junio 2016-junio 2019)
- Se reportaron un total de 545 accidentes \*
  - ▶ 3 (<1.0%) Se informaron accidentes fatales
  - ▶ 96 (18%) se informaron accidentes relacionados con lesiones
  - ▶ Las partes traseras fueron las más comunes con 49%
  - ▶ Accidentes en la parte del costado representa el 17%
  - ▶ El ángulo de intersección representa el 17%

### RESUMEN TOTAL DE ACCIDENTES

Intersección (señalizada):	224 (41%)
Intersección (sin señalizar):	46 (8%)
No intersección:	233 (43%)
Acceso a la cochera:	42 (8%)
<b>Accidentes totales:</b>	<b>545</b>



## TRÁFICO EXISTENTE + SEGURIDAD



**Paso Subterráneo vs Paso Elevado**  
**Cuéntanos en los comentarios cuál prefieres**



Paso < Subterráneo	<u>Impactos</u>	Paso Elevado >
Menos Impacto	Impactos visuales y estéticos	Gran Impacto
Menos Impacto	Durabilidad / Mantenimiento	Gran Impacto
Gran Impacto	Impactos de tráfico durante la construcción	Menos Impacto
Más	Duración de la Construcción	Más Corta
Más o menos la misma	Costos Generales	Más o menos la misma



**PROPUESTO CRUCE DE PEATONES EN LA CALLE 27**



**PRÓXIMA REUNIÓN: VERANO 2020**

Para obtener más información, visite [rftaglenwoodspringsmove.com](http://rftaglenwoodspringsmove.com)



**POR FAVOR TOME NUESTRA ENCUESTA**

**Intro Script (David):**

Hola, me llamo Jennifer Balmes y trabajo para RFTA. En el espíritu de comunidad, la ciudad de Glenwood Springs y RFTA continúan reinventando el futuro de un sistema de transporte multimodal en nuestra ciudad. Necesitamos saber de usted. Entonces, aprenda un poco más sobre el proyecto, responda la encuesta, envíenos cualquier pregunta o comentario y déjenos un comentario en el mapa interactivo.

**1-Cover Slide:**

Las opciones multimodales para un proyecto de economía vibrante, o MOVE, es una colaboración entre la ciudad de Glenwood Springs y RFTA

**2-Background Slide:**

RFTA y la ciudad Glenwood Springs tenían una serie de iniciativas de transporte interrelacionadas que querían planificar, por lo que iniciaron este estudio conjunto para desarrollar una visión y un programa a largo plazo para el transporte dentro y a través de los corredores de viaje de la autopista estatal 82, la avenida principal Grand Ave en Glenwood Springs, Carretera 6, Carretera I-70 y el sendero RFTA del Rio Grande.

El proyecto se enfocará en el transporte, uso del terreno, necesidades ambientales, económicas y sociales de la ciudad y la región.

El estudio investigará varios aspectos de movilidad para la ciudad, que incluye, pero no se limita a tránsito, estacionamiento y circulación interna.

**3-OVERALL Project Goals Slide:**

Los 9 objetivos del proyecto enumerados aquí también se encuentran a continuación en el sitio web ,incluyen un enfoque en movilidad y accesibilidad; la seguridad; mejorar el estacionamiento; optimizar el tránsito, caminar, andar en bicicleta, conducir dentro y a través de Glenwood Springs.

**4-Study Area Slide:**

Los límites del área de estudio varían ligeramente para las diferentes opciones de transporte que estamos estudiando, pero en general son desde la calle 27 a través del centro / área de confluencia en Glenwood Springs hasta el corredor de la carretera I-70

La circulación se estudiará en 6 intersecciones críticas identificadas por la Ciudad.



Analizaremos los problemas de falta y sobre de lugares de estacionamiento en el centro y alrededor de las Calles 7 y 8, las cuadras 800, 900 y 1000 de la avenida principal de Grand Ave.

Así como la avenida Cooper, Avenida Pitkin, Avenida Colorado y sin embargo las estaciones RFTA de la calle 27 y West Glenwood.

El estudio analizará la alineación para posibles carriles exclusivos o semi-exclusivos desde la calle 27 hasta la calle 8 incluyendo la avenida principal de Grand Avenue o rutas alternas como calles paralelas o el uso del sendero del Río Grande (mientras se mantiene el sendero actual para ciclistas y peatones) y un nuevo centro de tránsito en el centro de la ciudad y / o alrededor de la carretera Estatal 6.

#### **5-Study Process Slide:**

Inicialmente, todas las opciones de transporte se desarrollarán individualmente y pasarán por un examen de Nivel 1 de falla fatal. Las opciones que pasan por el examen se agruparán en una serie de alternativas inclusivas. Las alternativas pasarán por una segunda evaluación compresiva para determinar una alternativa final preferida localmente. Compartiremos las opciones y necesitaremos su opinión durante este proceso de estudio.

#### **6-Scope and Schedule Slide:**

El estudio de 12 meses comenzó con la recopilación de información y el desarrollo de una visión del proyecto. Utilizaremos sus comentarios de este alcance para refinar el propósito, la necesidad y las prioridades del proyecto. El desarrollo de las opciones técnicas ha comenzado, y el análisis de estas opciones continuará durante unos meses más, para la conclusión de seleccionar una alternativa preferida. Al final del estudio, se desarrollará un diseño conceptual que incluye una estimación de costos y un mapa de implementación. Este alcance y mapa también se pueden encontrar en el sitio web del proyecto.

#### **7-Stakeholder and Community Slide:**

Nos conectaremos con varios grupos a lo largo del estudio. El Comité Asesor Técnico, o TAC, está compuesto por personal clave de RFTA, Glenwood Springs, CDOT, el Condado de Garfield, la Administración Federal de Tránsito y la Administración Federal de Carreteras.

El Grupo de enfoque está compuesto por funcionarios electos y políticos del área del proyecto y miembros invitados de agencias locales, organizaciones, empresas y defensores del transporte.

El público en general tendrá oportunidades de conectarse formalmente tres veces con posibles eventos emergentes, reuniones públicas, y mediante el sitio web para proporcionar información del proyecto durante todo el proyecto.

#### **8-Public Outreach Schedule Slide:**

Nuestro alcance actual es una introducción al proyecto. En agosto podrá revisar el análisis inicial de alternativas y en octubre podrá revisar los resultados del análisis alternativo y proporcionar sus comentarios sobre recomendación de la alternativa preferida localmente

#### **9- Options to Extend BRT Slide:**

VelociRFTA funciona en tráfico mixto en la carretera estatal 82 en Glenwood Springs. Las opciones para crear una ruta dedicada se muestran en esta diapositiva. Estamos desarrollando información relacionada con cada una de estas rutas para presentarla en este sitio web.

#### **10-Existing traffic and safety slide:**

La seguridad para todos los usuarios es una consideración importante de este estudio. Los datos de accidentes del Departamento de Transporte de Colorado muestran que los accidentes ocurridos en la parte trasera de vehículos son los más comunes a lo largo de la carretera estatal 82 en Glenwood Springs

#### **11-Proposed 27<sup>th</sup> Street Pedestrian Crossing Slide:**

RFTA and GWS are considering a safe, grade separated crossing for bikes and pedestrians at 27<sup>th</sup> Street to connect the Río Grande trail to the RFTA station. Options include an overpass, or a tunnel. What do you prefer? Let us know in the comments.

RFTA y ciudad de Glenwood Springs están considerando un cruce separado y seguro, para bicicletas y peatones en la calle 27 para conectar el sendero del Río Grande con la estación RFTA. Las opciones incluyen un paso elevado o un túnel subterráneo. ¿Qué prefieres? Háganos saber en los comentarios.

#### **12-Closing:**

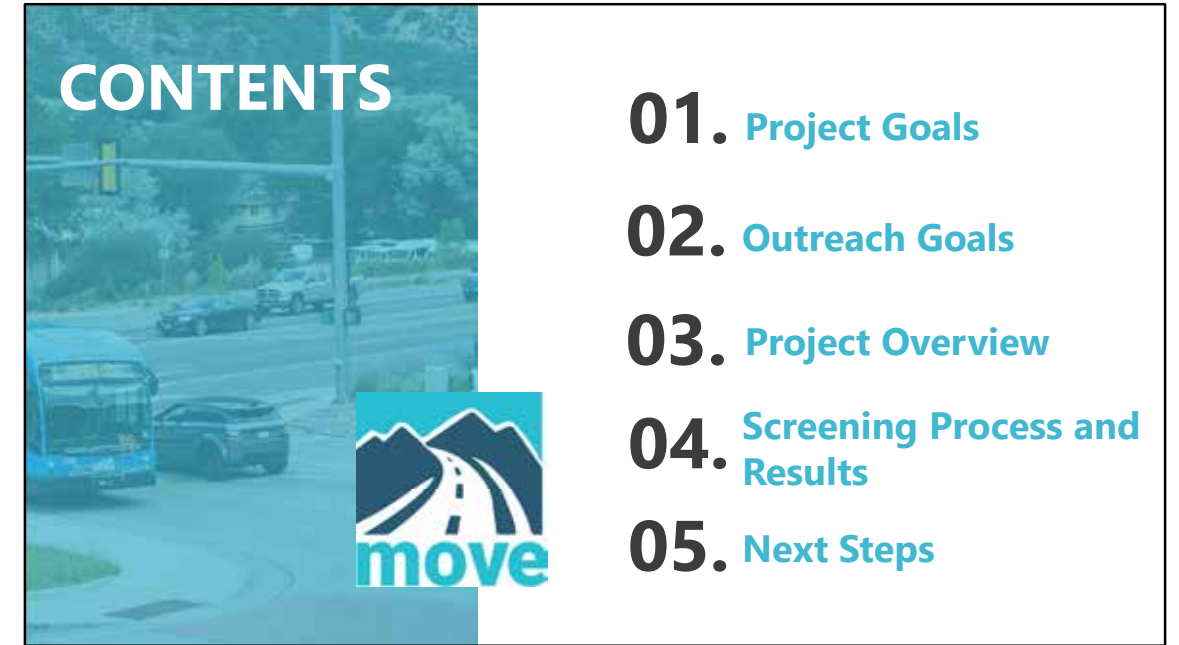
Ahora que ha escuchado de nuestro proyecto, es su turno. RFTA y la Ciudad de Glenwood Springs necesitan saber de usted sobre cómo se mueve en su comunidad.

Sí, estos son tiempos extraños, pero si está buscando una forma productiva de participar en el futuro de su ciudad, vaya a la encuesta, el mapa interactivo y la sección de comentarios para darnos su opinión o hacer cualquier pregunta.





Thank you for joining the virtual public outreach for the RFTA and Glenwood Springs MOVE project. Your participation will help shape future improvements for Glenwood Springs and RFTA. We appreciate your involvement and look forward to your continued participation throughout the study.



**What are the project goals?**

- Improve mobility, connectivity, safety, and accessibility
- Determine effective and affordable transportation solutions with strong community support
- Provide reliable BRT access to the downtown/Confluence area of Glenwood Springs
- Improve travel time for auto travel and local transit
- Reduce congestion in the corridor
- Improve service efficiency (e.g. higher transit ridership, riders per trip, riders per hour of service)
- Meet current and future person-trip demand
- Encourage a shift of auto trips to attractive and reliable alternative modes
- Support local livability, development, and sustainability plans and policies
- Improve transit connections and accessibility to affordable housing

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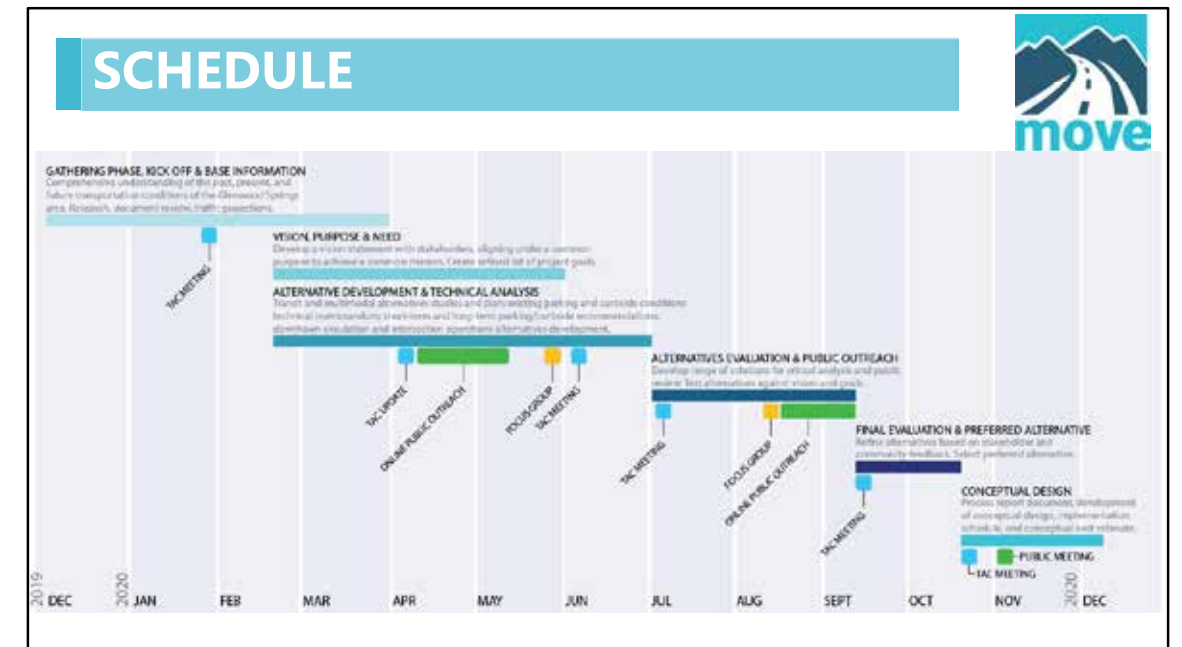
**What are the goals of virtual public outreach?**

- PROVIDE**  
an overview of the project
- UPDATE**  
public on project's progress
- PRESENT**  
evaluated alternatives
- OBTAIN**  
public input on remaining alternatives

The purpose of this virtual public outreach is to provide an overview of the project and update the public on the study's progress. We'll also present alternatives that have been evaluated and obtain your feedback and input on the remaining alternatives.



Now, let's go through the project overview



(note: schedule shown will be updated to include Public Outreach starting in August and lasting 3 weeks)

Over the course of the project so far, the study team has held one online public outreach session, 3 Technical Advisory Committee Meetings, 2 Focus Group Meetings, and presented at 2 RFTA Board Meetings and 1 Glenwood City Council Meeting.

During the meetings and with the results of the public outreach to date, the project team identified the issues and concerns, developed a vision statement, analyzed data to determine the Purpose and Need, and evaluated alternatives to carry forward for further study.



**Vision** 

A community with safe, multimodal, and efficient connection options that makes Glenwood Springs a city of great vitality and quality of life.



**Purpose** 

To optimize the efficiency and utility of the transportation system within and through Glenwood Springs by developing, evaluating, and selecting transportation strategies and opportunities that align with the City's goals for mobility, land use, economic vitality, economic sustainability and quality of life.

The Vision is a community with safe, multimodal, and efficient connection options that makes Glenwood Springs a city of great vitality and quality of life.  
 The purpose speaks more specifically about how we will achieve the vision.

**PROJECT NEEDS**



**Transit** 

- Integrate and optimize the local and regional transit systems to make them more attractive, convenient, reliable, effective and efficient.

**Parking** 

- Recommendations for priority parking locations, facilities, phasing plans and policies for City-owned facilities and for RFTA's 27th Street BRT station
- Improve parking management to minimize searching for parking

**Congestion (non-transit)** 

- Improve traffic safety, circulation and operations particularly during the morning and afternoon peak periods and considering growth over the next 20 years.

**Bicycle and Pedestrian** 

- Improve pedestrian access throughout the Downtown area including connections with transit stations
- Improve ADA access and SH 82 pedestrian crossings
- Facilitate bicycling as a connection to transit.

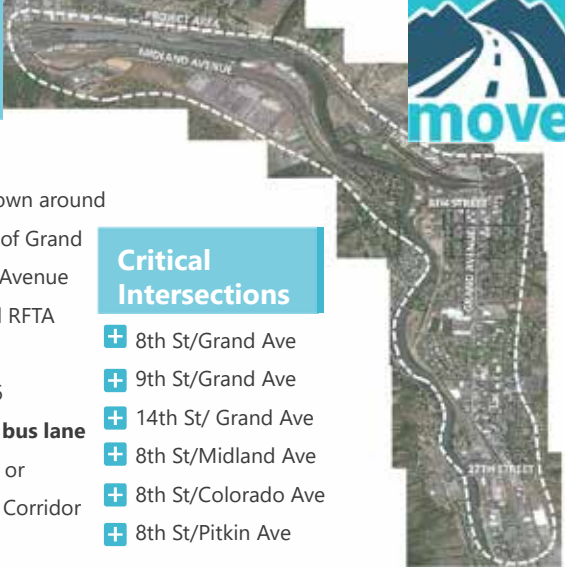
The first round of virtual public outreach in May was used to determine the need for the improvements. The project team also evaluated the following existing conditions and other data to capture the project need:


- Public Transportation
- Downtown and RFTA Station Parking
- Traffic Analysis
- Multimodal Transportation links
- Vehicular Crashes
- Non-motorized modes

## STUDY AREA

### Study Components

- **Oversupply and undersupply parking issues** downtown around 7th and 8th streets and the 800, 900, and 1000 blocks of Grand Avenue, Cooper Avenue, Pitkin Avenue, and Colorado Avenue
- **Parking study** for the 27th Street and West Glenwood RFTA Stations
- **Transit center location** in downtown core and/or SH6
- **Alignment for possible exclusive or semi-exclusive bus lane** from 27th Street to 8th Street including Grand Avenue or alternate routes such as parallel streets or Rio Grande Corridor (while maintaining current bicycle and pedestrian trail)





### Critical Intersections

- + 8th St/Grand Ave
- + 9th St/Grand Ave
- + 14th St/ Grand Ave
- + 8th St/Midland Ave
- + 8th St/Colorado Ave
- + 8th St/Pitkin Ave

The study components will be developed and evaluated against criteria that is based on the previously mentioned project needs



## Screening Process





Now, let's discuss the process for evaluating the alternatives

## Alternatives and Improvements Considered





**Transit Alternatives**

- BRT extension from 27<sup>th</sup> Street RFTA station to downtown Glenwood Springs
- Transit center locations in downtown Glenwood Springs



**Parking**

- Short term and long-term improvements for downtown Glenwood Springs
- Short term and long-term improvements for the Glenwood Springs RFTA park-n-ride stations



**Congestion (non-transit)**

- Traffic flow and congestion improvements for Grand Avenue and 8<sup>th</sup> Street.




**Bicycle and Pedestrian**

- Pedestrian improvements throughout the downtown area
- Bicycle improvements connecting to transit
- Pedestrian improvements connecting to transit

The study team developed various alternatives and improvements, which are categorized into the 4 different groupings shown on the screen.

## Transit Center Alternatives DOWNTOWN TRANSIT STATION



1. 7<sup>th</sup> Street and Colorado Avenue
2. Rio Grande corridor alignment
3. SH 6 Area
4. 7<sup>th</sup> Street, adjacent to the City's lift station
5. Northwest corner of Defiance Street and 8<sup>th</sup> Street

The intent of the downtown transit center is to increase transit usage and to reduce traffic congestion to the extent possible. For this project, the downtown transit center is not specifically intended to include parking since there is a concern that such a facility would attract additional vehicle trips to the area and add to existing traffic congestion. Existing City plans show possibilities for a transit center at the locations listed on the screen. Based on discussions with City and RFTA staff, the first three potential transit center sites were selected as the best options for further evaluation.



**BRT Extension Alternatives**  
**27<sup>th</sup> STREET TO DOWNTOWN**

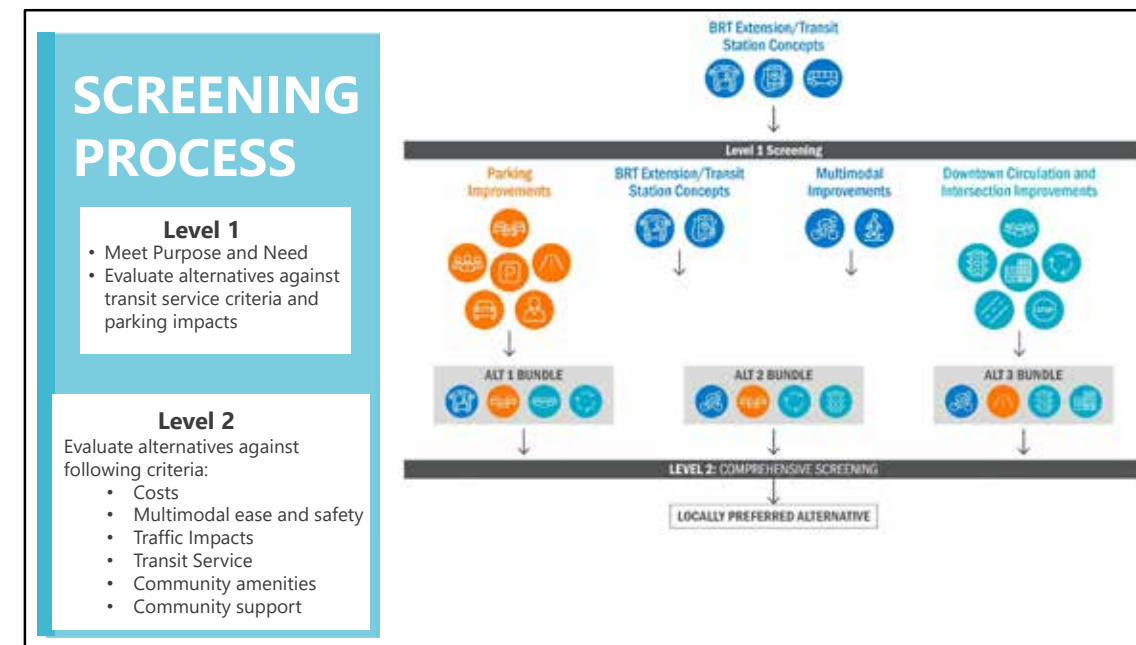
- 1. Grand Avenue alignment**
- 2. Rio Grande corridor alignment**
3. Blake Avenue alignment
4. Cooper/Colorado Avenues one-way couplet alignment
5. Pitkin Avenue alignment

The BRT extension alternatives that are being considered provide service to downtown Glenwood Springs on a route alignment that can accommodate dedicated lanes to ensure short travel times. The BRT extension alignment options are:

1. Grand Avenue alignment
2. Rio Grande corridor alignment
3. Blake Avenue alignment
4. Cooper/Colorado Avenues one-way couplet alignment
5. Pitkin Avenue alignment

Out of the alternatives considered, the project team will focus on the Grand Avenue and Rio Grand corridor alignments. We'll now explain how the project team came to this decision and why the other alternatives were dismissed.

Using the No Build as the baseline for comparison, the BRT extension alternatives include:



To evaluate the alternatives, the project team are conducting two different levels of screening.

- Level 1 screening was to determine if alternatives meet the Purpose and Need and evaluates them against transit service specific criteria and parking impacts.
- Level 2 screening was more comprehensive and evaluates the alternatives against criteria including costs, multimodal ease and safety, traffic impacts, transit service, impacts on community amenities, and will include community support.

Level 1 Screening Results: BRT Extensions						
Level 1 Evaluation Criteria:	No Build	Grand Avenue	Rio Grande Corridor	Blake Avenue	Cooper/Colorado One-way Couplet	Pitkin Avenue
<b>1</b> BRT Travel Time Reliability (based on percentage of alignment in dedicated lanes)	Poor	Moderate	Good	Good	Moderate	Moderate
Score:	1	2	3	3	2	2
<b>2</b> BRT Travel Time (one-way transit travel time in minutes of the BRT with available dedicated lanes)	8 minutes	7.1 minutes	4.6 minutes	7.9 minutes	7.2 minutes	8.2 minutes
Score:	1	2	3	1	2	1
<b>3</b> BRT Travel Time Savings (one-way transit travel time savings of the BRT with proposed dedicated lanes, compared with existing Grand Avenue)	N/A	0.9 minutes faster	3.4 minutes faster	0.1 minutes faster	0.8 minutes faster	0.2 minutes slower
Score:	1	2	3	1	1	1
<b>4</b> Number of on-street parking spaces displaced	0	140 mostly business spaces	0	278 mostly residential spaces	140 mostly residential spaces <sup>7</sup>	161 mostly residential spaces
Score:	3	2	3	1	2	2
<b>TOTAL SCORE</b>	<b>6</b>	<b>8</b>	<b>12</b>	<b>6</b>	<b>7</b>	<b>6</b>

During Level 1 screening the project team determined that Blake Avenue, the Cooper/Colorado one-way couplet, and Pitkin avenue are eliminated from further study for the BRT extensions. The No Build was used as the baseline for comparison.

Level 1 Screening Results: Transit Centers			
Level 1 Evaluation Criteria:	RFTA property on Rio Grande south of 8th St.	7th and Colorado in Confluence area	SH 6 Area
<b>1</b> Pedestrian and Bicycle Accessibility to Heart of Downtown GWS (Grand Ave/8th Street): One-way distance	1,00'	350'	2,800'
Score:	2	3	1
<b>2</b> Routing to West Glenwood PNR: Travel time	5 minutes	6 minutes	6 minutes
Score:	2	3	2
<b>3</b> Transit Oriented Location: Density of businesses and activity centers within ¼-mile walk	Lowest	Highest	Middle
Score:	1	3	2
<b>4</b> Congestion relief for downtown Glenwood Springs south of I-70: attracting fewest cars through downtown	Fair	Poor	Good
Score:	2	1	3
<b>TOTAL SCORE</b>	<b>8</b>	<b>9</b>	<b>8</b>

All of the transit center locations scored very close to each other during the Level 1 screening, so the project team decided to keep all three for further study.

## Improvements to consider: Pedestrian

- Repair downtown sidewalks and ADA ramps (Continuous, comfortable sidewalks should have a minimum width of 5 feet and are constructed to ADA standards)
- Improve signal timing to walk across Grand Avenue downtown
- Improve structural and educational (wayfinding) improvements at Rio Grande Trail and 27th Street
- Improve complete and intuitive wayfinding signs at major transit stops
- Improve shelters at transit stops to improve the experience waiting for the bus
- Improve accessible shared-use paths and trails (Improving trail access at midpoint locations such as 14th Street/Coach Miller Drive, Riverside Drive/12th Street Ditch will make getting on or off the RGT more comfortable at these locations, where currently rail tracks or unimproved accesses are not comfortable or safe for all users)
- Sidewalk, trail, and bicycle networks should be maintained year-round

Various improvements will be paired with the preferred BRT extension alignment and the preferred transit center location. These improvements will enhance the operation, attractiveness and accessibility of the facilities and include the categories of pedestrian/bicycle facilities, parking improvements, traffic operations and safety improvements, and Regional and Local Bus Integration Improvements. The pedestrian improvements are being shown on the screen now.

## Improvements to consider: Bicycle Facilities


- Improve secure, short-term and long-term bike parking to encourage bicycling to transit stations
- Create bike service stations at major stations or a downtown parking garage.
- Create bike share to provide better first- and last-mile connections between RFTA stops and stations and the downtown core.
- Improve connected, dedicated bike networks (i.e. not utilizing sidewalks as designated bike route) to increase bicycle connectivity and minimize conflicts with pedestrians and vehicles.
- Improve accessible shared-use paths and trails (i.e. improving trail access at Rio Grande Trail midpoint locations, remove rail tracks in the Rio Grande corridor) to improve safety and comfort for bicyclists.
- Improve major bicycle connection intersections (striping, signal improvements, and geometric improvements ) to increase bicycle comfort and connectivity through town.
- Maintain sidewalk, trail, and bicycle networks year-round.
- Improve bike loading on buses, to aid and encourage first-/last-mile trips by bicycle

Here are the bicycle facility improvements





## Improvements to consider: Downtown Parking



- Establish a truck loading plan
- Add weekend parking enforcement
- Leverage parking enforcement technology - hand held license plate recognition (LPR) devices paired with automated ticket printing.
- Increase fines (and/or introduce tiered system) for parking violations
- Improve and use proper curb space signage and striping
- Implement paid parking
- Evaluate increasing parking capacity
- Improve transit service downtown
- Plan for TNCs and Avs

Here are the downtown parking improvements to consider



## Improvements to consider: RFTA 27<sup>th</sup> Street Station



- Better connect existing overflow lot at 27th Street
- Lease or purchase land for additional parking spaces near 27th Street
- Establish a more robust parking enforcement program (with 24 hour limit)
- Provide kiss-n-ride area
- Add BRT stations in Glenwood (i.e. West Glenwood BRT connection)
- Improve multimodal connections to BRT

Here are the downtown parking improvements to consider

**Improvements to consider:  
Traffic Operations and Safety**

- Improve traffic signal coordination/progression
- Transit signal priority (TSP)
- Safety improvements

**Improvements to consider:  
Regional and Local Bus Service**

- Improve local transit service to optimize ridership
- Improve local/regional transit service connections
- Reduce local/regional transit service redundancies

Here are the traffic operations and safety and regional and local bus service improvements to consider.

**Level 2 Screening Criteria: BRT  
Extensions and Transit Center  
Locations**

**We will look at the following categories when further evaluating the BRT Extensions and Transit Center Locations:**

- Project Costs
- Auto Travel Time
- Transit Performance
- Pedestrian and Bicycle Ease and Safety
- Business Impacts
- Rio Grande Corridor Impacts
- Construction Duration
- Community Support

We will look at the following categories when further evaluating the BRT Extensions and Transit Center Locations:

- Project Costs
- Auto Travel Time
- Transit Performance
- Pedestrian and Bicycle Ease and Safety
- Business Impacts
- Rio Grande Corridor Impacts
- Construction Duration
- Community Support

## Grand Avenue BRT Alignment

Northbound dedicated BRT lane between 27<sup>th</sup> Street and 23<sup>rd</sup> Street. 23<sup>rd</sup> to 13<sup>th</sup> Street, BRT vehicles in existing mixed flow traffic lanes, with transit signal priority. From 13<sup>th</sup> Street to 8<sup>th</sup> Street, business access/transit (BAT) lanes would displace on-street parking and provide semi-dedicated BRT lanes in both directions but would also allow right-turn movements.

### PROS

- Low construction impacts and duration
- Capital cost is roughly \$4M-\$5M
- Slight improved transit and automobile performance along Grand Ave

### CONS

- Business parking removed along some sections of Grand
- Pedestrian "buffer" from busses is narrowed
- Numerous locations where cyclists and pedestrians cross BRT routes, potential safety issue
- Increased side street delays



We have already started looking at some of the evaluation categories and want to share our initial results so you have a complete picture to then provide us feedback in our survey about which options you like the best. The **Grand Avenue alignment option** (1.6 miles) would provide a northbound dedicated BRT lane between 27<sup>th</sup> Street and 23<sup>rd</sup> Street (one-third mile), similar to the existing condition south of 27<sup>th</sup> Street. From 23<sup>rd</sup> Street to 13<sup>th</sup> Street, the BRT vehicles would operate in the existing mixed flow traffic lanes, with transit signal priority (TSP) so when busses arrive at traffic signals the green will be extended for theme bus or a red light will change to green early for the bus. From 13<sup>th</sup> Street to 8<sup>th</sup> Street, business access/transit (BAT) lanes would displace on-street parking and provide semi-dedicated BRT lanes in both directions but would also allow right-turn movements.

## Rio Grande Corridor

Dedicated BRT lanes in the exclusive right-of-way owned by RFTA that currently includes the Rio Grande trail. The right-of-way is typically 50' in this area (27<sup>th</sup> Street to 8<sup>th</sup> Street) and can accommodate both the trail and the BRT alignment. 2 options for this alignment are presented in the survey. Below are the pros and cons for all options.

### PROS

- Lower travel times and greater reliability than Grand Ave option
- Existing parking not affected
- Pedestrian "buffer" from buses is greater than the Grand Ave option
- Number of locations where cyclists and pedestrians cross BRT routes is low (good safety measure)
- Existing trail width will be increased where possible and parallel gravel running path to be added where space allows.



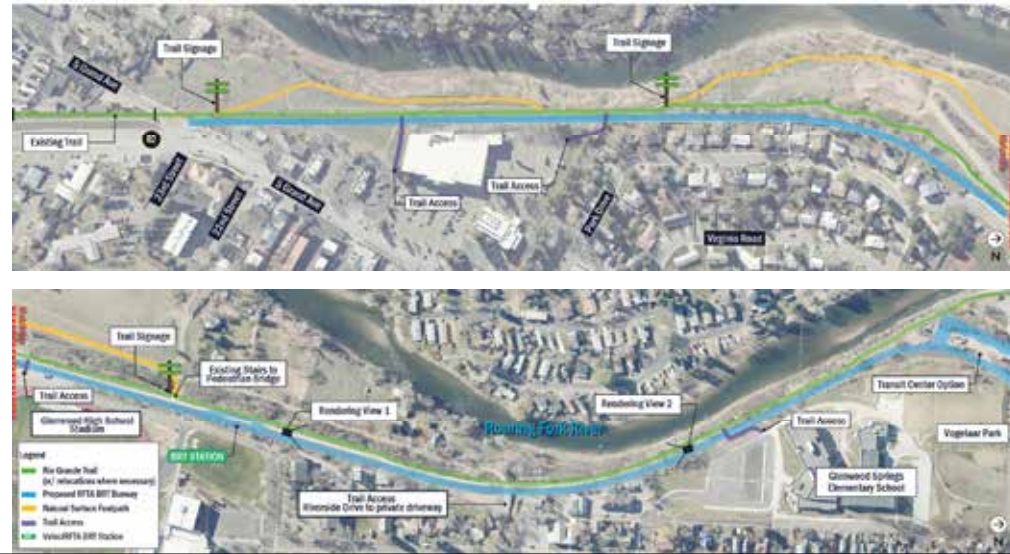
### CONS

- Existing secluded nature of Rio Grande trail will be changed
- Pedestrian and bicycle accessibility to cross the alignment is limited
- Construction impacts and cost are greater than the Grand Ave option

The **Rio Grande Corridor alignment option** (1.7 miles) would provide dedicated BRT lanes in the exclusive right-of-way owned by RFTA that currently includes the Rio Grande trail. The right-of-way is typically 50' in this area (27<sup>th</sup> Street to 8<sup>th</sup> Street) and can accommodate both the trail and the BRT alignment, with the trail on the west side (river side). A BRT station would be located west of Glenwood Springs High School (approximately at 14<sup>th</sup> Street). There will be four at-grade trail connections along the length of the corridor. A Minimum Disturbance Option, increased horizontal separation option, and vertical separation option is presented in the survey.



## Rio Grande Corridor - Minimal Construction Option



Here is a plan view showing the busway and trail alignment for the Minimal Construction Option

## Rio Grande Corridor - Minimal Construction Option

### Info and Features

- Minimizes the width of disturbance and places the trail and transit alignment next to each other with a barrier separation
- Capital cost is roughly \$15M-\$20M
- Can accommodate widening the width of the existing trail from 10' to 12'



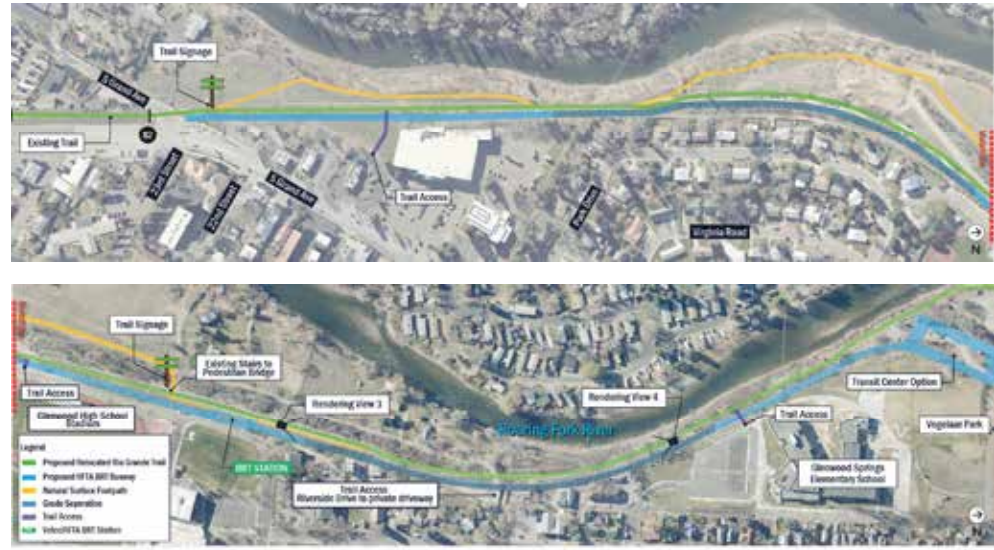
Rendering 1



Rendering 2

Here is some more information regarding the Rio Grande Corridor Minimal Construction Option.

## Rio Grande Corridor - Vertical Separation Option



This shows an example of the what the plan view of the busway and trail alignment could look like for Vertical Construction Option.

## Rio Grande Corridor - Vertical Separation Option

### Info and Features:

- 70% of trail will move to at least 8' away from the busway (Rendering 3)
- 30% of trail will be next to busway but vertically separated (Rendering 4)
- Capital cost is roughly \$20M-\$25M
- Includes landscaping between trail, busway, and properties and parallel gravel running path where space allows
- Maximizes visual separation between bus lane and trail user



On this slide you can see more information and renderings of the Rio Grande Corridor Vertical Separation Option.

TRANSIT STATION OPTIONS				
	<b>RFTA Property</b>	<b>7<sup>th</sup> and Colorado</b>	<b>SH 6 Area</b>	
	<b>PROS</b> <ul style="list-style-type: none"> <li>Sufficient land area to allow development of the transit center</li> <li>Works best with BRT alignment on the Rio Grande Corridor</li> <li>Closest and fastest route from this transit center to RFTA's West Glenwood transit center</li> <li>Quarter mile to heart of downtown (Grand Ave/8<sup>th</sup> Street)</li> </ul>	<b>PROS</b> <ul style="list-style-type: none"> <li>Sufficient land area to allow development of the transit center</li> <li>Works well with either BRT alignment</li> <li>Adjacent to the heart of downtown (Grand Ave/8<sup>th</sup> Street)</li> </ul>	<b>PROS</b> <ul style="list-style-type: none"> <li>Sufficient land area to allow development of the transit center</li> <li>Works well with Grand Avenue BRT alignment</li> <li>Close to many businesses on the north side of Glenwood</li> </ul>	
	<b>CONS</b> <ul style="list-style-type: none"> <li>Not the closest location to the heart of downtown</li> </ul>	<b>CONS</b> <ul style="list-style-type: none"> <li>Currently being used as a parking lot</li> </ul>	<b>CONS</b> <ul style="list-style-type: none"> <li>Over a half-mile to heart of downtown (Grand Ave/8<sup>th</sup> Street)</li> </ul>	

The Downtown Glenwood Springs Transit Center would be a hub for bus travel and improve bus route connections/transfers. Please review the various alternative and go to the survey to select which location you prefer.

MOVE Study

## NEXT STEPS

- Review and consider all written, verbal, and online comments received.
- Conduct a detailed analysis of the remaining alternatives.
- Summarize above to identify the preferred alternative.
- Prepare the preferred alternative for public viewing.

<https://rftaglenwoodspringsmove.com/>



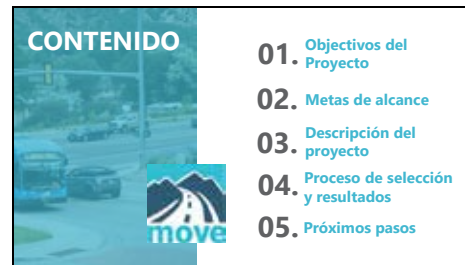
Slide 1



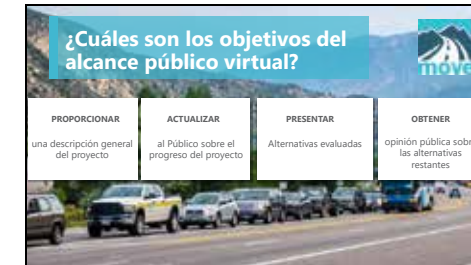
Gracias por unirse al alcance público virtual para el proyecto RFTA y Glenwood Springs MOVE. Su participación ayudará a dar forma a futuras mejoras para Glenwood Springs y RFTA. Agradecemos su participación y esperamos su participación continua durante todo el estudio.

en tránsito, pasajeros por viaje, pasajeros por hora de servicio)  
Satisfacer la demanda actual y futura de viajes de pasajeros  
Fomentar un cambio de los viajes en automóvil a modos alternativos atractivos y confiables  
Apoyar los planes y políticas locales de habitabilidad, desarrollo y sostenibilidad.  
Mejorar las conexiones de tránsito y la accesibilidad a viviendas asequibles.

Slide 2



Slide 4



El propósito de este alcance público virtual es proporcionar una descripción general del proyecto y actualizar al público sobre el progreso del estudio. También presentaremos alternativas que han sido evaluadas y obtendremos sus comentarios y aportes sobre las alternativas restantes.

Slide 3



Los objetivos de este proyecto son:

Mejorar la movilidad, la conectividad, la seguridad y la accesibilidad  
Determinar soluciones de transporte efectivas y asequibles con un fuerte apoyo comunitario.  
Proporcionar acceso BRT confiable al centro / área de Confluencia de Glenwood Springs  
Mejorar el tiempo de viaje para viajes en automóvil y tránsito local  
Reducir la congestión en el corredor  
Mejorar la eficiencia del servicio (por ejemplo, mayor número de pasajeros

Slide 5



Ahora, repasemos la descripción general del proyecto

Slide 6



(nota: el horario que se muestra se actualizará para incluir el alcance público a partir de agosto y durará 3 semanas)

En el transcurso del proyecto hasta ahora, el equipo de estudio ha realizado una sesión de alcance público en línea, 3 reuniones del Comité Asesor Técnico, 2 reuniones de grupos focales y ha presentado en 2 reuniones de la Junta de RFTA y 1 reunión del Consejo de la Ciudad de Glenwood.

Durante las reuniones y con los resultados del alcance público hasta la fecha, el equipo del proyecto identificó los problemas y preocupaciones, desarrolló una declaración de visión, analizó datos para determinar el Propósito y la Necesidad, y evaluó alternativas para llevarlas a cabo para un estudio adicional.

Slide 7

**Visión**

Una comunidad con opciones de conexión seguras, multimodales y eficientes que hace de Glenwood Springs una ciudad de gran vitalidad y calidad de vida.

**Propósito**

Optimizar la eficiencia y la utilidad del sistema de transporte dentro y a través de Glenwood Springs mediante el desarrollo, la evaluación y la selección de estrategias y oportunidades de transporte que se alineen con los objetivos de la ciudad con importancia sobre la tierra, vitalidad económica, sostenibilidad económica y calidad de vida.

La vision es de una comunidad con opciones de conexión seguras, multimodales y eficientes que hacen de Glenwood Springs una ciudad de gran vitalidad y calidad de vida.

El propósito habla más específicamente sobre cómo lograremos la visión.

Slide 8

La primera ronda del alcance publico virtual en mayo se utilizó para determinar la necesidad de las mejoras. El equipo del proyecto también evaluó las siguientes condiciones existentes y otros datos para capturar la necesidad del proyecto:

- Transporte publico
- Estacionamiento en el centro y en la estación RFTA
- Análisis de tráfico
- Enlaces de transporte multimodal
- Choques de vehículos
- Modos no motorizados

Slide 9

Los componentes del estudio se desarrollarán y evaluarán según los criterios que se basan en las necesidades del proyecto mencionadas anteriormente.

Slide 10



Ahora, analicemos el proceso para evaluar las alternativas

las discusiones con el personal de la Ciudad y RFTA, se seleccionaron los primeros tres sitios potenciales de centros de tránsito como las mejores opciones para una evaluación adicional.

Slide 11



El equipo de estudio desarrolló varias alternativas y mejoras, que se clasifican en los 4 grupos diferentes que se muestran en la pantalla.

Slide 12



La intención del centro de tránsito en el centro de la ciudad es de aumentar el uso del autobús y reducir la congestión del tránsito en la medida de lo posible. Para este proyecto, el centro de tránsito del centro de la ciudad no tiene la intención específica de incluir estacionamiento, ya que existe la preocupación de que tal instalación atraiga viajes de vehículos adicionales al área y aumente la congestión del tráfico existente. Los planos de la ciudad existentes muestran las posibilidades de un centro de tránsito en las ubicaciones que aparecen en la pantalla. En base a

Slide 13



Las alternativas de extensión de BRT que se están considerando brindan servicio al centro de Glenwood Springs en una alineación de ruta que puede acomodar carriles dedicados para asegurar tiempos de viaje cortos. Las opciones de alineación de la extensión BRT son:

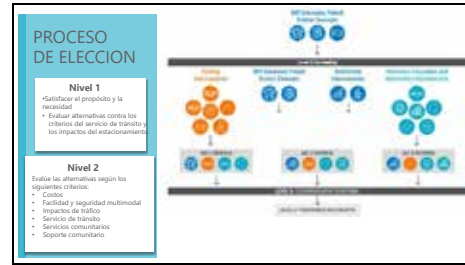
- Alineación de Grand Avenue
- Alineación del corredor Río Grande
- Alineación de Blake Avenue
- Alineación unidireccional de Cooper / Colorado Avenues
- Alineación de Pitkin Avenue

De las alternativas consideradas, el equipo del proyecto se concentrará en las alineaciones de los corredores Grand Avenue y Río Grand. Ahora explicaremos cómo el equipo del proyecto tomó esta decisión y por qué se descartaron las otras alternativas.

Utilizando No Build como referencia para la comparación, las alternativas de extensión de BRT incluyen:



Slide 14



Para evaluar las alternativas, el equipo del proyecto está llevando a cabo dos niveles diferentes de selección.

- El examen de Nivel 1 fue para determinar si las alternativas cumplen con el Propósito y la Necesidad y las evalúa contra los criterios específicos del servicio de tránsito y los impactos del estacionamiento.

- El examen de nivel 2 fue más completo y evalúa las alternativas contra criterios que incluyen costos, facilidad y seguridad multimodal, impactos en el tráfico, servicio de tránsito, impactos en las comodidades de la comunidad e incluirá apoyo comunitario.

Slide 15

Resultados del examen de nivel 1: extensiones de BRT						
Criterios de evaluación de nivel 1	14th Street	Blake Avenue	14th Street/Cooper	BRT Cooper	12th Street/Cooper	14th Street
Disponibilidad de espacio de BRT dentro del presupuesto de construcción	Rojo	Amarillo	Verde	Verde	Amarillo	Amarillo
Puntuación	1	2	3	3	2	2
Tiempo de viaje de BRT desde el inicio del servicio hasta el final del servicio	8 minutos	11 minutos	10 minutos	10 minutos	12 minutos	12 minutos
Puntuación	1	2	3	3	2	1
Área de Servicio de BRT (área de servicio de BRT) dentro del presupuesto de construcción	N/A	10 minutos más espacio	7.5 minutos más espacio	8.5 minutos más espacio	12 minutos más espacio	12 minutos más espacio
Puntuación	1	3	3	2	1	1
Número de áreas de estacionamiento en las propuestas	60	60	60	60	60	60
Puntuación	3	3	3	3	3	3
<b>Puntuación total</b>	<b>6</b>	<b>11</b>	<b>13</b>	<b>12</b>	<b>11</b>	<b>10</b>

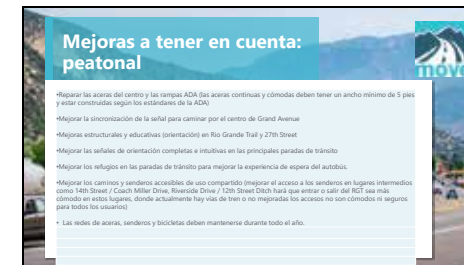
Durante la evaluación de Nivel 1, el equipo del proyecto determinó que Blake Avenue, unidireccional Cooper / Colorado y la avenida Pitkin se eliminaron del estudio adicional para las extensiones de BRT. No Build se utilizó como referencia para la comparación.

Slide 16

Resultados del examen de nivel 1: centros de tránsito			
Criterios de evaluación de nivel 1	Propuesta BRT en Río Grande al sur de Río 30	Tro y Colorado en el Área de Condensación	Área DT 4
Disponibilidad para peatones y bicicletas al centro del centro de BRT (Cooper Ave / 18th Street) dentro de la vida	1,000	Verde	2,000
Puntuación	2	3	1
Riesgo al PNE de West Colorado	4 minutos	4 minutos	4 minutos
Puntuación	3	3	3
Impacto del estacionamiento al tránsito: Densidad de estacionamiento dentro de 1/4 de milla de BRT	Rojo	Verde	No estudio
Puntuación	1	3	2
Área de la congestión para el centro de General Springs al sur de la 70 alrededor la misma cantidad de estacionamiento al centro del centro	Verde	Verde	Verde
Puntuación	3	3	3
<b>PUNTOS TOTALES</b>	<b>9</b>	<b>9</b>	<b>8</b>

Todas las ubicaciones de los centros de tránsito puntuaron muy cerca unas de otras durante la selección de Nivel 1, por lo que el equipo del proyecto decidió conservar las tres para un estudio más detallado.

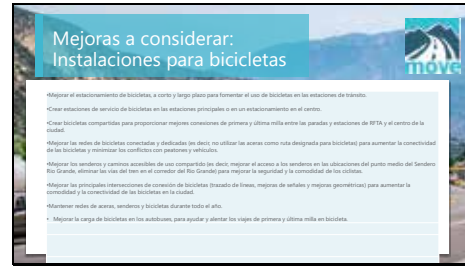
Slide 17



Varias mejoras se combinarán con la alineación de extensión BRT preferida y la ubicación preferida del centro de tránsito. Estas opciones mejorarán la operación, el atractivo y la accesibilidad de las instalaciones e incluirán las categorías de instalaciones para peatones / bicicletas, mejoras de estacionamiento, operaciones de tráfico y mejoras de seguridad, y mejoras de integración de autobuses regionales y locales.

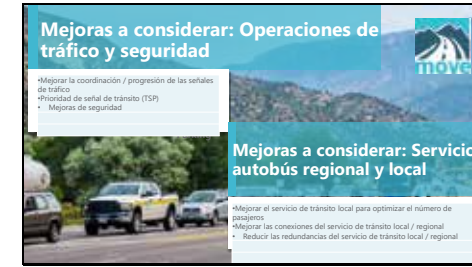
Las mejoras para peatones se muestran ahora en la pantalla.

Slide 18



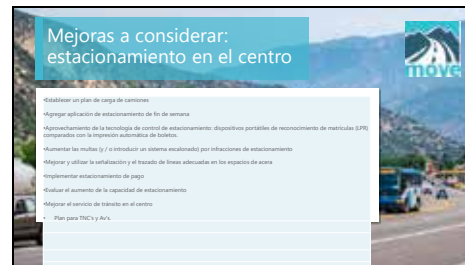
Aquí están las mejoras a las instalaciones para bicicletas

Slide 21



Aquí están las operaciones de tráfico y las mejoras de los servicios de autobuses regionales y locales y de seguridad a considerar.

Slide 19



Estas son las mejoras de estacionamiento en el centro a considerar

Slide 22



Observaremos las siguientes categorías al evaluar más a fondo las extensiones de BRT y las ubicaciones de los centros de tránsito:

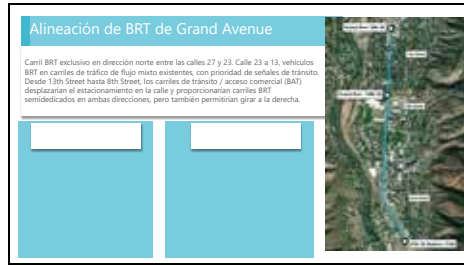
- Costos del proyecto
- Tiempo de viaje automático
- Rendimiento de tránsito
- Facilidad y seguridad para peatones y bicicletas
- Impactos comerciales
- Impactos del Corredor del Río Grande
- Duración de la construcción
- Apoyo a la comunidad

Slide 20



Estas son las mejoras de estacionamiento en el centro a considerar

Slide 23



Ya hemos comenzado a mirar algunas de las categorías de evaluación y queremos compartir nuestros resultados iniciales para que tenga una imagen completa y luego nos brinde comentarios en nuestra encuesta sobre qué opciones le gustan más. La opción de alineación de Grand Avenue (1.6 millas) proporcionaría un carril BRT dedicado hacia el norte entre la calle 27 y la calle 23 (un tercio de milla), similar a la condición existente al sur de la calle 27. Desde la calle 23 hasta la calle 13, los vehículos BRT operarían en los carriles de tráfico de flujo mixto existentes, con prioridad de señal de tránsito (TSP), por lo que cuando los autobuses lleguen a las señales de tráfico, el verde se extenderá para el autobús temático o una luz roja cambiará a verde. De manera acelerada para el autobús. Desde la calle 13 hasta la calle 8, los carriles de tránsito / acceso comercial (BAT) desplazarían el estacionamiento en la calle y proporcionarían carriles BRT semidedicados en ambas direcciones, pero también permitirían girar a la derecha.

Slide 24



La opción de alineación del Corredor del Río Grande (1.7 millas) proporcionaría carriles BRT dedicados en el derecho de paso exclusivo propiedad de RFTA que actualmente incluye el sendero del Río Grande. El derecho de paso suele ser de 50 pies en esta área (calle 27 a calle 8) y puede acomodar tanto el sendero como la alineación del BRT. En la encuesta se presentan 2 opciones para esta alineación. A continuación se muestran los pros y los contras de todas las opciones.

**PROS**

- Menores tiempos de viaje y mayor confiabilidad que la opción Grand Ave
- Estacionamiento existente no afectado
- El "espesor" para peatones de los autobuses es mayor que la opción de Grand Ave
- El número de lugares donde ciclistas y peatones cruzan las rutas BRT es bajo (bajo medida de seguridad)
- Se aumentará el ancho del sendero existente donde sea posible y se agregará un camino de grava paralelo donde el espacio lo permita.

**CONS**

- Se cambiará la naturaleza anida existente del sendero Río Grande
- La accesibilidad de peatones y bicicletas para elegir la alineación es limitada. Los impactos y el costo de la construcción son mayores que la opción Grand Ave

En la encuesta se presenta una opción de perturbación mínima, una opción de separación horizontal aumentada y una opción de separación vertical.

Slide 25



Aquí hay una vista en planta que muestra la alineación de la vía de buses y el sendero para la opción de construcción mínima



Slide 26



Aquí hay más información sobre la opción de construcción mínima del Corredor del Río Grande.

Slide 29



El Centro de Tránsito del Centro de Glenwood Springs sería un centro para los viajes en autobús y mejoraría las conexiones / transferencias de rutas de autobús. Revise las distintas alternativas y vaya a la encuesta para seleccionar la ubicación que prefiera.

Slide 27



Esto muestra un ejemplo de cómo podría verse la vista en planta de la vía de buses y la alineación del sendero para la opción de construcción vertical.

Slide 30



Slide 28



En esta diapositiva, puede ver más información y representaciones de la opción de separación vertical del corredor del Río Grande.