2014 UPDATE
Regional Travel Patterns Study

Regional Forum – October 17, 2014

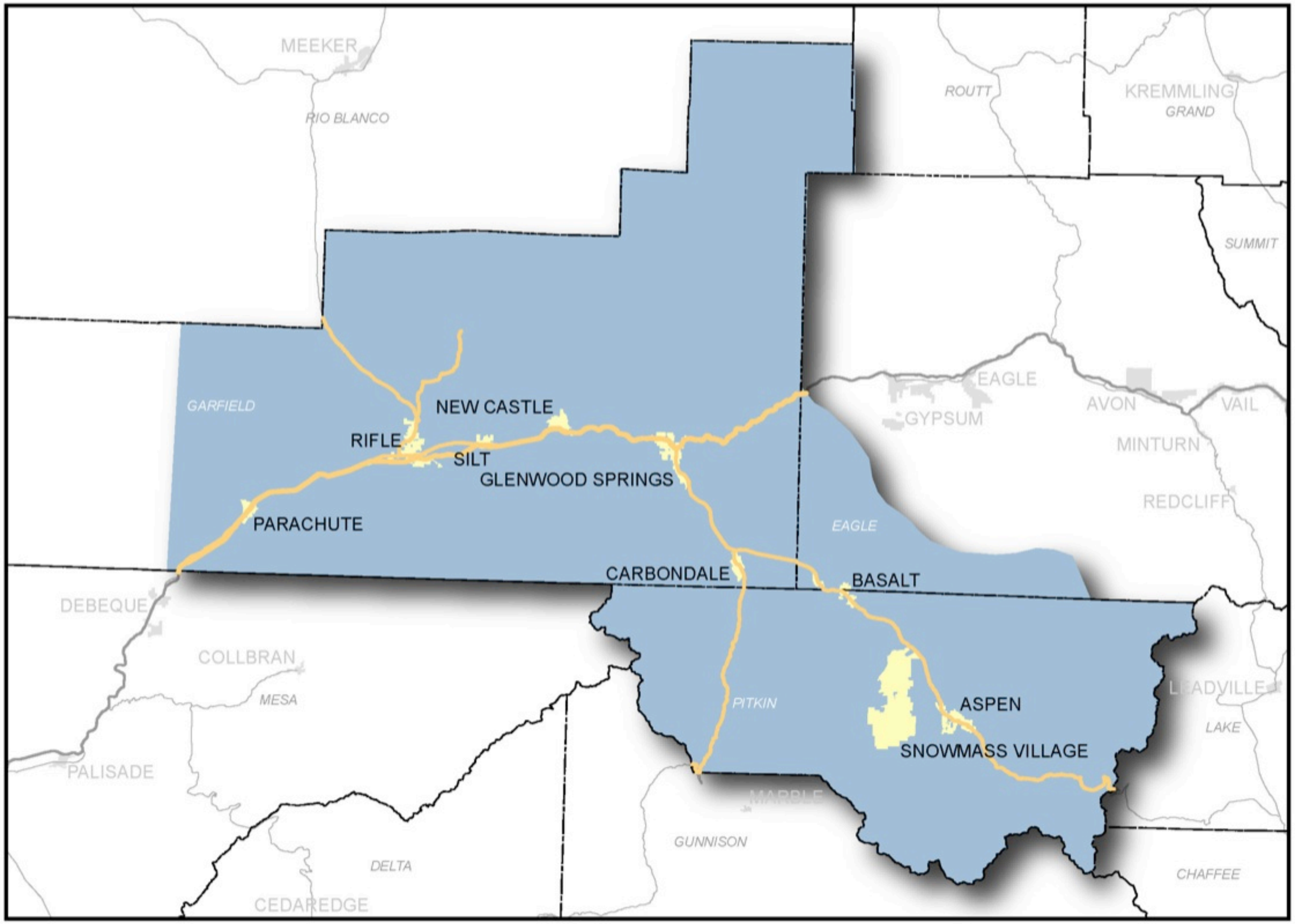
Outline

- The Project
- Previous Surveys & Outcomes
- Results – Highlights & Forecasts
- Implications for this Region

2014 Update

THE PROJECT

Regional Travel Patterns Study Area



Two Rounds of Survey Research

1 "Winter"
(March)

- Paper + On-Line (web)
- English + Spanish

Employer Survey

Employee Survey

2 "Summer"
(July)

- Paper + On-Line (web)
- English + Spanish

Employer Survey

Resident Survey

Survey Data

- Where you live, where you work
- Mode of travel to work & other trips
- Employer policies
  - Bus passes, free parking
  - Telecommuting
- Local environment for walking & biking
- Transit use patterns, etc.
  - VelociRFTA use
  - First & last mile
  - Park ‘n ride use
- Demographic information

2014 Update

PREVIOUS SURVEYS & OUTCOMES

1998 – 1st Regional Travel Patterns Study

Winter Only

Healthy Mountain Communities

2004 – 2nd Regional Travel Patterns Study

Winter Only

Garfield County

2014 – 3rd Regional Travel Patterns Study

Winter + Summer

RFTA

1998 – 1st Regional Travel Patterns Study

one car / one job

- An interdependent region
- Upstream intercity commuter flows
- Long driving commutes
- Potential options for regional transit

2004 – 2nd Regional Travel Patterns Study

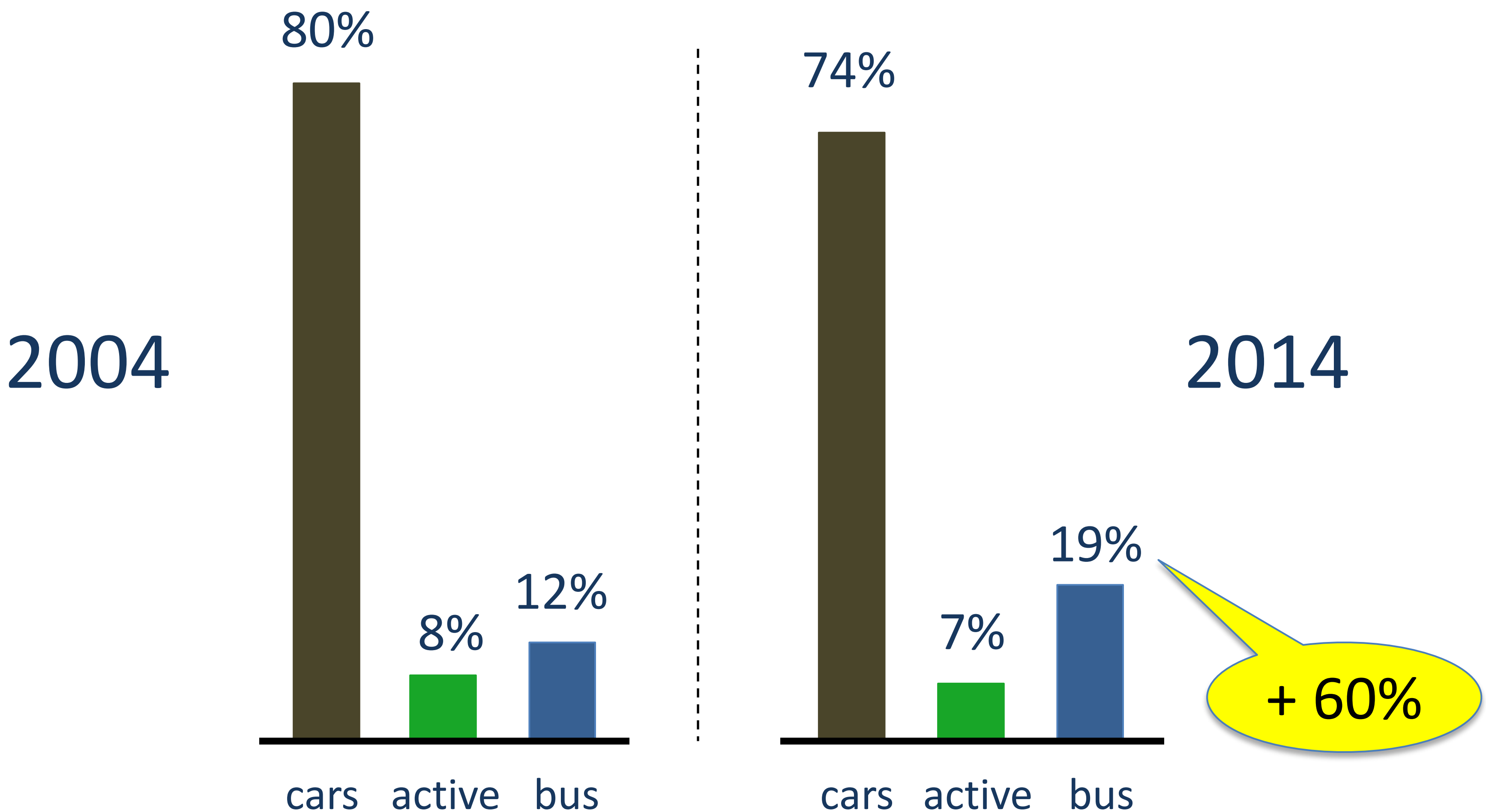
- Effects of recession on transit
- Low levels of active transportation
- Declining % live & work in same place
- Potential role of transit passes

only 41%

2014 Update

RESULTS: HIGHLIGHTS & FORECASTS

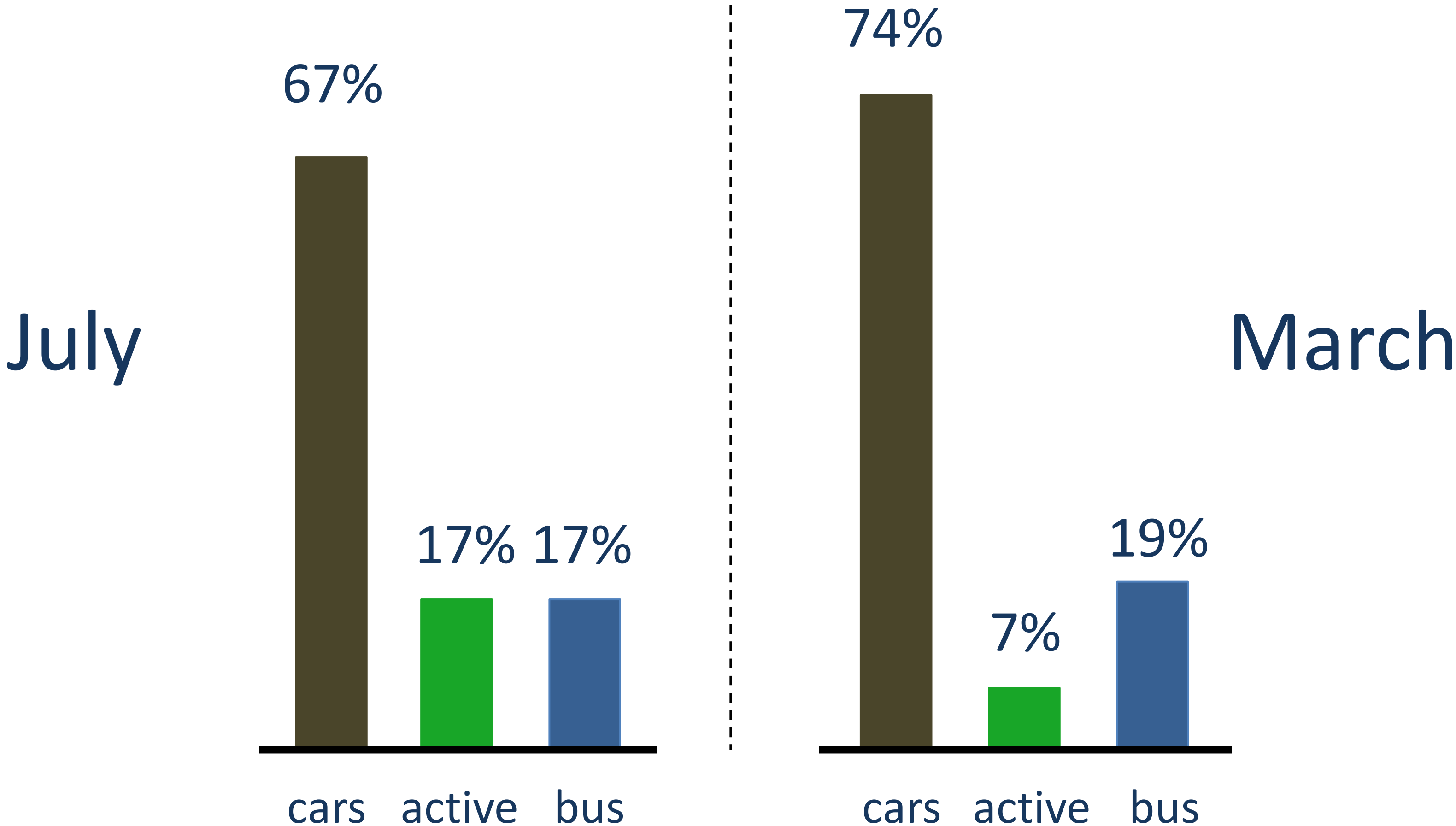
Mode Shift - Commuting
Regional – Winter (March)



Source: Project Data

2014 Commuting Mode Share

Regional – By Season



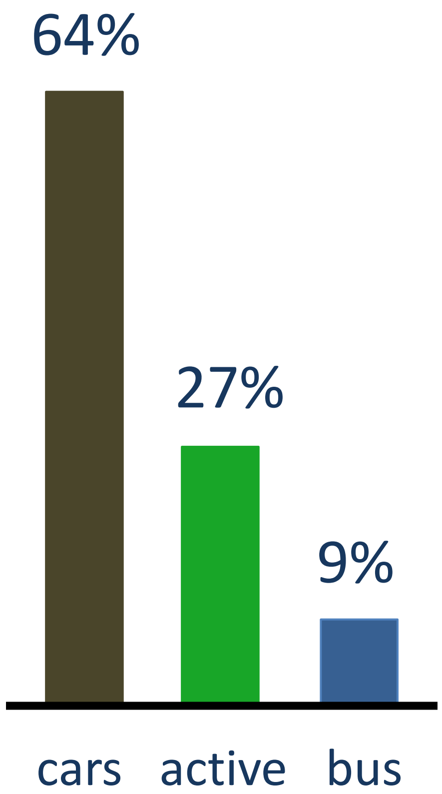
Source: Project Data

2014 Personal Trips* Mode Share

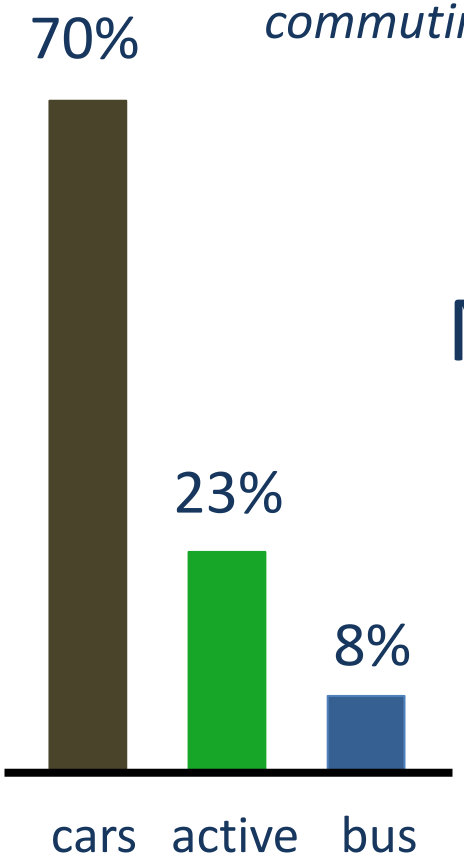
Regional – By Season

**all trips other than commuting and work trips*

July



March

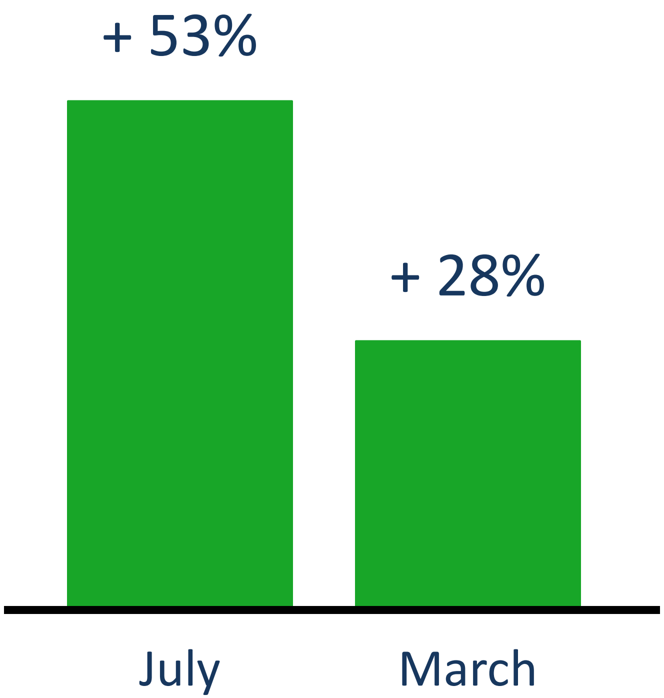


Source: Project Data

Travel Trends 2004 - 2014

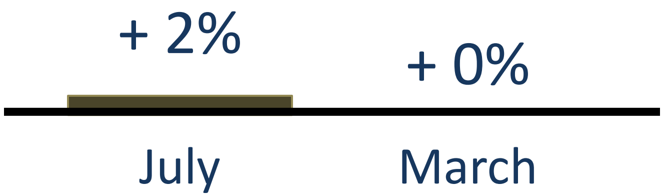
RFTA Ridership

Regional – All Routes



SR 82 Traffic

Glenwood Springs



Source: RFTA and CDOT

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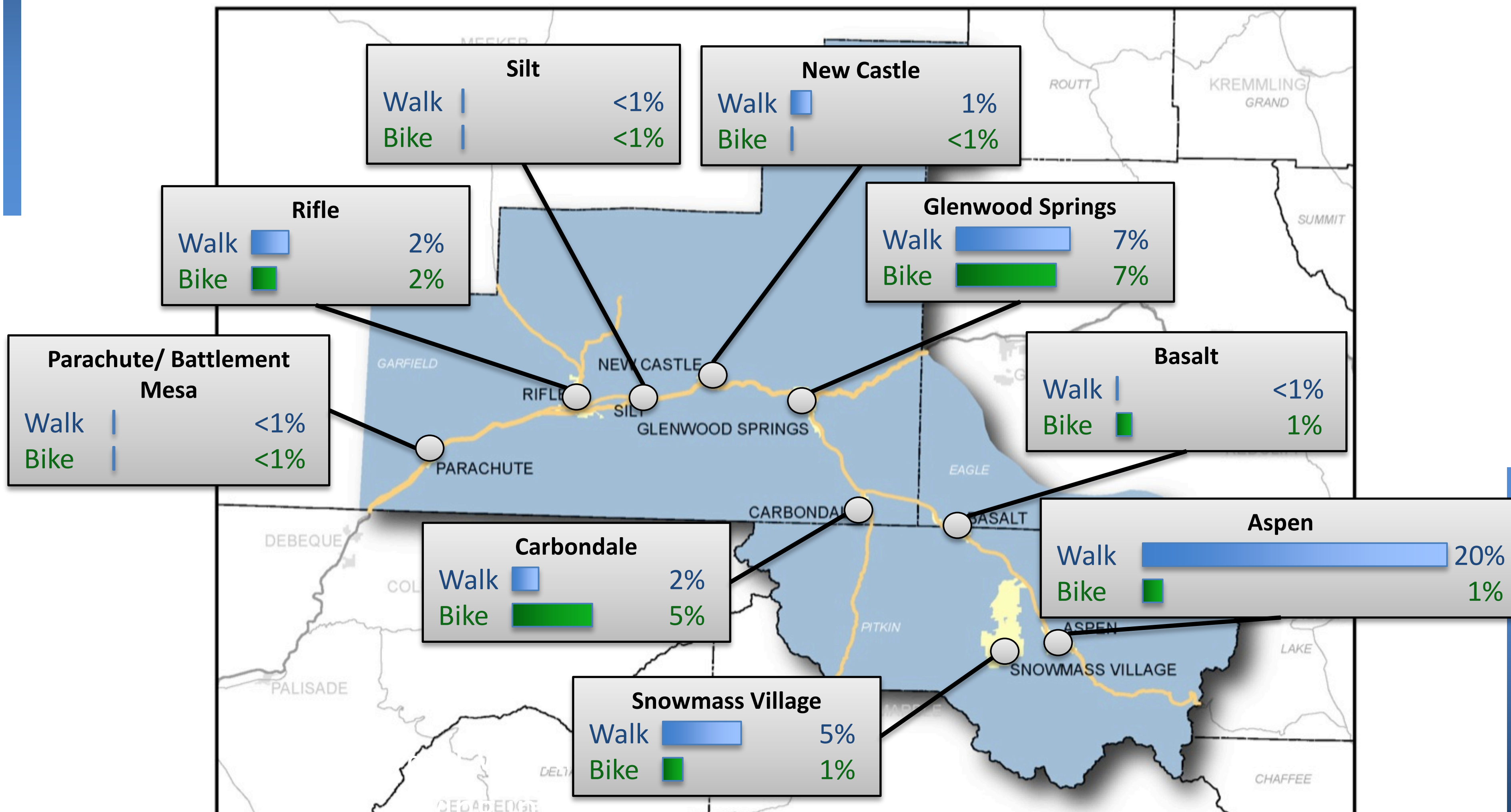
LOCAL ACTIVE MODE SHARE

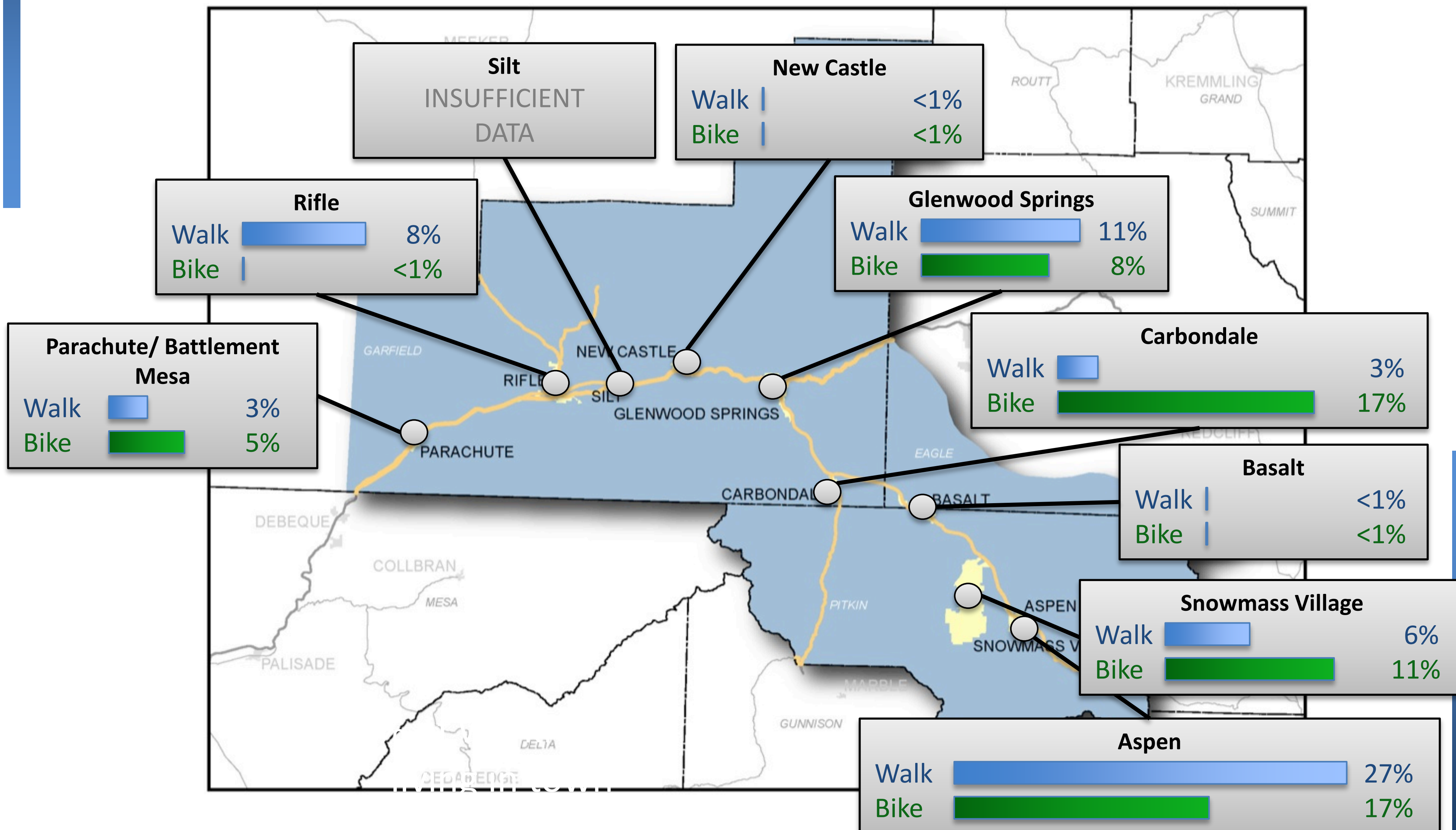
Winter Active Mode Share

(commute trips only)



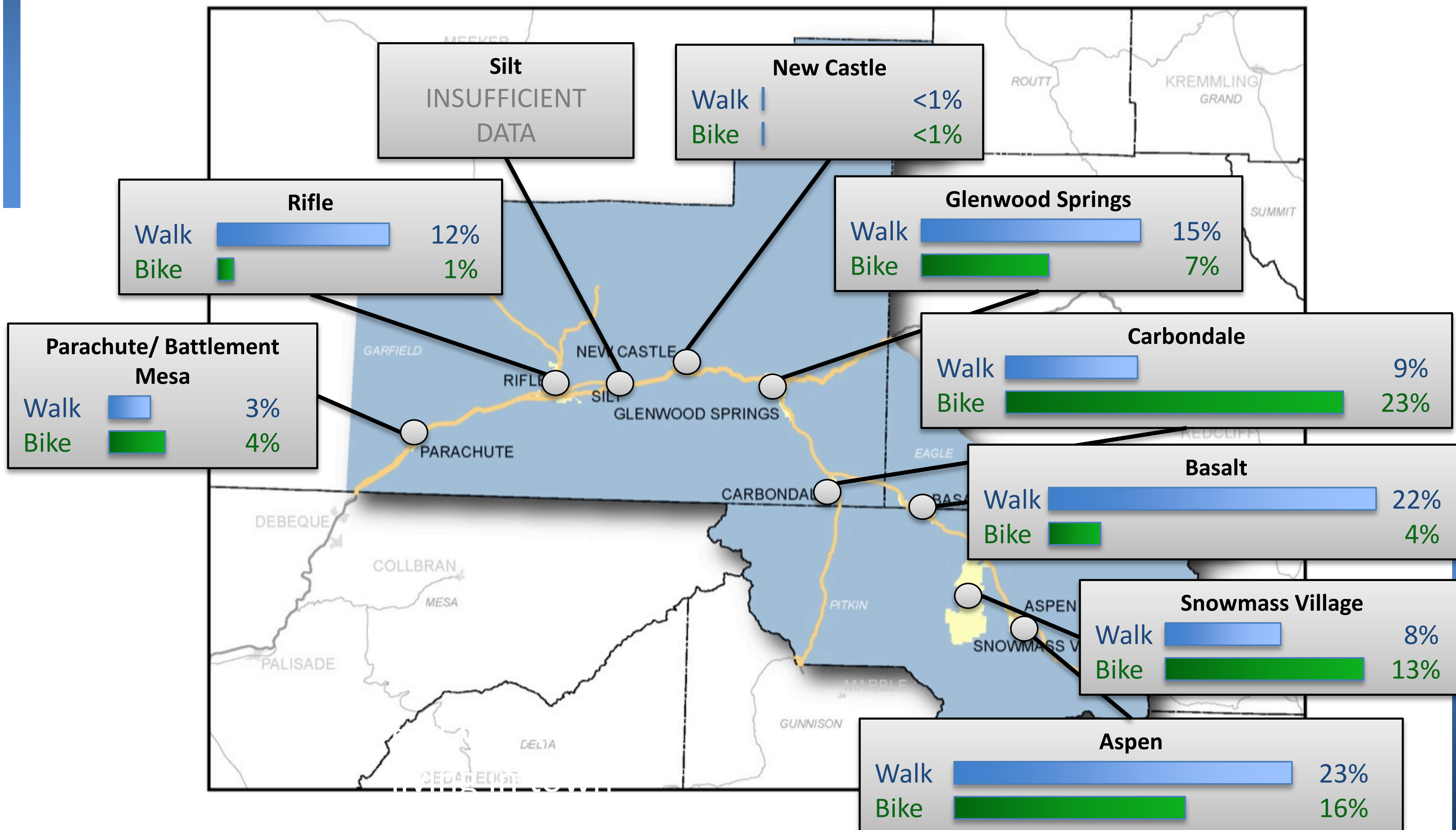
Summer Active Mode Share

(commute trips only)



Summer Active Mode Share

(all trips)



2014 Update

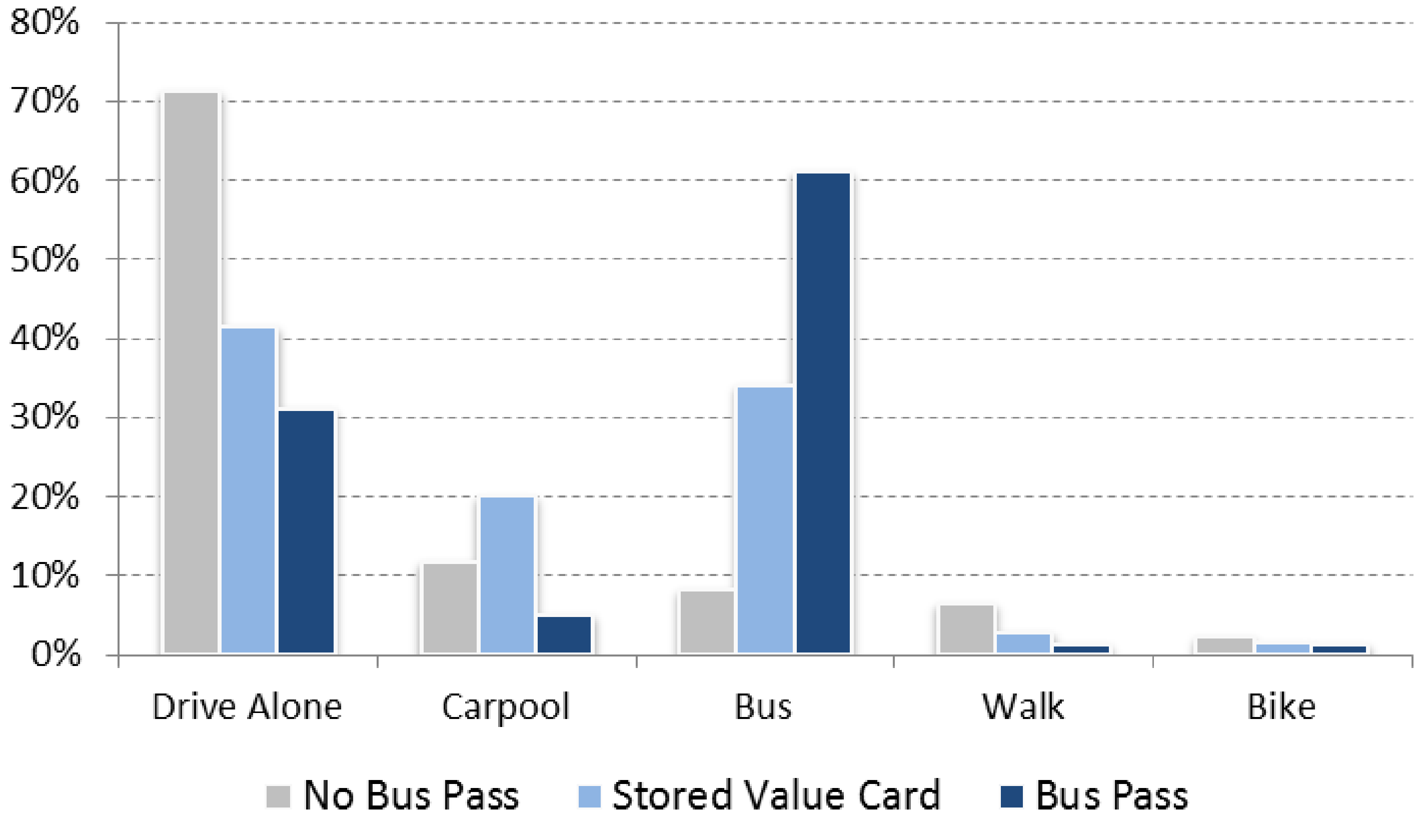
BUS MODE SHARE

What Drives Bus Mode Share?

- Service levels
- Bus passes
- Parking costs

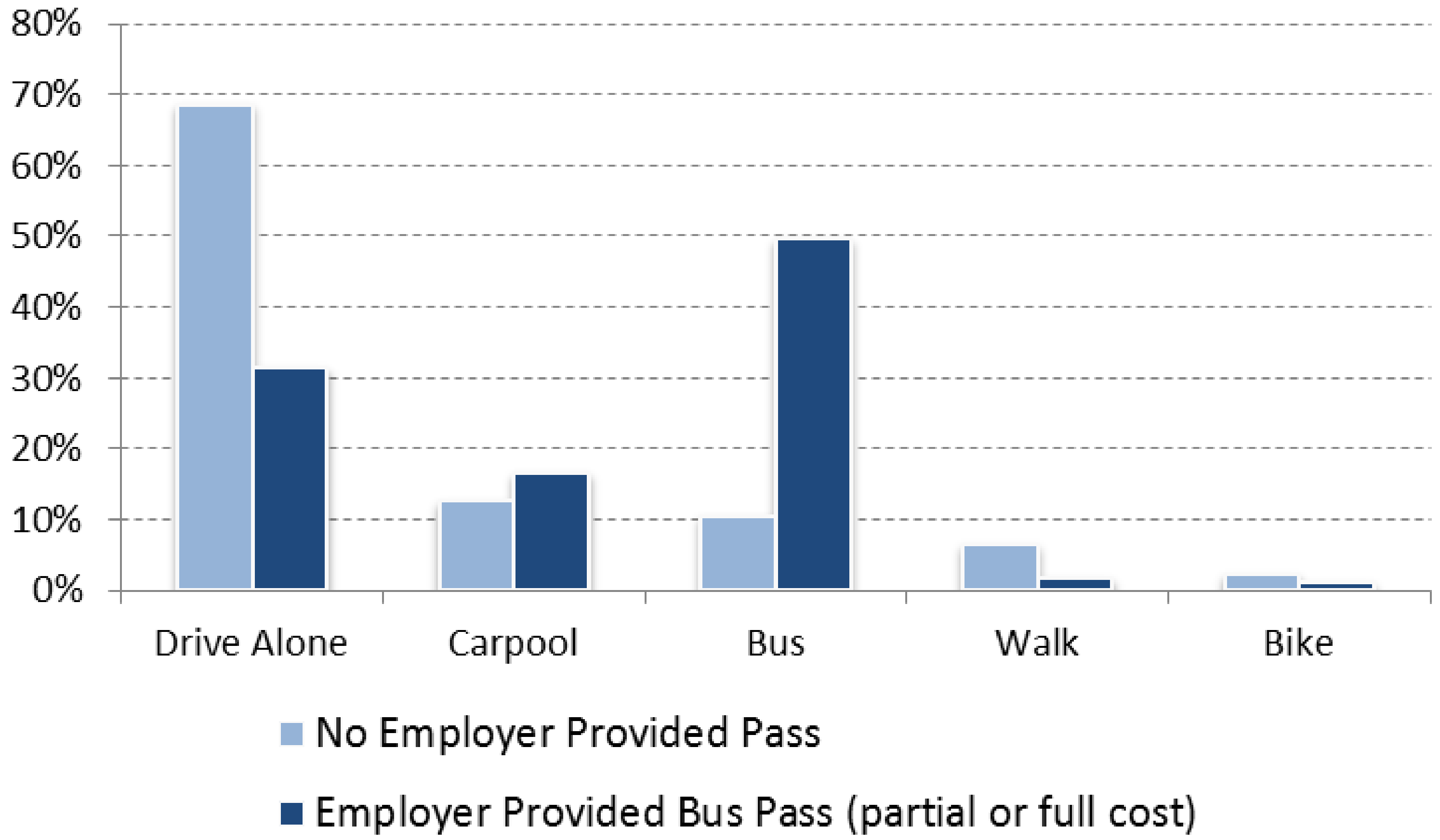
Mode Share by Bus Pass Ownership

(Regional Commuting – March)

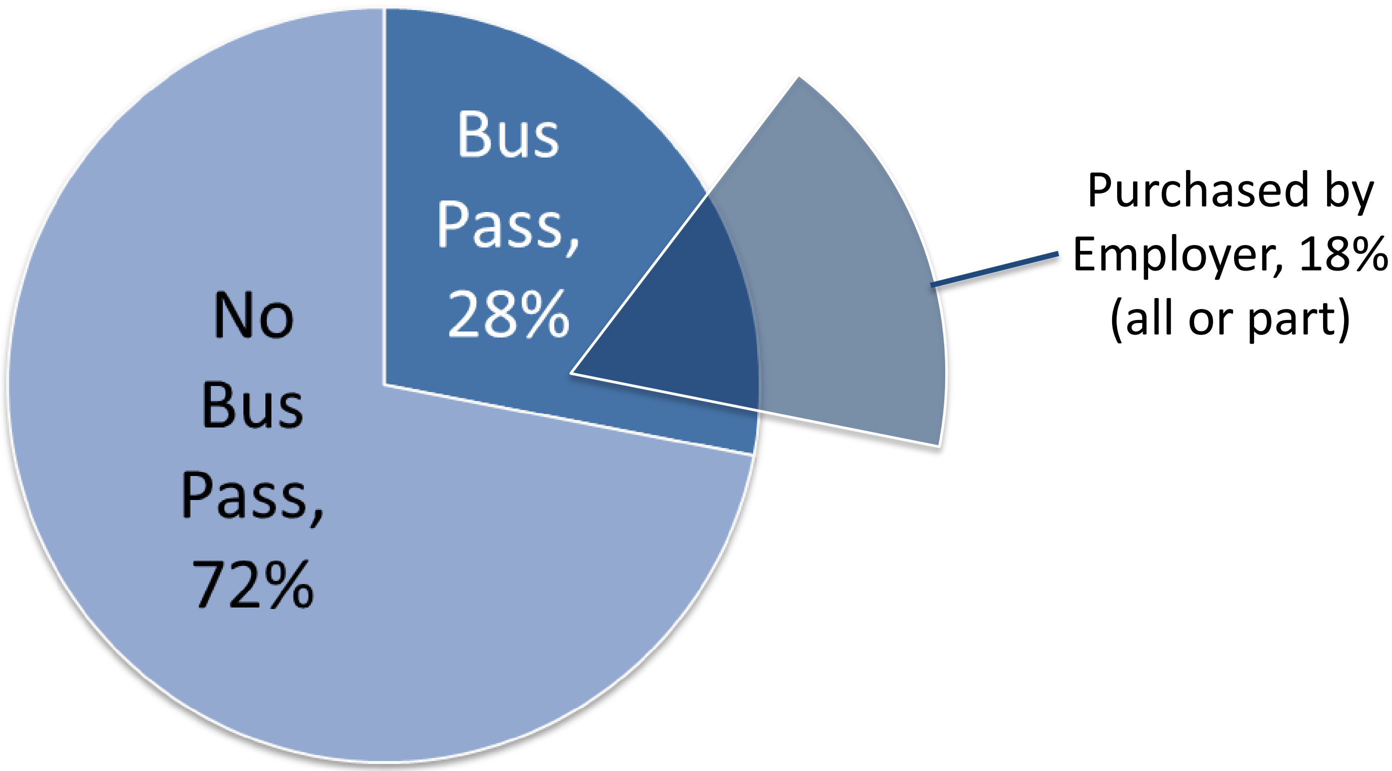


Mode Share By Employer-Provided Pass

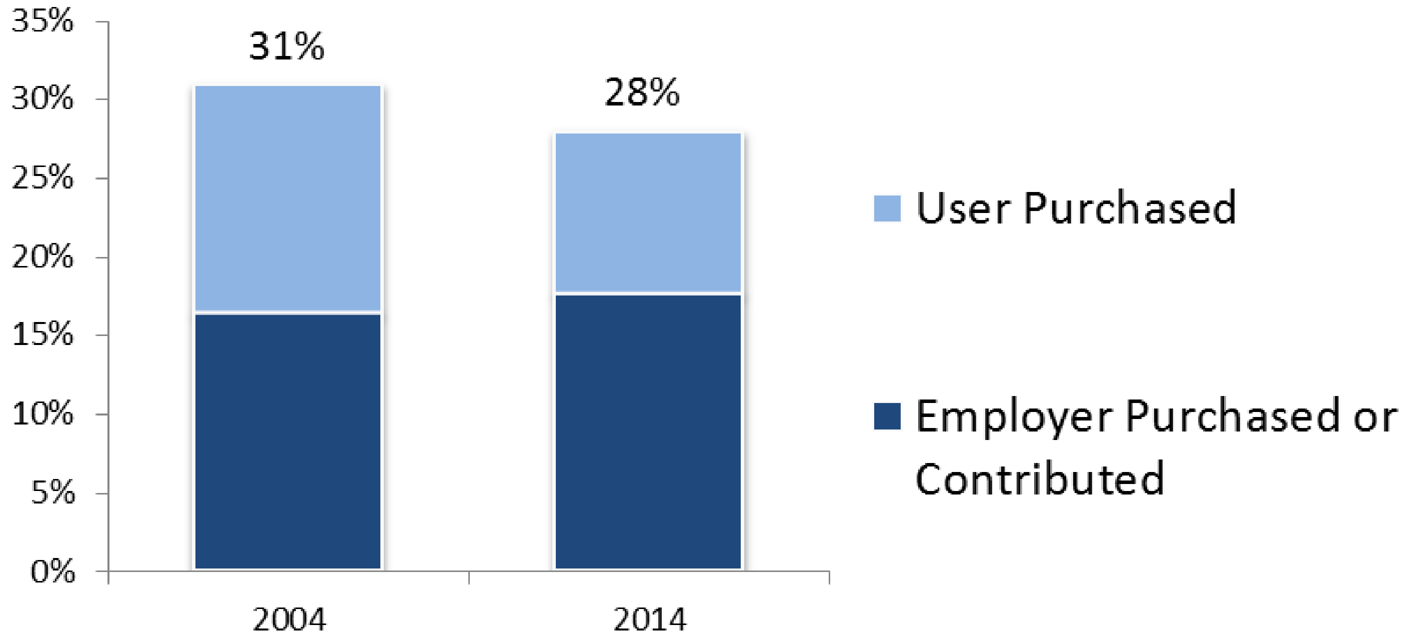
Regional Commuting – March



2014 Bus Pass Ownership



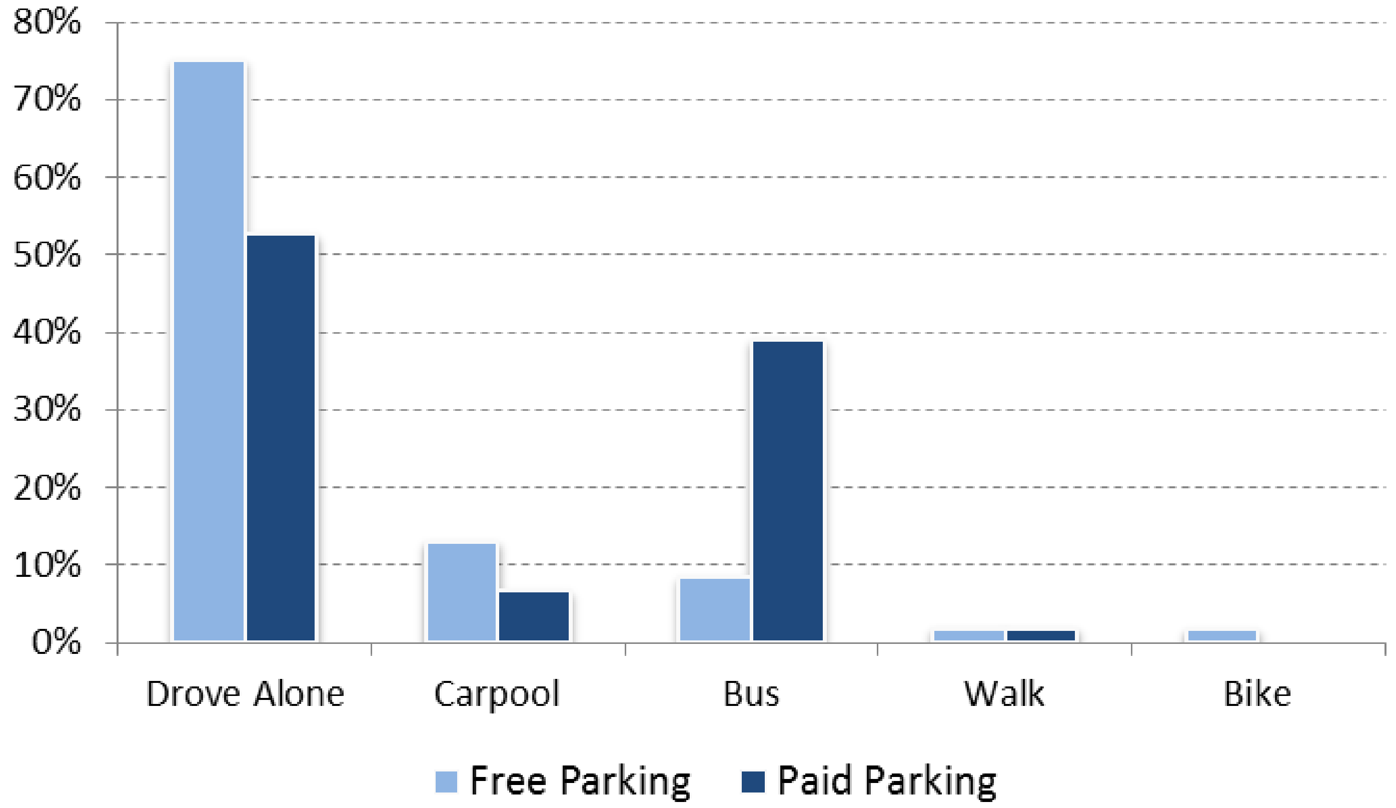
Bus Pass or Stored Value Card Ownership



- Percent of employees with a bus pass dropped slightly since 2004
- Percent of employer-provided bus passes increased slightly since 2004

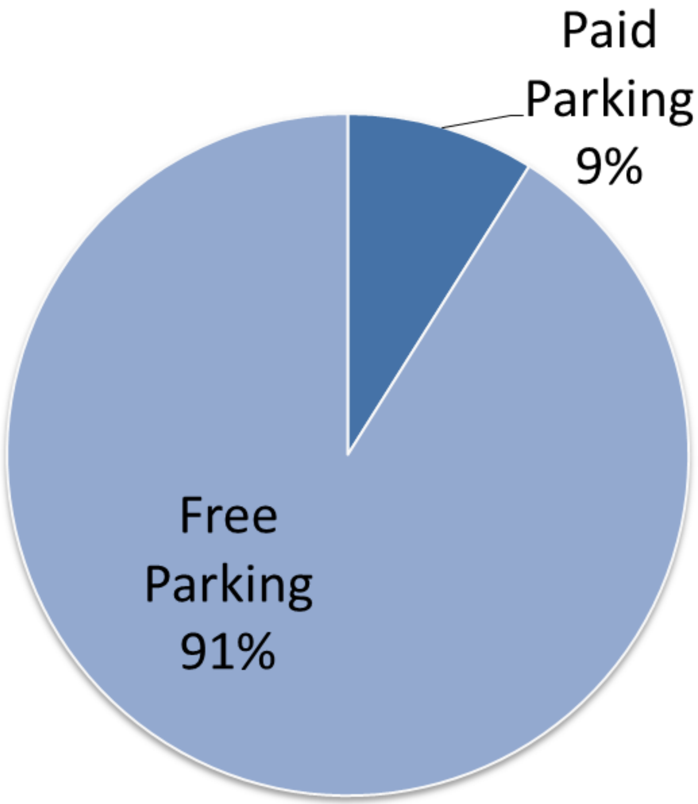
Commute Mode Share by Parking Type

(winter data - most recent workday)



Employees who must park in paid lots are 4 times as likely to take the bus to work than those who can park for free at work

Parking at Work Location

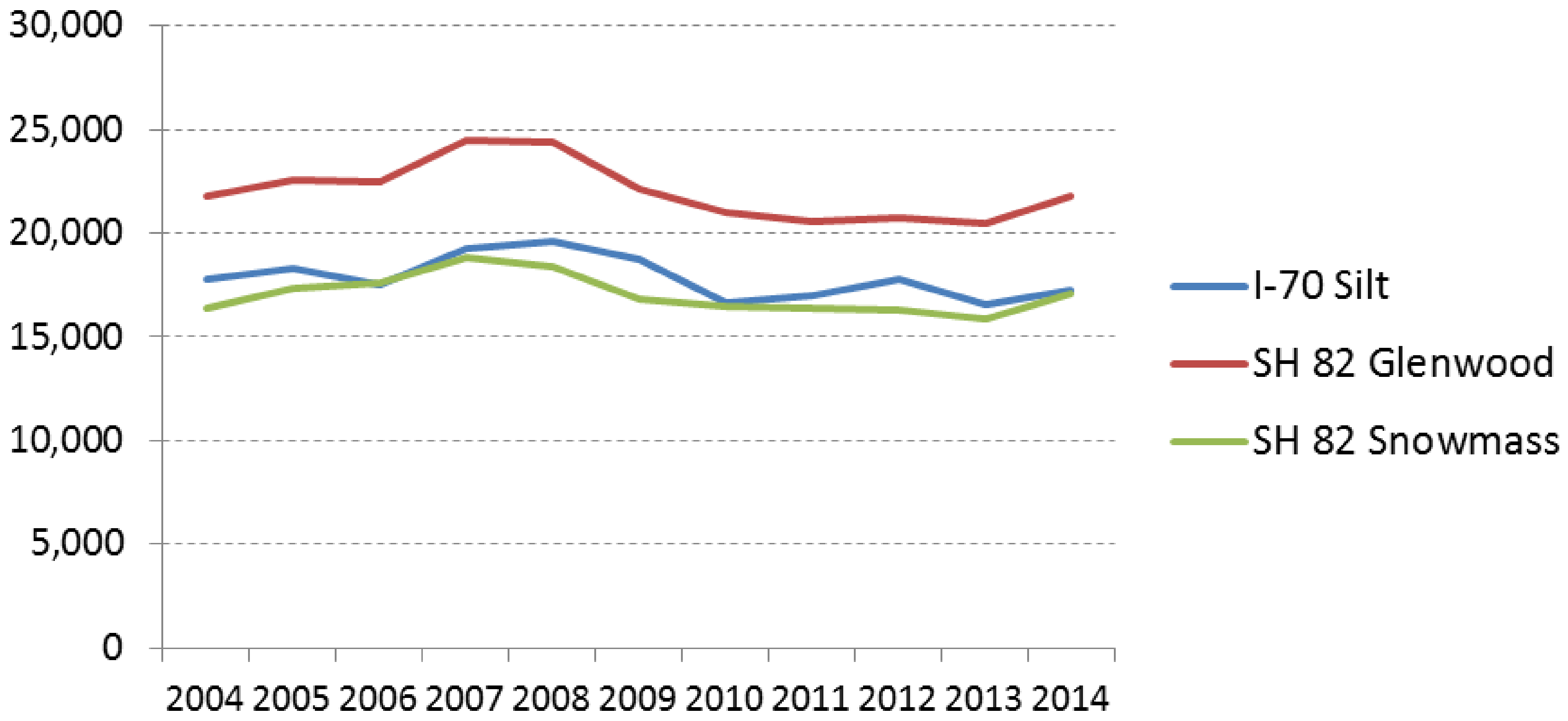


91% of employees in the region can park for free at work

Update

VEHICLE MILES OF TRAVEL & TRAFFIC

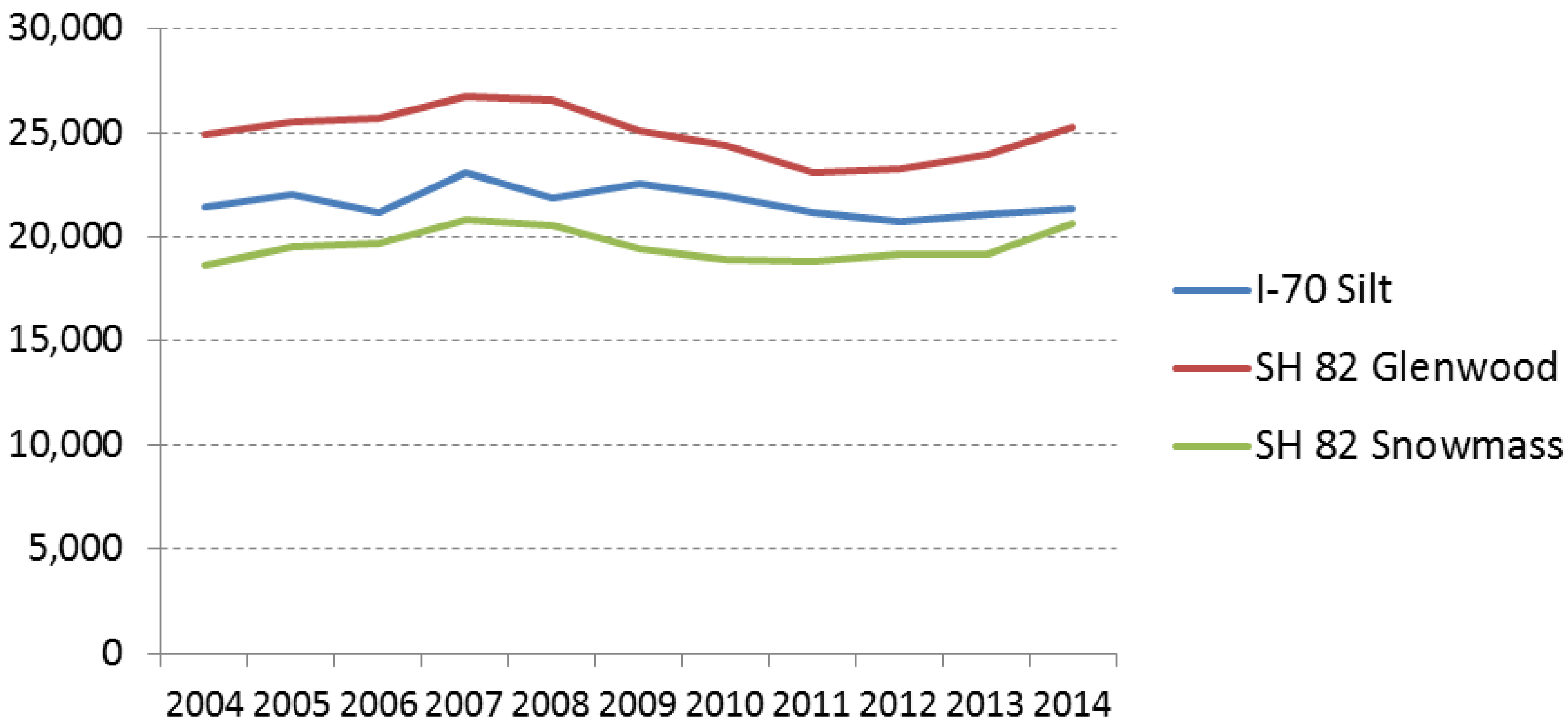
March Traffic Count Trends Since 2004



Traffic volumes in the Valley have changed very little since 2004

- -3% at Silt (I-70)
- 0% at Glenwood (Hwy 82)
- +4% near Snowmass (Hwy 82)

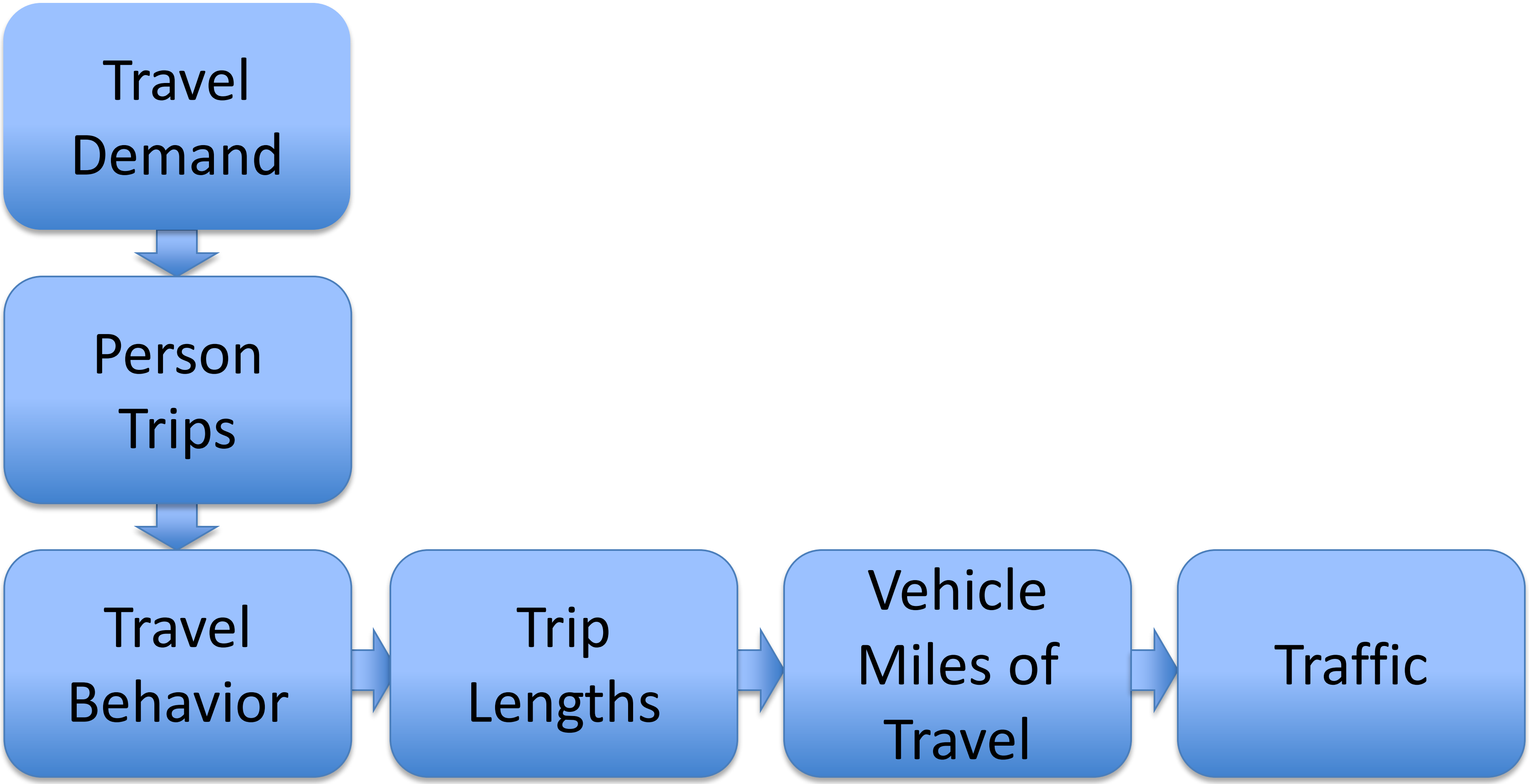
July Traffic Count Trends Since 2004



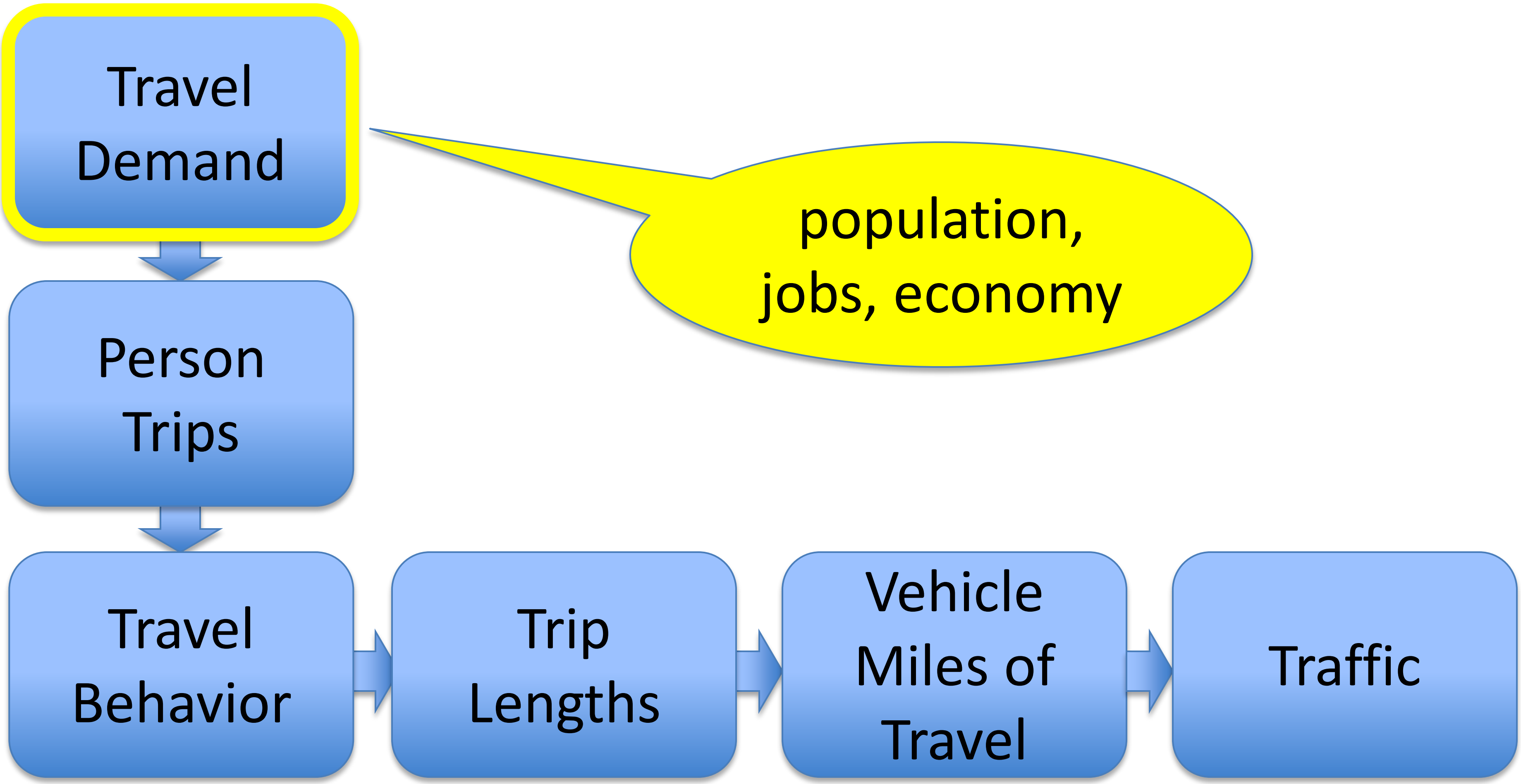
Traffic volumes in the Valley have changed very little since 2004

- -1% at Silt (I-70)
- +2% at Glenwood (Hwy 82)
- +11% near Snowmass (Hwy 82)

VMT – Vehicle Miles of Travel



VMT – Vehicle Miles of Travel



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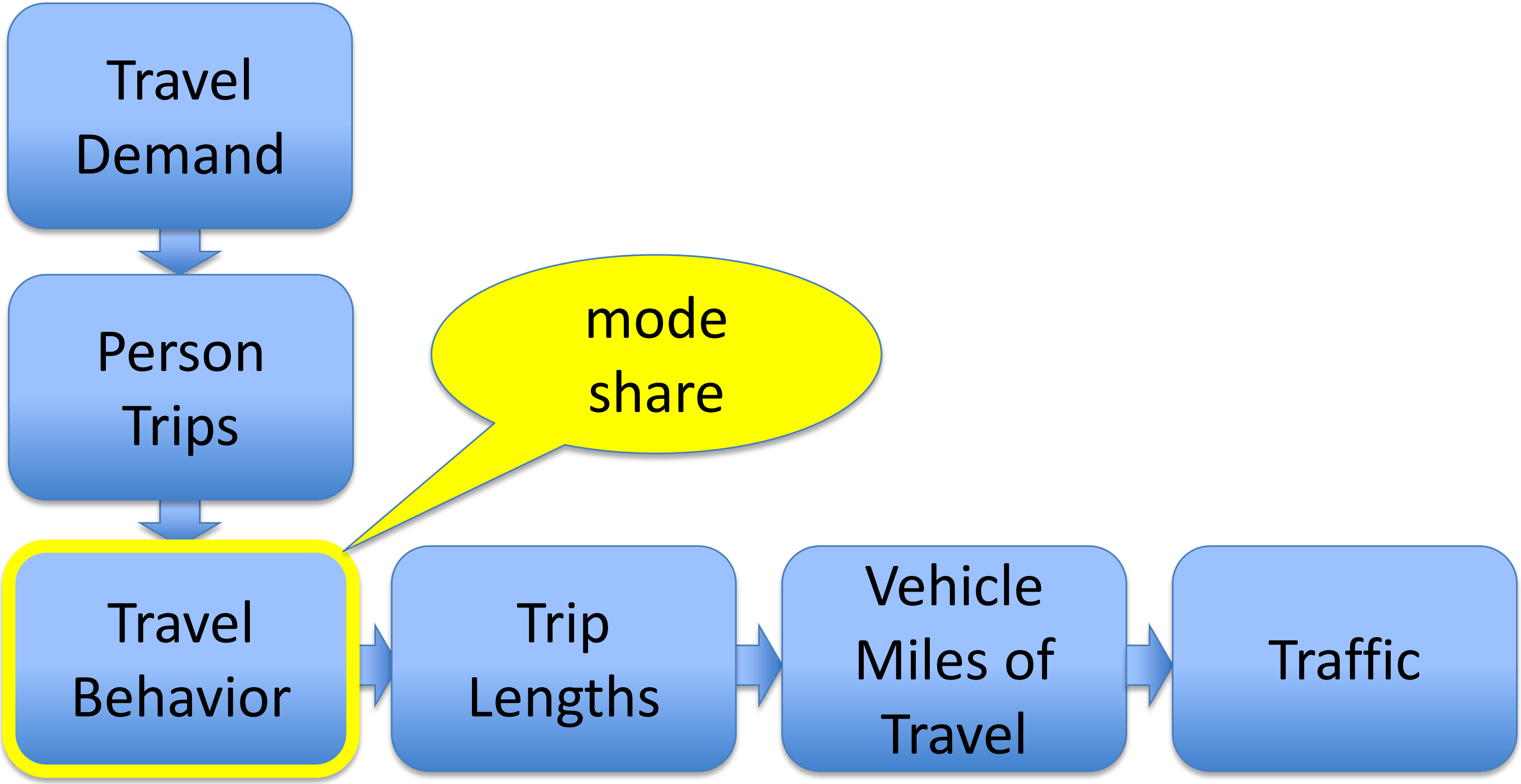
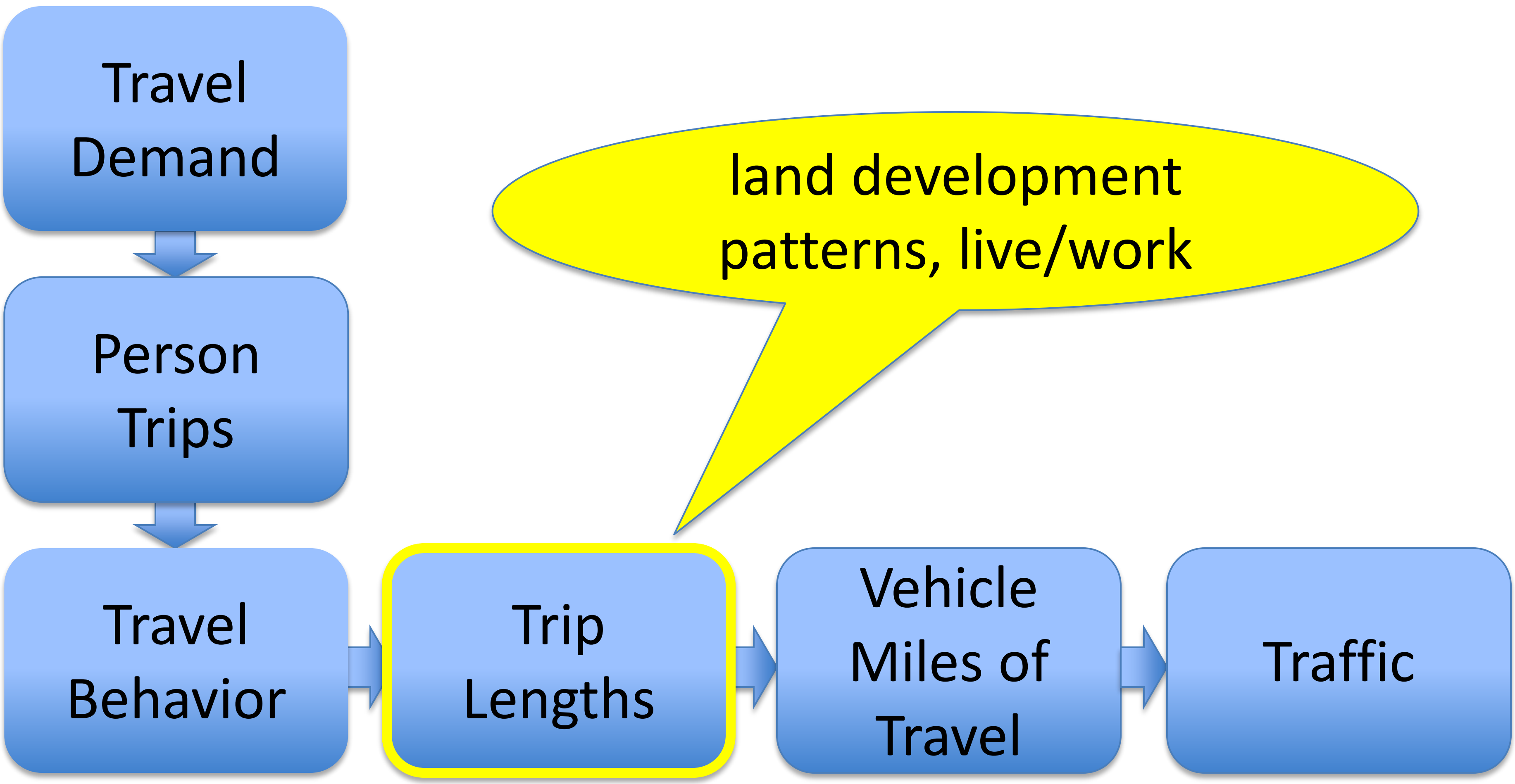
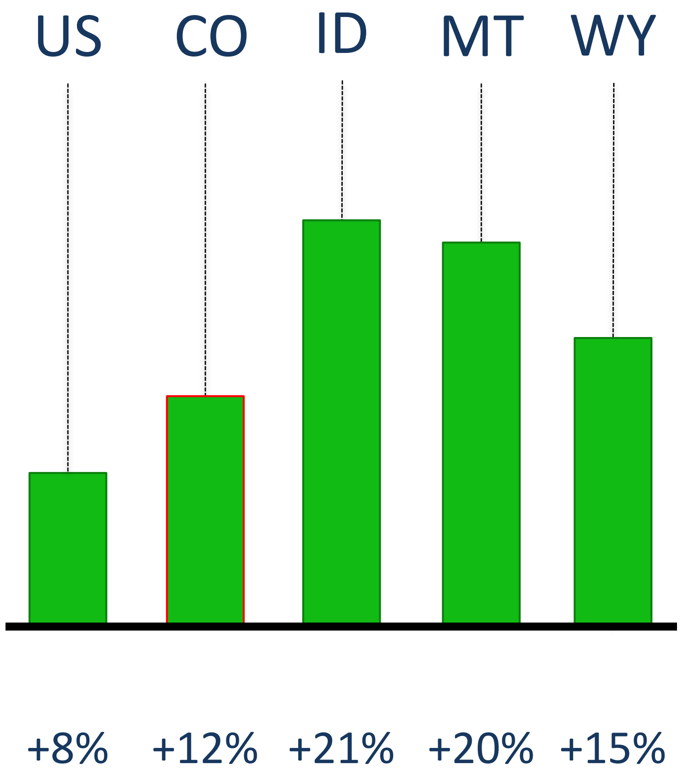


VMT – Vehicle Miles of Travel

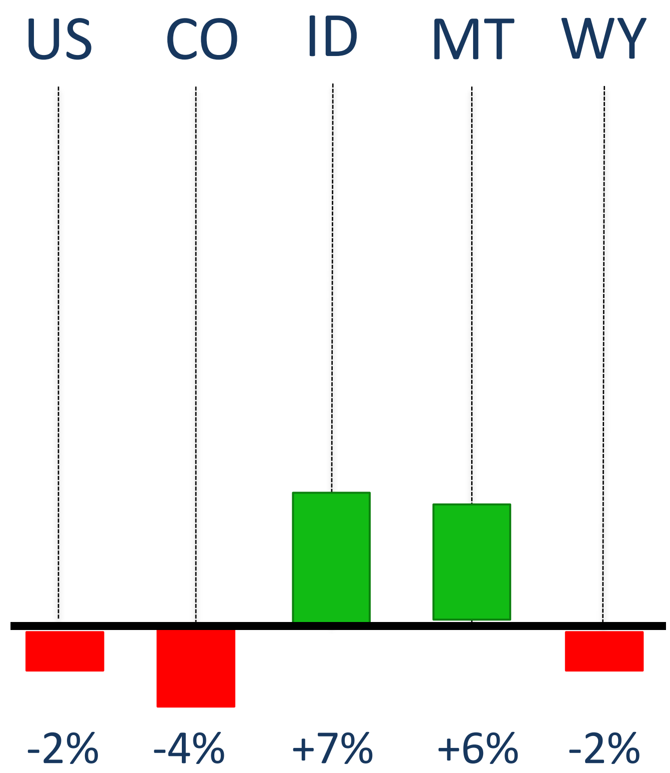


Daily VMT – Western States

2000 - 2012

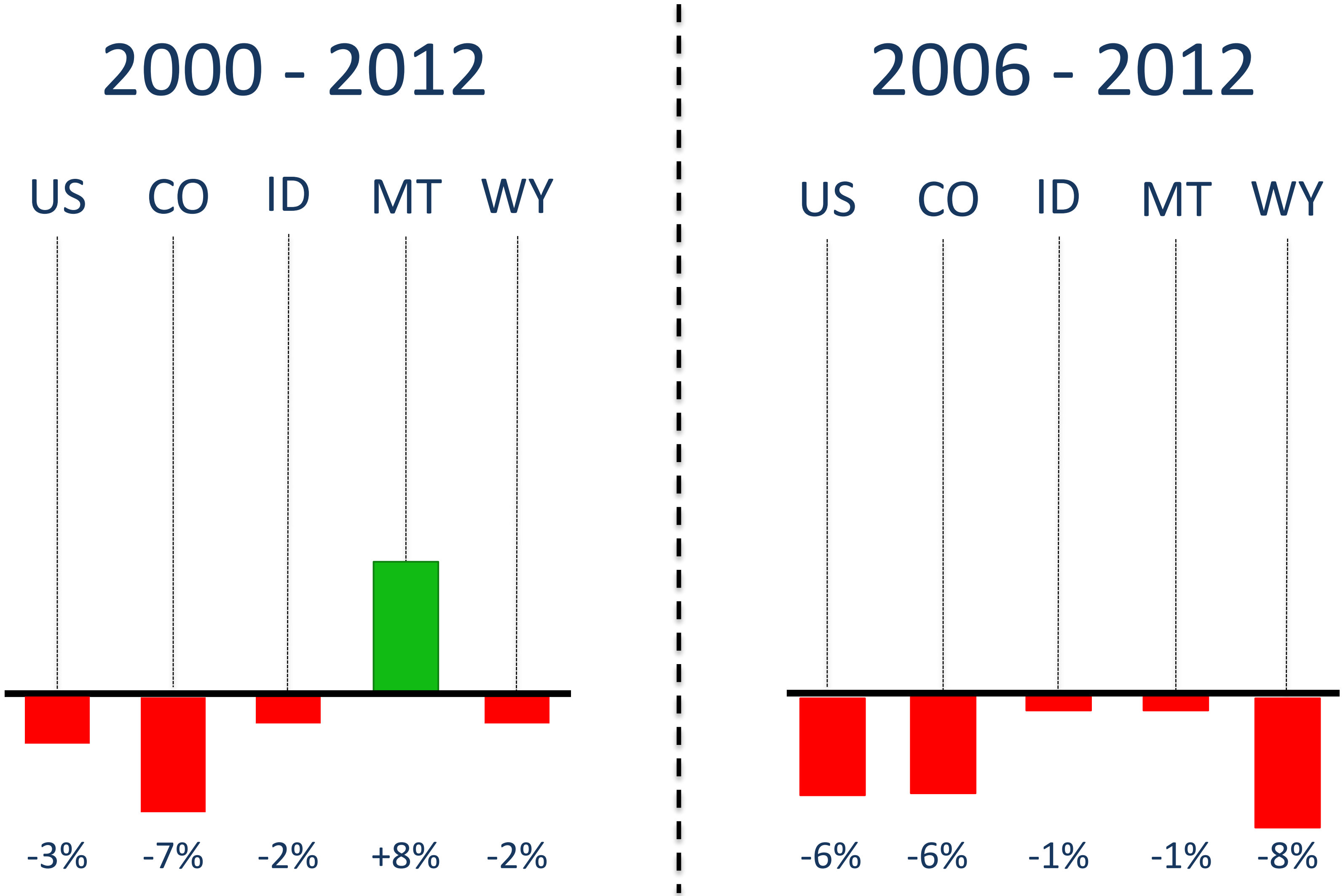


2006 - 2012



Source: FHWA and US Census Bureau

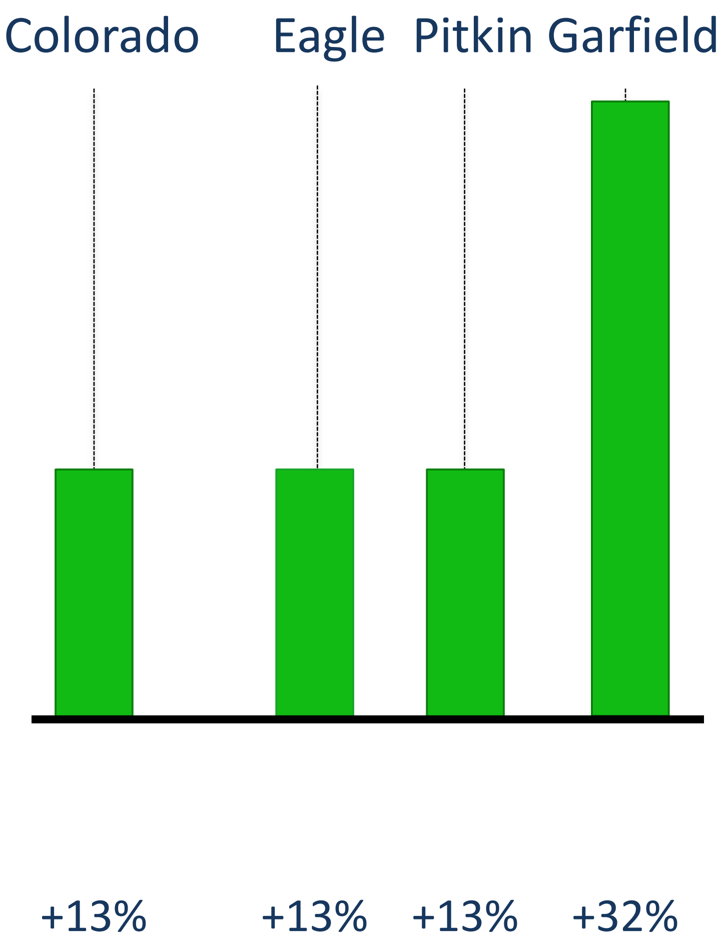
Daily Per Capita VMT – Western States



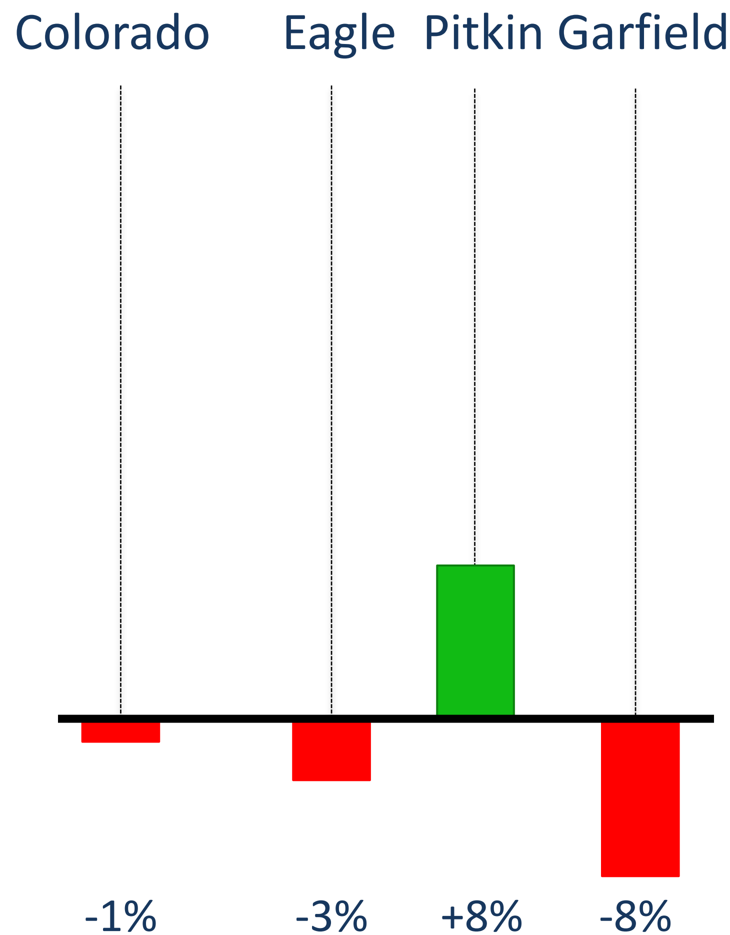
Source: FHWA and US Census Bureau

Daily VMT – Colorado

2000 - 2013

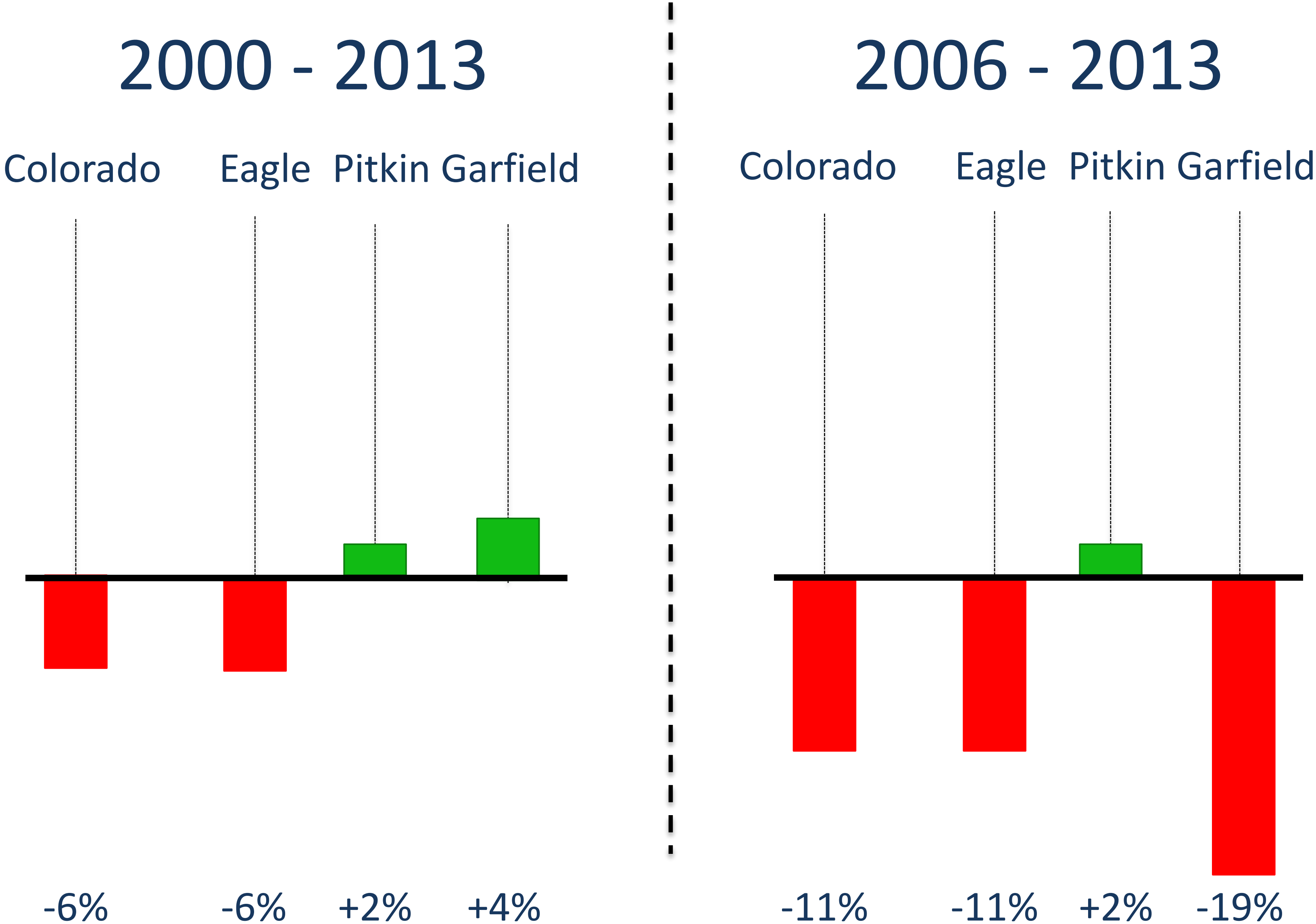


2006 - 2013



Source: Colorado DOT

Daily Per Capita VMT – Colorado



Source: Colorado DOT & DOLA

What Drives VMT

Demographics & Economics

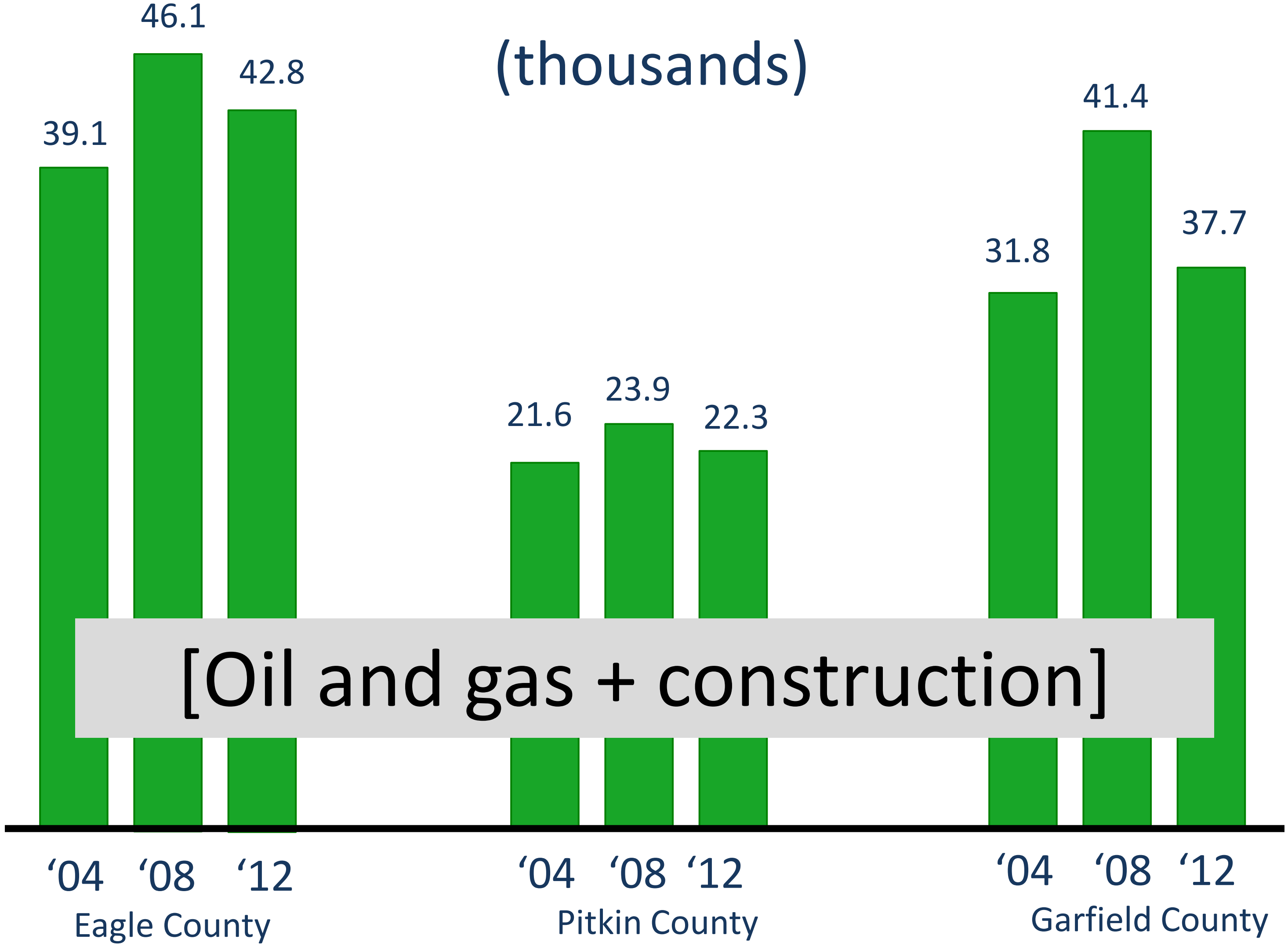
- Labor Force Participation Rate
- Household Income
- Driver License Rate
- Vehicle Ownership
- Population

Traffic Enablers

- New Road Capacity
- Energy Subsidies
- Road Subsidies
- Sprawl
- Auto-Oriented Community Design

Employment

(thousands)



Source: Bureau of Economic Analysis

Per Capita VMT Trends - Conclusions

- Per capita VMT has declined in this region
  - About 10% from 2004 – 2014
  - But, economics has been the major factor

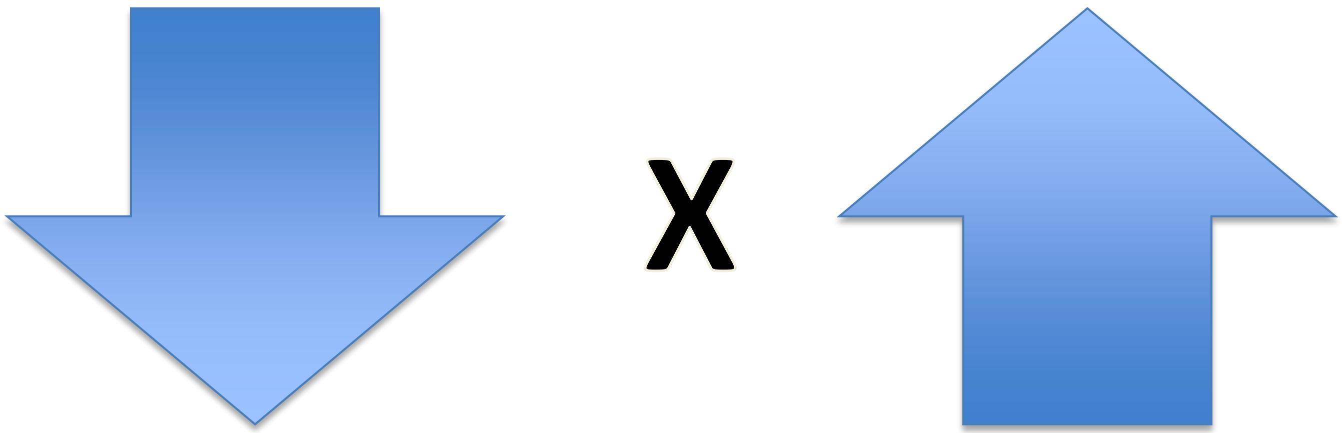
Per Capita VMT Trends - Conclusions

- Will per capita VMT decline in future?
- Yes: mode shift + improved live/work ratios
  - But a growing economy will cancel this out for a decade or so
  - And lower fuel costs may encourage driving in the short term

Project Estimates

- Per Capita VMT in 2020: no change from 2013
- Per Capita VMT in 2035: 10% less than in 2013

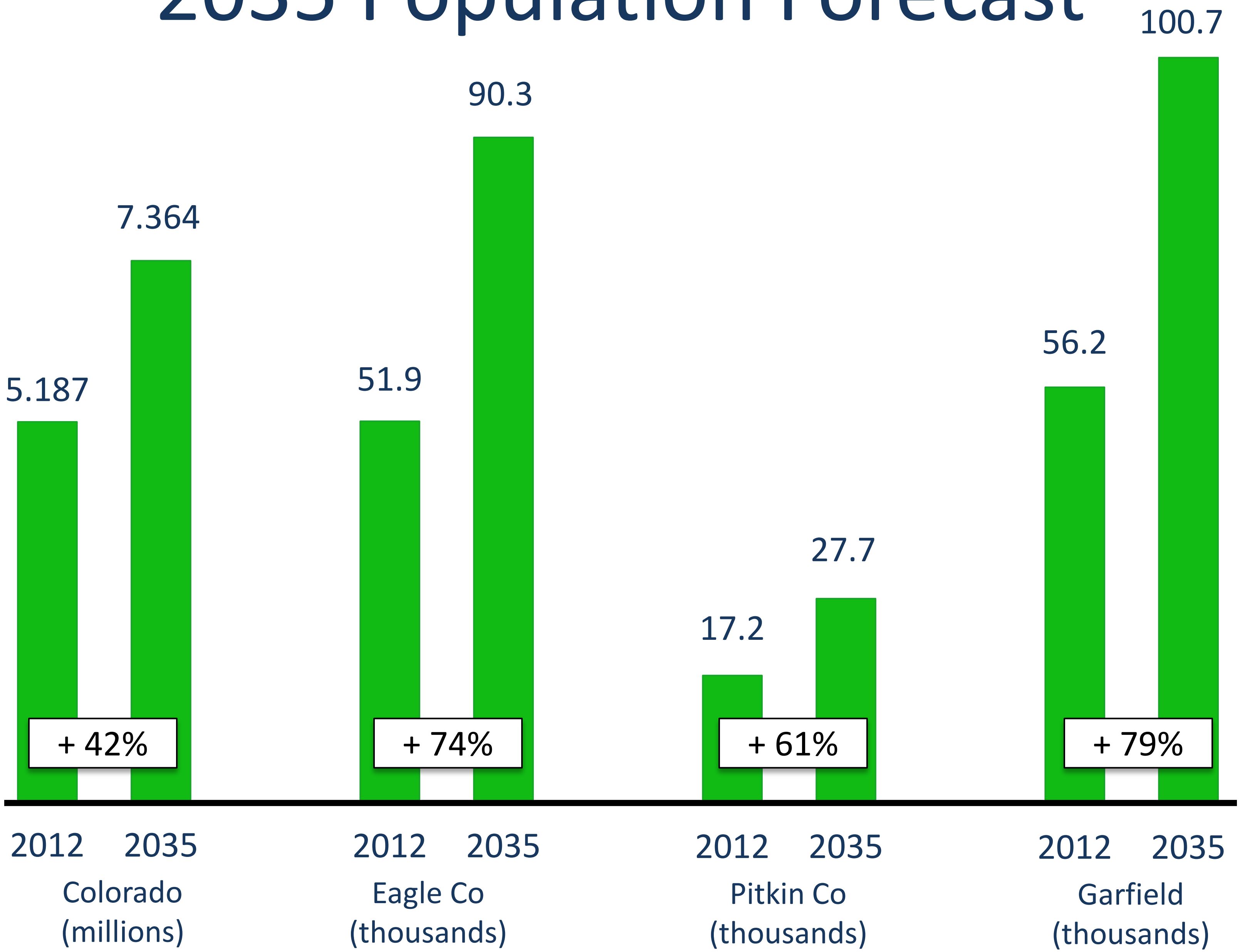
VMT =



Per Capita VMT

Population

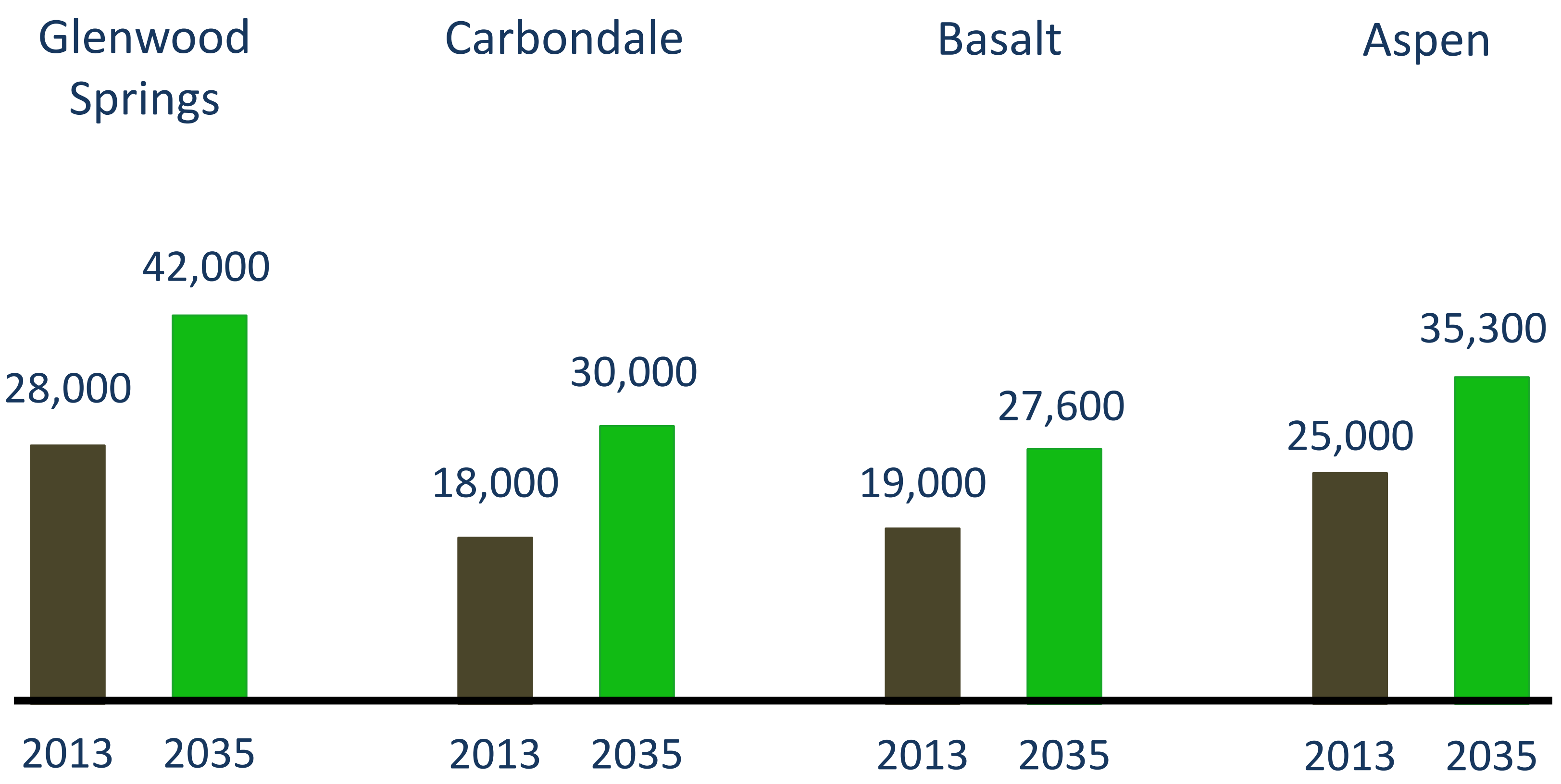
2035 Population Forecast



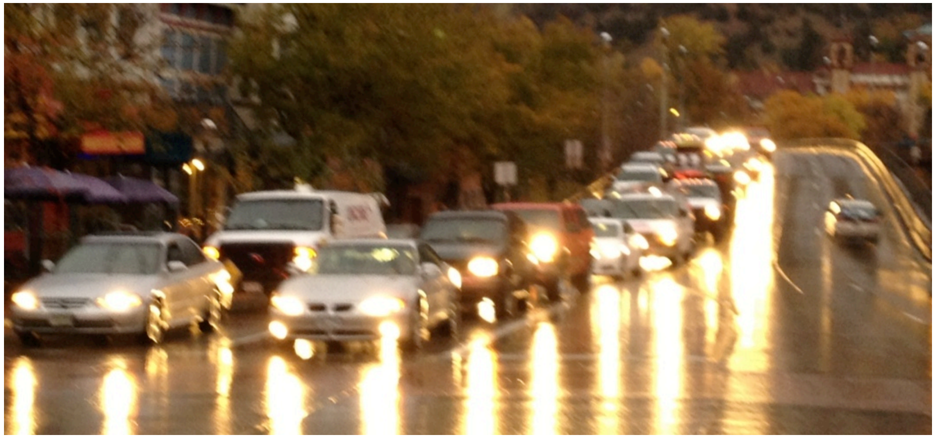
Source: Colorado DOLA

Daily Traffic – SR 82

Potential Demand in 2035



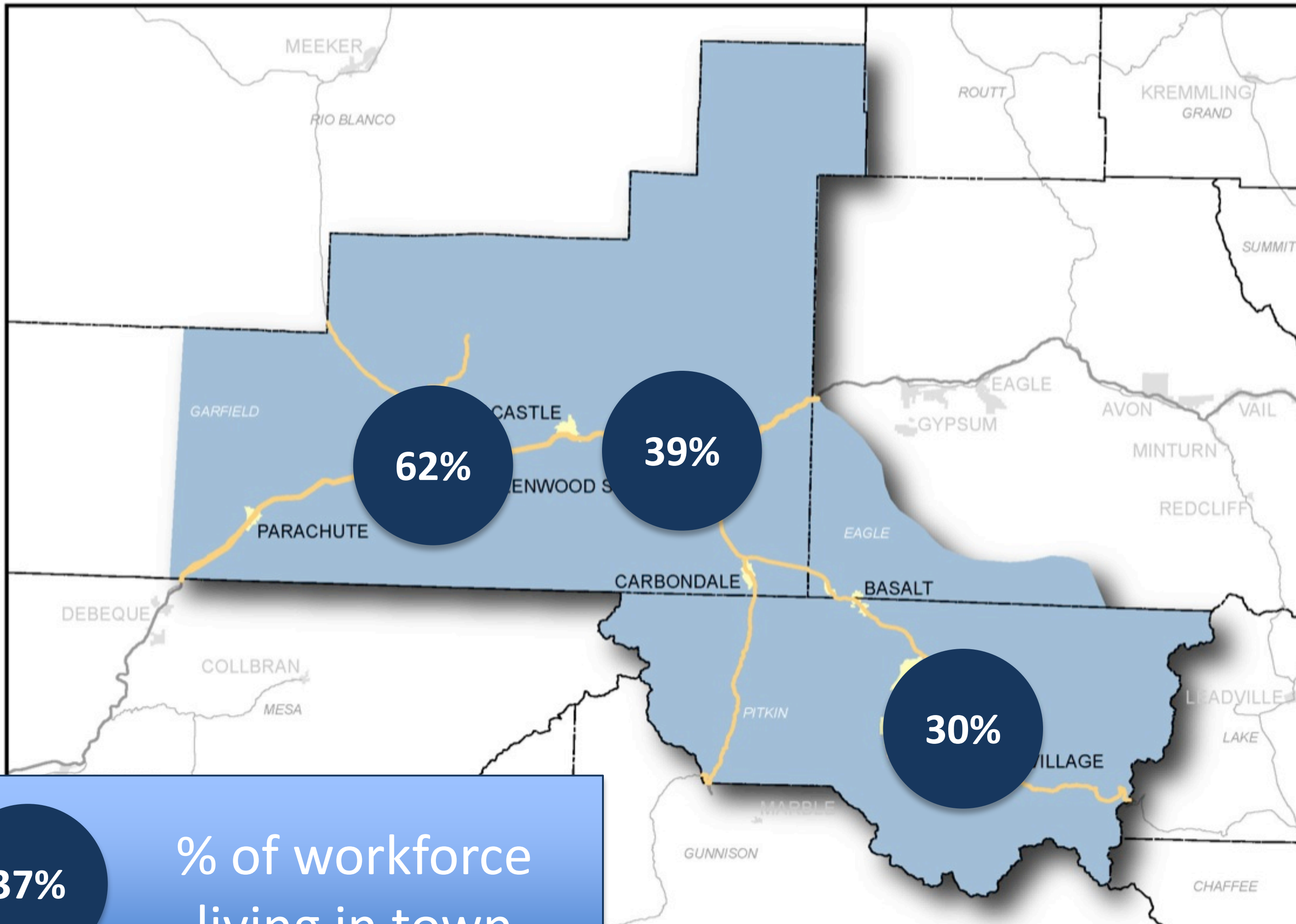
Source: Project Estimates



Update

IMPLICATIONS FOR THE REGION

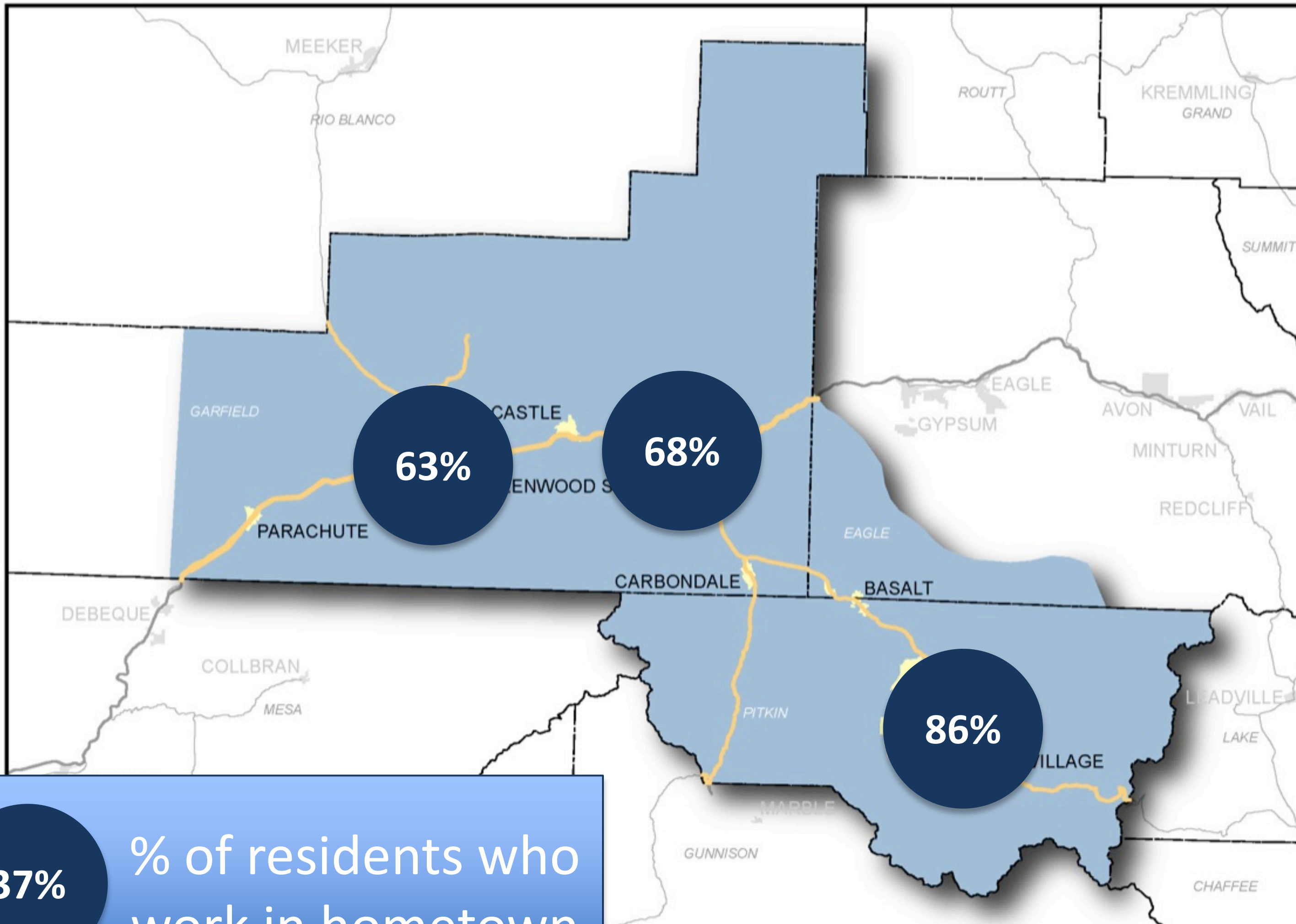
Regional Employment Centers



37%

% of workforce living in town

Regional Employment Centers



37% % of residents who work in hometown

Local Priorities

- Walk / bike facilities & active environments
  - local circulation – economic vitality
  - active living / public health
  - BRT access
- Local / circulation transit
  - local circulation
  - BRT access
- Local street networks

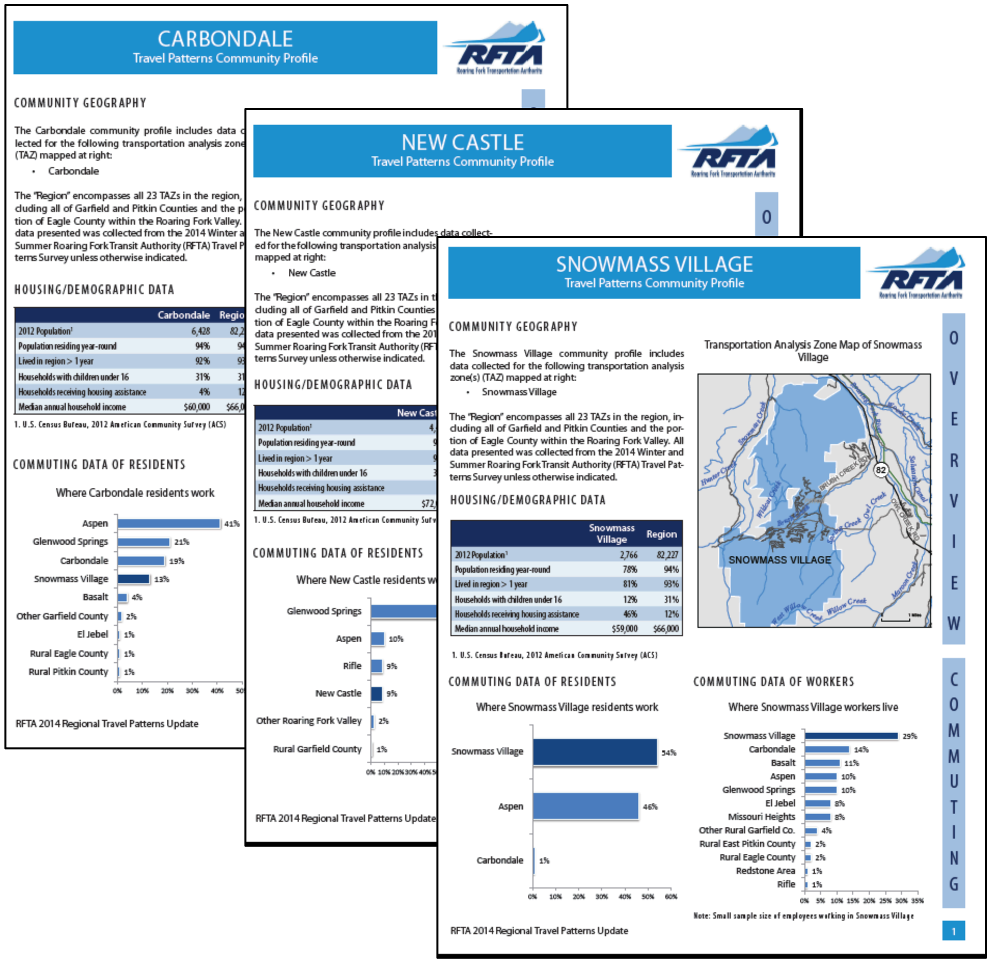
Transit System Development

- First and last mile (access to transit)
  - Park ‘n ride capacity & parking costs
  - Active transportation facilities & settings
  - Local bus circulation
- Demand will be driven by population & employment growth more than by mode shift
- However, there will be continued mode shift
- When should there be BRT service between Glenwood and Rifle?

Challenges

- Corridor transit demand could outpace RFTA revenue growth
- Traffic growth will be more local than regional
- Better local street networks/connectivity needed but little or no $$ available for that
- “State-of-good-repair” projects will be critically important but attract little support
- Further decentralization of development would be expensive

Community Profiles


CARBONDALE
Travel Patterns Community Profile
RFTA
COMMUNITY GEOGRAPHY
HOUSING/DEMOGRAPHIC DATA
COMMUTING DATA OF RESIDENTS
Where Carbondale residents work
RFTA 2014 Regional Travel Patterns Update

NEW CASTLE
Travel Patterns Community Profile
RFTA
COMMUNITY GEOGRAPHY
HOUSING/DEMOGRAPHIC DATA
COMMUTING DATA OF RESIDENTS
RFTA 2014 Regional Travel Patterns Update

SNOWMASS VILLAGE
Travel Patterns Community Profile
RFTA
Roaring Fork Transportation Authority

OVERVIEW

COMMUNITY GEOGRAPHY

The Snowmass Village community profile includes data collected for the following transportation analysis zone(s) (TAZ) mapped at right:

- Snowmass Village

The "Region" encompasses all 23 TAZs in the region, including all of Garfield and Pitkin Counties and the portion of Eagle County within the Roaring Fork Valley. All data presented was collected from the 2014 Winter and Summer Roaring Fork Transit Authority (RFTA) Travel Patterns Survey unless otherwise indicated.

Transportation Analysis Zone Map of Snowmass Village

HOUSING/DEMOGRAPHIC DATA

	Snowmass Village	Region
2012 Population[1]	2,766	82,227
Population residing year-round	78%	94%
Lived in region > 1 year	81%	93%
Households with children under 16	12%	31%
Households receiving housing assistance	46%	12%
Median annual household income	$59,000	$66,000

1. U.S. Census Bureau, 2012 American Community Survey (ACS)

COMMUTING

COMMUTING DATA OF RESIDENTS

Where Snowmass Village residents work

Snowmass Village	54%
Aspen	46%
Carbondale	1%

COMMUTING DATA OF WORKERS

Where Snowmass Village workers live

Snowmass Village	29%
Carbondale	14%
Basalt	11%
Aspen	10%
Glenwood Springs	10%
El Jebel	8%
Missouri Heights	8%
Other Rural Garfield Co.	4%
Rural East Pitkin County	2%
Rural Eagle County	2%
Redstone Area	1%
Rifle	1%

Note: Small sample size of employees working in Snowmass Village

RFTA 2014 Regional Travel Patterns Update

1

2014 Update

THANK YOU